



Planning Division Staff Report

Planning Commission Meeting August 13, 2026

Prepared by: Eric Singer, Associate Planner

ITEM 6.1: **CONDITIONAL USE PERMIT, DESIGN REVIEW PERMIT, AND TENTATIVE SUBDIVISION MAP – 1875 PLEASANT GROVE BLVD – SVSP PCL JM-41 AND WRSP PCL W-20 SIERRA VIEW SHOPPING CENTER – PL25-0496**

REQUEST

The applicant requests approval of a Conditional Use Permit to allow a fueling station and two drive-through restaurants adjacent to a residential parcel. The application also includes a Design Review Permit to allow construction of a 14.5-acre commercial shopping center with retail and restaurant uses, along with associated access, parking, lighting, and landscape improvements. The proposed combined building area is approximately 58,000 square feet. A Tentative Subdivision Map is also requested to reconfigure parcels consistent with the site plan.

Applicant – Warberg Partners, Inc.
Owner – SVC1 LLC

SUMMARY RECOMMENDATION

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

1. Consider the Addendum to the Sierra Vista Specific Plan Environmental Impact Report;
2. Adopt the three (3) findings of fact and approve the Conditional Use Permit subject to four (4) conditions of approval;
3. Adopt the four (4) findings of fact and approve the Design Review Permit subject to ninety (90) conditions of approval; and
4. Adopt the three (3) findings of fact and approve the Tentative Subdivision Map subject to forty-four (44) 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.

BACKGROUND

The Sierra Vista Specific Plan (SVSP) was adopted by the City Council on May 5, 2010 and 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.

The project site is identified as eleven parcels labeled JM-41 within the SVSP, with one additional parcel identified as W-20 within the West Roseville Specific Plan (WRSP), located at the southwest corner of Pleasant Grove Boulevard and Fiddymont Road. The SVSP identifies this corner as a commercial site to be developed with large format commercial uses as shown in figure B-31 of the SVSP. The conceptual plan provides an initial concept design for a commercial center with up to 250,000 square feet of development.

On March 17, 2021, the City Council approved a General Plan Amendment, Specific Plan Amendment, Rezone, Development Agreement Amendment, Conditional Use Permit, and Design Review Permit (File #PL20-0142) to rezone parcel W-20 in the WRSP from Low-Density Residential (LDR) to Community Commercial (CC) and allow for construction of a coffee kiosk with outdoor seating and a drive-through lane. The Rezone included a Special Area Overlay, to ensure that only uses considered compatible with adjacent residential land uses would be permitted or conditionally permitted. That project was never constructed.

On August 3, 2022, the City Council approved a General Plan Amendment, Specific Plan Amendment, Rezone, and Tentative Subdivision Map (File #PL21-0368) to adjust the boundary between High Density Residential (HDR) parcel JM-30 and Community Commercial (CC) parcel JM-41, converting 0.44 net acres from HDR land use to CC land use. The zoning designation was also modified to reflect the land use changes. The Tentative Subdivision Map created 12 total parcels, which divided large lot parcel JM-41 into 11 commercial parcels and reconfigured parcel JM-30 to align with the proposed land use changes. The land use adjustment also connected the commercial site with adjacent West Roseville Specific Plan (WRSP) parcel W-20. Effectively, the land use boundary adjustment allowed parcels JM-41 and W-20 to function as one commercial center.

On November 19, 2025, the Planning Manager approved an Objective Design Standards application (File #PL25-0280) for an affordable housing project on parcel JM-30, consisting of 192 units across eight three-story buildings with associated parking and site improvements. The approved multi-family housing is directly adjacent to the west of the subject site.

Proposed Project

The applicant requests a Conditional Use Permit, Design Review Permit, and Tentative Subdivision Map to reconfigure the existing twelve parcels into eight parcels and allow construction of a seven-building commercial shopping center with retail and restaurant uses totaling approximately 58,000 square feet, along with associated access, parking, lighting, and landscape improvements. The reconfigured parcels are sized to accommodate each of the seven buildings with their corresponding parking areas. No development is proposed on the eighth parcel (approximately 3 acres in size) on the site's south end. Specific tenants are unknown at this time.

The project proposes seven freestanding, single-story buildings facing the Fiddymment Rd and Pleasant Grove Blvd frontages, along with parking, landscaping, and lighting. The project includes three retail buildings (Buildings 2, 4, and 7) totaling approximately 43,759 square feet. The primary retail building is proposed as an approximately 23,272 square foot anchor grocery store (Building 7). Three restaurant with drive-through pad buildings are proposed (Buildings 1, 3, and 6), totaling approximately 9,751 square feet. Building 1, located primarily on Parcel W-20, is proposed specifically as a coffee shop use, consistent with the prior approval for that parcel in File #PL20-0142.

A fueling station (Building 5) is proposed on the east side of the site fronting Fiddymment Rd, featuring four (4) fuel dispensers with eight (8) total pumps under a covered canopy, with an approximately 4,700 square foot associated retail building.

Figure 1: Project Location



SITE INFORMATION

Location: 1875 Pleasant Grove Boulevard

Total Size: 14.5 acres

Topography and Setting: The project is an undeveloped property in an urbanized setting. The site includes frontage on Pleasant Grove Blvd and Fiddymont Rd, which are arterial roadways, and Upland Drive, which is a modified collector roadway. The site is generally flat and is surrounded by low-density single-family residential uses to the north and south, multi-family residential to the west, commercial uses to the east and northeast, and open space to the east.

EVALUATION: CONDITIONAL USE PERMIT

Section 19.12.020 of the City of Roseville Zoning Ordinance requires a Conditional Use Permit (CUP) for drive-through establishments and fueling stations in the Community Commercial zoning designation, when located contiguous to properties with a residential zoning designation. Section 19.78.060 of the City of Roseville Zoning Ordinance requires that three findings be made in order to approve or conditionally approve a Conditional Use Permit. The three findings are listed below in ***italicized, bold*** text and are followed by an evaluation of the project in relation to each finding.

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

The land use designation for the subject property is Community Commercial (CC). The purpose of the CC land use is to provide a broad range of goods and services to a large service area. Primary uses within the CC include “retail stores and businesses selling a full range of goods and services.” The General Plan relies on the Zoning Ordinance to determine the appropriate location and design of drive-through and fueling station uses adjacent to residential property through the CUP process. As discussed below, the proposed uses are consistent with the zoning designation; therefore, the proposed uses are consistent with the General Plan and SVSP.

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

The Zoning Ordinance does not contain development standards specific to drive-through restaurants or fueling stations but does contain standards for building height and required parking spaces. The Zoning Ordinance establishes off-street parking requirements for an eating establishment with a drive-through and fueling station with a neighborhood commercial component. Based on the Zoning Ordinance, the parking requirement for an eating establishment with a drive-through is one (1) space per 100 square feet of area. The parking requirement for a fueling station is one (1) space per 300 square feet of commercial sales area (minimum 5 spaces). Based on the parking requirement, a total of 114 parking spaces for the drive-throughs and fueling station are required. The proposed project has a total of 327 parking spaces, with 117 spaces specifically dedicated to the drive-through and fueling station uses. A detailed breakdown of each use and their respective parking requirement is discussed in the Design Review Permit evaluation as well as in the project description provided by the applicant (seen as Exhibit E). Additionally, the average height of the drive-throughs and fueling station is around 20 feet, which is less than the 50 foot height limit in the CC zoning designation. Based on the parking requirement and the proposed parking count for each use, as well as the proposed heights of the buildings, the drive-through and fueling station uses comply with all applicable standards and requirements of the Zoning Ordinance.

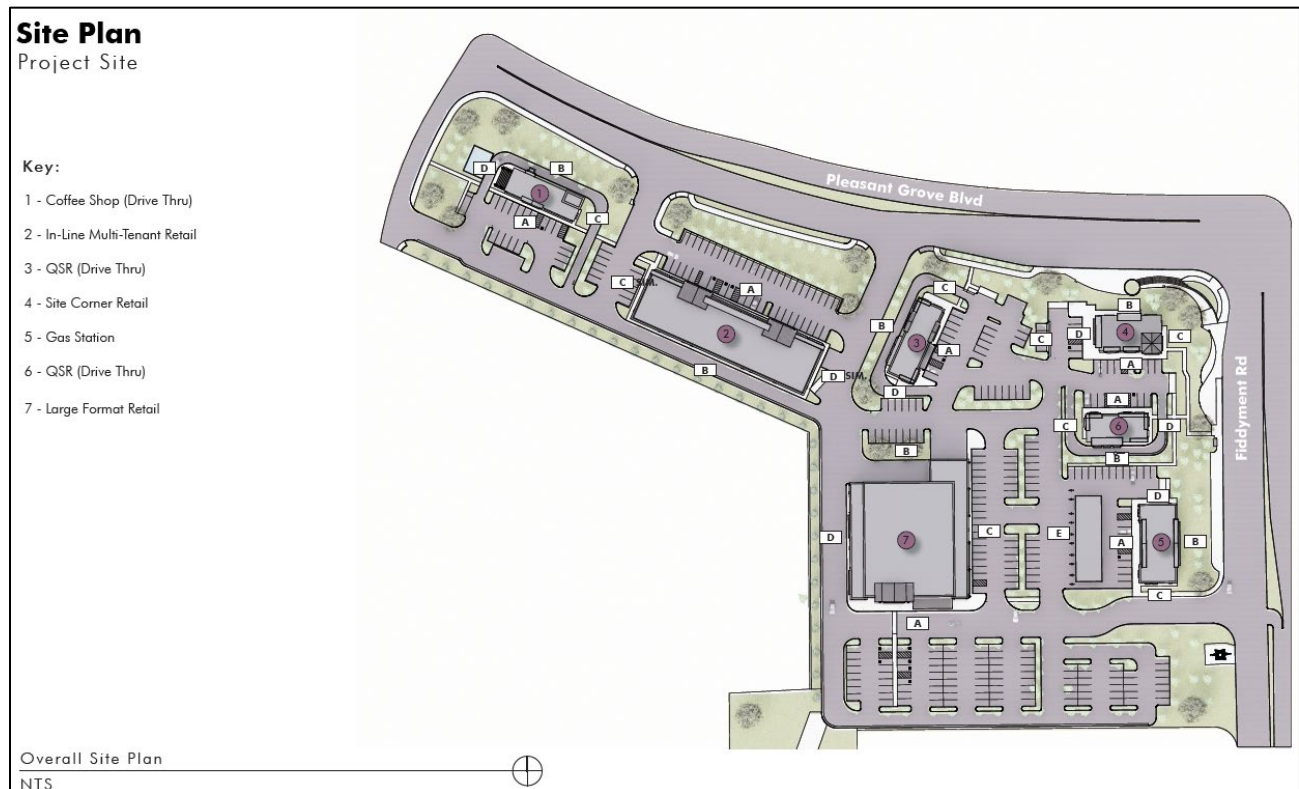
3. *The location, size, design, and operating characteristics of the use or development is compatible with and shall not adversely affect or be materially detrimental to the health, safety, or welfare of persons residing or working in the area, or be detrimental or injurious to public or private property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

As discussed above, the adjacent parcel JM-30 to the west has been approved with a high-density multi-family residential project, and the site is surrounded to the north and south by existing low-density single-family residential uses. Therefore, special consideration was given to the layout of the proposed drive-through and fueling station locations to ensure both existing and future residents were respected. The proposed project locates the drive-throughs and fueling station farthest away from existing single-family residential uses, except for Building 1, located on the corner of Pleasant Grove Blvd and Upland.

Buildings 1 and 3 (the drive-throughs) are adjacent to Pleasant Grove Blvd, and Buildings 6 (drive-through) and Building 5 (the fueling station) are adjacent to Fiddymment Rd. As proposed, Buildings 3 and 6 are more than 200 feet away from the existing residents to the north, and Building 5 is located more than 500 feet away from the existing residents to the north and more than 300 feet away from the existing residents to the south. Building 1, on the corner of Pleasant Grove Blvd and Upland Dr, is more than 150 feet from the existing residents to the west and north, and 110 feet from the approved JM-30 multi-family residential site to the south. The proposed anchor grocery store and inline multi-

tenant retail building (Buildings 2 and 7) are located between the other two drive-through uses and fueling station use and the approved JM-30 multi-family residential site.

Figure 2: Proposed Building Locations

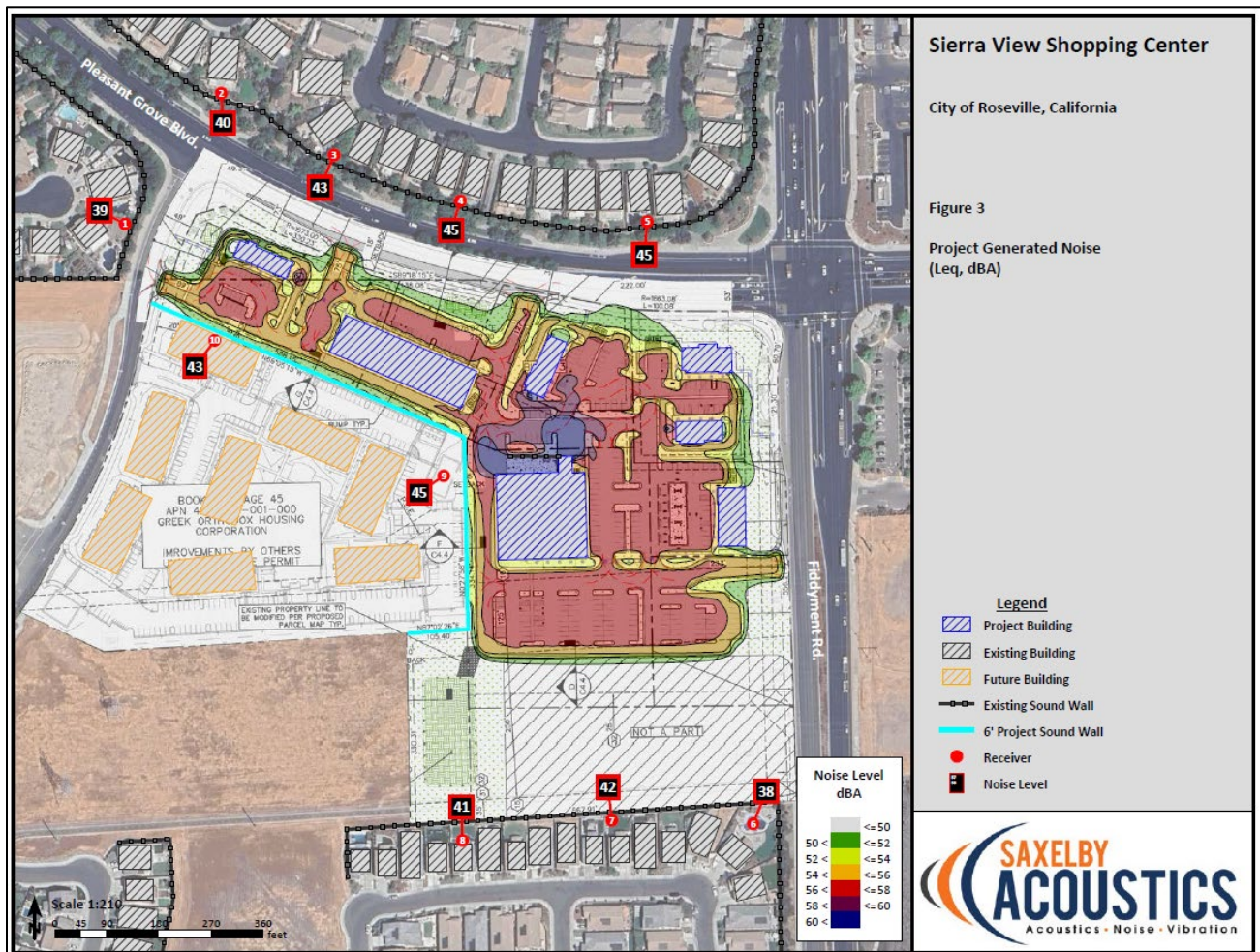


As part of the review process, a Health Risk Assessment (Attachment 1) and Noise Study (Attachment 2) were completed for the project. The Health Risk Assessment (HRA), completed by Raney Planning & Management and dated June 2026, assessed the potential for long-term operations from the proposed gasoline dispensing facility. The consultant surveyed the surrounding properties and found the closest existing sensitive receptor to the fueling station to be approximately 500 feet across Pleasant Grove Blvd to the north. They also determined that Rex Fortune Elementary School and Coyote Ridge Elementary School are approximately 2,000 feet (0.38 miles) to the southwest and southeast of the project site, respectively. Based on their analysis of the project and the existing sensitive receptors, they determined the increased cancer risk, non-cancer chronic hazard indices, and acute hazard indices for the exposed individual residents, off-site workers, and future non-gas station project workers would be below their respective thresholds. Long-term operation of the proposed fueling station would not result in a significant impact related to the exposure of sensitive receptors to substantial toxic air contaminants (TACs) concentrations.

The noise study, completed by Saxelby Acoustics and dated June 23, 2026, assessed the potential noise impacts associated with the project in relation to the sensitive receptors within close proximity to the project site. Based on their analysis, the primary noise sources associated with the project were identified as delivery truck loading dock activities, on-site vehicle circulation, restaurant drive-through operations, rooftop mechanical equipment (HVAC), and trash compactor operation (see Figure 3). The noise study also factored in the proposed 6-foot masonry soundwall to be constructed on the property line between the future multi-family development to the west and the project site. As proposed, the loading dock and the delivery truck activities are anticipated to generate normal noise levels that would not exceed the City's noise level standards. Like the loading dock, the report

analyzed the impacts associated with the future drive-through users in Buildings 1, 3, and 6 and amplified drive-through speaker menu boards. It was determined based on location and business operations that the noise levels associated with the drive-through users would comply with the City's noise standards. In summary, the results of the report found the project noise levels associated with the operations of the project will comply with the City's General Plan noise levels. Staff has also recommended Condition of Approval #3 that states on-site operations associated with delivery trucks shall be limited to daytime hours only (i.e., 7:00 am to 10:00 pm).

Figure 3: Noise Study Site Plan



Given the fact that the drive through users are unknown at this time, there could be operational conditions that are needed to further mitigate the impacts of the drive through use on adjacent residential properties. Condition of Approval #2 of the CUP requires modifications to the operations be approved with a Conditional Use Permit Modification, which will ensure any future user is compatible with and will not adversely affect the surrounding uses. Based on the analysis above the proposed project will not adversely affect or be materially detrimental to the health, safety, or welfare of persons residing or working in the area, or be detrimental or injurious to public or private property or improvements.

EVALUATION – DESIGN REVIEW PERMIT

The evaluation of the Design Review Permit has been based on the applicable development and design standards within the City's Zoning Ordinance, the SVSP, and the City's Community Design Guidelines (CDG). Section 19.78.060(B) of the City of Roseville Zoning Ordinance requires four findings of fact be made in order to approve a Design Review Permit. The four findings for approval of the Design Review Permit are listed below in ***italicized, bold*** text and are followed by an evaluation of the project in relation to each finding.

- 1. The project as approved preserves and accentuates the natural features of the property, such as open space, topography, trees, wetlands and water courses; provides adequate drainage for the project; and allows beneficial use to be made of the site for development.***

The project site was rough-graded and has been annually maintained and is therefore dominated by relatively flat topography and is devoid of trees, wetlands, or other natural features. The site is primarily populated by non-native annual grasses, and aerial photography shows evidence of ground disturbance, including areas of bare ground and furrows from discing on the property. There are no structures on the property. No native oak trees or other trees are present on the subject parcels. Grading of the property will be necessary to provide the parking areas, drive aisles, and building pads. The project has been reviewed by the City's Engineering Division and has been designed consistent with City standards related to drainage improvements and stormwater quality facilities. The proposed use is consistent with the site's commercial land use designation, and will develop an underutilized parcel.

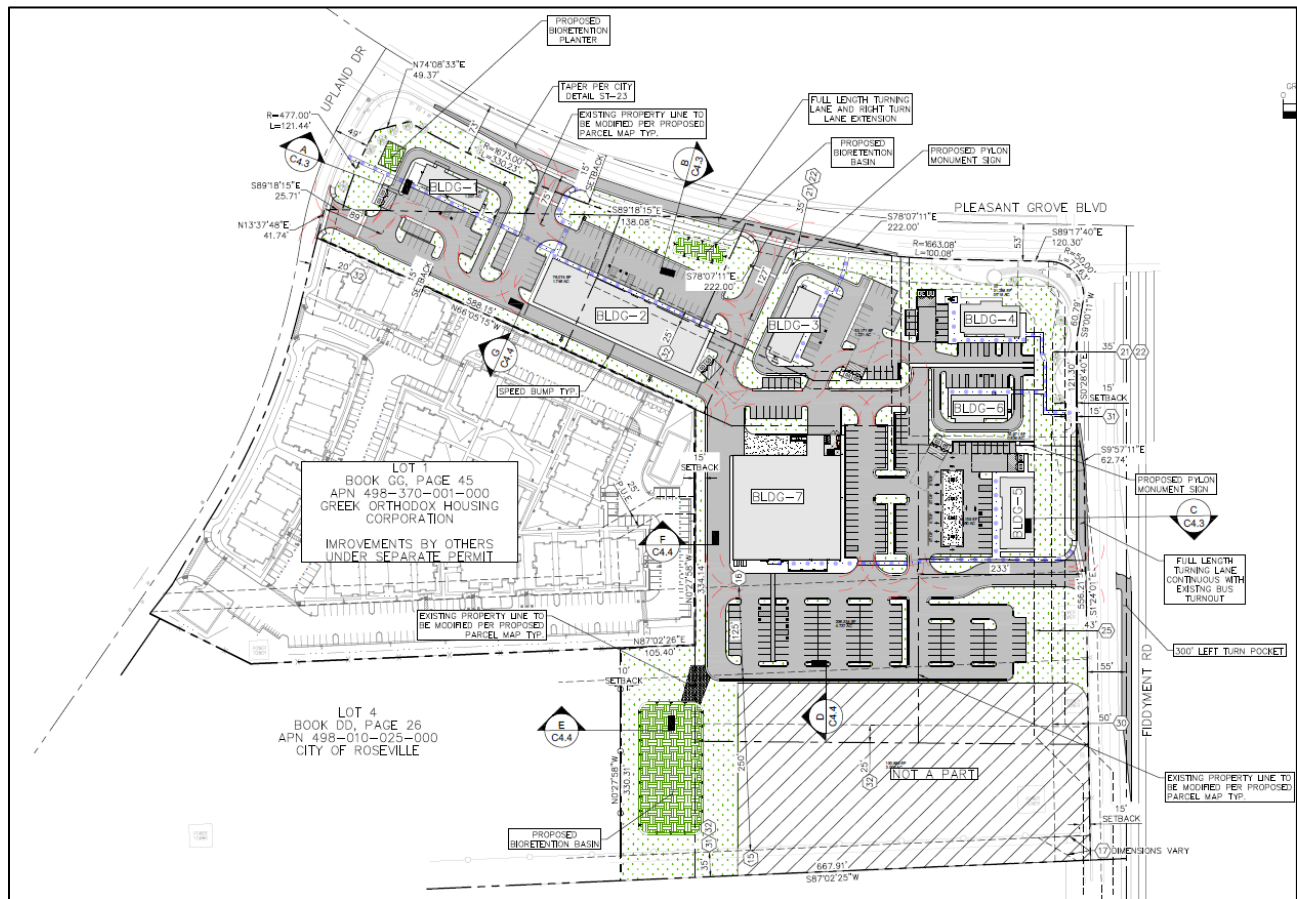
- 2. The project site design as approved provides open space; access; vehicle parking; vehicle, pedestrian and bicycle circulation; pedestrian walks and links to alternative modes of transportation; loading areas; landscaping; irrigation; and lighting which results in a safe, efficient, and harmonious development and which is consistent with the applicable goals, policies and objectives set forth in the General Plan, the Community Design Guidelines and the applicable specific plan and/or applicable design guidelines.***

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

Site Planning and Building Siting

As proposed, the inline multi-tenant retail building and anchor grocery store (Buildings 2 and 7) are proposed closest to the western property line, with setbacks of 39 and 59 feet, respectively. The coffee shop drive-through (Building 1) is located at the northwestern corner of the site, with a setback of approximately 75-feet from Pleasant Grove Blvd. Two of the drive-through restaurants and the standalone retail building comprise the northeast corner of the site, and the fueling station is located on the east side of the site, fronting Fiddymment Rd. Surface parking is proposed throughout the entire site, with the largest parking area at the south end of the site, nearest Building 7. The proposed site plan is shown below in Figure 4 and included in the Project Plans (Exhibit B).

Figure 4: Proposed Site Plan



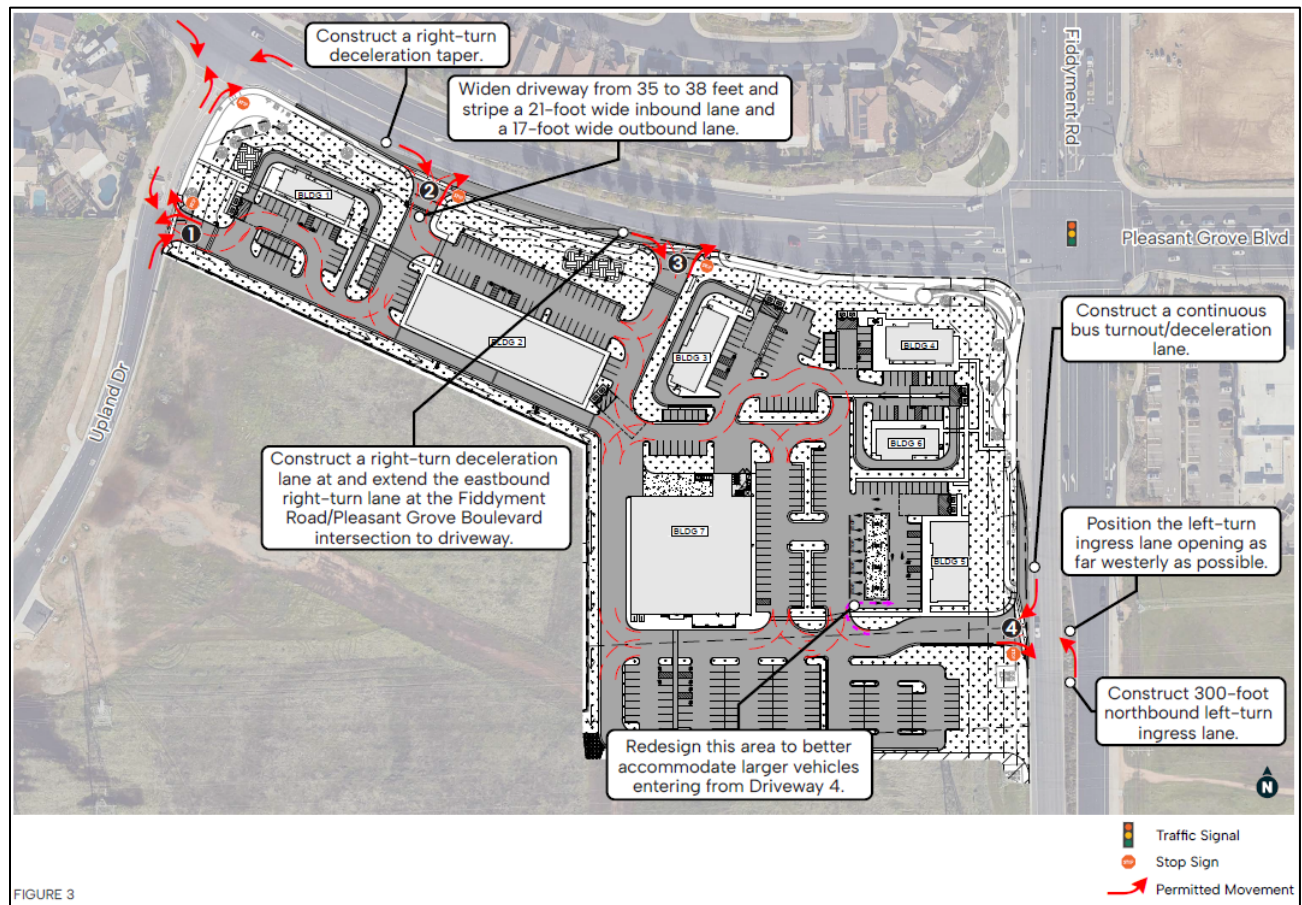
Access and Circulation

Ingress and egress to the site will be provided by one (1) driveway on Fiddymment Rd, two (2) driveways on Pleasant Grove Blvd, and one (1) driveway on Upland Drive. According to the technical memorandum provided by Fehr & Peers (Attachment #3), three (3) of the four (4) driveways into the site will have limited turning movements, with Driveway 1 on Upland Dr providing full access. Driveway 2 will be a westerly right-turn only driveway on Pleasant Grove Blvd, Driveway 3 will be an easterly right-turn only driveway on Pleasant Grove Blvd, and Driveway 4 will be a right in/out and left-turn ingress driveway on Fiddymment Rd. Given the traffic volumes in this location, left turns exiting the site onto Pleasant Grove Blvd and Fiddymment Rd would not be safe.

The technical memorandum recommends that a right-turn deceleration taper on eastbound Pleasant Grove Blvd be constructed west of Driveway 2, and that Driveway 2 be upsized to 38 feet in width with a 21-foot-wide inbound lane and 17-foot-wide outbound lane. It also recommends a right-turn deceleration lane at Driveway 3 be extended to the eastbound right-turn lane at the Pleasant Grove Blvd/Fiddymment Rd intersection to create a continuous acceleration/deceleration lane. For Driveway 4, the memorandum recommends a continuous bus turnout/deceleration lane on southbound Fiddymment Rd. Another issue identified in the technical memorandum was the inadequate distance between Driveway 4 and the intersection of Pleasant Grove Blvd and Fiddymment Rd. As proposed, Driveway 4 is 390 feet south of the intersection, or 10 feet short of the standard 400 feet. A subsequent speed study was conducted by Fehr & Peers (Appendix A of Attachment 3) that determined the average speed of vehicles traveling southbound on Fiddymment Rd, and confirmed that the 390 feet distance will be adequate, provided a 300-foot left-turn ingress lane on northbound

Fiddymment Rd is constructed as far westerly as possible to maximize oncoming traffic visibility on southbound Fiddymment Rd.

Figure 5: On-Site and Off-Site Circulation



Currently, the majority of frontage improvements along Pleasant Grove Blvd and Fiddymment Rd are completed. Based on the Fehr & Peers technical memorandum, construction of the right-turn deceleration/acceleration lane improvements on Pleasant Grove Blvd and the bus turnout/deceleration lane and a section of frontage improvements on Fiddymment Rd will be required of the applicant.

The project driveways are designed to accommodate large grocery store and gasoline delivery trucks. In addition, all trash enclosures have been placed throughout the site in convenient locations to meet the City's trash collection approach standards. The proposed circulation design was also evaluated in the technical memorandum prepared by Fehr & Peers (Attachment 3). The study was used to determine driveway spacing, entryway throat depths, turn pocket lengths, and other elements of access and circulation design for the proposed project. The project was also reviewed by the City Engineering and City Fire Department staff and was found to comply with refuse service standards and with emergency circulation requirements.

The project includes several internal pedestrian pathways and includes the completion of sidewalks and landscaping along Pleasant Grove Blvd and Fiddymment Rd after the completion of the access improvements. The sidewalks will provide access from the surrounding uses. In addition to the sidewalks along the vehicle entries, pedestrian connections will be provided at locations where foot

traffic is most likely to occur to provide easy access to the site. Overall, the project is consistent with the SVSP and CDG related to pedestrian access and circulation.

Parking

Based on the City's Zoning Ordinance parking standards for retail sales and services, eating and drinking establishment, fueling stations, and drive-throughs the project is required to provide a total of 261 parking spaces (see the parking breakdown provided in Table 1 below). As tenant spaces are leased, each tenant will utilize the applicable parking requirement for the use as outlined in the Zoning Ordinance. The project provides a total of 327 parking spaces, which exceeds the total parking requirement.

Table 1: Parking Table

Building	Use	SF	Parking Standard	Required	Proposed
1	Coffee shop with drive-through	3,000	1 space/100 sf	30	30
2	Retail sales and services	16,472	1 space/300 sf	56	56
3	Fast food with drive-through	3,376	1 space/100 sf	38	39
4	Retail sales and services	3,745	1 space/300 sf	13	13
5	Fueling station	4,700	1 space/300 sf	16	18
6	Fast food with drive-through	3,015	1 space/100 sf	30	30
7	Food and beverage retail sales	23,272	1 space/300 sf	78	141
		58,210		261	327

Landscaping and Lighting

Landscaping for the project site includes frontage improvements along the perimeter of the property, at project entry points, and within the parking lot. As required by the SVSP Design Guidelines, based on the project number of stories the buildings are setback at least 50 feet from Fiddymment Rd and 35 feet from Pleasant Grove Blvd. Along both frontages, the project proposes a mix of existing landscaping to remain and a combination of Red Maple, Maidenhair, Red Oak, Cork Oak, and Elm trees, shrubs, and groundcover.

In addition, landscape around the perimeter of the site is proposed to assist with buffering the commercial activities in the center from the future multi-family residents to the west. A 16-foot landscape buffer along the western edge of the property, in conjunction with the 6-foot masonry wall, will allow a combination of Incense and Deodar Cedar, Laurel, and Live Oak trees and shrubs to provide significant screening of the back of the buildings along this boundary.

The drive-through lanes for Buildings 1, 3, and 6 will front Pleasant Grove Blvd and Fiddymment Rd, and are required to be screened with a three-foot wall and 36" tall shrubs planted between the wall and the sidewalk. The City's minimum requirement of 50% shading in parking lots is accomplished with a mix of Red Maple, Zelkova, Elm, and Maidenhair trees, as well as smaller Strawberry, Carob, Golden Rain trees. As proposed and conditioned, staff finds the landscape plan meets the intent of the CDG and the SVSP design guidelines, and is consistent with the City's Water Efficient Landscape Ordinance.

The project will consist of building-mounted light fixtures that complement the style of the building and parking lot lighting. The parking lot lighting is conditioned to comply with the CDG, which require a minimum of one foot-candle of lighting in the parking areas and 0.5 foot-candles of lighting in the pedestrian walkways. Additionally, staff has included Condition of Approval #59, the maximum height of light standards shall be 15 feet. Light standards will be shielded to ensure there is no off-site glare.

3. ***The building design, including the materials, colors, height, bulk, size and relief, and the arrangement of the structures on the site, as approved is harmonious with other development and buildings in the vicinity and which is consistent with the applicable goals, policies and objectives set forth in the General Plan, the Community Design Guidelines and the applicable specific plan and/or applicable design guidelines.***

The project design is defined by a “modern western highlands” architectural theme, with a blend of modern and traditional elements. The project is designed to fit with the surrounding neighborhood and is consistent with other developments in the City. The building facades feature various rectangular forms and varied rooflines such as flat roofs and gabled forms with prominent standing seam metal roof accents. As a focal point near the intersection, retail Building 4 features a more elaborate gabled roof. Building heights range from approximately 20 feet for the fuel station and restaurants to 42’-6” on the grocery store’s south elevation, all below the 50’ maximum building height limit for the CC zoning designation. The rooflines provide sufficient screening of mechanical rooftop equipment.

Figure 6: Site Perspective



The buildings are well-articulated with varied building materials, such as a combination of exterior insulation and finish systems (EIFS)/stucco in several shades (dark, mid and light warm gray) and cement fiber siding in colors such as dark charcoal, warm tan, dark brown and sage green. Reveals in the EIFS and cement fiber siding create a grid pattern that interrupts wall surfaces. Stacked stone veneer and masonry stone block are used prominently at the building bases and on key vertical massing elements. Dark pine treated lumber creates wood accents, with contrasting blackened steel brake metal and white brake metal trim. Most buildings are designed with a storefront glazing system with black or dark bronze aluminum frames arranged in repetitive bays that align with the structural building grid. Architecture for the restaurants, retail buildings, and fuel station is in the same style as the grocery anchor tenant with the same materials and colors. The proposed project design is consistent with the City’s Community Design Guidelines (CDG).

Figure 7: Grocery Elevation (Building 7)



4. ***The design of the public services, as approved, including, but not limited to, trash enclosures and service equipment are located so as not to detract from the appearance of the site, and are screened appropriately and effectively using construction materials, colors and landscaping that are harmonious with the site and the building designs.***

All trash containers will be screened within trash enclosures. The enclosures will surround the three non-accessible sides of the trash container, and will be surrounded by landscaping. All rooftop mechanical equipment will be sufficiently screened from public view by the building parapets.

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 any applicable specific plan for the area, whichever is more restrictive, and the design standards of this Title.***

Parcel size, design, character, location, orientation and configuration: The proposed subdivision will result in the creation of eight (8) parcels. As previously mentioned, the reconfigured parcels are sized to accommodate each of the seven buildings with their corresponding parking areas, with an average size of 1.13 acres for parcels 1-6, a 4.74-acre parcel to accommodate the anchor retail grocery, and one 3-acre parcel to remain undeveloped. The Map Act and Subdivision Ordinance do not contain any maximum or minimum lot sizes. Based on the Design Review Permit evaluation section, the lots are large enough to adequately allow for the proposed development on the parcels.

Grading and Drainage: Grading and drainage required for development of the parcels have been reviewed with the Design Review Permit and have been determined to comply with City standards as shown in the grading and drainage plan, and as conditioned.

Access & Circulation: The project is conditioned to ensure the access roads and driveways are constructed to comply with the City's design standards. On-site circulation has been reviewed with

the Design Review Permit and found to be adequate. Access and circulation is consistent with the City's Subdivision Ordinance and the City's Improvement Standards.

- 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 parcels are of sufficient size and shape to accommodate the proposed development and are consistent with the applicable zoning and design requirements, as discussed in the Design Review Permit evaluation section of the staff report. There are no watercourses or other natural features on the site that would impede development.

- 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 Tentative Subdivision Map. The design of the sewer lines in the project area and treatment capacity at the City's sewage treatment plant have adequate conveyance and capacity to accommodate development on the proposed parcels created by the Tentative Subdivision Map.

CONCLUSION

The project has been designed in a manner consistent with the General Plan, the Sierra Vista Specific Plan, Zoning Ordinance, and the Community Design Guidelines, providing both appropriate vehicle access and circulation and pedestrian connectivity; building designs which use a variety of materials, colors, and building forms; landscaping consistent with the design guidelines; lighting that is energy efficient and is shielded to avoid light trespass; and infrastructure adequate to serve the proposed expansion in use. The site is appropriately designed, and will not be detrimental to the public health and safety, or be materially detrimental to the public welfare.

PUBLIC OUTREACH

The proposed project was distributed to all internal and external agencies and departments who have requested such notice, and all comments or recommended conditions of approval have been incorporated into the project, as appropriate. Early notification of the project was posted on the Roseville Coalition of Neighborhood Associations (RCONA)'s website. The applicant held a public open house on June 17, 2026 at St. John's Episcopal Church, attended by City staff. A notice of the public hearing was published in the Roseville Press Tribune on July 31 and a notice of the hearing was also distributed to all property owners within 300 feet of the site and posted on the RCONA website. One public comment has been received as of publication of the staff report (see Attachment 4).

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 that is within the SVSP (see Exhibit A). A drive-thru coffee building was previously approved on the portion of the site within the WRSP, and a Mitigated Negative Declaration (MND) tiered from the WRSP EIR (SCH#2002082057, certified February 4, 2004) was adopted on February 11, 2023 (see Exhibit F). The project also includes a drive-thru coffee building (Building 1) in

this location, with minor site plan modifications to tie into the overall Sierra View Shopping Center site plan; given that the previous MND adequately describes potential impacts of developing this area with a drive-thru coffee building, no further environmental analysis is required for this portion of the project and site. However, to ensure the cumulative site modifications are evaluated as a whole the impacts of the entire Sierra Vista Shopping Center project, including the drive-thru (Building 1) square footage and use, are evaluated in the Addendum. Refer to the Project Description section of the Addendum for further discussion. 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. Consider the 8th **ADDENDUM TO THE SIERRA VISTA SPECIFIC PLAN ENVIRONMENTAL IMPACT REPORT**;
2. Adopt the three (3) findings of fact as stated in the staff report and approve the **CONDITIONAL USE PERMIT – 1875 PLEASANT GROVE BLVD – SVSP PCL JM-41 AND WRSP PCL W-20 SIERRA VIEW SHOPPING CENTER – PL25-0496** subject to four (4) conditions of approval.
3. Adopt the four (4) findings of fact as stated in the staff report and approve the **DESIGN REVIEW PERMIT – 1875 PLEASANT GROVE BLVD – SVSP PCL JM-41 AND WRSP PCL W-20 SIERRA VIEW SHOPPING CENTER – PL25-0496** subject to ninety (90) conditions of approval.
4. Adopt the three (3) findings of fact as stated in the staff report and approve the **TENTATIVE SUBDIVISION MAP – 1875 PLEASANT GROVE BLVD – SVSP PCL JM-41 AND WRSP PCL W-20 SIERRA VIEW SHOPPING CENTER – PL25-0496** subject to forty-four (44) conditions of approval.

CONDITIONS OF APPROVAL FOR THE CONDITIONAL USE PERMIT – FILE #PL25-0496

1. This Conditional Use Permit approval shall be effectuated within a period of two (2) years from **August 13, 2026** and if not effectuated shall expire on **August 13, 2028**. Prior to said expiration date, the applicant may apply for an extension of time. (Planning)
2. The project is approved as identified and shown in Exhibits A - E and as conditioned or modified below. Once tenants for the drive-through Buildings are identified and operations are specified, a Conditional Use Permit Modification will be required. (Planning)
3. Operations shall be consistent with the City's Noise Regulation standards (Roseville Municipal Code Chapter 9.24). All on-site operations associated with delivery trucks shall be limited to daytime hours only (7:00 am to 10:00 pm) (Planning)
4. The project shall comply with all required environmental mitigation identified in the Sierra Vista Specific Plan EIR (SVSP EIR) and Addenda to the SVSP EIR, and shall include all applicable mitigation measures as notes on the grading plans. (All Departments)

CONDITIONS OF APPROVAL FOR THE DESIGN REVIEW PERMIT – FILE #PL25-0496

1. This Design Review Permit approval shall be effectuated within a period of two (2) years from **August 13, 2026** and if not effectuated shall expire on **August 13, 2028**. Prior to said expiration date, the applicant may apply for an extension of time, provided this approval does not extend the expiration beyond **August 13, 2031**. (Planning)

2. The project is approved as shown in Exhibits A - E and as conditioned or modified below. (Planning)
3. The project shall comply with all required environmental mitigation identified in the Sierra Vista Specific Plan EIR (SVSP EIR) and Addenda to the SVSP EIR, and shall include all applicable mitigation measures as notes on the grading plans. (All Departments)
4. The project and proposed Building 1 shall be addressed as 1875 Pleasant Grove Blvd. The address for proposed Building 2 shall be 1855 Pleasant Grove Blvd. The address for proposed Building 3 shall be 1835 Pleasant Grove Blvd. The address for proposed Building 4 shall be 1815 Pleasant Grove Blvd. The address for proposed Building 5 shall be 6808 Fiddymment Rd. The address for proposed Building 6 shall be 6812 Fiddymment Rd. The address for proposed Building 7 shall be 6816 Fiddymment Rd. 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. Project billing may occur up to two (2) months after the end of warranty or the Notice of Termination date for the SWPPP, whichever occurs later. (Engineering, Environmental Utilities, Electric, Finance)
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 have been submitted for review and are approved with grading and/or encroachment permits issued by the Department of 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. The Developer shall submit civil drawings to the Department of Development Services – Engineering Division for review and approval. (Engineering)

PRIOR TO ISSUANCE OF BUILDING PERMITS:

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 abut a 6-inch raised curb or concrete bumper. (Planning)
 - b. Standard – 9 feet x 18 feet; Compact – 9 feet x 16 feet; Accessible – 14 feet x 18 feet (a 9-foot-wide parking area plus a 5-foot-wide loading area) and a minimum of one (1) parking space shall be Accessible van accessible – 17 feet x 18 feet (9-foot-wide parking area plus an 8-foot-wide loading area). (Planning)
 - c. An 'exterior routes of travel' site accessibility plan incorporating slope, cross-slope, width, pedestrian ramps, curb ramps, handrails, signage, detectable warnings or speed limit signs or equivalent means shall comprise part of the site improvement plans submitted to City for review, prior to building plan check approvals. This site accessibility plan shall also include:
 - i. Accessible parking stalls shall be dispersed and located closest to accessible entrances. The total number of accessible parking spaces shall be established by Table 11B-208.2 of the CBC.

- ii. Accessible Parking spaces and crosswalks shall be signed, marked and maintained as required by Chapter 11 of the CBC.
 - iii. Accessible parking and exterior route of travel shall comply with CBC, Sections 11B-206 and 11B-208. (Building)
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 Sierra Vista 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. All mechanical and electrical equipment (including switch gear) proposed shall be shown on the building plans. The equipment shall be fully screened from public streets and the surrounding properties. (Planning)
14. Buildings less than 30' from property lines shall be justified by code in accordance with their construction type, occupancy, and whether rated or unrated walls are provided per CBC Sec. 705.5.
15. At the time of building permit application and plan submittal, the project applicant shall submit a site plan which shows the addressing for the buildings and individual tenant spaces within the building. The addressing shall be consistent with City-assigned addresses. The Building Official, or the designee, shall approve said plan prior to building permit approval. Refer to the *City of Roseville Addressing Guidelines*. (Building)

16. A separate Architectural Site Accessibility Plan which details the project's site accessibility information as required by California Title 24, Part 2 shall be submitted as part of the project Building Permit Plans. (Building)
17. For Multiple Building Complexes: As part of the required Architectural Site Accessibility Plan, the developer shall delineate the extent of the site accessibility improvements being installed as part of the initial improvements for the project, and those that are planned to be developed as part of subsequent phases (i.e. around future pad buildings). (Building)
18. Building permit plans shall comply with all applicable code requirements (California Building Code – CBC – based on the International Building Code, California Green Building Standards Code–CGBSC, California Mechanical Code – CMC – based on the Uniform Mechanical Code, California Plumbing Code – CPC – based on the Uniform Plumbing Code, California Fire Code – CFC – based on the International Fire Code – with City of Roseville Amendments – RFC, California Electrical Code – CEC – based on the National Electrical Code, and California Energy Standards – CEC T-24 Part 6), California Title 24 and the American with Disabilities Act - ADA requirements, and all State and Federally mandated requirements in effect at the time of submittal for building permits (contact the Building Division for applicable Code editions). (Building)
19. For restaurants, 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)
20. Maintenance of copy of building plans: Health and Safety Code section 19850 requires the building department of every city or county to maintain an official copy of the building plans for the life of the building. As such, each individual building shall be submitted as a separate submittal package. Building plan review, permit issuance and archiving is based on each individual building address. (Building)
21. For all work to be performed off-site, permission to enter and construct shall be obtained from the property owner, in the form of a notarized right-of-entry. Said notarized right-of-entry shall be provided to Development Services - Engineering prior to approval of any plans. (Engineering)
22. The Improvement Plans shall include a complete set of Landscape Plans. The Landscape Plans shall be approved with the Improvement Plans. (Planning, Engineering, Fire, Environmental Utilities, Electric)
23. A note shall be added to the grading plans that states:

“Prior to the commencement of grading operations, the contractor shall identify the site where the excess/borrow earthen material shall be imported/deposited. If the borrow/deposit site is within the City of Roseville, the contractor shall produce a report issued by a geotechnical engineer to verify that the exported materials are suitable for the intended fill, and shall show proof of all approved grading plans. Haul routes to be used shall be specified.” (Engineering)
24. Developer shall be responsible for the installation of a bus shelter and related improvements conforming to the city's current standards on the shelter pad as conditioned above. Upon installation and final inspection by the City of Roseville, the bus shelter and related improvements shall become the property of the City of Roseville. The Developer and City may enter into a construction fee agreement or other agreement based upon a construction cost of \$10,000 per shelter for future construction of the Bus Shelter on the southwest corner of Fiddymont Road and Pleasant Grove Boulevard (shelter number 333). (Engineering, Alternative Transportation)
25. The applicant shall incorporate all of the site plan recommendations in the Traffic Memorandum prepared by Fehr & Peers dated June 4th, 2026. (Engineering)

26. The applicant shall provide 35' wide Type A-7 driveway for all access points except for the westernmost driveway along Pleasant Grove Boulevard, that driveway shall be 38 feet wide. (Engineering)
27. The applicant shall construct a full traffic signal at Upland Drive and Pleasant Grove Boulevard per the Capital Improvement Program (CIP). The traffic signal will be fully reimbursable and is eligible for fee credits. (Engineering)
28. The applicant shall construct a continuous deceleration lane from the bus turnout to the Fiddymment Road Driveway. This driveway shall provide an approximately 125-foot minimum throat depth. (Engineering)
29. The applicant shall construct a new minimum 300-foot left turn pocket for ingress to the project site along Fiddymment Road. (Engineering)
30. The applicant shall construct a new deceleration taper (City Detail ST-23) for the western-most driveway along Pleasant Grove Boulevard. (Engineering)
31. The applicant shall construct a through turn lane from the westernmost driveway to eastern driveway along Pleasant Grove Boulevard. This eastern driveway shall have a minimum throat depth of 125 feet. (Engineering)
32. The project driveway along Upland Drive shall provide a minimum 75-foot throat depth. (Engineering)
33. The applicant shall complete the 8' wide public sidewalk along Fiddymment Road. (Engineering)
34. 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)
35. 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).
36. 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)
37. Prior to the approval of the Improvement Plans, the applicant/developer 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)
38. 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)
39. To ensure that the design for any necessary widening, construction, or modifications of Public Streets does not conflict with existing dry utilities generally located behind the curb and gutter, and prior to the

submittal of design drawings for those frontage improvements, the applicant/developer shall have the existing dry utilities pot holed for verification of location and depth. (Engineering)

40. 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 applicant/developer to provide appropriate landscaping and improvement plans, and to relocate and/or modify existing facilities as needed to meet these design objectives. (Engineering)
41. 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, 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 applicant/developer and at the applicant/developer's expense, to the satisfaction of the City. (Engineering)
42. Improvement plans shall show the Preserve (Parcel JM-83) boundary and label it as a protected area. The Pre-Construction meeting shall address the presence of the Preserve, the sensitive habitats present and minimization of disturbance to the Preserve. During grading and construction, the preserve area shall be avoided and shall not be used for parking, storage, or project staging. The contractor shall remove all trash blown into the preserve from adjacent construction on a daily basis. After construction is complete, the temporary fencing shall be removed from the preserve, along with all temporary erosion control measures (e.g., straw bales, straw waddles and stakes, silt fencing). (Engineering, Development Services Department, Planning)
43. Prior to construction within any phase of the project, high visibility temporary construction fencing shall be installed along the parcel adjacent to the Preserve (Parcel JM-83). Fencing shall be maintained daily until permanent fencing is installed, at which time the temporary fencing shall be removed from the project site. (Engineering, Development Services Department, Planning)
44. With the exception of access required for maintenance and/or emergency vehicles, the project shall be designed to prevent vehicle access into the Preserve (Parcel JM-83). Post and cable fencing or other improvements shall be utilized to meet this requirement. (Engineering, Development Services Department, Planning)
45. Prior to the approval of the improvement plans, it will be the applicant/developer'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)
46. Prior to the issuance of building permits, the applicant/developer 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)
47. The applicant/developer shall prepare a Transportation Systems Management (TSM) Plan for Sierra View Shopping Center project to be reviewed and approved by the Transportation Commission. (Alternative Transportation)
48. The Developer, per the Development Agreement, shall be responsible to reimburse for the oversizing of utility infrastructure including sewer, water and recycled water as a benefited property owner. Developers are entitled to receive reimbursement from the benefited property owner(s) for the pro rata cost of the improvements which exceeds the Developer's obligation. These fees shall be due prior the first building permit in a given large lot for HDR and Commercial projects and with the first Final Map in a given large lot for MDR and LDR projects. (Engineering)
49. 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)

50. The applicant shall pay all applicable water and sewer fees. (Environmental Utilities)
51. 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. The area needed to construct the trench is a sloped cone above the sewer main. The cone shall have 1:1 side slopes.
 - b. Water, sewer and recycled mains shall not exceed a depth of 12 feet below finished grade, unless authorized in these conditions of approval.
 - c. All sewer manholes shall have all-weather, 10-ton vehicle access unless otherwise authorized by these conditions of approval. (Environmental Utilities)
52. 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)
53. Trash enclosures, organics enclosures (restaurant/grocery), 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 enclosures 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)
54. 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)
55. A trash enclosure and recycling enclosure are required for each building, as shown on the site plan. (Refuse)
56. 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)
57. 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)
58. 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
59. All on-site external lighting shall be installed and directed to have no off-site glare. The maximum height of light standards shall be 15 feet. 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)

60. 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)
61. 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:

62. 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)
63. The following easements shall be provided by separate instrument and shown on the site plan, unless otherwise provided for in these conditions:
- a. Public sewer and private water easements.
 - b. Additional internal easements will be required to cover primary electrical facilities to the project when the final electrical design is completed. (Electric)
 - c. Other easements. (Electric, Engineering, Environmental Utilities)
64. Easement widths shall comply with the City's Improvement Standards and Construction Standards. Separate document easements required by the City shall be prepared in accordance with the City's "Policy for Dedication of Easements to the City of Roseville". All legal descriptions shall be prepared by a licensed land Surveyor. All existing public utility, electric, water, sewer and reclaimed water easements shall be maintained unless otherwise authorized by these conditions of approval. (Public Works, Environmental Utilities, Electric)
65. 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)

66. Engineering All improvements being constructed in accordance with the approved grading and improvement plans shall be accepted as complete by the City. (Public Works)
67. The words "traffic control appurtenances" shall be included in the list of utilities allowed in public utilities easements (PUE's) located along public roadways. (Public Works)
68. Water, sewer and reclaimed water shall be constructed pursuant to the adopted City of Roseville Improvement Standards and the City of Roseville Construction Standards. (Environmental Utilities)
69. All water backflow devices shall be tested and approved by the Environmental Utilities Department. (Environmental Utilities)
70. Restaurants or other Food Service Establishment (FSE). The applicant shall design for installation and/or install an exterior grease interceptor if the proposed business could potentially discharge substances containing fats, oils and grease (FOG) into the sewer system. The grease interceptor shall be adequate to separate and remove FOG contained in the wastewater from FSE's prior to discharge to the public sewer. (Environmental Utilities)
71. 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)
72. 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)
73. All Electric Department facilities, including streetlights where applicable, shall be designed and built to the "City of Roseville Specifications for Commercial Construction." (Electric)
74. 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)
75. Any relocation, rearrangement, or change of existing electric facilities due to this development shall be at the developer's expense. (Electric)
76. 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)
77. 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)
78. 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)

79. 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:

80. Signs shown on the elevations are not approved as part of the Design Review Permit. A Planned Sign Permit Program and Sign Permit are required prior to installation of project signs. (Planning)
81. 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)
82. 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)
83. 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)
84. 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)
85. 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)
86. 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 the City's first round of plan-checked improvement plans for the project. (PG&E)
87. 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)
88. 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)
89. 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)
90. 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 the following:

- a. A description of measures that will be undertaken to minimize conflict between residents/building occupants and construction traffic (e.g. fencing, etc.);
- b. A phasing plan showing the proposed buildings, internal roads and access routes, landscaping, trash enclosure locations, and any other improvements planned for each phase; and
- c. An estimated time frame for each phase and a specific date for the first phase. (Planning, Building)

CONDITIONS OF APPROVAL FOR THE TENTATIVE SUBDIVISION MAP – FILE #PL25-0496

1. This Tentative Map approval shall be effectuated within a period of two (2) years from **August 13, 2026** and if not effectuated shall expire on **August 13, 2028**. Prior to said expiration date, the applicant may apply for an extension of time, provided this approval does not extend the expiration beyond **August 13, 2031**. (Planning)
2. The project is approved as shown in Exhibits A - E 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 project shall comply with all required environmental mitigation identified in the Sierra Vista Specific Plan Environmental Impact Report (SVSP EIR) and Addenda to the SVSP EIR, and shall include all applicable mitigation measures as notes on the plans. (Planning)

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

6. The applicant shall submit to the Planning and Engineering Departments the applicable Army Corps of Engineers permit or clearance, the California Department of Fish and Game Stream Bed Alteration Agreement, and/or the Regional Water Quality Control Board Water Quality Certificate. (Planning)
7. 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)
- 8. All drainage facilities shall conform to natural drainage sheds. (Engineering)
- 9. 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)*
- 10. 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)
- 11. 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)
- 12. Prior to the approval of the Improvement Plans, the applicant/developer 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 applicant/developer during the pre-construction meeting. (Engineering)

PRIOR TO ISSUANCE OF GRADING PERMIT OR IMPROVEMENT PLANS

- 13. Prior to the approval of Improvement Plans, the applicant shall submit to the Development Services - Engineering Division a paper copy and an electronic copy of the final set of Improvement Plans per the Division’s “Digital Submission of Utility Composites” standards. (Engineering)
- 14. 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)
- 15. 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)
- 16. There shall be two points of access for all phasing plans. (Fire)
- 17. Testing of all fire systems shall be performed prior to the commercial buildings being granted occupancy. (Fire)
- 18. Framing construction cannot commence until access roads and public fire hydrants are approved by the Fire Department. (Fire)

19. 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)
20. 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)
21. 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)
22. 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)
23. 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
24. 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 the City's first round of plan-checked improvement plans for the project. (PG&E)
25. 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

26. 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)
27. 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 project 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)
 - d) The developer shall disclose to all residential and nonresidential buyers that the Property will be served by-both surface water and groundwater supplies and that variations in the appearance, taste and color of water may be noticed from time to time and include such disclosure in the CC&Rs for the Property. The disclosure shall describe the location of the groundwater well.. (Engineering)
 - e) The developer shall disclose to all buyers that recycled water shall be used for irrigation of parks and landscape corridors, medians, paseos adjacent to collector streets and other landscape areas, including all multi-family and non-residential landscaping uses. Such disclosure shall be included in the CC&Rs for all residential buyers and other recorded notice instrument for all non-residential buyers.. (Engineering)
28. 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)
- 29. 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)
 - 30. 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)
 - 31. The words "traffic control appurtenances" shall be included in the list of utilities allowed in public utilities easements (PUEs) located along public roadways. (Engineering)
 - 32. 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)
 - 33. *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)
 - 34. 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)
 - 35. Additional internal easements will be required to cover primary electrical facilities to the project when the final electrical design is completed. (Electric)
 - 36. All Electric Department facilities, including streetlights where applicable, shall be designed and built to the "City of Roseville Specifications for Commercial Construction." (Electric)
 - 37. 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)
 - 38. Each building will be served by a 120/208V Three Phase service, the maximum panel size per building is listed below:
 - a) Building 1: 600 Amps
 - b) Building 2: 800 Amps
 - c) Building 3: 600 Amps
 - d) Building 4: 400 Amps
 - e) Building 5: 600 Amps
 - f) Building 6: 600 Amps

g) Building 7: 1600 Amps

39. The applicant shall pay all applicable water and sewer fees. (Environmental Utilities)

OTHER CONDITIONS OF APPROVAL

40. Any relocation, rearrangement, or change to existing electric facilities due to this development shall be at the developer's expense. (Electric)
41. 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)
42. 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)
43. 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)
44. 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. Health Risk Assessment prepared by Raney Planning & Management, dated June 2026
2. Noise Study prepared by Saxelby Acoustics, dated June 23, 2026
3. Site Access Study Technical Memorandum prepared by Fehr & Peers, dated June 4, 2026
4. Public Comment Letter, dated July 24, 2026

Exhibits

- A. Addendum to the Sierra Vista Specific Plan Environmental Impact Report
- B. Project Plans
- C. Tentative Subdivision Map
- D. Elevations and Perspectives
- E. Project Description
- F. Coffee Shack Mitigated Negative Declaration

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.