



AGENDA

December 14, 2017

PLANNING COMMISSION MEETING

7:00 p.m.

City Council Chambers
311 Vernon Street
Roseville, California

- 1. ROLL CALL**
- 2. PLEDGE OF ALLEGIANCE**
- 3. ORAL COMMUNICATIONS**
- 4. CONSENT CALENDAR**
 - 4.1. MINUTES OF NOVEMBER 9, 2017
- 5. NEW BUSINESS**
 - 5.1. NIPA PCL 56 - AUTONATION COLLISION CENTER - 8880 INDUSTRIAL AV. - FILE # PL17-0193.

Recommendations: Pass a motion to

 - A.** Adopt the three (3) findings of fact for the Conditional Use Permit subject to ten (10) conditions of approval; and,
 - B.** Adopt the two (2) findings of fact for the Design Review Permit Modification subject to sixty (60) conditions of approval.

Applicant: Chip Sabadash, AutoNation. **Property Owner.** Richard Griffin, RD II & IV, LLC. (McColl)
 - 5.2. NCRSP PCL 49A - FREEDOM POINT PARCELS 1, 2 & 5 - 1928 FREEDOM WAY - FILE # PL17-0055.

Recommendation(s): Pass a motion to

 - A.** Consider the Addendum to the NCRSP PCL49 Bayside Church/Topgolf Mitigated Negative Declaration;
 - B.** Adopt the two (2) findings of fact and approve the MPP Stage 1 Modification subject to eight (8) conditions of approval; and
 - C.** Adopt the two (2) findings of fact and approve the MPP Stage 2 subject to seventy-eight (78) conditions of approval.

Applicant: Neal Deridder Borges Architectural Group, Inc. **Property Owner:** Christopher Aguon, Roseville Covenant Group LLC (McColl)
 - 5.3. NRSP PARCELS DC-9A & DC-9B - DIAMOND CREEK DEVELOPMENT

AGREEMENT EXTENSION - 1 MOON ROCK RANCH ROAD - FILE
#PL17-0215

Recommendation: Pass a motion to

A. Recommend the City Council adopt five (5) findings of fact for the Development Agreement Amendment and approve the Development Agreement Amendment.

Applicant/Owner: Stephen L. Des Jardins. (Wiley)

6. REPORTS: COMMISSION/STAFF

7. ADJOURNMENT



PLANNING COMMISSION

Title: MINUTES OF NOVEMBER 9, 2017

Meeting Date: 12/14/2017
Item #: 4.1.

ATTACHMENTS:

Description

Minutes of November 9, 2017 - Draft



**Planning Commission Meeting
November 9, 2017 – 7:00 p.m.
Draft Minutes**

I. ROLL CALL

Planning Commissioners Present

Joseph McCaslin, Vice-Chair
Krista Bernasconi
Erich Brashears
Justin Caporusso
Charles Krafka
Tracy Mendonsa

Staff Present

Greg Bitter, Planning Manager
Derek Ogden, Senior Planner
Gina McColl, Associate Planner
Marc Stout, City Engineer
Joseph Mandell, Sr. Deputy City Attorney
Lupe Nelson, Recording Secretary

Planning Commissioners Absent

Bruce Houdesheldt, Chair, *Excused*

II. PLEDGE OF ALLEGIANCE

Commissioner Brashears led those in attendance in the Pledge of Allegiance.

III. ORAL COMMUNICATION

Vice-Chair McCaslin opened the Oral Communication. Hearing none, Vice-Chair McCaslin closed the Oral Communication.

IV. CONSENT CALENDAR

Vice-Chair McCaslin asked if anyone wished to remove any of the items from the Consent Calendar for discussion.

Hearing none, Vice-Chair McCaslin asked for a motion to approve the Consent Calendar as listed below:

A. MINUTES OF OCTOBER 12, 2017

B. NIPA PCL HP-1, HP-2, HP-3 – HP CONDO CONVERSION – 8000 FOOTHILLS BL. – FILE # PL17-0212

MOTION

Commissioner Mendonsa made the motion, which was seconded by Commissioner Caporusso, to approve the Consent Calendar item.

The motion passed with the following vote:

Ayes: Bernasconi, Brashears, Caporusso, Krafka, McCaslin, Mendonsa

Noes: None

Abstain: None

V. NEW BUSINESS

A. NCRSP PCL 40 – HIGHLAND VILLAGE BUILDINGS 1 & 2 – 262 GIBSON DR – FILE # PL17-0212.

Associate Planner, Gina McColl, presented the staff report and responded to questions.

Vice-Chair McCaslin opened the public hearing and invited comments from the applicant.

Applicant, Meeta Lele, RMW Architecture & Interiors, addressed the Commission and responded to questions. She stated she had received a copy of the staff report and was in agreement with staff's recommendations.

Vice-Chair McCaslin invited public comments.

Justin Raithel, property owner of 254 Gibson Drive, voiced the following:

- Parking lot safety concerns
- Colored concrete walkways
- Trash enclosures
- Reciprocal parking agreement
- Trellis discussion
- Architectural guidelines for proposed buildings

Commission Discussion:

- Pedestrian bridge
- ADA accessibility will be provided
- Will pedestrian pathways be completed with proposed project?
- The walkway is not identified. Will it be striped?
- Requirement to be striped is a code enforcement issue.
- Why was the concrete not stamped?
- Reciprocal parking agreement?
- Will there be pedestrian connection between Buildings 1, 2 and 8.

Vice-Chair McCaslin closed the public hearing and asked for a motion.

MOTION

Commissioner Mendonsa made the motion, which was seconded by Commissioner Brashears, to:

- A. Adopt the two (2) findings of fact and approve the MPP Stage 1 Modification subject to four (4) conditions of approval;
- B. Adopt the two (2) findings of fact and approve the MPP Stage 2 subject to sixty (60) conditionals of approval;
 - i. Condition #30 modified to read: The double wide trash enclosure located adjacent to Building 1, as shown on the civil sheet C2 & C3, shall be show on the building permit and improvement plans and shall be completed prior to issuance of the occupancy permit. *Trash enclosure to be constructed consistent with the design and materials of the adjacent enclosure.* (Environmental Utilities)
 - ii. Condition #59 added to read: *Prior to occupancy of Building 1 & 2, any damaged curbs, paved drive aisles, or sidewalks within the parking field for Buildings 1, 2, 3 and 8 shall be repaired.* (Planning)

- iii. Condition #60 added to read: *Enhanced pavement shall be installed per the Highland Village MPP Stage 1 within the drive aisles between Building 1 & 8 with the current project. (Planning)*
- C. Adopt the three findings of fact and approve the Tentative Subdivision Map subject to twenty-eight (28) conditions of approval.

The motion passed with the following vote:

Ayes: Bernasconi, Brashears, Caporusso, Krafka, McCaslin, Mendonsa

Noes: None

Abstain: None

B. SIERRA VISTA/FEDERICO GPA, SPA, RZ, LARGE LOT TENTATIVE MAP & SMALL LOT TENTATIVE MAP – 1701 WESTBROOK BL. FILE # PL17-0024.

Associate Planner, Gina McColl, presented the staff report and responded to questions.

Vice-Chair McCaslin opened the public hearing and invited comments from the applicant.

Representative for the applicant, Marcus Lo Duca, addressed the Commission and responded to questions. He stated he had received a copy of the staff report and was in agreement with staff's recommendations.

Commission Discussion:

- Proposed plan preferred
- Movement of park and high density residential improved plan

Vice-Chair McCaslin closed the public hearing and asked for a motion.

MOTION

Commissioner Bernasconi made the motion, which was seconded by Commissioner Krafka, to:

- A. Consider the Addendum to the Sierra Vista Specific Plan EIR;
- B. Recommend the City Council approve the General Plan Amendment;
- C. Recommend the City Council approve the Development Agreement Amendment;
- D. Recommend the City Council approve the Specific Plan Amendment;
- E. Recommend the City Council approve the Rezone; and
- F. Adopt the three findings of fact and approve the Tentative Subdivision Map subject to one hundred (100) conditions of approval:
 - i. Condition #98 modified to read: The dedication of parkland (future parks and/or open space) shall be as set forth in the Development Agreement.

The motion passed with the following vote:

Ayes: Bernasconi, Brashears, Caporusso, Krafka, McCaslin, Mendonsa

Noes: None

Abstain: None

VI. REPORTS: COMMISSION/STAFF

Staff Reports

- There will be a Planning Commission Meeting on December 14, 2017.

Commissioner Reports

- None

VII. ADJOURNMENT

Vice-Chair McCaslin asked for a motion to adjourn the meeting.

MOTION

Commissioner Mendonsa made the motion, which was seconded by, Commissioner Caporusso to adjourn to the meeting.

The motion passed unanimously at 7:57 p.m.



PLANNING COMMISSION

Title:

NIPA PCL 56 - AUTONATION COLLISION CENTER - 8880 INDUSTRIAL AV. -
FILE # PL17-0193.

Meeting Date: 12/14/2017

Item #: 5.1.

ATTACHMENTS:**Description**

Staff Report

Attachment 1 AutoNation Operations Narrative

Attachment 2 Existing Site Plan

Exhibit A - Site Plan

Exhibit B Parking Allocation

Exhibit C Floor & Roof Plan

Exhibit D Elevations & Building Sections

Exhibit E Exterior Colors & Materials

Exhibit F Preliminary Grading, Drainage & Utility Plan

Exhibit G Landscape Plan

ITEM V-A: **CONDITIONAL USE PERMIT & DESIGN REVIEW PERMIT MODIFICATION – NIPA PCL 56 AUTONATION COLLISION CENTER – 8880 INDUSTRIAL AVE. – FILE # PL17-0193**

REQUEST

The applicant requests approval of a Conditional Use Permit to allow an approximately 69,466 square foot automotive repair facility to be located within the General Industrial (M2) zone district. A Design Review Permit Modification is requested to add a vehicle canopy and wash and detail enclosure to the building. The project also includes fencing to enclose a portion of the rear parking area for AutoNation.

Applicant – Chip Sabadash, AutoNation
Property Owner – Richard Griffin, RD II & IV, LLC

SUMMARY RECOMMENDATION

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

- A. Adopt the three (3) findings of fact for the Conditional Use Permit subject to ten (10) conditions of approval; and
- B. Adopt the two (2) findings of fact for the Design Review Permit Modification subject to sixty (60) 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 all recommended conditions of approval.

BACKGROUND

The project site has an address of 8880 Industrial Avenue and is within the North Industrial Planning Area (NIPA) of the City. The project site is more specifically located within the Sierra Business Center. The center was approved in 1994 through the City's use permit process (File #UP 94-37) and later modified in 1999 (File # DRPMOD 99-58). The center includes four parcels, each developed with one industrial building (see Figure 1). The project site has a land use and zoning designation of General Industrial. Both the

General Plan and Zoning Ordinance designations allow for a broad range of industrial uses on these parcels. Consistent with the land use and zoning designation on the site, the center supports a mix of

Figure 1 - Project Site



industrial tenants including a food manufacturing and distribution use, recycling operations, and office and warehouse uses. Parking is located around each building with a larger shared parking area located in the middle of the center, between the buildings on 8880 Industrial Avenue and 8875 Washington Boulevard.

The proposed project is a request to allow the AutoNation Collision Center to be located in an approximate 64,800 square foot tenant space. As described in the applicant's project description (Attachment 1), AutoNation will operate a collision center (automotive body) and automotive repair use within the existing building. The City's Zoning Ordinance requires the automotive repair use type to obtain approval of a Conditional Use Permit (CUP) to locate in a General Industrial zone. The CUP allows the Planning Commission the opportunity to review the project's compatibility with heavier general industrial uses in the project area.

The project also includes a Design Review Permit Modification to allow the addition of a vehicle canopy/drop-off area at the front of the building and an approximately 2,400 square foot addition to the south side of the buildings. Also requested is new perimeter fencing to enclose approximately 68 parking spaces at the rear of the building for a secure vehicle storage area.

CONDITIONAL USE PERMIT EVALUATION

As mentioned above, a CUP is requested to allow the automotive repair use in the M2 zone district. The AutoNation operations plan is provided as Attachment 1. Project plans are provided in Exhibit A - G. Section 19.78.060 of the City of Roseville Zoning Ordinance requires that three findings be made in order to approve a CUP. The three findings are listed below in ***bold italics*** and are followed by an evaluation of the proposal in relation to each finding.

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

AutoNation will be located within an existing industrial building with a General Plan land use designation of General Industrial (IND). The purpose of the IND land use category is to provide areas for industrial uses that generate noise, vibration, odor, dust, smoke, light, which are not compatible with commercial, residential, or other sensitive receptors. While automotive repair is not specifically called out as a primary or secondary use intended for the IND district, the operations associated with automotive repair are consistent with other industrial uses outlined in the General Plan. The General Plan relies on the Zoning Ordinance to determine the appropriateness of the specific use within the industrial use type category. As discussed below, the proposed use is consistent with the Zoning Ordinance; therefore, the proposed use is consistent with the General Plan.

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

AutoNation will be occupying an existing industrial building. The building was previously approved and deemed to comply with the applicable development standards in place at the time. The only Zoning Ordinance standards relevant to the project are the requirements for approval of a CUP, as discussed herein, and requirements for off-street parking.

As mentioned, parking for the building is provided on-site and in the shared parking area on the adjacent (8875 Washington Boulevard) parcel. All four parcels within the Sierra Business Center have the same property owner. An informal shared parking agreement is in place through the tenant leases of the occupants of the center. Condition #3 of the CUP has been added to require the reciprocal parking agreement be formalized and recorded prior to occupancy of AutoNation. Based on the Zoning Ordinance parking standards, 219 parking spaces are required for the AutoNation use. In total, 98 parking spaces are provided on the 8880 Industrial Avenue parcel. These spaces are primarily located

at the front and along the side of the building. These 98 spaces would be primarily for customers and employees of AutoNation and the other business within the building. The remaining required parking spaces are available in the shared parking area behind the building. To ensure adequate parking is available within the shared parking area to support the AutoNation use, the applicant provided a parking table (Exhibit B) that outlines all tenants within the building utilizing the shared parking area, the corresponding Zoning Ordinance parking requirement, and the amount of available parking. Based on the tenant mix, 790 parking spaces are required by the Zoning Ordinance and 993 parking spaces are available. As such, the project complies with the Zoning Ordinance parking requirements and adequate parking is available to support the use. Condition #4 of the CUP has been added to ensure AutoNation utilizes the identified parking spaces to prevent the likelihood of parking impacts.

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

As described in the applicant's operation plan, Attachment 1, AutoNation will operate a collision center (automotive body) and automotive service and repair center in the approximately 64,800 square foot industrial suite. The collision center will disassemble damaged parts and frames, install new parts, re-paint and detail vehicles following a collision. The collision center includes a metal shop for straightening vehicle frames, welding and body filler work; a paint shop, and wash and detail service area. Customers bring the vehicles to the collision center either by appointment or by referral from an insurance carrier. The automotive service and repair center will provide overflow vehicle service for customers of the Roseville Auto Mall dealership. Vehicles are transferred to the service center from mechanics at the Roseville Auto Mall. Both the collision center and the service center share the common office area, reception area and drop-off canopy area. No operations will occur outside of the building, as stated in the operation plan, and as required by Condition #5 of the CUP.

The project location is surrounded by industrial uses. The collision center and automotive repair use will produce noise from the repair of vehicles. The paint shop will also produce fumes. As the operations will all occur inside, and the use is not located near sensitive receptors, no impacts to surrounding uses from noise or fumes are anticipated. Additionally, Condition #6 has been added to ensure AutoNation obtains the required permits from the Placer County Air District to limit the release of hazardous fumes into the air from the paint shop.

As discussed above, more parking is provide on the site than is required by the Zoning Ordinance. Additionally, as outlined in the operation plan, the auto repair use will have limited customer contact, as much of the customer contact happens at the dealerships. Parking therefore is not anticipated to impact adjacent uses. Trips generated from the project are also not anticipated to impact roadways as the use remains an industrial use type and vehicle trips generated from the project were accounted for in the City's traffic modeling. With the conditions of approval, staff does not anticipate the use will adversely affect the adjacent uses and supports approval of the AutoNation at the subject location.

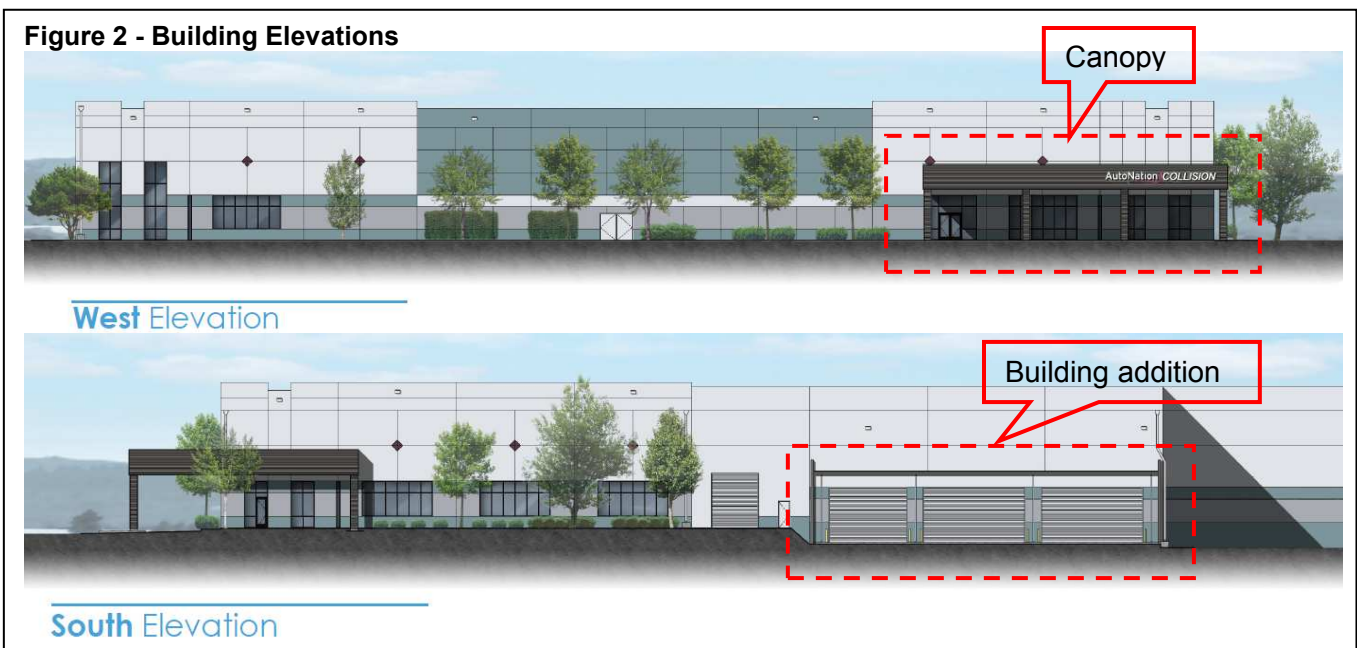
Based on the analysis contained in this staff report and as conditioned, staff finds that the proposed project is consistent with the findings needed to approve the Conditional Use Permit and meets the requirements of the General Plan and Zoning Ordinance; and therefore, the required findings to approve the entitlements can be made.

DESIGN REVIEW PERMIT MODIFICATION EVALUATION

A Design Review Permit Modification (DRPMOD) is required to evaluate the modification to the existing building façade and the site changes. The architectural changes include the addition of an approximate

1,840 square foot vehicle canopy to the front façade and an approximate 2,640 square foot addition to the side of the building for the wash and detail area. Site changes include the removal of several parking spaces along the front of the building to add the vehicle drop-off area, the fencing at the rear of the building to provide secure parking, and the replacement of landscaping. Project plans are provided in Exhibits A - G. The evaluation of the DRPMOD has been based on the applicable development and design standards within the City's Zoning Ordinance and the Community Design Guidelines (CDG's). 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 discussion is provided as clarification on the proposed modifications.

Architecture: The proposed canopy will provide a covered drop-off area for customers. The canopy is simple in design with a flat roof and rectangular posts, see Figure 2. The structure will be covered in ribbed metal panels painted slate grey. The color and materials will be compatible with the existing architecture of the building and the surrounding industrial buildings. The canopy will emphasize the front entrance, consistent with the CDG's recommendations. The building addition will occur on the side of the south side of the building and will not be visible to the public. The walls will be finished in stucco, painted to match the existing building, and the roll-up doors will match the existing building roll-up doors (see Figure 2). As proposed, staff finds the buildings modifications to be compatible with the existing building.



Site Improvements: The site improvements are minimal. The new drop-off area will occur within an existing paved area and will not impact emergency circulation. The write-up canopy will have a setback of 84-feet from the front property line, and will comply with the NIPA required 80-setback. As discussed in the CUP, adequate parking is provided to support the use. The proposed fence will be a black coated chain link fence to match existing fencing on the site and will not be visible to the public. Finally, new landscaping will be added to fill in areas disturbed by construction. The landscaping materials will include Nandina, Dietes, Phormium, and Erigeron to match the existing landscaping planting. The landscaping will comply with the City's Water Efficient Landscape Ordinance and parking lot shading requirements.

Section 19.78.060(C) of the Zoning Ordinance requires two findings of fact be made in order to approve a Design Review Permit Modification, as follows:

1. ***The proposed modification is in substantial compliance with the intent of the original approval, prior conditions of approval, and all applicable design, development and improvement standards in effect as of the date of application for the modification.***

2. *The proposed modification is in compliance with all standards and requirements of the City's Zoning Ordinance, with the applicable goals, policies and objectives set forth in the General Plan and the applicable Community Design Guidelines.*

As discussed above, staff finds the proposed modifications are compatible with the existing improvements on the site and are in substantial compliance with the intent of the original approval. The proposed project has been reviewed by the applicable City Departments and the project was found to comply with the applicable standards and requirements or conditions have been added to require compliance. With the conditions of approval, staff finds the two findings required for approval of the DRPMOD can be made and recommends approval of the project as proposed.

ENVIRONMENTAL DETERMINATION

The project is categorically except from the provisions of the California Environmental Quality Act (CEQA) Guidelines Section 15301 pertaining to existing facilities and pursuant to Section 305 of the City of Roseville CECA Implementing Procedures.

PUBLIC OUTREACH

The project site is located within the inactive Industrial Area East neighborhood associations. Early notification of the project was provided to the RCONA Board, and no comments were received as a result of the notice. A notice of the Planning Commission hearing was provided to property owners within 300-feet of the project site. To date, no comments have been received on the project.

RECOMMENDATION

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

- A. Adopt the three (3) findings of fact as listed in the staff report and approve for the **CONDITIONAL USE PERMIT – NIPA PCL 56 AUTONATION – 8880 INDUSTRIAL AVE. - FILE # PL17-0193** subject to ten (10) conditions of approval; and
- B. Adopt the two (2) findings of fact as listed in the staff report and approve the **DESIGN REVIEW PERMIT MODIFICATION – NIPA PCL 56 AUTONATION – 8880 INDUSTRIAL AVE. - FILE # PL17-0193** subject to sixty (60) conditions of approval.

CONDITIONS OF APPROVAL FOR CONDITIONAL USE PERMIT (FILE # PL17-0193)

- 1. This conditional use permit approval shall be effectuated within a period of two (2) years from this date and if not effectuated shall expire on December 14, 2019. Prior to said expiration date, the applicant may apply for an extension of time, provided, however, this approval shall be extended for no more than a total of one year from December 14, 2019. (Planning)
- 2. The project is approved as identified in Attachment 1 and as shown in Exhibits A – G and as conditioned or modified below. (Planning)
- 3. A reciprocal parking agreement to allow reciprocal parking between 8880 Industrial Ave., 8860 Industrial Ave., and 8875 Washington Bl. shall be recorded on the properties prior to issuance of the Certificate of Occupancy for AutoNation. (Planning)
- 4. Vehicle parking for AutoNation shall only occur in designated and striped parking spaces. At no time shall vehicles block drive aisles. (Planning, Fire)

5. All vehicle service and repair activities shall occur indoors. (Planning)
6. Prior to receiving a building permit, AutoNation shall consult with the Placer County Air District and obtain the required permits for the paint shop. (Planning)
7. A commercial fire sprinkler/protection permits shall be obtained as a result of the tenant improvement work proposed on this permit. The design, installation or retrofit of any fire protection equipment shall conform to the California Fire Code and the amendments adopted by the City of Roseville at the time plans are submitted for review. All amendments, standards, policies and fee schedule can be found on the City's web site www.roseville.ca.us or contact Patrick Chew, Senior Fire Inspector, at 916-774-5823 or pchew@roseville.ca.us with the Fire and Life Safety Division for information. (Fire)
8. Due to the tenant improvement work, the hazardous materials business plan for AutoNation shall be updated. The applicant should contact our Hazardous Materials Division at (916) 774-5800 to initiate the process. Use or storage of hazardous materials, liquids, gases and/or chemicals will be subject to meeting the requirements of the Hazardous Materials Storage Policy set forth by the City of Roseville, the applicable sections of the California Fire Code, the National Fire Codes and Chapter 6.95 of the Health and Safety Code. The applicant shall submit names and amount of any hazardous materials, if they are to be stored or used, to the Fire and Life Safety Division for review and approval. (Fire)
9. The required fire department access with a turning radii of 30 and 50 respectively shall be continues without interruption similar to our typical driving patterns. This is especially critical at all entry points and interior parking aisles to this complex in which our drivers are expected to maneuver our apparatuses without obstructions. All amendments, standards and policies can be found on the City's web site www.roseville.ca.us or contact Patrick Chew, Senior Fire Inspector, at 916-774-5823 or pchew@roseville.ca.us with the Fire and Life Safety Division for information. (Fire)
10. The applicant/developer shall participate in a Transportation Systems Management (TSM) agreement for Sierra Business Center to be reviewed and approved by the City Manager (Alternative Transportation).

CONDITIONS OF APPROVAL FOR DESIGN REVIEW PERMIT MODIFICATION (FILE # PL17-0193)

1. This design review permit approval shall be effectuated within a period of two (2) years from this date and if not effectuated shall expire on December 14, 2019. Prior to said expiration date, the applicant may apply for an extension of time, provided, however, this approval shall be extended for no more than a total of one year from December 14, 2019. (Planning)
2. The project is approved as shown in Exhibits A - G and as conditioned or modified below. (Planning)
3. The project shall be addressed as 8880 Industrial Avenue. 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)
4. 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)

5. 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)
6. The applicant shall not commence with any on-site improvements or improvements within the right-of-way until such time as grading and/or improvement plans are approved and grading and/or encroachment permits are issued by the Department of Development Services – Engineering Division. (Engineering)
7. The approval of this project does not constitute approval of proposed improvements as to size, design, materials, or location, unless specifically addressed in these conditions of approval. (Engineering)

PRIOR TO ISSUANCE OF BUILDING PERMITS:

8. Parking stalls shall meet, or exceed, the following minimum standards:
 - 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" 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. 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)
9. 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)
10. The plans submitted to the Building Department for permits shall indicate all approved revisions/alterations as approved by the Commission including all conditions of approval. (Planning)
11. 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 preventors, fire department

connections, and public water, sewer, and storm drain facilities. (Planning, Fire, EUD, Electric, Public Works)

- b. The tree plantings in the parking lot shall be designed to provide a minimum of 50% shade coverage after 15 years. (Planning)
 - c. At a minimum, landscaped areas not covered with live material shall be covered with a rock, (3") bark (no shredded bark) or (3") mulch covering. (Planning)
 - d. The landscape plan shall comply with the Landscape Guidelines for North Roseville Design Guidelines and the City of Roseville Water Efficient Landscape ordinance. (Planning, Environmental Utilities)
 - e. All landscaping in areas containing electrical service equipment shall conform with the Electric Department's Landscape Requirements and Work Clearances as outlined in Section 10.00 of the Departments "Specification for Commercial Construction." (Electric)
12. Any roof-mounted equipment and satellite dishes proposed shall be shown on the building plans. The equipment shall be fully screened from public streets and the surrounding properties. (Planning)
 13. At the time of building permit application and plan submittal, the project applicant shall submit a proposed plan which shows the suite addressing plan for individual tenant spaces within the building. The Chief Building Official, or the designate, shall approve said plan prior to building permit approval. (Building)
 14. A separate Architectural Site Accessibility Plan which details the project's site accessibility information as required by California Title 24, Part 2 shall be submitted as part of the project Building Permit Plans. (Building)
 15. 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)
 16. 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)
 17. The write-up canopy shall have an access aisle adjacent and parallel to the vehicle pull-up space. Access aisles shall adjoin an accessible route and shall not overlap the vehicular way. The width shall be 60 inches wide minimum and extend the full length of the vehicle pull-up space. Access aisles shall be marked with a painted borderline and the area within the borderline shall be marked with hashed lines a maximum of 36 inches on center. Markings shall contrast with the aisle surface. Reference CBC Sec. 11B-209 & 11B-503. (Building)
 18. 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)

19. The Improvement Plans shall include a complete set of Landscape Plans. The Landscape Plans shall be approved with the Improvement Plans. (Planning, Engineering, Fire, Environmental Utilities, Electric)
20. A note shall be added to the grading plans that states:
*“Prior to the commencement of grading operations, the contractor shall identify the site where the **excess/borrow** earthen material shall be imported/deposited. If the **borrow/deposit** site is within the City of Roseville, the contractor shall produce a report issued by a geotechnical engineer to verify that the exported materials are suitable for the intended fill, and shall show proof of all approved grading plans. Haul routes to be used shall be specified.”* (Engineering)
21. Bike parking and clean air vehicle spaces shall be provided per the California Green Building Standards. Bike rack/locker design and location shall be approved by Alternative Transportation. Parking stall markings are to be marked as “Carpool/Clean Air/EV”. Do not use “Vanpool”. (Alternative Transportation, Building).
22. All storm drainage, including roof drains, shall be collected on site and treated with Best Management Practices (BMP's) per the West Placer Storm Water Quality Design Manual. All storm water shall be routed to the nearest existing storm drain system or natural drainage facility. Drain outfalls shall extend down to the receiving water and shall be constructed with adequate velocity attenuation devices. The grading/improvement plans for the site shall be accompanied with a shed map that defines that area tributary to this site and all drainage facilities shall be designed to accommodate the tributary flow. The storm drain system and proposed BMP's shall be privately owned and maintained by the property owner. Prior to the issuance of any permits, the owner shall provide a plan for the maintenance of the proposed BMP's. (Engineering)
23. Prior to the issuance of any permits, the property owner 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 property owner during the pre-construction meeting. (Engineering)
24. Prior to the issuance of building permits, the property owner shall pay into the following fee programs: Citywide Drainage Fee, Citywide Traffic Mitigation Fee (TMF), Highway 65 Joint Partners Association (JPA), South Placer Regional Transportation Authority (SPRTA), and City/County Fee. (Engineering)
25. 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)"
26. The applicant shall pay all applicable water and sewer fees. (Environmental Utilities)
27. 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' unless approved by Environmental Utilities in these conditions. The area needed to construct the trench is a sloped cone above the sewer main. The cone shall have 1:1 side slopes.
 - b. Water, sewer and recycled mains shall not exceed a depth of 12' below finished grade, unless authorized in these conditions of approval.
 - c. All sewer manholes shall have all-weather 10-ton vehicle access unless authorized by these conditions of approval. (Environmental Utilities)
28. Trash enclosures, recycling areas, and enclosure approaches shall be designed to current Refuse Division specifications, the materials and colors shall match the building, and the location of such facilities shall be reviewed and approved by the Refuse Division, Planning and the Fire Department. The enclosure must have inside dimensions of 12 feet wide and 9 feet deep and be built to the specifications of the Solid Waste Department's Enclosure Description. (Refuse, Planning, Fire)
 29. 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)
 30. A trash enclosure and recycling enclosure is required for each building and each tenant, otherwise, the building owner is responsible for the trash service. (Refuse)
 31. 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)
 32. 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)
 33. 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
 34. All on-site external lighting shall be installed and directed to have no off-site glare. Lighting within the parking areas and pedestrian walkways shall provide a maintained minimum of one (1) foot candle, and 0.5 foot candle of light, respectively. All exterior light fixtures shall be vandal resistant. (Planning & Police)
 35. 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)
 36. 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:

37. Any backflow preventors visible from the street shall be painted green to blend in with the surrounding landscaping. The backflow preventors 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 preventor 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 preventor shall be covered with a green cover that will provide insulation. (Planning, Environmental Utilities)
38. 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 preventor.
 - b. The property owner/applicant shall be responsible for that portion of the water supply system from the backflow preventor 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)
39. All improvements being constructed in accordance with the approved grading and improvement plans shall be accepted as complete by the City. (Engineering)
40. The words "traffic control appurtenances" shall be included in the list of utilities allowed in public utilities easements (PUE's) located along public roadways. (Engineering)
41. The applicant/developer shall participate in a Transportation Systems Management (TSM) agreement for Sierra Business Center to be reviewed and approved by the City Manager (Alternative Transportation).
42. 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)
43. All water backflow devices shall be tested and approved by the Environmental Utilities Department. (Environmental Utilities)
44. All Electric Department facilities, including streetlights where applicable, shall be designed and built to the "City of Roseville Specifications for Commercial Construction." (Electric)

45. 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)
46. Any relocation, rearrangement, or change of existing electric facilities due to this development shall be at the developer's expense. (Electric)
47. 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)
48. 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.
49. One 3/4" conduit with a CAT-5 phone line shall be installed from the buildings telephone service panel to the meter section of the customer's electrical switchgear or panel. (Electric)
50. It is the responsibility of the developer to insure 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:

51. Signs shown on the elevations are not approved as part of the Design Review Permit. A Sign Permit is required for all project signs. (Planning)
52. 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)
53. 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)
54. 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)
55. 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)
56. 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)

57. The location and design of the gas service shall be determined by PG&E. The design of the gas service for this project shall not begin until PG&E has received a full set of City approved improvement plans for the project. (PG&E)
58. 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, however, that all construction equipment shall be fitted with factory installed muffling devices and that all construction equipment shall be maintained in good working order. (Building)
59. Prior to Certificate of Occupancy, the applicant may apply for a Temporary Certificate of Occupancy (TCO) of the building. If a TO 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 Occupancy. (Building)
60. Concurrent with submittal for plan check and prior to a request for final building inspection, the applicant may request City approval of an occupancy phasing plan to allow individual or multiple building occupancies. This request shall be made in writing to the Building Division and shall include 10 copies of the following:
 - a. A description of measures that will be undertaken to minimize conflict between residents/building occupants and construction traffic (e.g. fencing, etc.);
 - b. A phasing plan showing the proposed buildings, internal roads and access routes, landscaping, trash enclosure locations, and any other improvements planned for each phase; and
 - c. Estimated time frame for each phase and a specific date for the first phase. (Planning, Building)

ATTACHMENTS

1. AutoNation Operations Plan
2. Existing Site Plan

EXHIBITS

- A. Site Plan
- B. Parking Allocation Plan
- C. Floor, Roof Plans
- D. Elevations & Building Sections
- E. Exterior Colors & Materials
- F. Preliminary Grading & Drainage Plan
- G. Landscape Plan

Note to Applicant and/or Developer: Please contact Planning Division staff at (916) 774-5276 prior to the Commission meeting if you have any questions on any of the recommended conditions for your project. If you challenge the decision of the Commission in court, you may be limited to raising only those issues which you or someone else raised at the public hearing held for this project, or in written correspondence delivered to the Planning Manager at, or prior to, the public hearing.



Stantec

Stantec Architecture, Inc
38 Technology Drive Suite 100, Irvine CA 92618-5312

FILE COPY

RECEIVED

JUL 17 2017

July 10, 2017
File: 2014717008

Planning Division

Attention: City of Roseville - Planning Department
311 Vernon Street, Roseville, CA 94538

Reference: AutoNation Collision Center – 8880 Industrial Ave, Roseville CA

Project Description –Description of Business.

The one-story building is located within the Sierra View Business Park at the Northwest corner of the lot. AutoNation has leased approximately 64,800 SF at the west side of building. Another tenant occupies the eastern side of the building. The property is zoned General Industrial M2 and Specific Zone is North Industrial.

The operations on the proposed use will be conducted into 2 separate business units of AutoNation.:

1. **AutoNation Collision Center** that will conduct collision repairs (body shop) including metal work and painting.
2. **AutoNation Service Garage** including the installation of the service bays with lifts that will support the repair function of the existing off site Auto dealerships within the Roseville Auto Mall area including: Honda; Chrysler; Dodge; Jeep; Ram; BMW and Subaru. This facility will allow these businesses to meet the increasing demand for auto repairs without needed to expand within the Auto Mall property.

The operations of the AutoNation Collision Center are described as follows:

The costumers may arrive with an appointment and referral from an insurance carrier or just drive in. The new write up canopy at the front of the building provides shelter over the customer and their car during the write up process. Customers are greeted by the receptionist and meet with an estimator who inspects their car with the customer. A car might be left for work immediately or the customer may return later to drop off their car. Once the cars are dropped off an employee will move the car to the rear entrance of the workshop or parking while the car waits its turn.

Cars undergo disassembly, and the necessary parts are ordered. In the metal shop, frames are straightened, welding and body filler work is done as necessary. If a paint work is needed, the car then moves to the paint shop, and once painted it goes back to the metal shop for final reassembly. When work is completed, cars receive a wash and

Design with community in mind

FULL COST
CUP &
DRP-MOD

PL17-0193

NIPA PCL 56 – AUTONATION COLLISION CENTER
8880 INDUSTRIAL AV



FILE COPY

Reference: AutoNation Collision Center – 8880 Industrial Ave, Roseville CA

detailing service. Finally, the customer picks up their completed car at the front office. No repair work will be performed outdoors.

The operations of the AutoNation Auto Service Garage are described as follows:

Customers for auto service will not visit this site. All customers will go to the dealerships in the Roseville Auto Mall, meet with a service advisor, and the service agreement will be prepared at that location. If a particular auto brand has all of the onsite mechanics and repair bays are busy, the car will be driven over to this site at 8880 Industrial Way where more mechanics will be stationed to handle the overflow work. When the work is complete the car will be driven back to the dealership at the Auto Mall and the car returned to the customer.

The intended hours of operation for both business units will be:

MON-FRI 8.00AM -5.00PM
SAT 9.00AM- 2.00PM
SUN Closed

Approximately 30-35 employees would be required for proposed operations of the Collision Center and 20-25 employees for the Auto Service Use.

Project Description – Proposed Construction

The project includes: construction of a new write up canopy that customers drive under when they arrive at the site with AutoNation Collision branding elements, interior tenant improvements with some new exterior doors (finish to match), installation of shop equipment and paint booths. All new mechanical equipment that might be visible from Industrial Ave will be screened from view.

The write up canopy includes an angled signature branding element with horizontal ribbed metal panels and composite metal panels painted black extends over the drive thru lane and the new double door entry. This canopy is approximately 2000 SF.

At the wash and detail area, a new 2,700 SF canopy will be added at the existing truck loading bays.



July 10, 2017
City of Roseville - Planning Department
Page 3 of 3

Reference: AutoNation Collision Center – 8880 Industrial Ave, Roseville CA

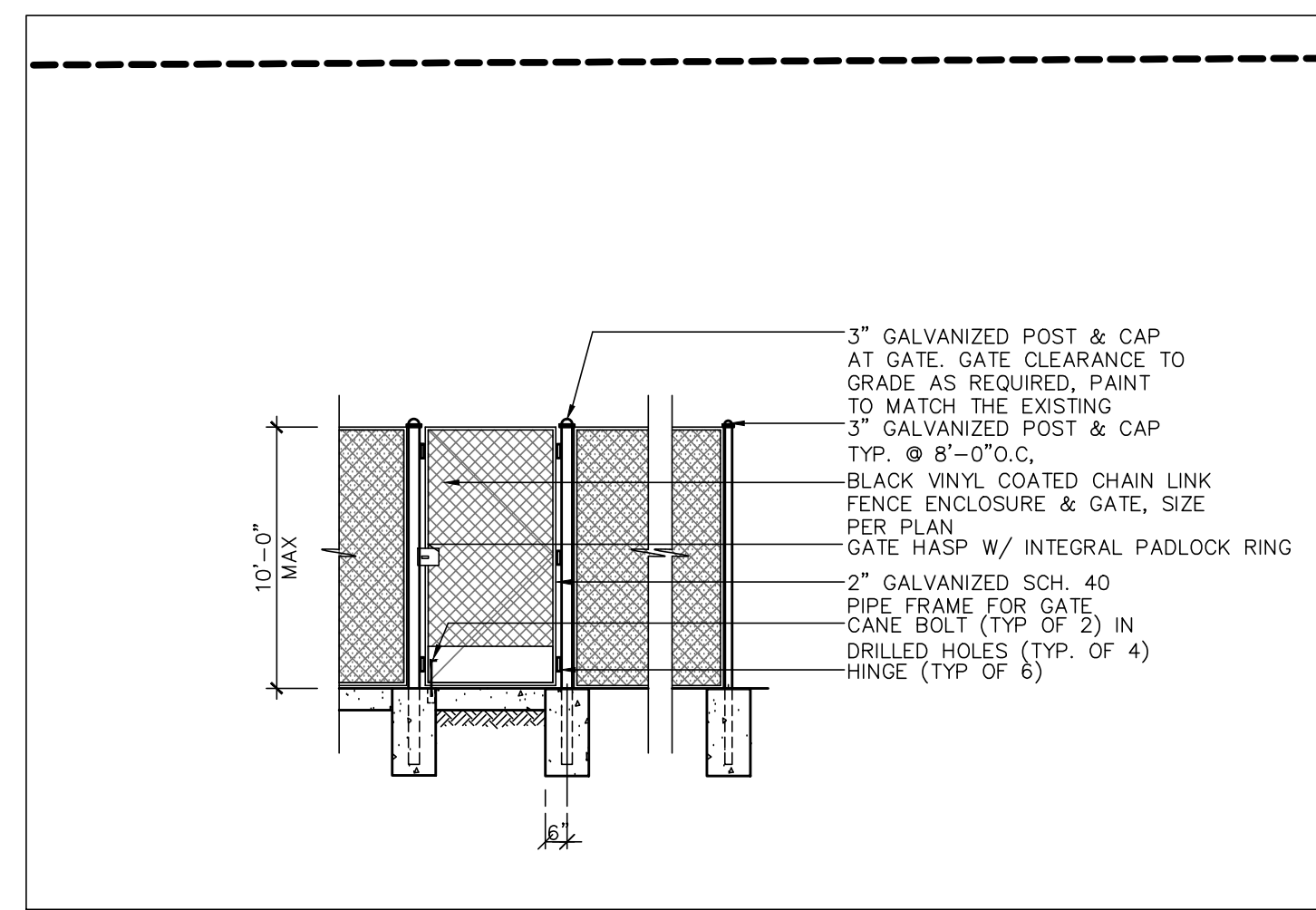
The proposed site includes shared parking with 250 assigned parking spaces AutoNation's proposed uses. The property contains a driveway near the north end of the site and a shared access driveway at the south end of the site. No change in site access is proposed with this application.

Regards,

STANTEC CONSULTING SERVICES INC.

Larry Tidball
Program Manager
Phone: (949) 923-6903
Fax: (949) 923-6190
Larry.Tidball@stantec.com

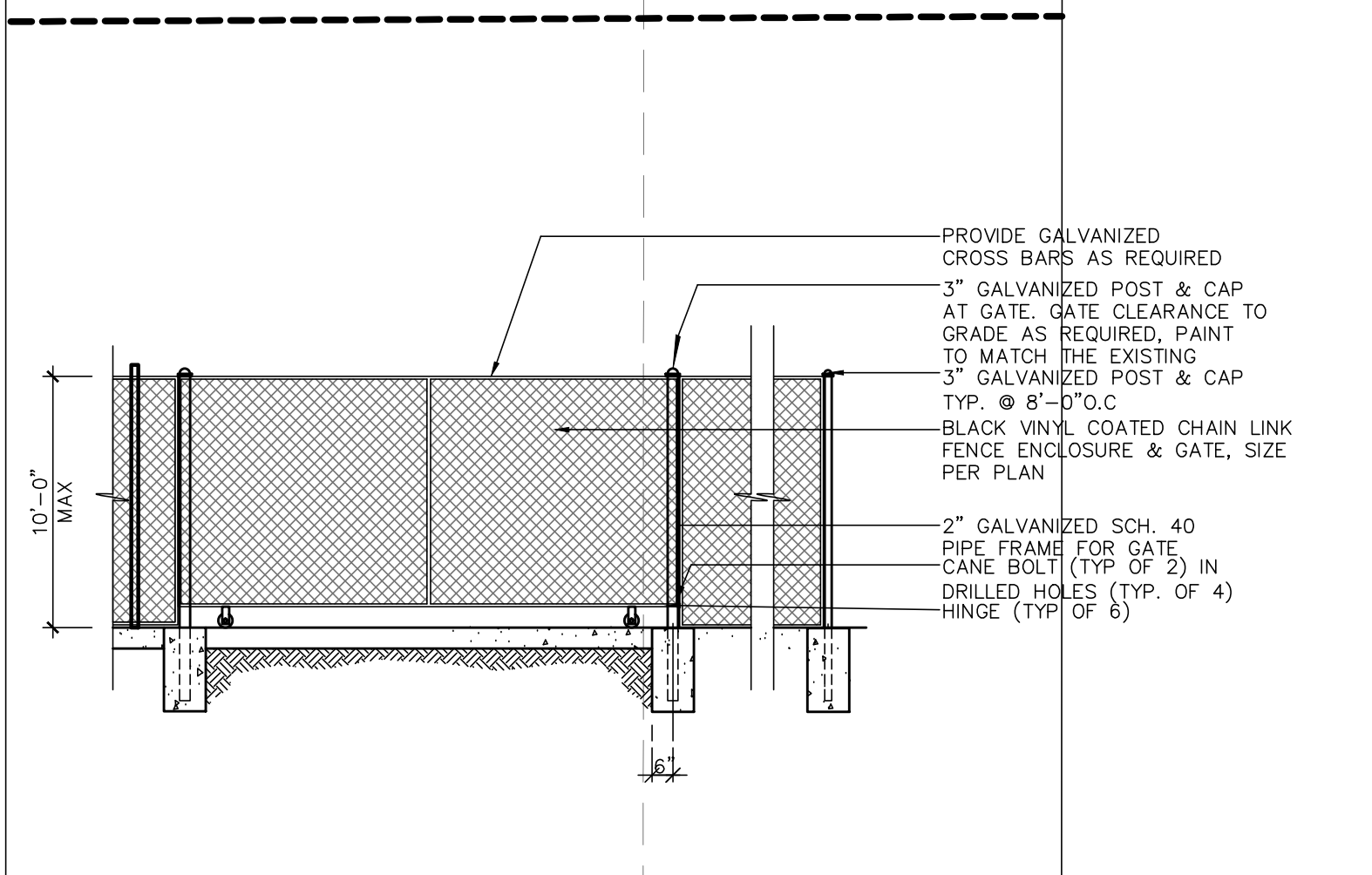
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CHAIN LINK MAN GATE DETAIL

SCALE: 1/4" = 1'-0"

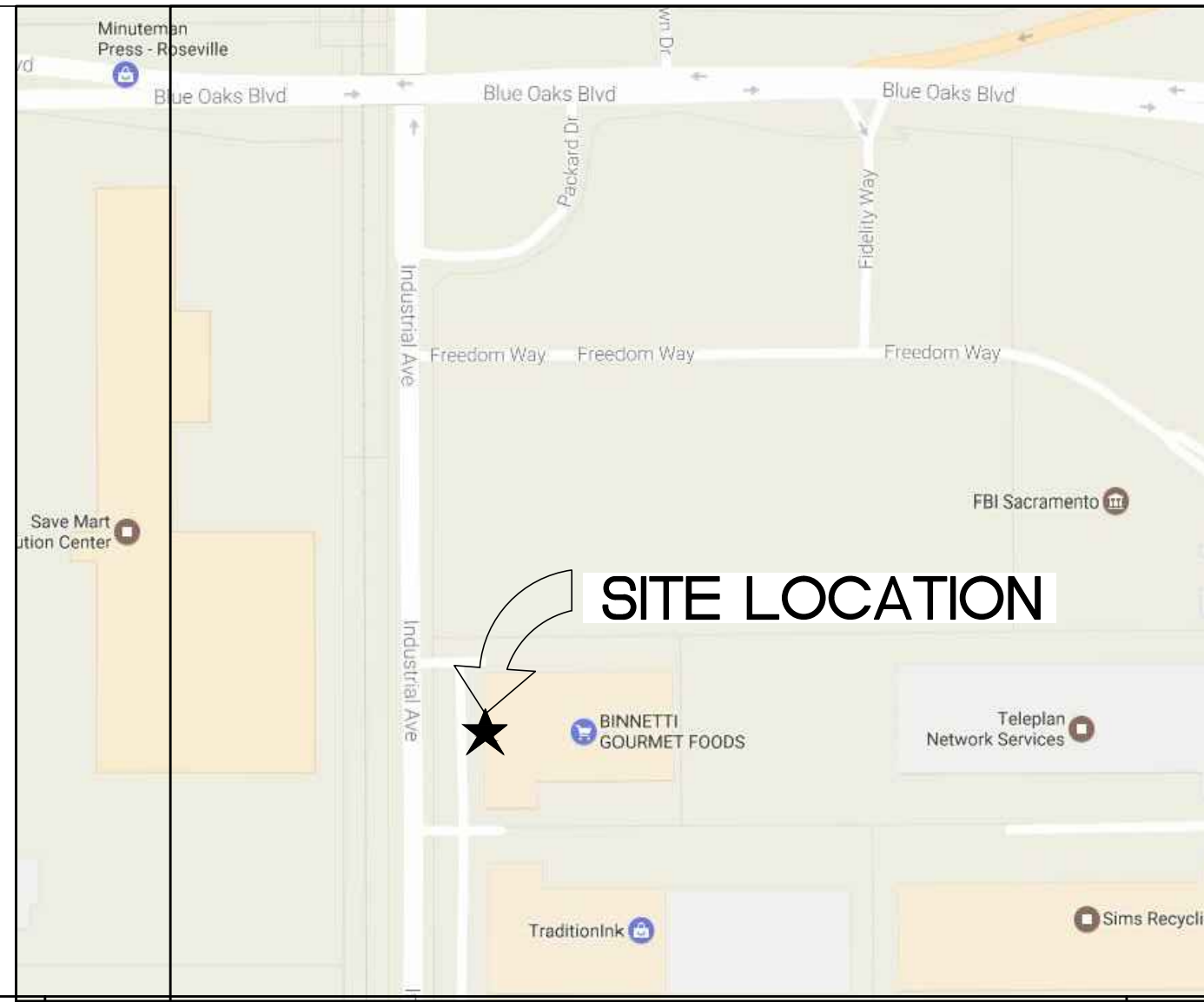
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CHAIN LINK GATE AND FENCE DETAIL

SCALE: 1/4" = 1'-0"

3

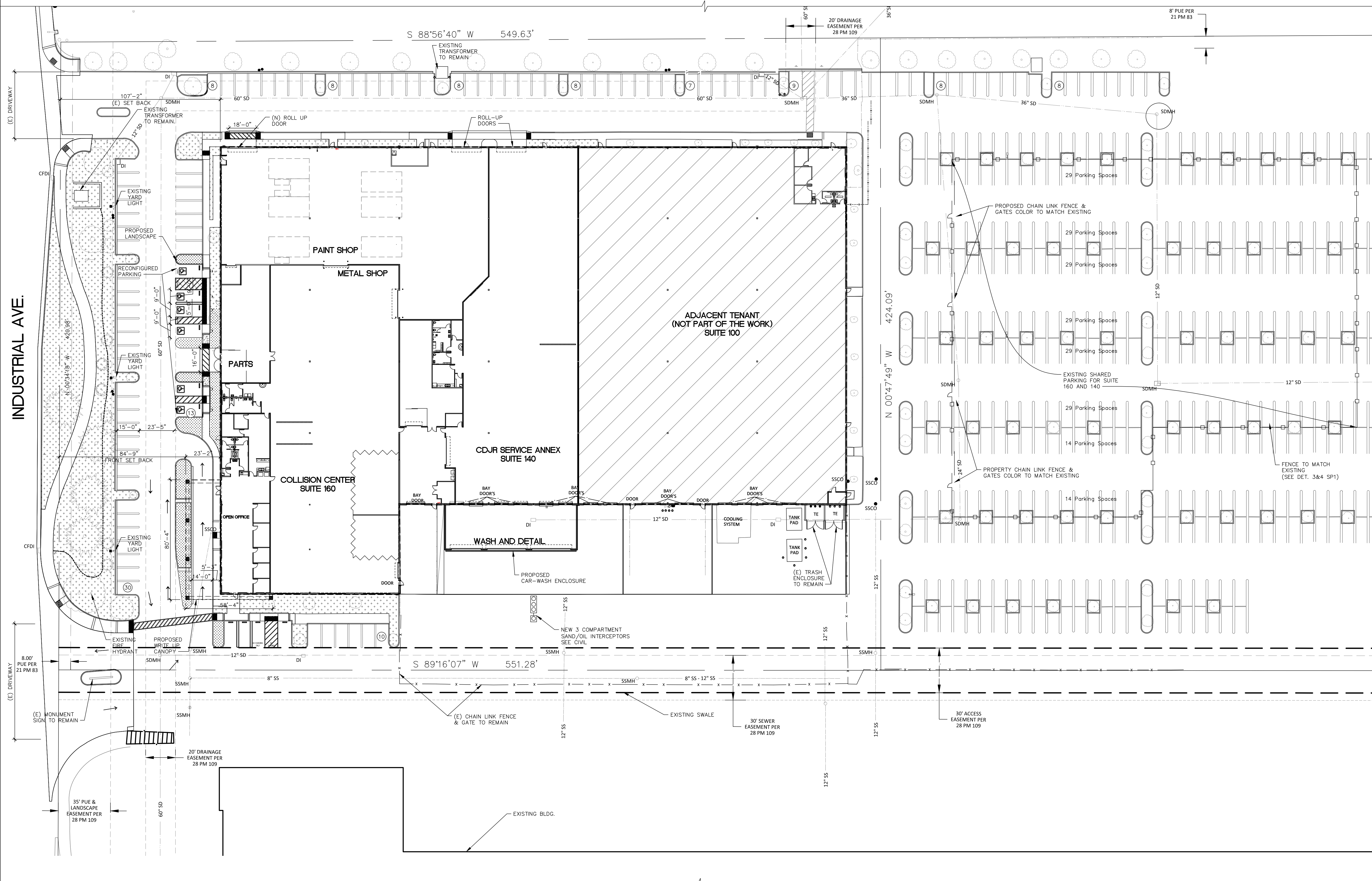


VICINITY MAP

SCALE: N.T.S.

1

PARKING TABLE							
BUILDING ADDRESS	SUITE #	USE	Sq. Ft. of Pkgs	RATIO	REQUIRED PARKING	REQUIRED TOTAL	PROVIDED PARKING
8880 INDUSTRIAL AVE		AN COLLISION	44,881	1 PER 400 SQFT	113		
	SUITE 160	SERVICE ANNEX	22,268	1 PER 400 SQFT	56	210	
		SERVICE BAYS	50 BAYS	1 PER BAY	50		
	SUITE 100	NATES FINE FOODS	43,200	1 PER 1000 SQFT	44	44	
	SUITE A	TASQ (warehouse)	28,800	1 PER 1000 SQFT	29		
			TASQ - (office)	9600	1 PER 250 SQFT	32	
8875 WASHINGTON	SUITE B	TELEPLAN (warehouse)	100,800	1 PER 1000 SQFT	91	200	TOTAL PARKING= 1008 (EXISTING) + 16 (LOST FOR THE CANOPY ADDITION) =992
		TELEPLAN (office)	10,080	1 PER 250 SQFT	41		
	SUITE 109	VACANT	62,400	1 PER 1000 SQFT	63		
8860 INDUSTRIAL	SUITE 100	TELEPLAN (warehouse)	88,704	1 PER 1000 SQFT	89	214	
		TELEPLAN (office)	12,096	1 PER 250 SQFT	49		
	SUITE 130	TELEPLAN	57,600	1 PER 1000 SQFT	58		
	SUITE 140	GUTTERGLOVE (warehouse)	34,920	1 PER 1000 SQFT	35		
		GUTTERGLOVE (office)	8,208	1 PER 250 SQFT	33		
			TOTAL:	24,441			783



PROJECT DATA

ZONING -	M-2 GENERAL INDUSTRIAL
USE -	MOTOR VEHICLE REPAIR AND STORAGE
SURROUNDING LAND USES	INDUSTRIAL
SOUTH -	VACANT
NORTH -	INDUSTRIAL
EAST -	INDUSTRIAL
WEST -	INDUSTRIAL
MAXIMUM HEIGHT -	50 FEET
BUILDING CONSTRUCTION TYPE	V-B
OCCUPANCY	S-1
SPRINKLERED	FULLY SPRINKLERED
NUMBER OF STORIES	ONE

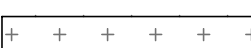
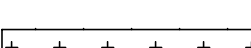
SHEET INDEX

SP1	PROPOSED SITE PLAN
SP1.1	EXISTING SITE PLAN
SP2	OVERALL SITE PLAN
A201	FLOOR PLAN
A310	ROOF PLAN
A501	BUILDING ELEVATIONS
A601	BUILDING SECTIONS
C1	PRELIMINARY GRADING, DRAINAGE PLAN
L1	PRELIMINARY LANDSCAPE PLAN

AREA CALCULATION

TOTAL SITE:	
<u>EXISTING BUILDING AREA</u> 64,805 SQ.FT.	
<u>PROPOSED BUILDING AREA</u> 69,466 SQ.FT. (INCLUDING THE CANOPY AND WASH& DETAIL ENCLOSURE)	
<u>PARKING REQUIRED</u> SEE TABLE ABOVE.	
<u>PARKING PROVIDED</u> 263 SPACES (INCLUDING 6 ADA PARKING AND 1 CLEAN AIR V.)	

LEGEND

	EXISTING CURBING			
	NEW CONCRETE CURBING			
	EXISTING PARKING STRIPING			
	NEW PARKING STRIPING			
	DEMOLISHED CURBING & STRIPING			
	EXISTING SITE FENCING			
	NEW SITE FENCING			
	EXISTING LANDSCAPING			
	NEW LANDSCAPING			

SCOPE OF WORK

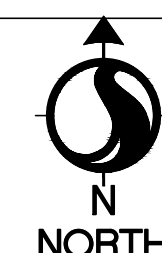
- ADDITION OF THE WRITE UP CANOPY TO THE EXISTING ONE STORY TILT UP BUILDING AT THE SOUTH WEST CORNER.
- ADDITION OF THE WASH AND DETAIL ENCLOSURE FOR THE COLLISION CENTER AND CDRJ SERVICE ANNEX USE AT THE SOUTH EAST CORNER OF THE BUILDING.
- REPLACING THE EXISTING NORTH ELEVATION STOREFRONT/WINDOWS WITH 3 ROLL UP DOORS
- RECONSTRUCTION OF THE AREA PARKING AT THE FRONT (WEST) SIDE OF THE BUILDING.
- ADDITION OF THE CHAIN LINK FENCE TO ENCLOSE 200 PARKING STALLS FOR THE COLLISION AND SERVICE ANNEX USE.
- TENANT IMPROVEMENT OF THE EXISTING SUITE 160 FOR THE COLLISION CENTER AND ADDITION OF THE SUITE 140 FOR CDRJ SERVICE ANNEX.
- ADDITION OF THE SAND AND OIL INTERCEPTOR NEXT TO THE WASH AND DETAIL ENCLOSURE

PROPOSED USE

- EXISTING SUITE 160 TO BE DIVIDED INTO 2 SUITES:
SUITE 160 FOR AUTONATION COLLISION CENTER
SUITE 140 FOR CDJR SERVICE ANNEX

0 15' 30' 60'

SCALE: 1"=30'-0"



SITE PLAN

SCALE: 1" = 30'-0"

2



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Consultants

Client

AutoNation

200 SW 1ST AVE., 14TH FLOOR
FORT LAUDERDALE, FL 33301

Key Plan:

Project: **AUTONATION
COLLISION CENTER**

**8880 INDUSTRIAL AVE. SUITE 160
ROSEVILLE, CA**

Title: _____

PROPOSED SITE PLAN

Project No. _____ Scale _____

Drawing No.	Sheet	Revision
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SP1

of



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Client

200 SW 1ST AVE., 14TH FLOOR
FORT LAUDERDALE, FL 33301

Project:

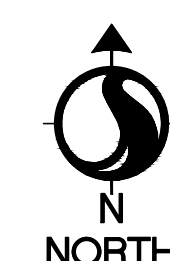
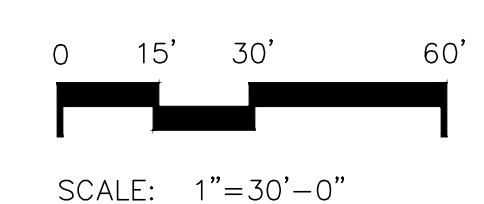
**AUTONATION
COLLISION CENTER**

**8880 INDUSTRIAL AVE. SUITE 160
ROSEVILLE, CA**

SP2 of

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EXISTING
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2

SCALE: 1" = 30'-0"



Consultants

Client

200 SW 1ST AVE., 14TH FLOOR
FORT LAUDERDALE, FL 33301

Key Plan:

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Project:

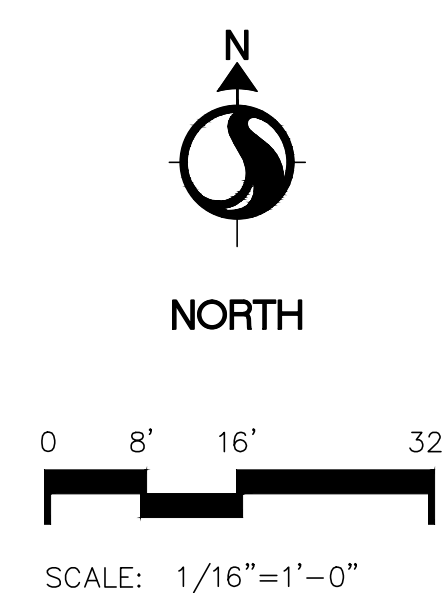
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COLLISION CENTER**

**8880 INDUSTRIAL AVE. SUITE 160
ROSEVILLE, CA**

Title: _____

PROPOSED FLOOR PLAN

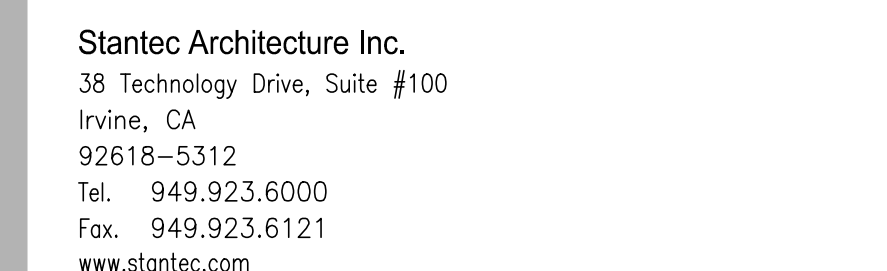
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Drawing No. A201	Sheet of 0
	Revision



PROPOSED FLOOR PLAN

1

SCALE: 1/16" = 1'-0"



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Consultants

Client

200 SW 1ST AVE., 14TH FLOOR
FORT LAUDERDALE, FL 33301

Key Plan:

[illegible]

Project:

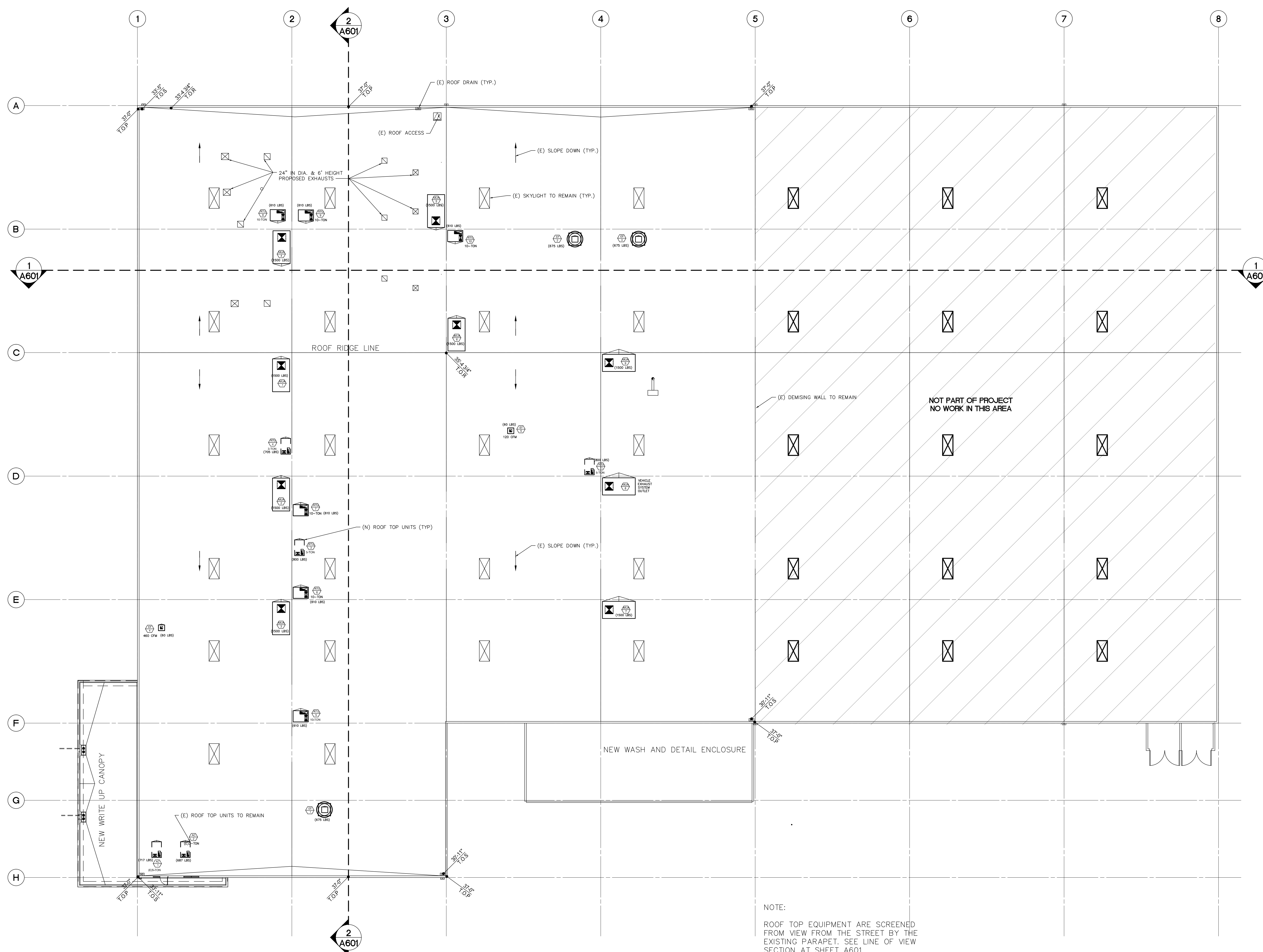
**AUTONATION
COLLISION CENTER**

**8880 INDUSTRIAL AVE. SUITE 16
ROSEVILLE, CA**

Title: _____

OVERALL ROOF PLAN

Project No. 2014717008	Scale AS NOTED	
Drawing No. A310	Sheet	Revision
	of	0



NOTE:
ROOF TOP EQUIPMENT ARE SCREENED
FROM VIEW FROM THE STREET BY THE
EXISTING PARAPET. SEE LINE OF VIEW
SECTION AT SHEET A601

LEGEND

T.O.S. = TOP OF STEEL
T.O.P. = TOP OF PARAPET
T.O.R. = TOP OF ROOF



0 8' 16' 32'

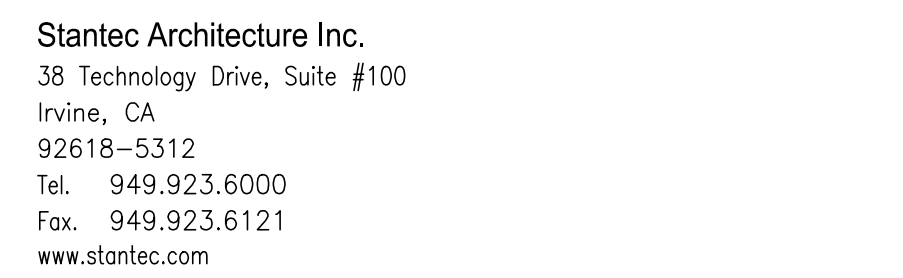
SCALE: 1/16"=1'-0"

OVERALL ROOF PLAN

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SCALE: 1/16" = 1'-0"

ORIGINAL SHEET - ARCH 1



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Consultants

Client

200 SW 1ST AVE., 14TH FLOOR
FORT LAUDERDALE, FL 33301

Key Plan:

EXTERIOR MATERIALS	
NO.	MATERIAL
1	EXISTING WHITE PAINT TO REMAIN
2	EXISTING WALL MOUNTED FIXTURE TO REMAIN
3	EXISTING METAL SCUPPER
4	HORIZONTAL RIBBED METAL PANEL (AUTONATION GRAY – MBI 7 2 RIB SINDING KYNAR 500 SLATE GRAY)
5	PRE-FINISHED METAL COPING AND SCUPPERS-COLOR TO MATCH WALL
6	EXISTING WINDOW AND/OR STOREFRONT
7	PRE-FINISHED METAL COPING-COLOR TO MATCH METAL PANEL (KYNAR 500 SLATE GRAY)
8	PREFINISHED UPWARD ACENT OVERHEAD DOOR (WHITE TO MATCH ADJACENT WALL)
9	EXISTING DOOR AND FRAME
10	GALV & PAINTED BOLLARDS-(PAINT AUTONATION GRAY- KYNAR 500 SLATE GRAY)
11	BUILDING SIGNAGE N.I.C.-BY OWNER UNDER SEPARATE CONTRACT
12	(E) ACENT BAND TO REMAIN-PAINT THE INFILL WALLS FOR CONTINUATION
13	EXISTING OVERHEAD DOOR, PAINT TO MATCH ADJACENT WALL
14	NEW STOREFRONT GLAZING AND DOORS TO MATCH EXISTING
15	DEMO EXISTING SPANDREL GLASS PLASTER INFILL TO MATCH ADJACENT WALL SURFACE & PAINT TO MATCH ADJACENT WALL COLOR. SEE DETAIL #24 / A670
16	DEMO EXISTING DOOR AND FRAME. PLASTER INFILL TO MATCH ADJACENT WALL WITH SMOOTH STUCCO OVER STUO WALLS PER WALL TYPES. EXTEND EXPANSION JOINTS TO MATCH (E).
17	NEW DOOR-PAINTED TO MATCH WALL
18	PAINT BACK OF EXISTING GLAZING ABOVE 9 FEET BLACK COLOR. SEE WINDOW AND DOOR SCHEDULE FOR THE PROPOSED STOREFRONT ABOVE 9 FEET TO MATCH EXISTING.
19	3" SQUARE ALUMINUM DOWNSPOUT PAINT AUTONATION GRAY- KYNAR 500 SLATE GRAY

1

SCALE: 1/16" = 1'-0"

2

SCALE: 1/16" = 1'-0"

3

SCALE: 1/16" = 1'-0"

Title: _____

EXTERIOR ELEVATION

Project No. 2014717008	Scale AS NOTED
Drawing No. A501	Sheet Revision 0

A501 of 0



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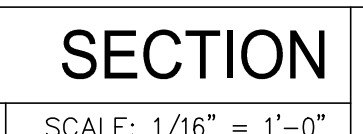
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Project:

**AUTONATION
COLLISION CENTER**

**8880 INDUSTRIAL AVE. SUITE 160
ROSEVILLE, CA**

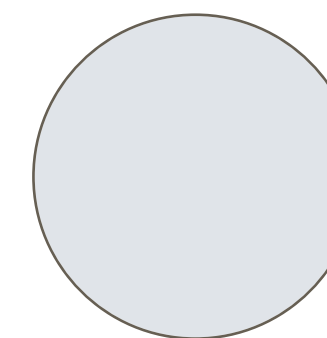
Project No. 2014717008	Scale AS NOTED	
Drawing No. A601	Sheet of	Revision 0



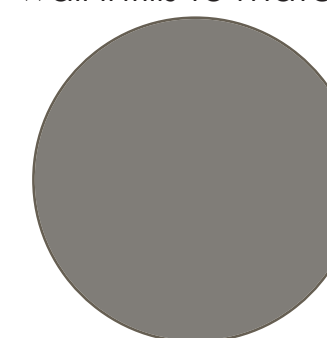
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2017/11/07 3:40 PM By: Hoda, Lule

ORIGINAL SHEET - ARCH F

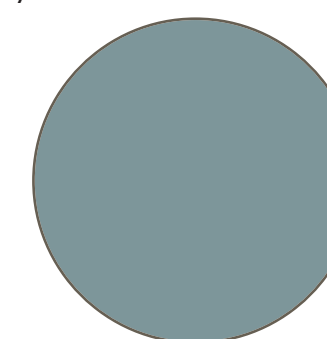
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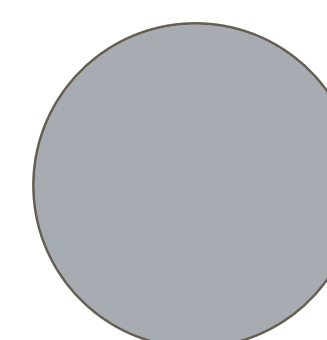
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wall infills to match



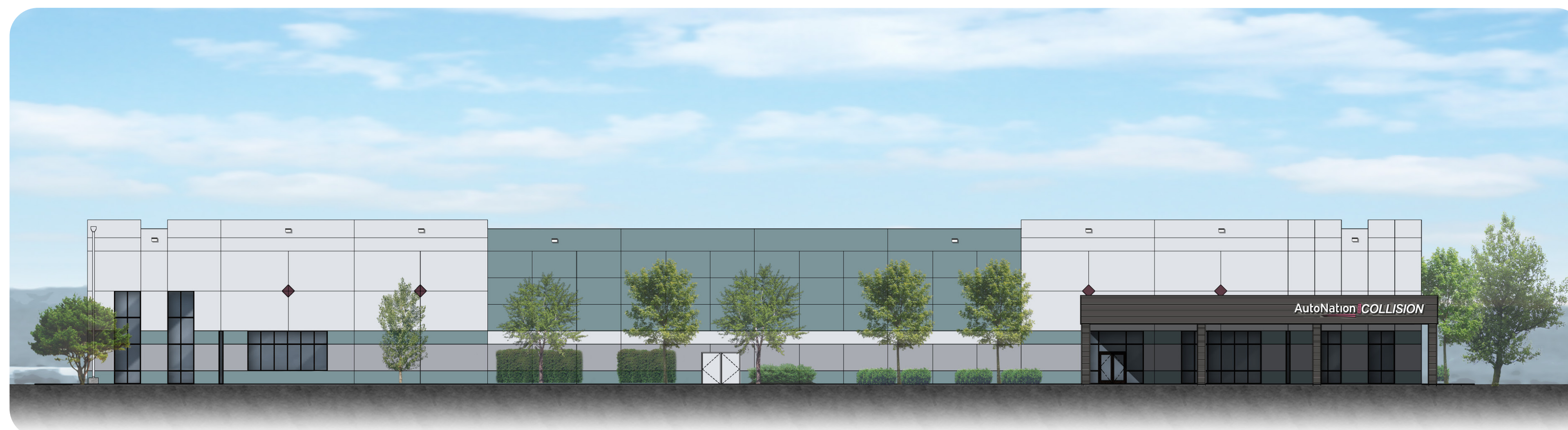
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Kynar 500 "Slate Gray"



Existing "Blue" to remain



Existing "Gray" to remain

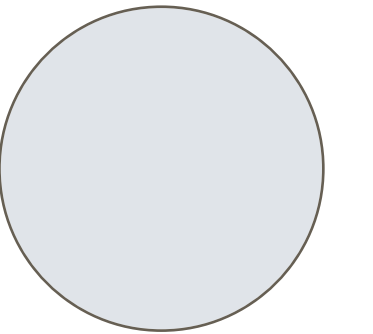


West Elevation

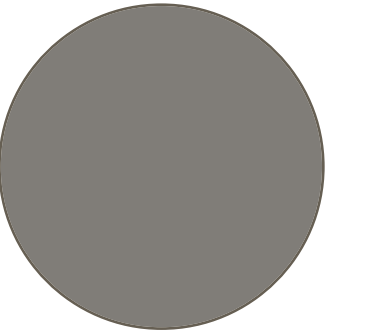


South Elevation

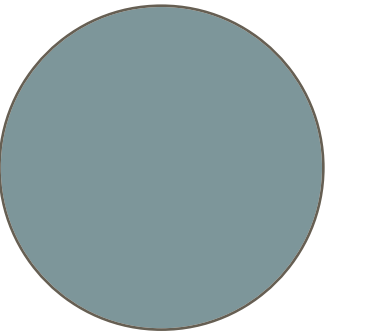
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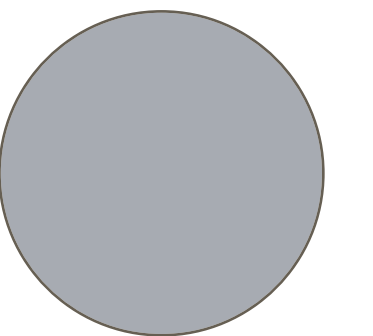
Existing "White" to remain
Wall infills to match



Horizontal Ribbed Metal Panel
Kynar 500 "Slate Gray"



Existing "Blue" to remain



Existing "Gray" to remain



North Elevation



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Revision	By	Appd.	YY.MM
2nd PLANNING SUBMITTAL	A/C	JMS	17.10
1st PLANNING SUBMITTAL	A/C	JMS	17.07
PLANNING MEETING	KE	LH	17.05
Issued	By	Appd.	YY.MM
File Name:	Dwn.	Chkd.	Dsgn.
			YY.MM

AUTONATION COLLISION CENTER

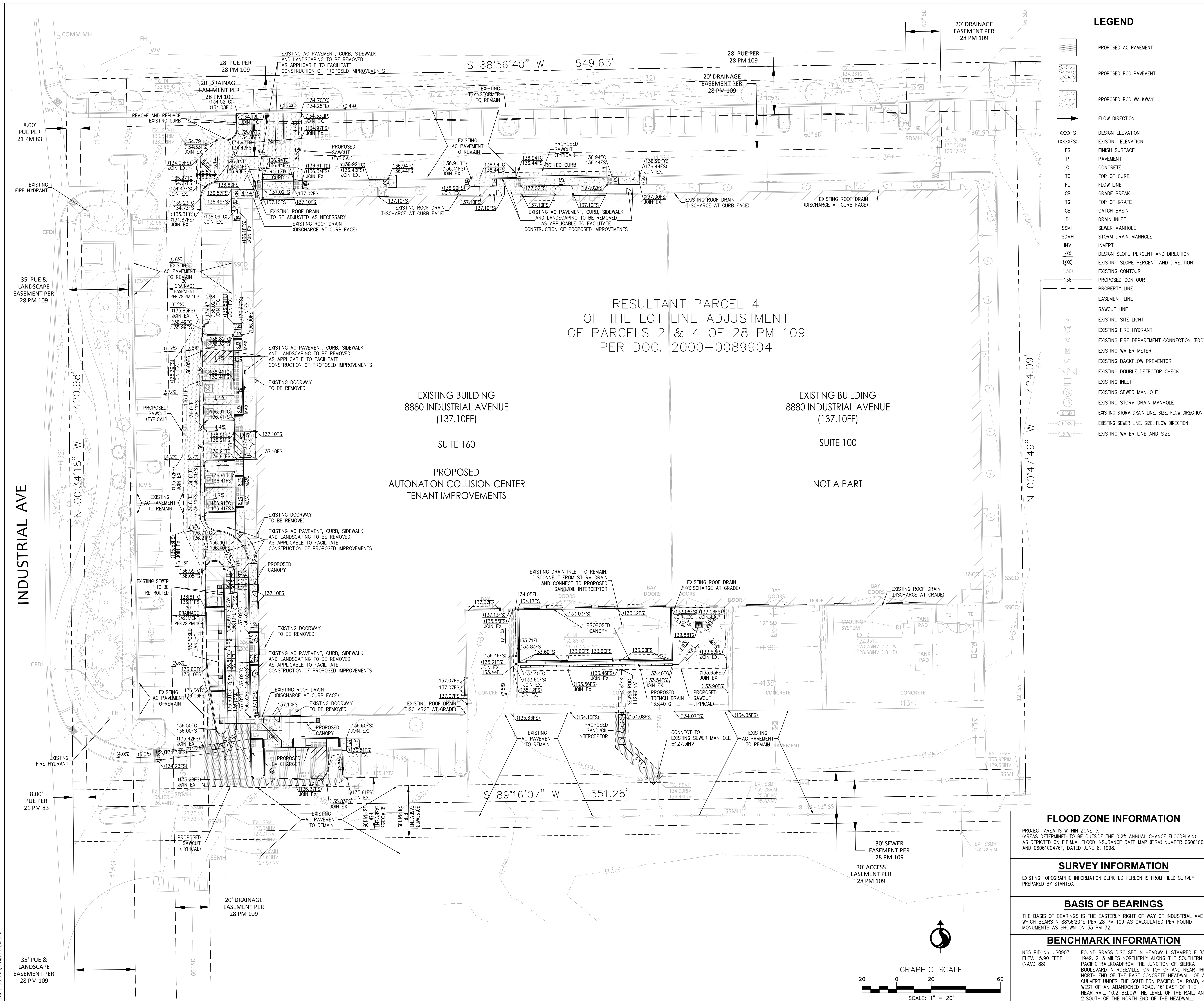
8880 INDUSTRIAL AVE.
ROSEVILLE, CA

PRELIMINARY GRADING, DRAINAGE, AND UTILITY PLAN

Scale

Sheet _____ Revision _____

of





PLANNING COMMISSION

Title:

NCRSP PCL 49A - FREEDOM POINT PARCELS 1, 2 & 5 - 1928 FREEDOM WAY - FILE # PL17-0055.

Meeting Date: 12/14/2017

Item #: 5.2.

ATTACHMENTS:

Description

Staff Report

Attachment 1 - NCRSP PCL 49 Site Plan

Attachment 2 - Applicant's Parking Study Data

Attachment 3 - Traffic Study NCRSP Parcel 49 Phase 2B 10-26-17

Attachment 4 - NCRSP PCL 49 Design Intent

Exhibit A - Addendum

Attachment 1 to Exhibit A - Traffic Study

Exhibit B - MPP Stage 1 Mod NCRSP PCL 49 Modified Site Plan

Exhibit C - Parking Allocation Exhibit

Exhibit D - Pedestrian Connectivity Plan

Exhibit E - Phasing Plan

Exhibit F - Phase 2B Site Plan

Exhibit G - Architecture Buildings A, C, D & E

Exhibit H - Landscape Plan

Exhibit I - Preliminary Grading

Exhibit J - Utility Plan

Exhibit K - Colors and Materials

ITEM V-B: **MAJOR PROJECT PERMIT (MPP) STAGE 1 MODIFICATION AND MPP STAGE 2 – NCRSP PCL 49 FREEDOM POINT – 1928 FREEDOM WAY – FILE # PL17-0055**

REQUEST

The applicant requests approval of a Major Project Permit (MPP) Stage 1 Modification to change the approved site layout for Parcels 1, 2 and 5 within the Parcel 49 project site. The MPP Stage 1 would increase the square footage dedicated to restaurant uses by 5,475 square feet (including adding an additional drive-thru restaurant) and decrease the square footage dedicated to retail uses by 9,625 square feet. A MPP Stage 2 is requested to allow development of Parcels 1, 2 & 5 with four single story restaurant/retail buildings, totaling 23,650 square feet, with associated parking and landscaping.

Applicant – Neal Deridder, Borges Architectural Group, Inc.
Property Owner – Christopher Aguon, Roseville Covenant Group LLC

SUMMARY RECOMMENDATION

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

- A. Consider the Addendum to the NCRSP PCL49 Bayside Church/Topgolf Mitigated Negative Declaration;
- B. Adopt the two (2) findings of fact and approve the MPP Stage 1 Modification subject to eight (8) conditions of approval; and
- C. Adopt the two (2) findings of fact and approve the MPP Stage 2 subject to seventy-eight (78) 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 all recommended conditions of approval.

BACKGROUND

The NCRSP Parcel 49 site has been anticipated for development since the 1990 adoption of the NCRSP. In 2000, a Rezone and General Plan, Specific Plan, and Development Agreement Amendments were approved for NCRSP Parcel 49 which established a new PD zone for a portion of the site that allowed for retail, restaurant, lodging, educational, and office uses in addition to light industrial uses. In 2007, the City Council designated NCRSP Parcel 49 as a Corporate Center Site, which allowed for an increased height limit and additional square footage. The additional square footage increased the development potential of the site to 1.2 million square feet (58.883 acres x 0.50). This development potential has been programed in the City's service demand models.

On February 26, 2015, the Planning Commission approved several entitlements for development of the NCRSP Parcel 49 site with the project identified as NCRSP Parcel 49 Bayside Church/Topgolf. The project included the following:

- 130,000 square feet of community assembly use (Bayside Church) including a 2,800 seat assembly area and 45 classrooms/activity rooms;
- 64,232 square feet of indoor/outdoor recreation use (Topgolf);
- 116,500 square feet of office use (5 buildings);
- 37,800 square feet of retail use (7 buildings);

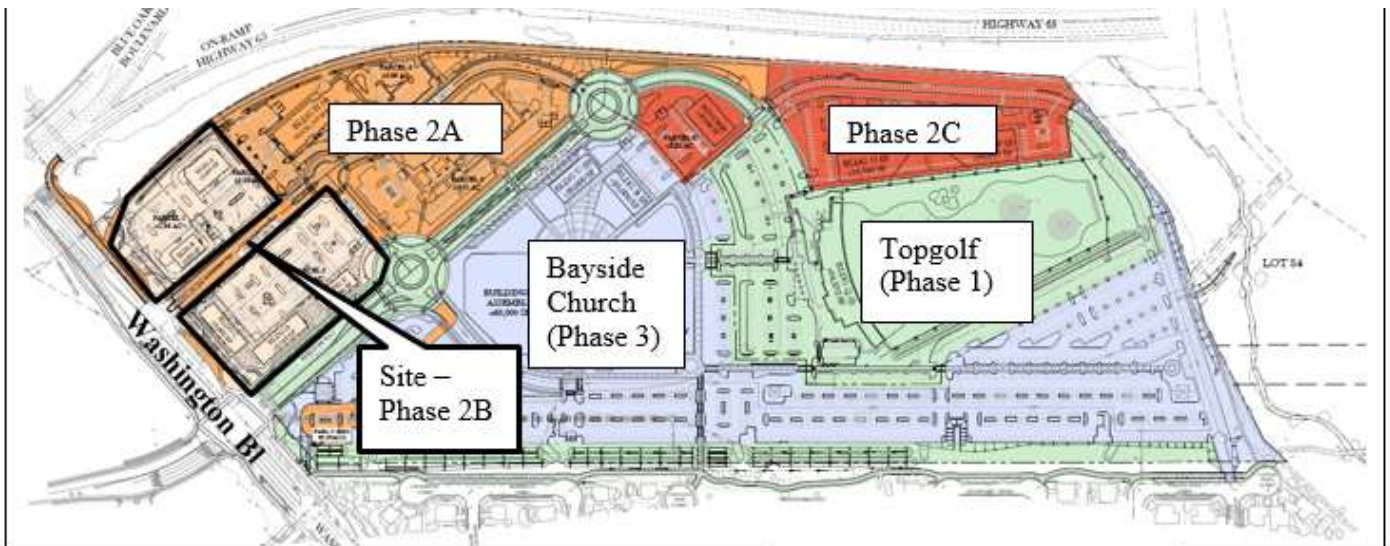
- 11,200 square feet of restaurant use (3 buildings); and
- 83,700 square foot hotel (125 rooms).

The entitlements included a Major Project Permit (MPP) Stage 1 permit for the site layout, MPP Stage 2 permit for Topgolf, a Conditional Use Permit for Topgolf, and a Tentative Subdivision Map. The MPP entitlement allowed for multi phased development of the site. A Mitigated Negative Declaration was also adopted which addressed the potential environmental impacts from development of the site with the proposed project.

On October 27, 2016, the Planning Commission approved a MPP Stage 1 Modification permit to modify the uses on the Phase 2A parcels within the NCRSP Parcel 49 site. The modification replaced the approved buildings with a 104 room hotel and a 107 room hotel. The modification resulted in a reduction of 17,600 square feet of retail uses and 7,500 square feet of office uses and an overall increase of 86 hotel rooms for NCRSP Parcel 49 site. Also approved was the building architecture and on site improvements for the two hotel parcels, identified as Phase 2A, as well as a Lot Line Adjustment.

Currently on the NCRSP Parcel 49 site, Topgolf (Phase 1) is completed and the two hotels (Phase 2A) are under construction or near construction. The proposed project would allow development of Phase 2B of the NCRSP Parcel 49 site, as shown in Figure 1. No changes are proposed to the anticipated office development (Phase 2C) or the anticipated Bayside Church development (Phase 3).

Figure 1 - NCRSP PCL49 Site Layout



The proposed project would modify the approved site layout for Phase 2B and change the mix of restaurant and retail uses within Phase 2B. The project would increase the square footage dedicated to restaurant uses by 5,475 square feet (including adding an additional drive-thru restaurant) and decrease the square footage dedicated to retail uses by 9,625 square feet. The modification results in a 4,150 square foot reduction from the previously anticipated Phase 2B. The requested entitlements also include architecture and site and landscape improvements for Phase 2B. No tenants are identified for the tenant spaces within Phase 2B with this application.

EVALUATION

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

segregated into three separate stages. The evaluation section of this report includes an analysis of the requested MPP Stage 1 Modification and MPP Stage 2. Each entitlement is analyzed separately for its consistency with the goals and policies of the applicable regulations, including the General Plan, the Zoning Ordinance, the Community Design Guidelines (CDG), and the North Central Roseville Specific Plan (NCRSP).

MPP Stage 1 Modification

The MPP Stage 1 Modification section includes an evaluation of the proposed changes to the NCRSP Parcel 49 site layout and use types to ensure substantial compliance with the intent of the original approval. The MPP Stage 1 Modification plans are provided as Exhibits B-E.

Site Plan: The proposed modification eliminates two pad buildings, reduces the anticipated square footage for Phase 2B, increase the square footage dedicated to restaurant use, decreases the square footage dedicated to retail use, and adds a drive thru restaurant, as shown in Table 1.

Table 1 - Proposed Site Plan Modification

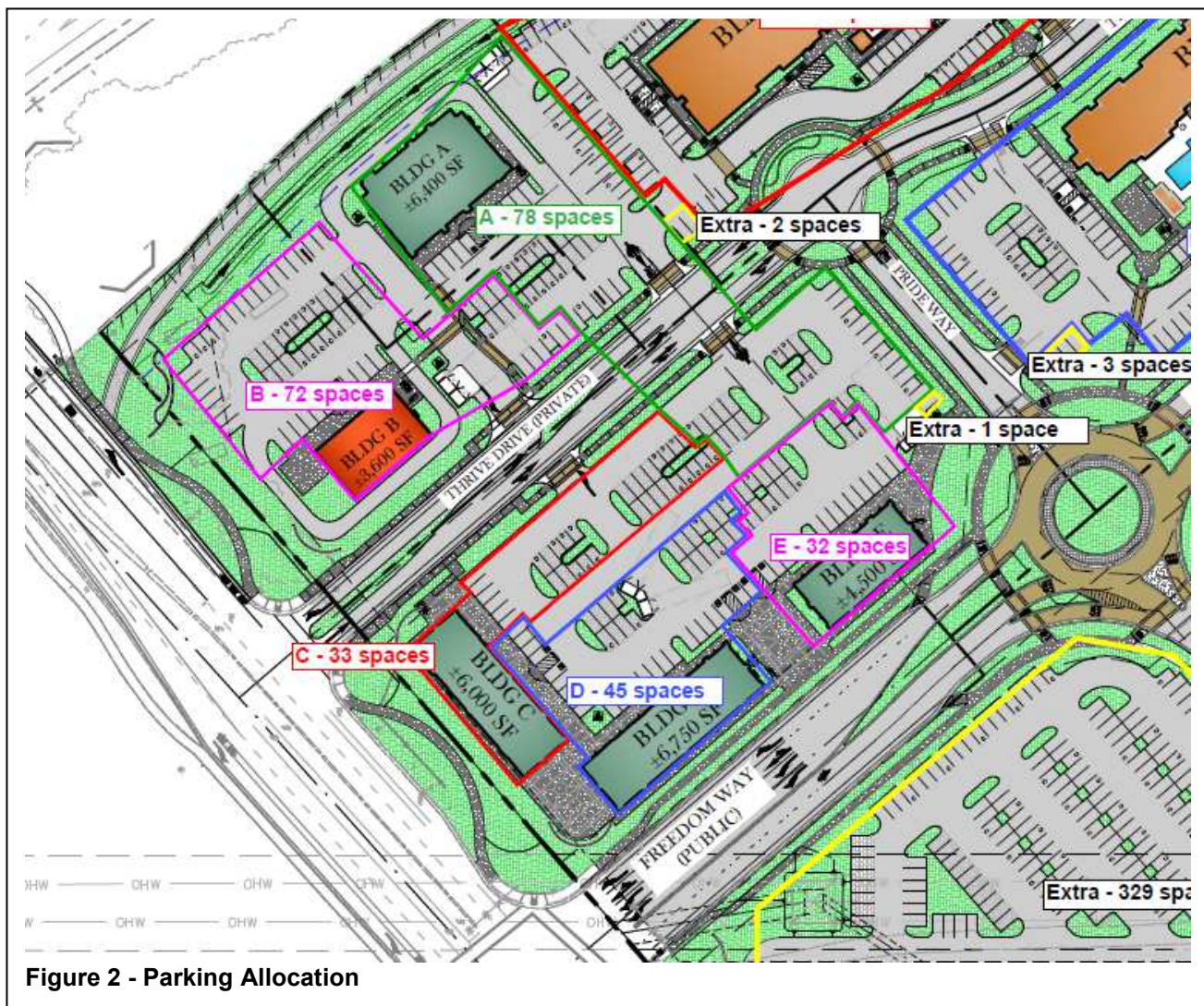
	Approved Site Plan (2016)	Proposed Site Plan (2017)	Difference (2016 vs 2017)
Number of Buildings	17	14	- 3
Phase 2B Square Footage	31,400 sf	27,250 sf	- 4,150 sf
Use Type Square Footage Summary:			
Hotel	211 rooms (+4,000 sf)	211 rooms	0 (+4,000 sf)
Restaurant	11,200 sf	16,675 (5,800 drive thru) sf	+ 5,475 sf
Office (Phase 2C & 3)	109,000 sf	109,000 sf	0
Retail	20,200 sf	10,575 sf	- 9,625 sf
Total Square Footage	479,422 sf	479,272 sf	- 150 sf
Total Parking Required	2,231	2,280	+ 49
Total Parking Proposed	2,793	2,749	- 44

The restaurant and retail uses are approved use types for the site. As shown in the above table, the proposed modification to the site results in a reduction in square footage for Phase 2B and the overall NCRSP Parcel 49 site. The proposed site plan does not change the location of roadways and the building locations are substantially consistent with original site plan. Consistent with the design intent for the site, the buildings remain located at the back of the landscape corridors along the roadways to provide massing and visual interest at the intersections. The site plan provides plaza spaces and pedestrian connections (see Exhibit D), as anticipated with the approved MPP.

Parking: The Zoning Ordinance outlines the parking requirements based on use type and an associated ratio per the square footage of such use type. Within the NCRSP Parcel 49 site, parking is shared among all tenants per a reciprocal parking agreement. The amount of parking required for the site is therefore based on the cumulative parking requirements of each use type. As the project has developed, the amount of required parking and parking provided has been adjusted, as shown in Table 1. With the proposed changes to the site design and uses, the entire NCRSP Parcel 49 site meets the City's parking requirement and provides 469 more spaces than required. As shown in the parking allocation exhibit (Exhibit C), the extra parking spaces are distributed throughout the NCRSP Parcel 49 site, primarily located near Topgolf and the future church, however three extra parking spaces will be provided in Phase 2B.

The proposed site layout for Phase 2B provides two buildings on the northern parcels and three buildings on the southern parcel. On the northern parcel, Building A is a mixed retail and restaurant building with a fast food restaurant drive thru and Building B is a dedicated fast food restaurant with a drive thru. The three buildings on the southern parcel are a mix of sit down restaurants and retail uses. The parking requirements for fast food restaurants with a drive thru are higher (1 parking space per 50 square feet) than sit down restaurants (1 parking space per 100 square feet) and significantly higher than retail uses (1 parking space per 300 square feet). Based on the proposed uses, 260 parking spaces are required and 264 parking spaces are provided.

As shown in Figure 2 below and Exhibit C, 28 of the 78 required parking spaces for Building A will be provided in the southern parcel (Parcel 2). To ensure this parking arrangement is functional and will not impact other parcels, the applicant is proposing to require the employees of Building A to park in Parcel 2. Condition #5 of the MPP Stage 1 Modification has been added to ensure this parking arrangement is enforced by Conditions, Covenants and Restrictions (CC&Rs).



The applicant has also provided information comparing the City's parking requirements for drive thru restaurants with other jurisdictions requirements on similar projects. As provided in Attachment 2, the five other projects all had a parking requirements of 1 parking space per 100 square feet. The applicant feels this parking requirement is more appropriate for the proposed use, and based on the five examples, believes adequate parking is available on the northern parcels to support the additional drive thru

restaurant and the restaurant and retail mix building. Additionally, should overflow parking be needed, a pedestrian crosswalk will be provided to connect Parcel 2 to the north parcels (see the Pedestrian Connectivity Plan, Exhibit D). With this connection, the conditions of approval, and as demonstrated by the applicant, staff does not feel parking will impact adjacent uses.

Traffic: A traffic study was prepared with the NCRSP Parcel 49 Bayside Church/Topgolf project. The traffic study estimated the trip generation volumes and patterns from the project to ensure the project would not negatively impact the City's roadway network. A traffic analysis was prepared by Fehr & Peers (Attachment 3) for the proposed project to ensure no unanticipated impacts would be generated for the change in use types. The analysis studied the potential impacts from the project during all six previously evaluated peak hour timeframes (Weekday AM & PM, Saturday 5:15-6:15 pm, Saturday 7:00-8:00 PM, Sunday 10:15-11:15 AM, & Sunday 12:00-1:00 PM). The analysis found that while the project will increase the number of anticipated trips during these peak hours, the project will not change the level of service (LOS) at the studied intersections. The original traffic analysis showed a LOS D would occur at the Washington Boulevard/Blue Oaks Boulevard/SR 65 on ramp intersection during the Saturday PM peak hour. With adoption of the Amoruso Specific Plan, the City Council changed the LOS at this intersection from D to E. This project maintains the LOS E at the Washington Boulevard/Blue Oaks Boulevard/SR 65 on ramp intersection. The supplemental analysis concluded the project's increase in trips is negligible, creates a less than significant impact, and would not result in any unanticipated traffic impacts to the City roadway network.

The traffic analysis also evaluated the potential impacts to on-site circulation due to the increase in trips from the drive thru restaurants. The analysis found that additional trips would be added to Thrive Drive (private roadway). The analysis found that with an increase in the storage length of the turning lane into Parcel 1 and 5 from Thrive Drive, the design of the roadways is adequate to ensure traffic will not back up on to the City's roadways. The project plans incorporate the recommended storage length.

MPP Stage 1 Modification Summary: Section 19.78.060.J of the City of Roseville Zoning Ordinance requires that two findings be made to approve a MPP Stage 1 Modification. The required findings for approval are listed in the Recommendation section below. In summary, based on the evaluation above, staff finds that the modifications to the NCRSP Parcel 49 are in substantial compliance with the intent of the original approval and is consistent with the Major Project Permit provisions of the Zoning Ordinance and the Community Design Guidelines. As proposed and conditioned, the project complies with the required findings for approval. For these reasons, staff recommends approval of the MPP Stage 1 Modification.

MPP Stage 2

Stage 2 of the Major Project Permit includes the review of the architectural design and landscape treatments for Buildings A, C, D & E. The project has been evaluated based upon the applicable design standards of the NCRSP Design Guidelines, the NCRSP Parcel 49 Design Intent, and the City's Community Design Guidelines (CDG's). The proposed buildings are one story in height, vary in size, and total 23,650 square feet. New landscaping, parking areas, pathways, courtyard spaces, and site identification elements at the entry corners will be installed on the parcels. The details of the building architecture and landscaping are further evaluated below. The MPP Stage 2 plans are provided as Exhibits F-K.

Architecture: The proposed pad buildings are rectangular in shape, one story in height, with flat roofs of varying height. Angled roof elements at Building C and D emphasize the southwest corner of the project at the entrance to the development. The architectural style is contemporary modern. The building facades have overlapping rectangular forms with varied color and textures to provide visual interest. The building facades primarily consist of stucco in neutral cream, olive, and rust color. A blue accent color surrounds the tenant entry storefronts. A slate gray stone and wood tile accent, similar to the materials used on Topgolf and the hotels, accent the façade. Architectural treatment and glass

storefronts with anodized aluminum are provided on all facades to enhance the back side of the buildings. One of the architectural rendering of the buildings is shown in Figure 3, and additional renderings are provided in the architectural plans, Exhibit G.

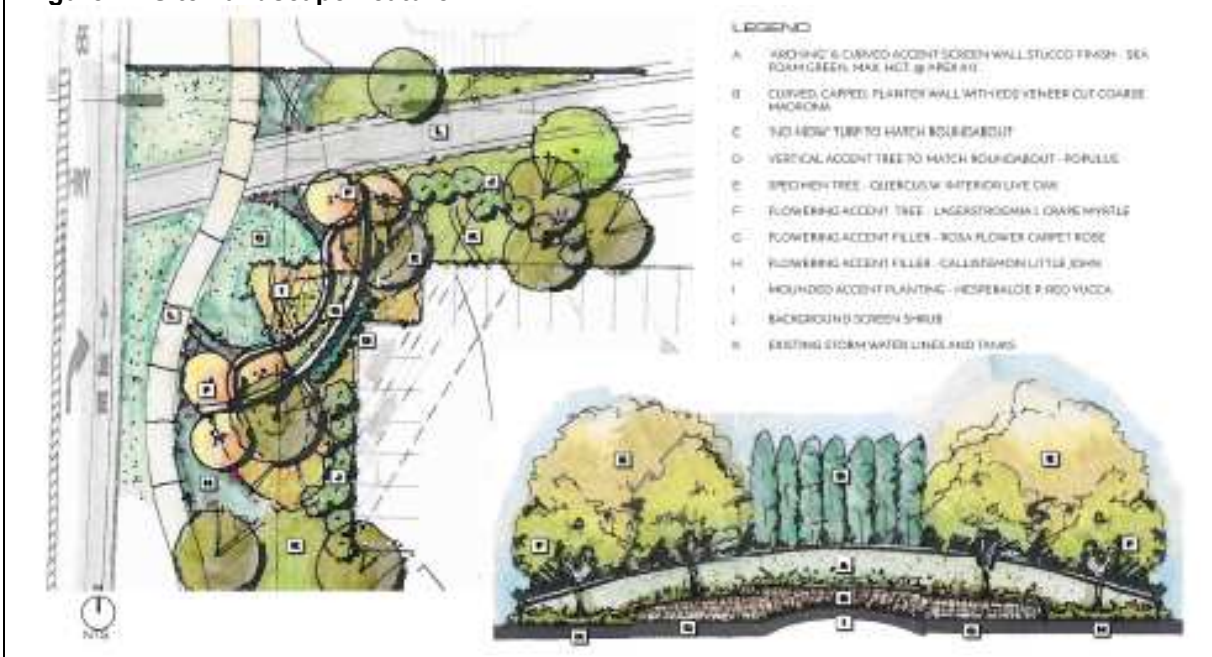
Figure 3 - Building Elevations



As proposed, staff finds the buildings compatible with the applicable design guidelines.

Landscaping: The landscaping for the project includes hardscape improvements and landscape plantings for Parcels 1, 2 and 5. The hardscape elements include on-site driveways and parking areas, courtyards, and pedestrian paths. Courtyards are provided adjacent to each building pad to allow space for outdoor dining. Enhanced pedestrian paths are provided within the parking area to delineate the pedestrian connections between buildings and to the rest of the NCRSP Parcel 49 site. Trees will be planted extensively throughout the site and will be consistent with the planting theme identified with the MPP Stage 1. Street trees include London Planes and Deodar Cedar along HWY 65, Fern Pines along Thrive Drive, and Elm trees along Freedom Way. Chinese Pistache trees will be planted as shade trees within the parking areas. Additional accent trees include oak and maple species, crape myrtles, flowering pears, and poplars. Water conserving shrubs, vines, and groundcover will fill in the spaces between the buildings, hardscape elements and tree plantings. Additionally, vegetated swales and water quality basins are located through the site to meet the City's storm water treatment requirements.

Figure 4 - Site Landscape Feature



Unique to the site, four wall and landscape features are planned within the project at the corners of Thrive Drive and Freedom Way along Washington Boulevard (Figure 4). The purpose of the features is to create site identification for the NCRSP Parcel 49 development. The landscape features include arching curved walls fronted by a smaller stone planting wall accented by Populus trees, oaks, crape myrtles, and carpet roses and other plantings.

MPP Stage 2 Summary: Section 19.82.03.C.2 of the City of Roseville Zoning Ordinance requires that two findings be made to approve a MPP Stage 2. The two findings for approval are contained in the Recommendation section of this report. In summary, staff finds that the architecture and landscape plans for the NCRSP Parcel 49 Freedom Point project are consistent with the NCRSP Design Guidelines, NCRSP Parcel 49 MPP Stage 1 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 request.

ENVIRONMENTAL DETERMINATION

Consistent with CEQA Guidelines Section 15164, regarding previously certified and adopted negative declarations, an Addendum to the NCRSP PCL 49 Bayside Church/Topgolf Mitigated Negative Declaration (adopted February 26, 2015) has been prepared to cover the minor technical changes and additions necessary to describe the proposed Project. The initial study prepared for the Addendum did not identify any new environmental impacts from the project. As such, staff recommends the Planning Commission consider the Addendum prior to taking action on the project.

PUBLIC OUTREACH

Early notification of the project was provided to the RCONA Board, and no comments were received as a result of the notice. The project site is located within the Highland Reserve neighborhood association. The applicant presented the project at the September 7, 2017 Highland Reserve neighborhood association meeting. During the meeting, general questions were answered on the project details and support of the project was given by those residents in attendance. A notice of the Planning Commission hearing was provided to property owners within 300-feet of the project site. To date, no comments have been received on the project.

RECOMMENDATION

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

- A. Consider the Addendum to the NCRSP PCL49 Bayside Church/Topgolf Mitigated Negative Declaration;
- B. Adopt the two (2) findings of fact as stated below and approve for the **MAJOR PROJECT PERMIT STAGE 1 MODIFICATION – NCRSP PCL 49 FREEDOM POINT – 1928 FREEDOM WAY - FILE # PL17-0055** subject to eight (8) conditions of approval; and
 1. *The proposed modification is in substantial compliance with the intent of the original approval, prior conditions of approval, and all applicable design, development and improvement standards in effect as of the date of application for the modification.*
 2. *The proposed modification is in compliance with all standards and requirements of the City's Zoning Ordinance, with the applicable goals, policies and objectives set forth in the General Plan and the applicable Community Design Guidelines.*

C. Adopt the two (2) findings of fact as stated below and approve the **MAJOR PROJECT PERMIT STAGE 2 – NCRSP PCL 49 FREEDOM POINT – 1928 FREEDOM WAY - FILE # PL17-0055** subject to seventy-eight (78) conditions of approval.

1. *The Architecture and Landscaping is consistent with the General Plan, North Central Roseville Design Guidelines, and Community Design Guidelines; and*
2. *The design shall not be detrimental to the public, health and safety, or be materially detrimental to the public welfare.*

CONDITIONS OF APPROVAL FOR MPP STAGE 1 MODIFICATION (FILE # PL17-0055)

1. This Major Project Permit Stage 1 Modification approval shall be effectuated within a period of two (2) years from this date and if not effectuated shall expire on **December 14, 2019**. Prior to said expiration date, the applicant may apply for an extension of time, provided, however, this approval shall be extended for no more than a total of one year from **December 14, 2019**.
2. The project is approved as shown in Exhibits B - E and as conditioned or modified below. (Planning)
3. The project is subject to the previously approved conditions of approval for the MPP Stage 1 - NCRSP PCL49 Bayside Church/Topgolf (PL14-0252) and NCRSP PCL49 Hotels (PL16-0168), except as conditioned or modified below. (Planning)
4. The project shall comply with all applicable required environmental mitigation identified in the NCRSP PCL49 Bayside Church/Topgolf Mitigated Negative Declaration. (Planning)
5. The Conditions, Covenants and Restrictions (CC&Rs) for the NCRSP Parcel 49 site shall be amended to address the parking arrangement for Phase 2B. The CC&R's shall require employees of Building A to park on Parcel 2 in the areas designated in the Exhibit C. (Planning)
6. Additional internal easements will be required to cover primary electrical facilities to the project when the final electrical design is completed. Additional P.U.E's shall be granted per approved Roseville Electric site design to cover high voltage electric facilities. Building permits shall not be finaled until these easements are recorded with Placer County. (Electric)
7. Automatic fire extinguishing system risers, fire alarm system panels and digital alarm communicator system panels shall be located within an approved fire control room and shall be accessible from an adjacent fire apparatus roadway. Said fire control room shall be a minimum size of thirty-five (35) square feet in size and shall be openable from the exterior via an approved door opening. (Fire)
8. The subdividing of this parcel shall not reduce the responsibilities of each owners of this project from maintaining all on-site fire systems including all common adjoining fire sprinkler-piping penetrations and all on-site fire mains and private hydrants. A common easement agreement shall be written and approved by all owners. There shall be a clear language regarding maintenance and common easements agreement for service in the CCRs. A service company shall be obtained to maintain all on-site fire protection systems. (Fire)

CONDITIONS OF APPROVAL FOR MPP STAGE 2 (FILE # PL17-0055)

1. This Major Project Permit Stage 2 approval shall be effectuated within a period of two (2) years from this date and if not effectuated shall expire on **December 14, 2017**. Prior to said expiration date, the applicant may apply for an extension of time, provided, however, this approval shall be extended for no more than a total of one year from **December 14, 2017**.
2. The project is approved as shown in Exhibits F-K and as conditioned or modified below. (Planning)
3. Parcel 1 and Building B shall be addressed as 4200 Thrive Drive. Parcel 5 and Building A shall be addressed as 4180 Thrive Drive. Parcel 2 shall be addressed as 1928 Freedom Way. Building C on Parcel 2 shall be addressed as 4201 Thrive Drive. Building D on Parcel 2 shall be addressed as 4191 Thrive Drive. Building E on Parcel 2 shall be addressed as 4181 Thrive Drive. 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)
4. The applicant shall pay City's actual costs for providing plan check, mapping, GIS, and inspection services. This may be a combination of staff costs and direct billing for contract professional services. (Engineering, Environmental Utilities, Electric, Finance)
5. 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)
6. The applicant shall not commence with any on-site improvements or improvements within the right-of-way until such time as grading and/or improvement plans are approved and grading and/or encroachment permits are issued by the Department of Development Services Engineering Division (Engineering)
7. The approval of this project does not constitute approval of proposed improvements as to size, design, materials, or location, unless specifically addressed in these conditions of approval. (Engineering)

PRIOR TO ISSUANCE OF BUILDING PERMITS:

8. Parking stalls shall meet, or exceed, the following minimum standards:
 - 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" raised curb or concrete bumper. (Planning)
 - b. Standard -- 9 feet x 18 feet; Compact--9 feet x 16 feet; Accessible--14 feet x 18 feet (a 9 foot wide parking area plus a 5 foot wide loading area) and a minimum of one (1) parking space shall be Accessible van accessible--17 feet x 18 feet (9 foot wide parking area plus an 8 foot wide loading area). (Planning)
 - c. An 'exterior routes of travel' site accessibility plan incorporating slope, cross-slope, width, pedestrian ramps, curb ramps, handrails, signage, detectable warnings or speed limit signs or equivalent means shall comprise part of the site improvement plans submitted to City for review, prior to building plan check approvals. This site accessibility plan shall also include:

- i) Accessible parking stalls shall be dispersed and located closest to accessible entrances. The total number of accessible parking spaces shall be established by Table 11B-208.2 of the CBC.
 - ii) Accessible Parking spaces and crosswalks shall be signed, marked and maintained as required by Chapter 11B of the CBC.
 - iii) Accessible parking and exterior route of travel shall comply with CBC, Sections 11B-206 and 11B-208. (Building)
- 9. 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)
- 10. The plans submitted to the Building Department for permits shall indicate all approved revisions/alterations as approved by the Commission including all conditions of approval. (Planning)
- 11. 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 preventors, fire department connections, and public water, sewer, and storm drain facilities. (Planning, Fire, EUD, 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 NCRSP and the City of Roseville Water Efficient Landscape ordinance. (Planning)
 - e. All landscaping in areas containing electrical service equipment shall conform with the Electric Department's Landscape Requirements and Work Clearances as outlined in Section 10.00 of the Departments "Specification for Commercial Construction." (Electric)
- 12. Any roof-mounted equipment and satellite dishes proposed shall be shown on the building plans. The equipment shall be fully screened from public streets and the surrounding properties. (Planning)
- 13. At the time of building permit application and plan submittal, the project applicant shall submit a proposed plan which shows the suite addressing plan for individual tenant spaces within the building. The Building Official, or the designate, shall approve said plan prior to building permit approval. (Building)
- 14. A separate Architectural Site Accessibility Plan which details the project's site accessibility information as required by California Title 24, Part 2 shall be submitted as part of the project Building Permit Plans. (Building)
- 15. 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)

16. 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)
17. Parapet/cornice construction shall support the weight of a ladder leaning against the parapet as well as a 330-pound vertical load applied to the **leading edge** of the horizontal projection of the cornice (a 250-pound firefighter carrying 80 pounds of equipment stepping off of a ladder onto the top of the cornice). (CFC Chapter 1)
18. For restaurants or other food services: The developer shall obtain all required approvals and permits from the Placer County Health Department. (Building)
19. For restaurants or other food services. The developer shall obtain all required approvals and permits from the Placer County Health Department and the City of Roseville Industrial Waste Division. (Building, Environmental Utilities)
20. Maintenance of copy of building plans: Health and Safety Code section 19850 requires the building department of every city or county to maintain an official copy of the building plans for the life of the building. As such, each individual building shall be submitted as a separate submittal package. Building plan review, permit issuance and archiving is based on each individual building address.
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 Engineering Division 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. All site driveways shall have a minimum throat width of 30-feet. (Engineering)
25. Bike Parking and clean air vehicle spaces shall be provided per the California Green Building Standards. Bike rack/locker design and location shall be approved by Alternative Transportation. (Alternative Transportation, Building).
26. 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 Records Office. (Engineering)

27. All storm drainage, including roof drains, shall be collected on site and treated with Best Management Practices (BMP's) per the City's Stormwater Quality Design Manual. All storm water shall be routed to the nearest existing storm drain system or natural drainage facility. Drain outfalls shall extend down to the receiving water and shall be constructed with adequate velocity attenuation devices. The grading/improvement plans for the site shall be accompanied with a shed map that defines that area tributary to this site and all drainage facilities shall be designed to accommodate the tributary flow. The storm drain system and proposed BMP's shall be privately owned and maintained by the property owner. Prior to the issuance of any permits, the owner shall provide a plan for the maintenance of the proposed BMP's. (Engineering)
28. Prior to the issuance of any permits, the property owner 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 property owner during the pre-construction meeting. (Engineering)
29. 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)
30. To ensure that the design for any necessary widening, construction, or modifications of Public Streets does not conflict with existing dry utilities generally located behind the curb and gutter, and prior to the submittal of design drawings for those frontage improvements, the project proponent shall have the existing dry utilities pot holed for verification of location and depth. (Engineering)
31. 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)
32. The applicant shall remove and reconstruct any existing damaged curb, gutter, and sidewalk along the property frontage. During plan check of the improvement plans and/or during inspection, Public Works will designate the exact areas to be reconstructed. Any existing public facilities damaged during the course of construction shall be repaired by the property owner and at the property owner's expense, to the satisfaction of the City. (Engineering)
33. 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)
34. Prior to the issuance of building permits, the property owner shall pay into the following fee programs: Citywide Drainage Fee, Citywide Traffic Mitigation Fee (TMF), Highway 65 Joint Partners Association (JPA), South Placer Regional Transportation Authority (SPRTA), and City/County Fee. (Engineering)
35. The applicant/developer shall prepare a Transportation Systems Management (TSM) Plan for Freedom Point to be reviewed and approved by the Transportation Commission. (Alternative Transportation)
36. 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)"

37. The applicant shall pay all applicable water and sewer fees. (Environmental Utilities)
38. 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' unless approved by Environmental Utilities in these conditions. The area needed to construct the trench is a sloped cone above the sewer main. The cone shall have 1:1 side slopes.
 - b. Water, sewer and recycled mains shall not exceed a depth of 12' below finished grade, unless authorized in these conditions of approval.
 - c. All sewer manholes shall have all-weather 10-ton vehicle access unless authorized by these conditions of approval. (Environmental Utilities)
39. Trash enclosures, recycling areas, and enclosure approaches shall be designed to current Refuse Division specifications, the materials and colors shall match the building, and the location of such facilities shall be reviewed and approved by the Refuse Division, Planning and the Fire Department. The enclosure must have inside dimensions of 12 feet wide and 9 feet deep and be built to the specifications of the Solid Waste Department's Enclosure Description. (Refuse, Planning, Fire)
40. Access to trash enclosures shall have an inside turning radius of 25 feet and an outside turning radius of 45 feet must be maintained to allow the refuse truck access to and from the enclosure. Enclosures must have a clear approach of 65 feet in front of the enclosure to allow servicing bins. (Refuse)
41. A trash enclosure and recycling enclosure is required for each building and each tenant, otherwise, the building owner is responsible for the trash service. (Refuse)
42. The design and installation of all fire protection equipment shall conform to the California Fire Code and the amendments adopted by the City of Roseville, along with all standards and policies implemented by the Roseville Fire Department. (Fire)
43. The applicable codes and standards adopted by the City shall be enforced at the time construction plans have been submitted to the City for permitting (Fire)
44. The Electric Department requires the submittal of the following information in order to complete the final electric design for the project:
 - a. one (1) set of improvement plans
 - b. load calculations
 - c. electrical panel one-line drawings
45. All on-site external lighting shall be installed and directed to have no off-site glare. Lighting within the parking areas and pedestrian walkways shall provide a maintained minimum of one (1) foot candle, and 0.5 foot candle of light, respectively. All exterior light fixtures shall be vandal resistant. (Planning & Police)

46. The parking lot shall have properly posted signs that state the use of the parking area is for the exclusive use of employees and customers of this project. (See California Vehicle Code Sections 22507.8, 22511.5, 22511.8, 22658(a), and the City of Roseville Municipal Code Section 11.20.110). The location of the signs shall be shown on the approved site plan. (Planning & Police)
47. It is the developer's responsibility to notify PG&E of any work required on PG&E facilities. (PG&E)

DURING CONSTRUCTION & PRIOR TO ISSUANCE OF OCCUPANCY PERMITS:

48. Any backflow preventors visible from the street shall be painted green to blend in with the surrounding landscaping. The backflow preventors 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 preventor 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 preventor shall be covered with a green cover that will provide insulation. (Planning, Environmental Utilities)
49. The following easements shall be provided by separate instrument and shown on the site plan, unless otherwise provided for in these conditions:
- a. Water, sewer, and reclaimed 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)
 - 1. Additional internal easements will be required to cover primary electrical facilities to the project when the final electrical design is completed. Additional P.U.E's shall be granted per approved Roseville Electric site design to cover high voltage electric facilities. Building permits shall not be finalized until these easements are recorded with Placer County. (Electric)
50. Easement widths shall comply with the City's Improvement Standards and Construction Standards. Separate document easements required by the City shall be prepared in accordance with the City's "Policy for Dedication of Easements to the City of Roseville". All legal descriptions shall be prepared by a licensed land Surveyor. All existing public utility, electric, water, sewer and reclaimed water easements shall be maintained unless otherwise authorized by these conditions of approval. (Engineering, Environmental Utilities, Electric)
51. Inspection of the potable water supply system on new commercial/ industrial/ office projects shall be as follows:
- a. The Environmental Utilities Inspector will inspect all potable water supply up to the downstream side of the backflow preventor.

- b. The property owner/applicant shall be responsible for that portion of the water supply system from the backflow preventor to the building. The builder/contractor shall engage a qualified inspector to approve the installation of this portion of the water supply. The Building Division will require from the builder/ contractor, a written document certifying that this portion of the potable water supply has been installed per improvement plans and in accordance with the Uniform Plumbing Code. This certificate of compliance shall be submitted to the Building Division before a temporary occupancy or a building final is approved.
 - c. The building inspectors will exclusively inspect all potable water supply systems for the building from the shutoff valve at the building and downstream within the building. (Building, Environmental Utilities)
- 52. All improvements being constructed in accordance with the approved grading and improvement plans shall be accepted as complete by the City. (Engineering)
 - 53. The words "traffic control appurtenances" shall be included in the list of utilities allowed in public utilities easements (PUE's) located along public roadways. (Engineering)
 - 54. The applicant/developer shall prepare a Transportation Systems Management (TSM) Agreement for Freedom Point to be reviewed and approved by the City Manager. (Public Works, Alternative Transportation)
 - 55. 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)
 - 56. All water backflow devices shall be tested and approved by the Environmental Utilities Department. (Environmental Utilities)
 - 57. **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)
 - 58. 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)
 - 59. 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)
 - 60. All Electric Department facilities, including streetlights where applicable, shall be designed and built to the "City of Roseville Specifications for Commercial Construction." (Electric)
 - 61. 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)

62. Any relocation, rearrangement, or change of existing electric facilities due to this development shall be at the developer's expense. (Electric)
63. 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)
64. 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.
65. One 3/4" conduit with a 2-pair phone line shall be installed from the buildings telephone service panel to the meter section of the customer's electrical switchgear or panel. (Electric)
66. It is the responsibility of the developer to insure 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:

67. Signs shown on the elevations are not approved as part of the Design Review Permit. A Sign Permit is required for all project signs. (Planning)
68. 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)
69. Frontage landscaping along Washington Boulevard shall be privately maintained. (Parks & Recreation)
70. 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)
71. 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)
72. 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)

73. 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)
74. The location and design of the gas service shall be determined by PG&E. The design of the gas service for this project shall not begin until PG&E has received a full set of City approved improvement plans for the project. (PG&E)
75. 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, however, that all construction equipment shall be fitted with factory installed muffling devices and that all construction equipment shall be maintained in good working order. (Building)
76. 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 Inspector at the time of or prior to the foundation inspection. (Building)
77. 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)
78. 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 Department Division and shall include 10 copies of the following:
 - a. A description of measures that will be undertaken to minimize conflict between residents/ building occupants and construction traffic (e.g. fencing, etc.);
 - b. A phasing plan showing the proposed buildings, internal roads and access routes, landscaping, trash enclosure locations, and any other improvements planned for each phase; and
 - c. Estimated time frame for each phase and a specific date for the first phase. (Planning, Building)

ATTACHMENTS

1. NCRSP PCL49 Approved Site Plan
2. Applicants Parking Study Data
3. Fehr & Peers Parking Study, Technical Memorandum, dated 10/26/17
4. NCRSP PCL 49 Design Intent

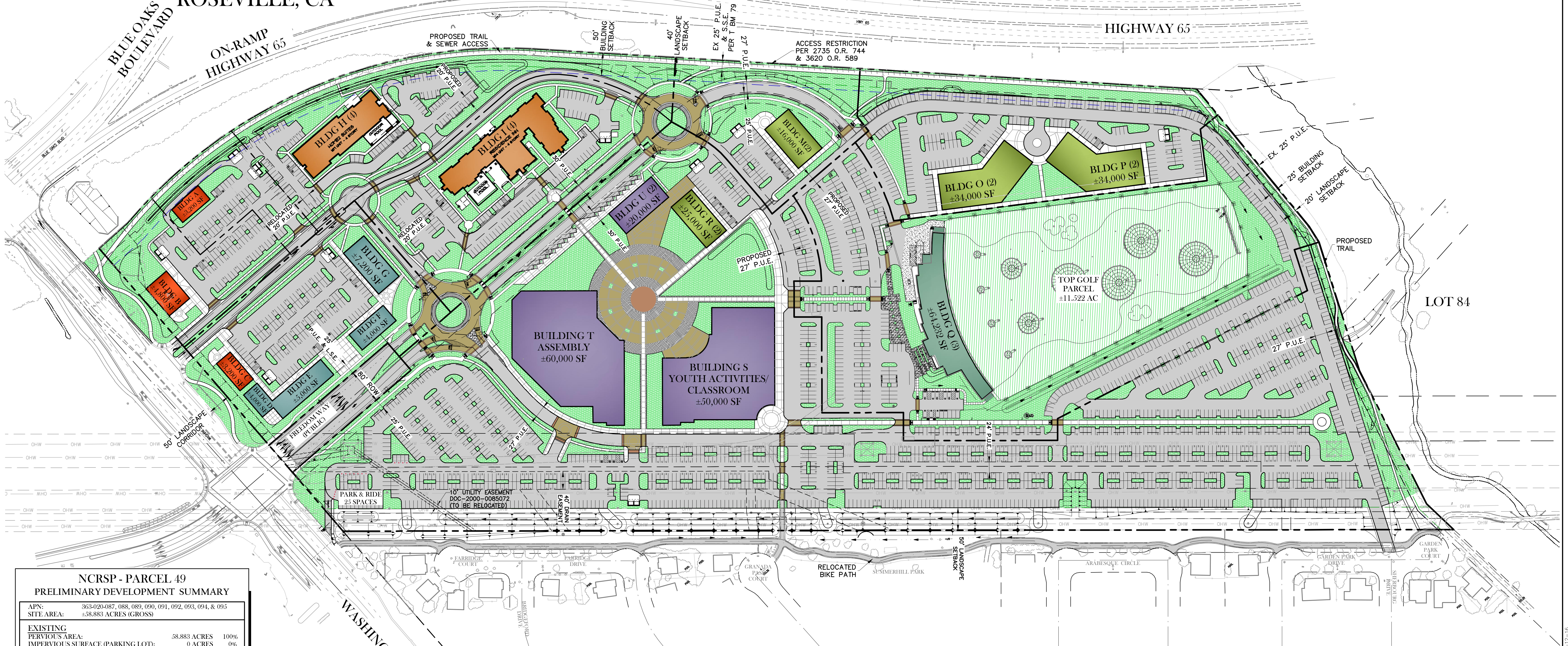
EXHIBITS

- A. Addendum to NCRSP PCL49 Bayside Church/Topgolf Mitigated Negative Declaration
- B. NCRSP PCL49 Proposed Site Plan

- C. Parking Allocation Exhibit
- D. Pedestrian Connectivity Plan
- E. Phasing Plan
- F. Phase 2B Freedom Point Site Plan
- G. Architecture – Buildings A, C, D & E
- H. Landscape Plans
- I. Preliminary Grading Plan
- J. Preliminary Utility Plan
- K. Colors and Materials

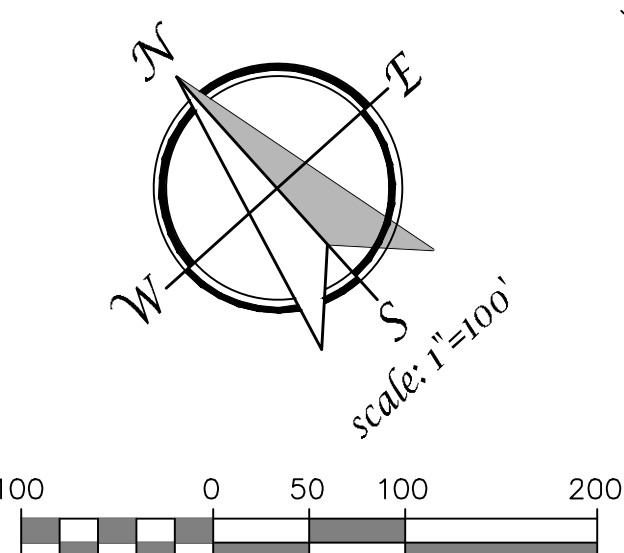
Note to Applicant and/or Developer: Please contact Planning Division staff at (916) 774-5276 prior to the Commission meeting if you have any questions on any of the recommended conditions for your project. If you challenge the decision of the Commission in court, you may be limited to raising only those issues which you or someone else raised at the public hearing held for this project, or in written correspondence delivered to the Planning Manager at, or prior to, the public hearing.

MODIFIED - PRELIMINARY SITE PLAN
NCRSP - PARCEL 49
MAJOR PROJECT PERMIT - STAGE 1
ROSEVILLE, CA



NCRSP - PARCEL 49 PRELIMINARY DEVELOPMENT SUMMARY			
APN:	363-020-087, 088, 089, 090, 091, 092, 093, 094, & 095		
SITE AREA:	±58.883 ACRES (GROSS)		
EXISTING			
PERVIOUS AREA:	58.883 ACRES	100%	
IMPERVIOUS SURFACE (PARKING LOT):	0 ACRES	0%	
IMPERVIOUS SURFACE (HARDSCAPE):	0 ACRES	0%	
IMPERVIOUS SURFACE (BUILDINGS):	0 ACRES	0%	
TOTAL AREA :	58.883 ACRES	100%	
PROPOSED			
PERVIOUS AREA (LANDSCAPE):	21.470 ACRES	36.5%	
IMPERVIOUS SURFACE (PARKING LOT):	25.500 ACRES	43.3%	
IMPERVIOUS SURFACE (HARDSCAPE):	5.908 ACRES	10.0%	
IMPERVIOUS SURFACE (BUILDINGS):	6.003 ACRES	10.2%	
TOTAL AREA :	58.883 ACRES	100%	

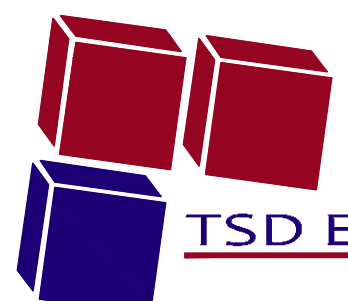
PARCEL 49 PROJECT SUMMARY			
PROPERTY OWNER BSO LLC 8205 SIERRA COLLEGE BLVD ROSEVILLE, CA 95661 ATTN: JOHN STEWART johns@baysideonline.com	ASSESSORS PARCEL NO & LOT AREA		USE
	TOTAL (GROSS) ±58.883 AC		MIXED USE COMMERCIAL CENTER
	APN	EXISTING	PROPOSED
	363-020-087	±2,507 AC	±1,560 AC
DEVELOPER BSO LLC 8205 SIERRA COLLEGE BLVD ROSEVILLE, CA 95661 ATTN: JOHN STEWART johns@baysideonline.com	PARCEL 1	363-020-088	±3,453 AC
	PARCEL 2	363-020-089	±3,972 AC
	PARCEL 3	363-020-090	±3,510 AC
	PARCEL 4	363-020-091	±1,400 AC
ENGINEER TSD ENGINEERING, INC 31 NATOMA ST #160 FOLSOM, CA 95630 ATTN: CASEY FEICKERT cfeickert@tsdeng.com	PARCEL 5	363-020-092	±2,233 AC
	PARCEL 6	363-020-093	±4,723 AC
	PARCEL 7	363-020-094	±11,522 AC
	PARCEL 8	363-020-095	±25,920 AC
PUBLIC ROAD		RIGHT-OF-WAY ±0.641	
NUMBER OF PARCELS		9 EXISTING PARCELS	



PARCEL 49 PARKING SUMMARY									
Space	Use	Stories	Approx. SQ. FT.	Parking Ratio	PARKING				
					Total Required	Total Provided	Standard	Compact	
A	Restaurant/Fast Food	1	3,200	1/50	64				
B	Restaurant	1	4,800	1/100	48				
C	Restaurant	1	3,200	1/100	32				
D	Retail	1	4,000	1/300	13				
E	Retail	1	5,000	1/300	17				
F	Retail	1	4,000	1/300	13				
G	Retail	1	7,200	1/300	24				
H	Hotel (107 rooms)	4	65,278	1 per room	107				
I	Hotel (104 rooms)	4	83,512	1 per room	104				
M	Office	2	16,000	1/250 (90% Bldg SF)	58				
O	Office	2	34,000	1/250 (90% Bldg SF)	122				
P	Office	2	34,000	1/250 (90% Bldg SF)	122				
Q	Outdoor Recreation (Top Golf)	3	64,232		439				
R	Office	2	25,000	1/250 (90% Bldg SF)	90				
S	Church (Children Activity/Classrooms) (25 classrooms)	1	50,000	1 per class room	25				
T	Church (Assembly) (2,800 seats)	1	60,000	1 per 3 Seats	933				
U	Church (Youth Space - Activity/Classrooms) (20 classrooms)	2	20,000	1 per class room	20				
SITE TOTALS: 483,422					2231	2778	2215	563	

NCRSP - PARCEL 49 FLOOR AREA SUMMARY			
Space	Use	Stories	Approximate SQ. FT.
A	Restaurant/Fast Food	1	3,200
B	Restaurant	1	4,800
C	Restaurant	1	3,200
RESTURANT TOTAL:			11,200
M	Office	2	16,000
O	Office	2	34,000
P	Office	2	34,000
R	Office	2	25,000
OFFICE TOTAL:			109,000
D	Retail	1	4,000
E	Retail	1	5,000
F	Retail	1	4,000
G	Retail	1	7,200
GENERAL RETAIL TOTAL:			20,200
H	Hotel (107 rooms)	4	65,278
I	Hotel (104 rooms)	4	83,512
HOTEL TOTAL:			148,790
Q	Outdoor Recreation (Top Golf)	3	64,232
RECREATION TOTAL:			64,232
S	Church (Children Activity/Classrooms) (25 classrooms)	1	50,000
T	Church (Assembly) (2,800 seats)	1	60,000
U	Church (Youth Space - Activity/Classrooms) (20 classrooms)	2	20,000
USERS TOTAL:			130,000
SITE TOTALS:			483,422

MAJOR PROJECT PERMIT - STAGE 1
MODIFIED SEPTEMBER 01, 2016



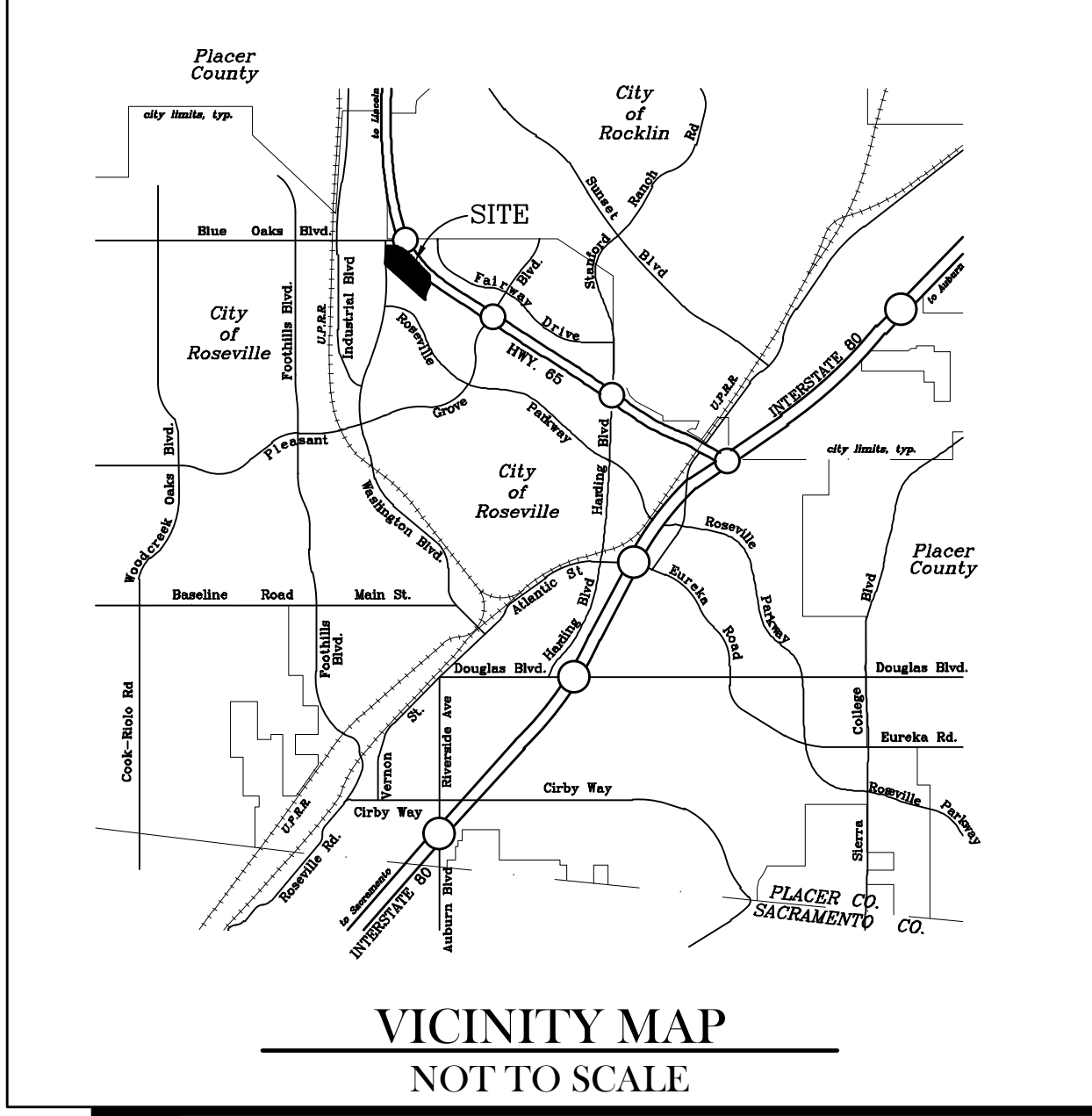
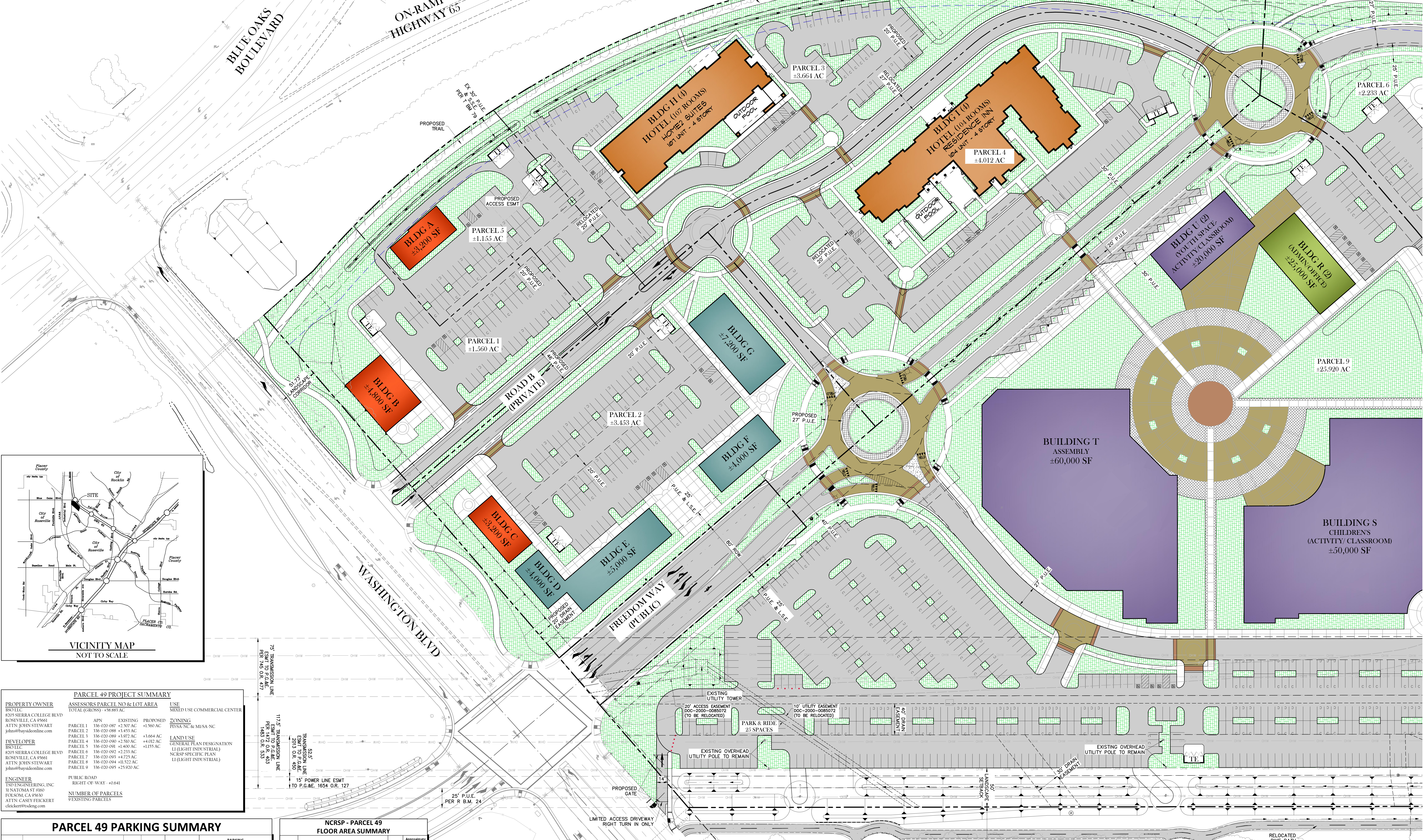
TSD ENGINEERING, INC.
expect more.

31 Natoma Street, Suite #160
Folsom, CA 95630
Phone: (916) 608-0707
Fax: (916) 608-0701

MODIFIED - PRELIMINARY SITE PLAN - WEST

NCRSP - PARCEL 49

MAJOR PROJECT PERMIT - STAGE 1
ROSEVILLE, CA
SHEET 1 OF 2

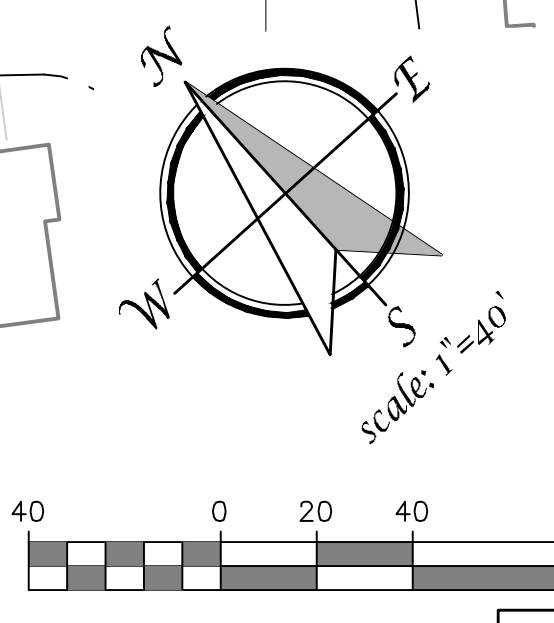


PARCEL 49 PROJECT SUMMARY			
PROPERTY OWNER	ASSASSORS PARCEL NO & LOT AREA	USE	MIXED USE COMMERCIAL CENTER
BSI LLC 8205 SIERRA COLLEGE BLVD ROSEVILLE, CA 95661 ATTN: JOHN STEWART johnstewart@bsi.com	TOTAL (GROSS) ±58,883 AC		
DEVELOPER	APN	EXISTING	PROPOSED
BSI LLC 8205 SIERRA COLLEGE BLVD ROSEVILLE, CA 95661 ATTN: JOHN STEWART johnstewart@bsi.com	PARCEL 1 336-020-087 ±2,507 AC	±1,560 AC	±1,560 AC
	PARCEL 2 336-020-088 ±1,471 AC	±1,471 AC	±1,471 AC
	PARCEL 3 336-020-089 ±1,972 AC	±1,972 AC	±1,972 AC
	PARCEL 4 336-020-090 ±1,400 AC	±1,400 AC	±1,400 AC
	PARCEL 5 336-020-091 ±1,400 AC	±1,400 AC	±1,400 AC
	PARCEL 6 336-020-092 ±2,231 AC	±2,231 AC	±2,231 AC
	PARCEL 7 336-020-093 ±1,471 AC	±1,471 AC	±1,471 AC
	PARCEL 8 336-020-094 ±1,522 AC	±1,522 AC	±1,522 AC
	PARCEL 9 336-020-095 ±2,920 AC	±2,920 AC	±2,920 AC
ENGINEER	PUBLIC ROAD	RIGHT-OF-WAY ±0.641	
TS&S ENGINEERING, INC. 31 NATOMA ST #160 FOLSOM, CA 95630 ATTN: CASSY FRICKERT cfrickert@tsds.com	NUMBER OF PARCELS	9 EXISTING PARCELS	

PARCEL 49 PARKING SUMMARY									
Space	Use	Stories	Approx. SQ. FT.	Parking Ratio	Total Required	Total Provided	Standard	Compact	
A	Restaurant/Fast Food	1	3,200	1/50	64	64			
B	Restaurant	1	4,800	1/100	48	48			
C	Restaurant	1	3,200	1/100	32	32			
D	Retail	1	4,000	1/100	40	40			
E	Retail	1	5,000	1/100	50	50			
F	Retail	1	4,000	1/100	40	40			
G	Retail	1	7,200	1/100	72	72			
H	Hotel (107 rooms)	4	65,278	1 per room	107	107			
I	Hotel (104 rooms)	4	83,512	1 per room	104	104			
M	Office	2	16,000	1/250 (min 8 sq ft)	58	58			
O	Office	2	34,000	1/250 (min 8 sq ft)	132	132			
P	Office	2	34,000	1/250 (min 8 sq ft)	132	132			
Q	Outdoor Recreation (Top Golf)	3	64,232		439	439			
R	Office	2	25,000	1/250 (min 8 sq ft)	90	90			
S	Church (Children Activity/Classroom) (25 classrooms)	1	50,000	1 per class room	25	25			
T	Church (Assembly) (2,800 seats)	1	60,000	1 per 3 seats	933	933			
U	Church (Youth Space - Activity/Classroom) (20 classrooms)	2	20,000	1 per class room	20	20			
SITE TOTALS:					483,422	2231	2778	2215	563

NCRSP - PARCEL 49 FLOOR AREA SUMMARY				
Space	Use	Stories	Approximate SQ. FT.	
A	Restaurant/Fast Food	1	3,200	
B	Restaurant	1	4,800	
C	Restaurant	1	3,200	
RESTAURANT TOTAL				11,200
M	Office	2	16,000	
O	Office	2	34,000	
P	Office	2	34,000	
OFFICE TOTAL				84,000
H	Hotel (107 rooms)	4	65,278	
I	Hotel (104 rooms)	4	83,512	
HOTEL TOTAL				148,790
Q	Outdoor Recreation (Top Golf)	3	64,232	
RECREATION TOTAL				64,232
R	Office	2	25,000	
S	Church (Children Activity/Classroom) (25 classrooms)	1	50,000	
T	Church (Assembly) (2,800 seats)	1	60,000	
U	Church (Youth Space - Activity/Classroom) (20 classrooms)	2	20,000	
CHURCH TOTAL				130,000
TOTAL				483,422

NCRSP - PARCEL 49 PRELIMINARY DEVELOPMENT SUMMARY			
APN:	363-020-087, 088, 089, 090, 091, 092, 093, 094, & 095		
SITE AREA:	±58,883 ACRES (GROSS)		
EXISTING:			
PERVIOUS AREA:	58,883 ACRES	100%	
IMPERVIOUS SURFACE (PARKING LOT):	0 ACRES	0%	
IMPERVIOUS SURFACE (HARDSCAPE):	0 ACRES	0%	
IMPERVIOUS SURFACE (BUILDINGS):	0 ACRES	0%	
TOTAL AREA:	58,883 ACRES	100%	
PROPOSED:			
PERVIOUS AREA (LANDSCAPE):	21,470 ACRES	36.5%	
IMPERVIOUS SURFACE (PARKING LOT):	25,000 ACRES	42.3%	
IMPERVIOUS SURFACE (HARDSCAPE):	3,508 ACRES	10.0%	
IMPERVIOUS SURFACE (BUILDINGS):	6,003 ACRES	10.2%	
TOTAL AREA:	56,981 ACRES	100%	



MAJOR PROJECT PERMIT - STAGE 1
MODIFIED PRELIMINARY
SITE PLAN - WEST
SEPTEMBER 01, 2016

TS&S ENGINEERING, INC.
expect more.

31 Natoma Street, Suite #160
Folsom, CA 95630
Phone: (916) 608-0707
Fax: (916) 608-0701

SHEET
1 OF 2

COVENANT REAL ESTATE GROUP

7/19/2017

Julie Margetich
Roseville Covenant Group, LLC

Gina McColl
Associate Planner, Roseville Development Services Department.

RE: File #: PL17-0055

We are writing to address a comment in your second response to the NCRSP PCL 49A Freedom Point submission (dated July 5, 2017). You noted the following concern regarding on-site parking:

The parking exhibit indicates that Parcel 1 and Parcel 5 cannot provide the ZO required number of parking spaces based on the proposed uses, and 28 parking spaces will be made available on Parcel 2. The applicant shall provide evidence that this parking arrangement will be functional and will not impact adjacent parcels.

The Parcel 49 development includes a reciprocal parking agreement between all nine parcels in the development. Visitors can move freely between parcels and take advantage of varying peak parking times for the different uses.

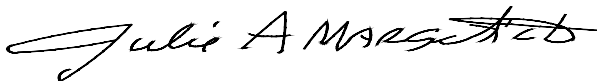
We understand your concern that more abundant parking on Freedom Point's Parcel 2 could contribute to the amount of pedestrian traffic across Thrive Drive. There is a proposed pedestrian crossing at the northeast corner of Parcel 2 that provides this access to buildings A & B from the south.

In an effort to reduce the occasions where a Parcel 1 or 5 visitor parks on Parcel 2, we propose requiring employees of business on Parcel 1 & 5 to park on Parcel 2. We will include provisions in tenant leases that employees park on Parcel 2 and be instructed to use the pedestrian crossing at Thrive Drive & Pride Way.

It is likely that employees will park nearest the pedestrian crossing in spaces that are the most distant from the proposed uses on Parcel 2. This should reduce the number of Thrive Drive crossings by visitors who may not be aware of, or are unwilling to walk the short distance to, the provided crossing.

We hope the proposed lease provisions adequately address your concerns. Should you have any questions please feel free to contact us.

Sincerely,



Julie Margetich
Covenant Architectural Manager



October 17, 2017

City of Roseville

RE: Freedom Point
Roseville, CA

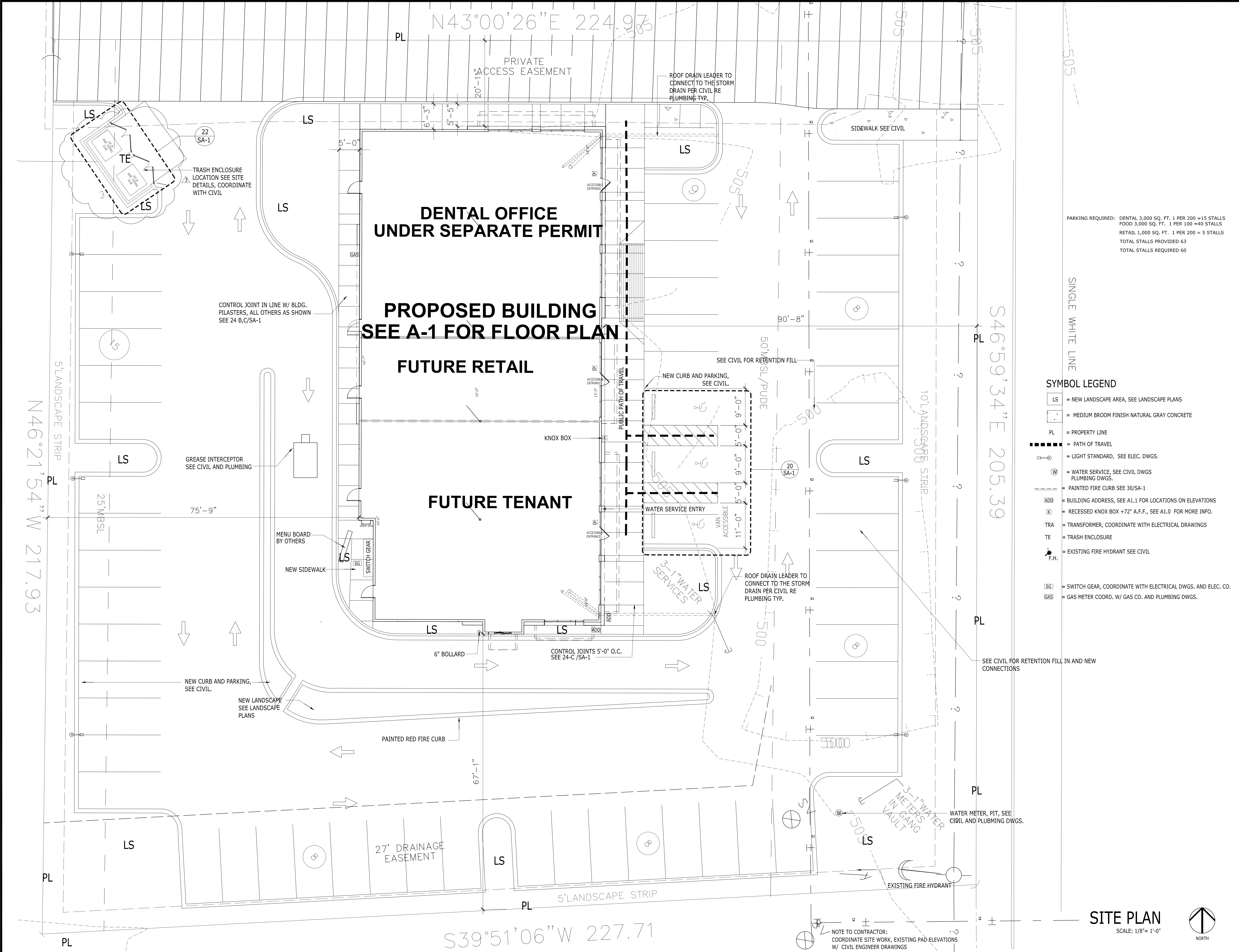
Dear City,

Covenant RE Management, Inc. is pleased to present several of our shopping centers that we have designed and managed across the county that contain drive thru facilities. These five designs show a standard for parking throughout the county at 1 per 100 minimum. This is a normal standard from west coast to east coast retail centers with drive thrus. To further support this- we have provided a study that was done comparing the typical city's conservative standards against actual counts of parking usage in varying conditions. We have provided the specific research and counts relative to drive thru food and coffee tenants.

If you have any questions or comments regarding the foregoing, please contact me.

Sincerely,

Don Webb
VP of Construction



OFFICE
851

DRAWING ISSUANCE DATES
BID SET 10-3-16
FOR CONSTRUCTION --
REVISIONS:
8-22-17 3 FIELD REVISION

SHELL BUILDING
FRANKLIN MEADOWS COMMERCIAL LOT 4
Clarksville, TN 37042

PROJECT NAME:

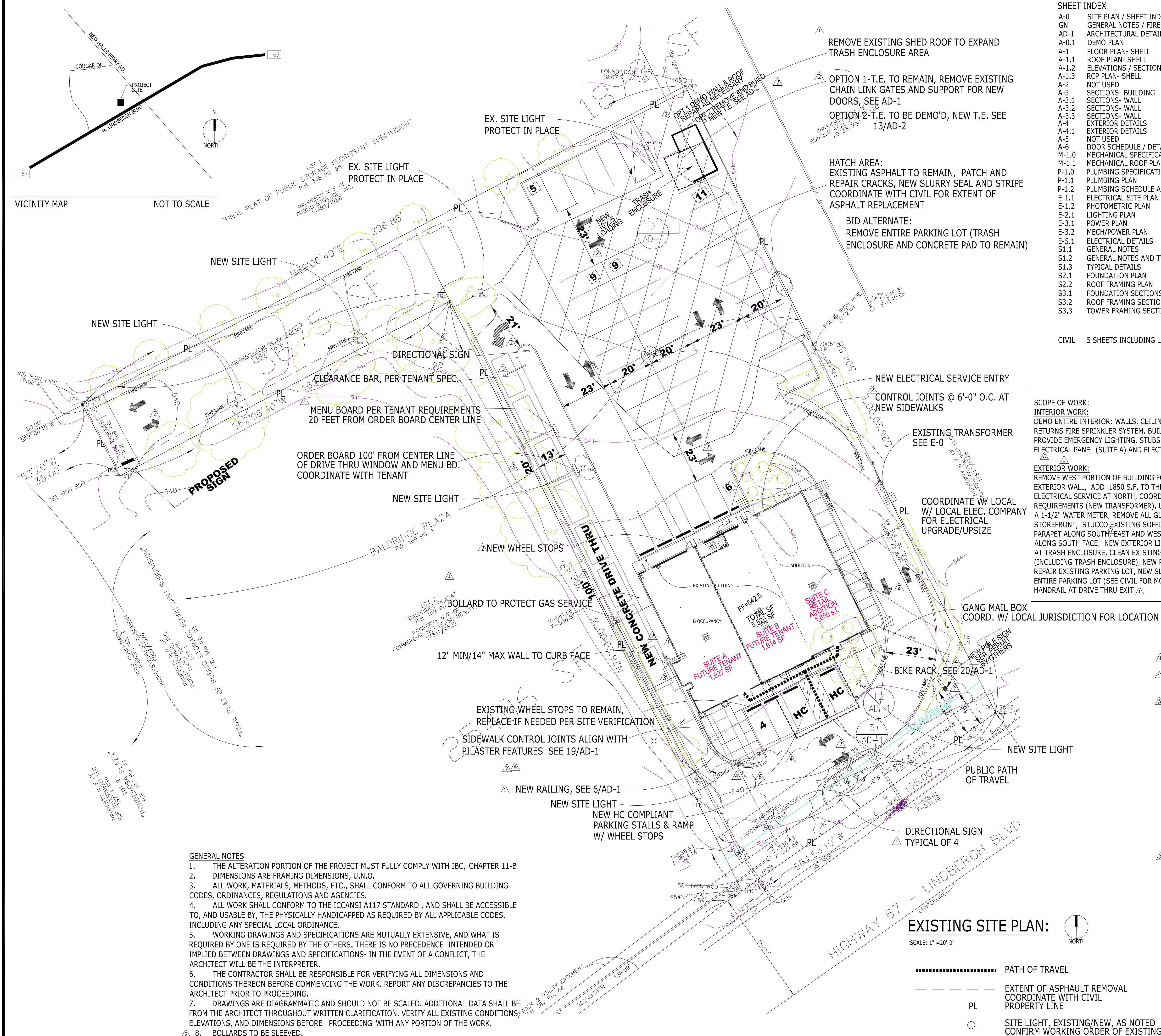
OWNER/APPLICANT:
COVENANT REAL ESTATE GROUP
17000 RED HILL AVENUE | IRVINE, CA 92614 | 714.454.8500

ARCHITECT:
JULIE A. MARBLE ARCHITECT
REGISTERED ARCHITECT
NO. 105592
STATE OF TENNESSEE

SHEET TITLE
SITE PLAN

DRAWN BY: M.S.
1st SUB DATE: 8-16-15
2nd SUB DATE: --
START DATE: 7-22-16
PROJECT NO. CLK_TN2/ #851
SHEET NO.

SA-0



- GENERAL NOTES
1. THE ALTERATION PORTION OF THE PROJECT MUST FULLY COMPLY WITH IBC, CHAPTER 11-B.
 2. DIMENSIONS ARE FRAMING DIMENSIONS, U.N.O.
 3. ALL WORK, MATERIALS, METHODS, ETC., SHALL CONFORM TO ALL GOVERNING BUILDING CODES, ORDINANCES, REGULATIONS AND AGENCIES.
 4. ALL WORK SHALL CONFORM TO THE ICCANSI A117 STANDARD , AND SHALL BE ACCESSIBLE TO, AND USABLE BY, THE PHYSICALLY HANDICAPPED AS REQUIRED BY ALL APPLICABLE CODES, INCLUDING ANY SPECIAL LOCAL ORDINANCE.
 5. WORKING DRAWINGS AND SPECIFICATIONS ARE MUTUALLY EXTENSIVE, AND WHAT IS REQUIRED BY ONE IS REQUIRED BY THE OTHERS. THERE IS NO PRECEDENCE INTENDED OR IMPLIED BETWEEN DRAWINGS AND SPECIFICATIONS- IN THE EVENT OF A CONFLICT, THE ARCHITECT WILL BE THE INTERPRETER.
 6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL DIMENSIONS AND CONDITIONS THEREON BEFORE COMMENCING THE WORK. REPORT ANY DISCREPANCIES TO THE ARCHITECT PRIOR TO PROCEEDING.
 7. DRAWINGS ARE DIAGRAMMATIC AND SHOULD NOT BE SCALED. ADDITIONAL DATA SHALL BE FROM THE ARCHITECT THROUGHOUT WRITTEN CLARIFICATION. VERIFY ALL EXISTING CONDITIONS, ELEVATIONS, AND DIMENSIONS BEFORE PROCEEDING WITH ANY PORTION OF THE WORK.
 8. BOLLARDS TO BE SLEEVED.

EXISTING SITE PLAN:

SCALE: 1" = 20'-0"

- PATH OF TRAVEL
- EXTENT OF ASPHALT REMOVAL COORDINATE WITH CIVIL PROPERTY LINE
- PL
- SITE LIGHT, EXISTING/NEW, AS NOTED CONFIRM WORKING ORDER OF EXISTING

- SHEET INDEX
- A-0 SITE PLAN / SHEET INDEX / GENERAL NOTES
 - GN GENERAL NOTES / FIRE NOTES
 - AD-1 ARCHITECTURAL DETAILS - SITE
 - A-0.1 DEMO PLAN
 - A-1 FLOOR PLAN- SHELL
 - A-1.1 ROOF PLAN- SHELL
 - A-1.2 ELEVATIONS / SECTIONS / ORGINIAL ELEVATION
 - A-1.3 RCP PLAN- SHELL
 - A-2 NOT USED
 - A-3 SECTIONS- BUILDING
 - A-3.1 SECTIONS- WALL
 - A-3.2 SECTIONS- WALL
 - A-3.3 SECTIONS- WALL
 - A-4 EXTERIOR DETAILS
 - A-4.1 EXTERIOR DETAILS
 - A-5 NOT USED
 - A-6 DOOR SCHEDULE / DETAILS
 - M-1.0 MECHANICAL SPECIFICATIONS
 - M-1.1 MECHANICAL ROOF PLAN
 - P-1.0 PLUMBING SPECIFICATION
 - P-1.1 PLUMBING PLAN
 - P-1.2 PLUMBING SCHEDULE AND DETAILS
 - E-1.1 ELECTRICAL SITE PLAN
 - E-1.2 PHOTOMETRIC PLAN
 - E-2.1 LIGHTING PLAN
 - E-3.1 POWER PLAN
 - E-3.2 MECH/POWER PLAN
 - E-5.1 ELECTRICAL DETAILS
 - S1.1 GENERAL NOTES
 - S1.2 GENERAL NOTES AND TYPICAL DETAILS
 - S1.3 TYPICAL DETAILS
 - S2.1 FOUNDATION PLAN
 - S2.2 ROOF FRAMING PLAN
 - S3.1 FOUNDATION SECTIONS
 - S3.2 ROOF FRAMING SECTIONS
 - S3.3 TOWER FRAMING SECTIONS

CIVIL 5 SHEETS INCLUDING LANDSCAPE

SCOPE OF WORK:

INTERIOR WORK:

DEMO ENTIRE INTERIOR: WALLS, CEILING, FLOORING, MECH. SUPPLIES/ RETURNS FIRE SPRINKLER SYSTEM. BUILD DEMISING WALL, SUITE A, B/C PROVIDE EMERGENCY LIGHTING, STUBS FOR WATER, SEWER, PHONE AND ELECTRICAL PANEL (SUITE A) AND ELECTRICAL PANELS (SUITE B/C),.

EXTERIOR WORK:

REMOVE WEST PORTION OF BUILDING FOR DRIVE THRU, REMOVE EAST EXTERIOR WALL, ADD 1850 S.F. TO THE EAST, UPSIZE EXISTING ELECTRICAL SERVICE AT NORTH, COORDINATE WITH LOCAL ELECTRICAL REQUIREMENTS (NEW TRANSFORMER). UPSIZE WATER LINE TO A 2" LINE ON A 1-1/2" WATER METER, REMOVE ALL GLAZING, REPLACE WITH WALL OR NEW STOREFRONT, STUCCO EXISTING SOFFIT AT NORTH FACE, RAISE EXISTING PARAPET ALONG SOUTH, EAST AND WEST ELEVATIONS, NEW ELEVATION ALONG SOUTH FACE, NEW EXTERIOR LIGHT FIXTURES, NEW METAL GATES AT TRASH ENCLOSURE, CLEAN EXISTING BRICK AT REMAINING BRICK (INCLUDING TRASH ENCLOSURE), NEW PARKING LOT (SEE CIVIL FOR SCOPE) REPAIR EXISTING PARKING LOT, NEW SLURRY SEAL AND RE-STRIPING OF ENTIRE PARKING LOT (SEE CIVIL FOR MORE INFO) , NEW LANDSCAPE, NEW HANDRAIL AT DRIVE THRU EXIT

NEW ELECTRICAL SERVICE ENTRY

CONTROL JOINTS @ 6'-0" O.C. AT NEW SIDEWALKS

EXISTING TRANSFORMER SEE E-0

COORDINATE W/ LOCAL W/ LOCAL ELEC. COMPANY FOR ELECTRICAL UPGRADE/UPSIZE

GANG MAIL BOX COORD. W/ LOCAL JURISDICTION FOR LOCATION

PROJECT INFORMATION

BUILDING INFORMATION:

4,465 S.F. ORIGINAL BUILDING 1 STORY, CONSTRUCTION TYPE VB / NON SPRINKLERED

OCCUPANCY GROUP: MIXED USE- B/M OCCUPANCY

864 S.F. (APPROX.) DEMO

1,055 S.F. ADDITION

5,427 S.F. TOTAL AT BUILD OUT

SUITE A: 1,931 S.F. FUTURE TENANT- TENANT FINISH PLANS & PERMIT BY OTHERS

SUITE B/C: 3,469 S.F. FUTURE TENANT- TENANT FINISH PLANS & PERMIT BY OTHERS

SQUARE FOOTAGE SUMMARY:

1 STORY BASIC ALLOWABLE AREA- 9,000 S.F. PER TABLE 503

TOTAL ALLOWED SQUARE FOOTAGE: 9,000 S.F.

OCCUPANCY SUMMARY:

SUITE A: 1,931 S.F. DIV 100= 20 OCCUPANTS

OCCUPANCY LOAD: 20

1 EXIT REQUIRED - 3 EXITS PROVIDED

INTERIOR TENANT BY OTHERS, UNDER SEPARATE PERMIT.

SUITE B/C: 3,469 S.F. DIV 100 = 34.6 OCCUPANTS

OCCUPANCY LOAD: 36

2 EXIT REQUIRED- 4 EXITS PROVIDED

THIS PROJECT SHALL CONFORM TO ALL CURRENT CODES ADOPTED BY LOCAL CIVIC AUTHORITIES INCLUDING

- 2009 IBC, -2009 IPC, -2008 NEC
- 2009 IMC, -2012 IFC, -2009 IECC
- CURRENT ADOPTED ANSI A117.1
- LOCAL MUNICIPAL AND DEVELOPMENT CODES

DEFERRED SUBMITTALS:

- SIGNAGE

PROJECT CONTACTS:

LANDLORD/ PROPERTY MANAGER:

COVENANT GROUP, LLC

17000 RED HILL AVE

IRVINE, CA 92614

p. 714-845-8645 f. 714-388-3951

CONTACT - CHRIS AUGON

ARCHITECT:

COVENANT GROUP

2044 CALIFORNIA AVE.

CORONA, CA 92881

p. 951-582-5745 f. 714-388-3951

CONTACT - JULIE A. MARGETICH

FOR BID INQUIRES:

COVENANT GROUP

P. 951-582-5746 F. 714-388-3951

CONTACT: CHERYL RINKER

RINKERC@PACDEN.COM

STRUCTURAL ENGINEER:

EDIFICA CASE ENGINEERING

796 MERUS COURT

ST LOUIS, MO 63026

P. 636-349-1600 EXT. 237

CONTACT: MEGAN SCHIMMELPFENNING

ELECTRICAL/MECH/PLUMB:

AKRIBIS ENGINEERING

3231 S. COUNTRY CLUB WAY, SUITE 102

TEMPE, AZ 85282

P. 602-393-0201

CONTACT SHELDON

PARKING SUMMARY-

TENANT (FUTURE COFFEE): 1,931 S.F.

1 PER 200 S.F. = 10 STALLS REQUIRED

TENANT (FUTURE RETAIL): 3,520 S.F.

1 PER 250 S.F.= 15 STALLS REQUIRED

RETAIL: 1 PER 200 S.F. 16 STALLS

PARKING REQUIRED: 1 PER 250 S.F. 10 STALLS

REQUIRED: 26 AND 2 ADA STALLS

PROVIDED: 44 (2ADA STALLS;ONE VAN) STALLS

ABBREVIATIONS:

- A.F.F. ABOVE FINISH FLOOR
- ABV. ABOVE
- EQ. EQUAL
- GA GAGE
- GYP. GYPSUM (BOARD)
- H.C. HOLLOW CORE
- MAX. MAXIMUM
- MIN. MINIMUM
- MTL METAL
- O.C. ON CENTER
- O.P. OPERATORY
- SIM. SIMILAR
- TYP. TYPICAL
- U.N.O. UNLESS NOTED OTHERWISE

181059

FLO

DRAWING ISSUANCE DATES

BID SET:

7-30-14

FOR CONSTRUCTION:

1-26-15

DATE:

REVISIONS:

7-28-14

PLAN CHECK

11/6/14

OWNER REVISION

11-25-14

CLARIFICATIONS

4-13-15

TENANT REVISIONS

4-5-16

FIELD REVISIONS

5-6-16

FIELD REVISIONS

ARCHITECT:

STATE OF MISSOURI

ARCHITECT

PROJECT NAME:

EXTERIOR FACADE REMODEL AND ADDITION

OWNER:

Covenant Group

17000 RED HILL AVE

IRVINE, CALIFORNIA 92614

714-388-3600 • FAX 714-388-3951

WWW.PACIFICCOVENANTSERVICES.COM

SHEET TITLE

TITLE SHEET

SITE PLAN

DRAWN BY:

JAM

1st SUB DATE:

6-19-14

2nd SUB DATE:

7-30-14

START DATE:

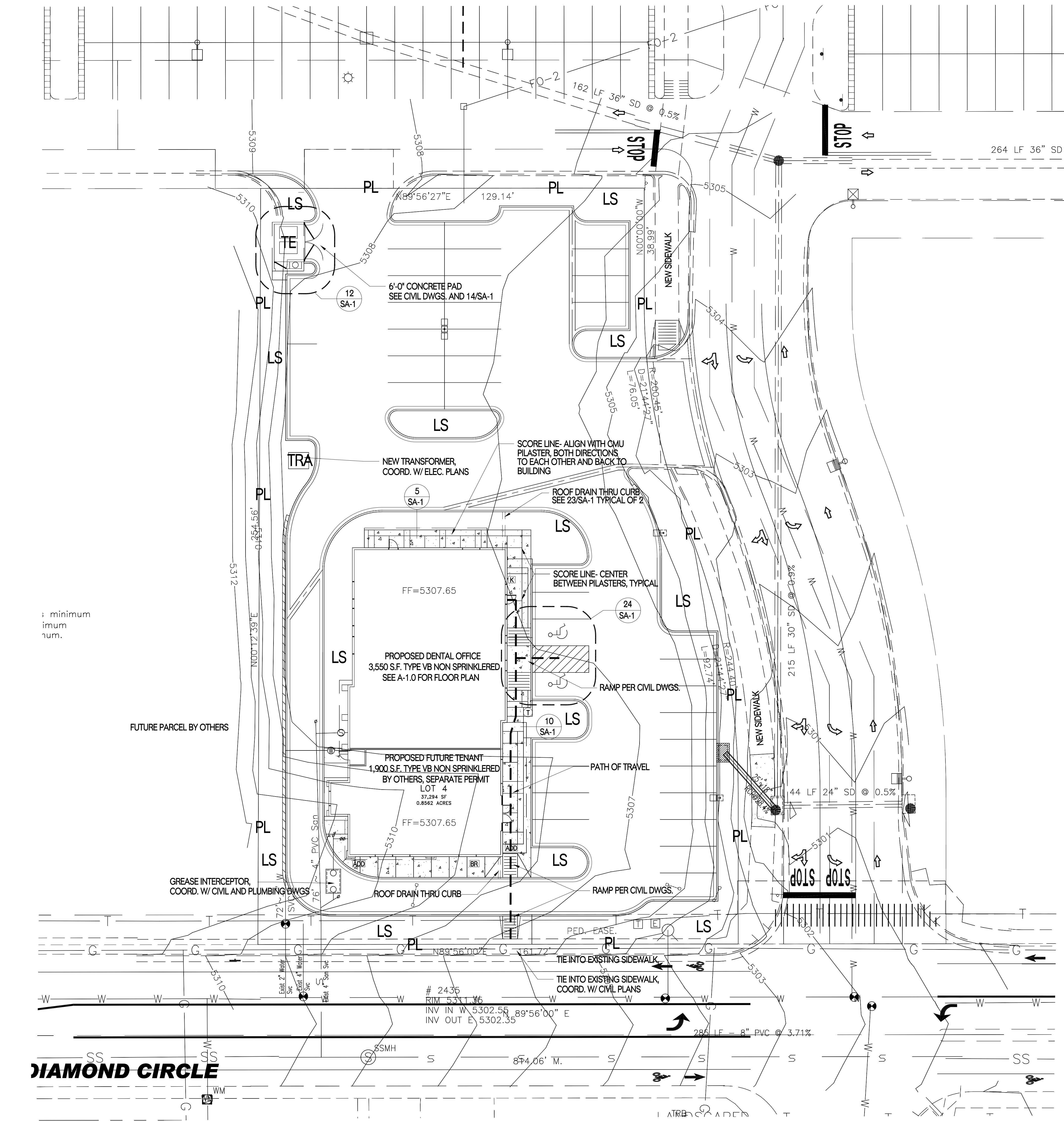
5-13-13

PROJECT NO.

FLO_MO/#181059

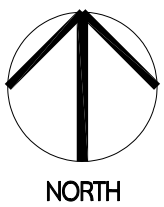
SHEET NO.

A-0



PARKING REQUIRED: DENTAL USE: 1 STALL PER 200 SQ.FT. = 17.75 = 18
18 REQUIRED
FUTURE USE: 1 STALL PER 100 SQ. FT = 19 (A OCCUPANCY)
19 REQUIRED
37 TOTAL REQUIRED / 37 PROVIDED

SITE PLAN
SCALE: 1/16"= 1'-0"



SITE FURNISHING SCHEDULE							
SYMBOL	ITEM	MANUFACTUER	MODEL	SIZE	COLOR	QUANTITY	REMARKS
BR	BIKE RACK	SEE 15/SA-1	-	24" LENGTH	DARK GRAY	1	INVERTED "U"
T	TRASH RECEPTICAL	SITESCAPES	WESTPORT, DOME TOP	35 GALLON	SLATE	2	SQUARE

NOTE TO CONTRACTOR:
COORDINATE SITE WORK, EXISTING / NEW PAD ELEVATIONS
W/CIVIL ENGINEER DRAWINGS BY LEGACY ENGINEERING

SYMBOL LEGEND

- LS

= NEW LANDSCAPE AREA, SEE LANDSCAPE PLANS
- = MEDIUM BROOM FINISH NATURAL GRAY CONCRETE
- = NEW SITE LIGHT, TYP. OF 3, SEE 16/SA-1
SEE ELEC. DWGS AND STRUCT. DWGS (BASE) FOR MORE INFO.
- PL
- = PROPERTY LINE

= PATH OF TRAVEL= TRASH RECEPTACLE; SITE FURNISHING SEE SCHEDULE

ADD

= BUILDING ADDRESS, SEE A1.1 FOR LOCATIONS ON ELEVATIONS

K

= RECESSED KNOX BOX, SEE A1.0 FOR MORE INFO.

BR

TRA

TE

HYD.

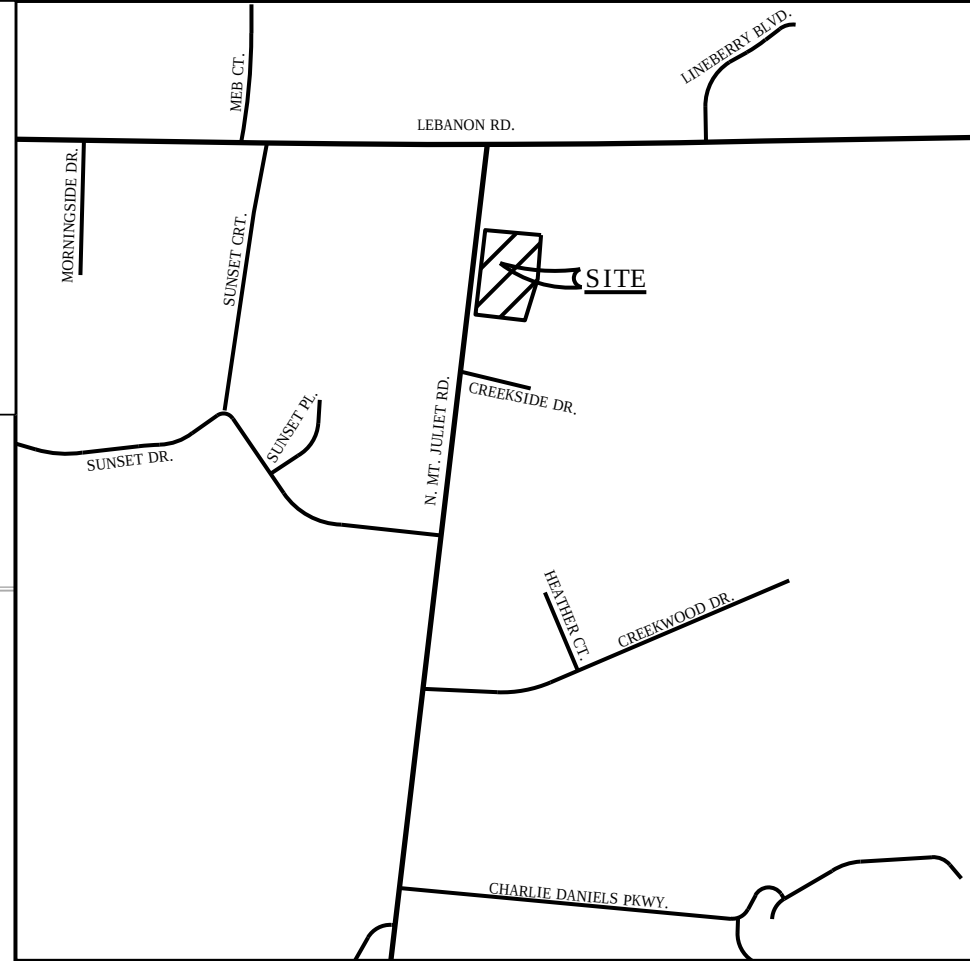
= EXISTING FIRE HYDRANT TO REMAIN, COORD. WITH CIVIL

WATER: WEST WILSON UTILITY DISTRICT
CONTACT: FREDDIE WESTON
PH: 615-758-5882

SEWER: CITY OF MT. JULIET - SEWER DEPT.
CONTACT: JESSICA GORE
PH: 615-773-7957

ELECTRIC: MIDDLE TENNESSEE ELECTRIC
MEMBERSHIP CORP
CONTACT: RUSSELL LANE
PH: 615-453-3085

GAS: PIEDMONT GAS COMPANY
CONTACT: CRAIG OWEN
PH: 615-872-2403



CIVIL SITE
DESIGN GROUP
ENGINEERS • PLANNERS • LANDSCAPE ARCHITECTS
810 SOUTHGATE AVENUE SUITE 100
NORTH AVENUE, TN 37089
615.453.1108



PAVEMENT LEGEND

	PERVIOUS CONCRETE
	HEAVY DUTY ASPHALT
	CONCRETE

NORTH MOUNT JULIET ROAD
(STATE ROUTE 171)
(TDOT PROJECT NO. 95063-1217-04)
(ROW VARIES)

1 RESTORE SIDEWALK & CURB TO
MATCH EXISTING TDOT STANDARDS

TDOT COMMERCIAL
DRIVEWAY RAMP
RIGHT TURN
ONLY SIGN

AREA RESERVED FOR
FUTURE SIGN BY OWNER

SITE DATA TABLE

MAP 54, PARCEL 130.00 ADDRESS: NORTH MT. JULIET ROAD CITY: MT. JULIET COUNTY: WILSON STATE: TENNESSEE	
SITE AREA	87,120 S.F. (2.00 ac.±)
ZONING	CG
BUILDING COVERAGE	10,332 S.F. (FOOTPRINT)
MAX. LOT COVERAGE BY BUILDINGS (ALLOWED)	50%
LOT COVERAGE BY BUILDINGS (PROVIDED)	11.9%
PHASE 1 IMPERVIOUS AREA	
BUILDING	5,987 S.F.
ASPHALT	14,750 S.F.
CONCRETE	4,127 S.F.
TOTAL	24,864 S.F.
PHASE 1 PERVIOUS SURFACE	41,973 S.F.
FUTURE IMPERVIOUS AREA	8,663 S.F.
FUTURE PERVIOUS SURFACE	11,620 S.F.
MAX. IMPERMEABLE SURFACE RATIO (ALLOWED)	80%
IMPERMEABLE SURFACE RATIO (PROVIDED)	38.4%
MAX HEIGHT (ALLOWED)	35'
HEIGHT (PROPOSED)	21'-2"
MIN. LOT AREA	1000' S.F.
MIN. LOT WIDTH AT BUILDING LINE	100'
MIN. YARD REQUIREMENTS	FRONT YARD: 30' SIDE YARD: 10' REAR YARD: 20'
PARKING (REQUIRED)	
LOT 1A FOOD:	4,200 SF
LOT 1B DENTAL:	3,000 SF
LOT 1B FOOD:	3,000 SF
	1 SP / 100 = 42 1 SP / 400 = 10 1 SP / 100 = 30 TOTAL = 82
PARKING (PROVIDED)	
LOT 1A	42 SPACES TOTAL
LOT 1B	46 SPACES TOTAL
	TOTAL = 88
ACCESSIBLE PARKING (REQUIRED)	4 SPACES
ACCESSIBLE PARKING (PROVIDED)	4 SPACES
LOADING SPACES (REQUIRED)	0 SPACES
LOADING SPACES (PROVIDED)	0 SPACES
NOC TRACKING NUMBER	

MAP 54, PARCEL 130.00

PROJECT BENCHMARK:
DESCRIPTION: MAG NAIL IN ASPHALT
ELEVATION: 485.13'

SITE LAYOUT PLAN

SITE PLANS
COVENANT GROUP
NORTH MT. JULIET ROAD
MT. JULIET, WILSON COUNTY, TENNESSEE

REV.	COMMENTS	DATE
1	INITIAL SUBMITTAL	10/14/2015
2	RESUBMITTAL	10/29/2015
3	CITY CONSTRUCTION REVIEW SET	01/04/2016
4	BID SET	02/23/2016
5	CITY ENGINEERING COMMENTS	03/04/2016
6	TDOT & CITY ENGINEERING COMMENTS	04/08/2016

C1.00

OFFICE
170r

BID SET
CONSTRUCTION

y corrections

PROJECT NAME: SHELL BUILDING AND
DENTAL OFFICE TENANT IMPROVEMENT

8035 S. Rainbow Blvd.,
Las Vegas, NV 89139

PROJECT NAME:

DEVELOPER:

ARCHITECT:

TE CK: JAM

11-1-16

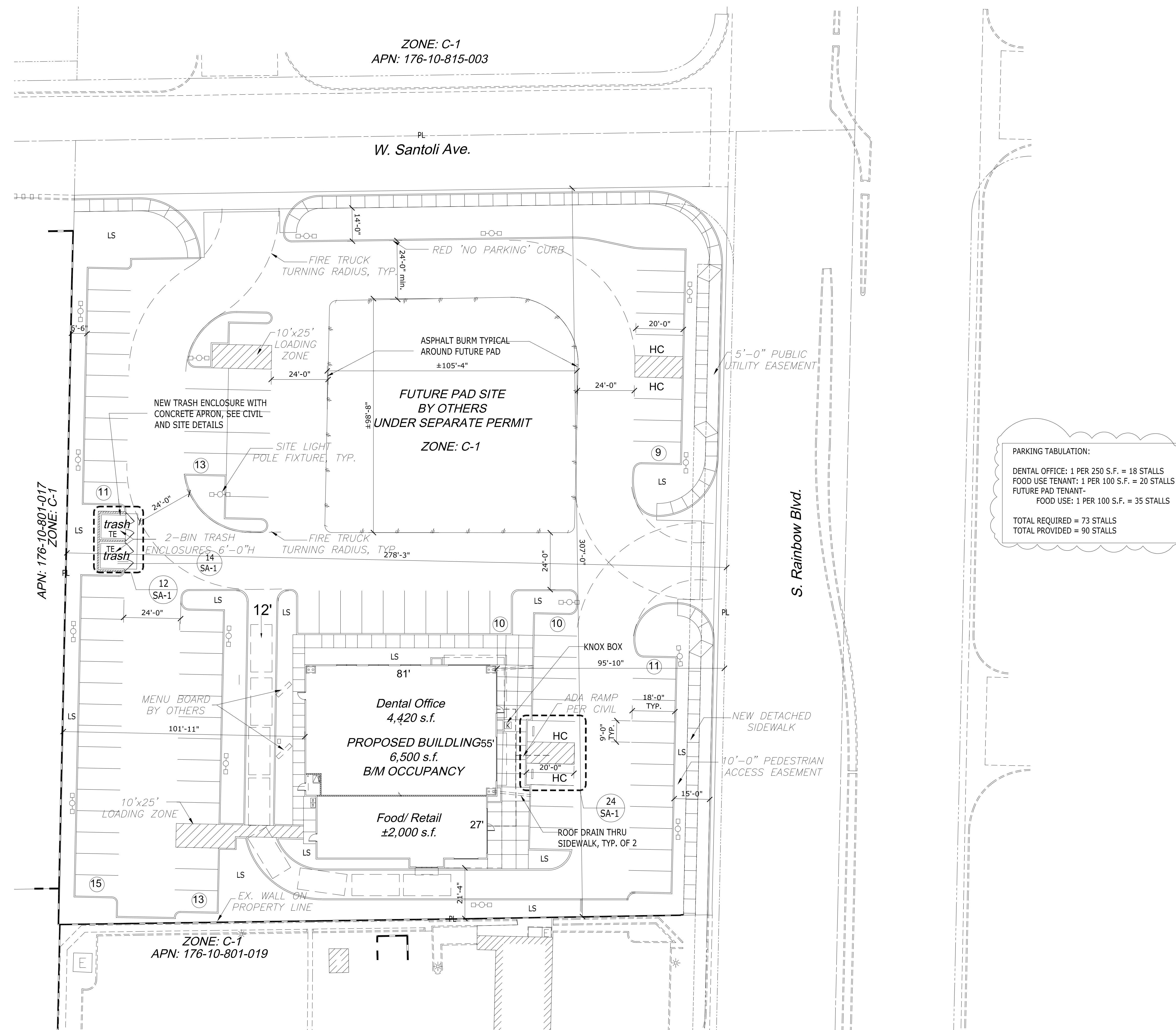
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8-19-16

LV/ #170REL

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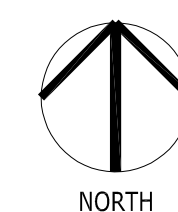
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NOTE TO CONTRACTOR:
COORDINATE SITE WORK, EXISTING PAD ELEVATIONS
W/ CIVIL ENGINEER DRAWINGS

SITE PLAN

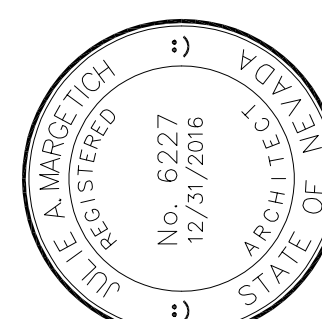
SCALE: 1"= 20'-0"



NOTE TO GC:
SITE SCOPE OF WORK - ENTIRE PARKING LOT AND SIDE WORK.
PROVIDE ASPHALT BURM AT FUTURE PAD SITE AND PAVING FOR
FINISHED EDGE.

SYMBOL LEGEND

	= NEW LANDSCAPE AREA, SEE LANDSCAPE PLANS		= RECESSED KNOX BOX +72" A.F.F., SEE A1.0 FOR MORE INFO.
	= MEDIUM BROOM FINISH NATURAL GRAY CONCRETE		= TRANSFORMER, COORDINATE WITH ELECTRICAL DRAWINGS
PL	= PROPERTY LINE		= TRASH ENCLOSURE
	= PATH OF TRAVEL		= EXISTING FIRE HYDRANT SEE CIVIL
	= NEW LIGHT STANDARD, SEE ELEC. DWGS.		



TE CK: JAM

11-1-16

10

8-19-16

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STATISTICAL ANALYSES OF PARKING BY LAND USE



Monroe County
Department of Planning and Development
Planning Division
50 West Main Street, Suite 8100
Rochester, New York 14614
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www.monroecounty.gov

TABLE OF CONTENTS

	Section
Introduction	I
Study Purpose	
Overview	
Study Methodology	II
Overview	
Questionnaire	
Parking Survey Counts	
Data Analysis	
Urban, Suburban, Rural Designation	
Summary of Results by Land Use	III
User's Guide to Data Plot and Equations	IV
Land Use Descriptions and Analysis	V
1. Banking Facilities with a Drive Thru	
2. Church/Synagogues	
3. Convenience Stores	
4. Convenience Stores with Gas Stations	
5. Day Cares	
6. Donut, Coffee and Bagel Shops with a Drive Thru	
7. Donut, Coffee and Bagel Shops without a Drive Thru	
8. Family Restaurants, Menu	
9. Family Restaurants, Menu Board	
10. Fast Food Restaurants with a Drive Thru	
11. Fitness Centers, Adult	
12. Fitness Centers, Community	
13. Funeral Homes	
14. Home Improvement Stores	
15. Hotels	
16. Industrial Facilities	
17. Marine Facilities	
18. Office Buildings – Suburban, General	
19. Office, Medical/Dental	
20. Office Parks	
21. Pharmacies with a Drive Thru	
22. Senior Housing, Continuing Care Retirement Communities	
23. Senior Housing, Nursing Homes	
24. Senior Housing, Senior Citizen Residential Communities	
25. Senior Housing, Senior Living and Care Facilities	
26. Shopping Centers	
27. Supermarkets	

Appendices

Summary of Data by Land Use	A
Sample Letter to Facility Managers	B
Sample Facility Questionnaire Form	C
Sample Field Survey Observation Form.....	D
Summary of Observation Tabulations per Land Use	E
Glossary of Terms.....	F
Urban, Suburban, Rural Designation.....	G
Monroe County Municipality Data.....	H
Suggested Resources	I

I. INTRODUCTION

STUDY PURPOSE

The purpose of this project was to obtain accurate parking data for analysis to determine parking ratios for various land uses. The parking data and analysis will aid interested municipalities in the evaluation of current parking standards for future development and provide current parking data for developers and consultants.

A result is established for each land use; however these are open to interpretation. The basis for this result is to capture the peak observations recorded in this analysis. Particular attention should be paid to the coefficient of determination (R^2) value for each land use. This value is an important indicator as to how close the relationship is between the variables. The level of confidence of the result should be based on this calculation as well as the number and type of sites included in the analysis.

In establishing a standard for a particular development proposal many factors can be used. The purpose of this report is not to recommend that municipalities change parking standards for each land use. **The intent is to provide information which can be used to justify a certain level of parking for a particular development proposal.** Other factors associated with a particular proposal may warrant a higher or lower requirement for parking.

OVERVIEW

We are a very automobile-dependent society. This dependence has created a need to provide adequate parking spaces for customers of destination businesses. Sometimes the parking provided is just not enough and competition for available spaces can result in less than safe parking conditions. Other times there are plenty of parking spaces available, many of which rarely, if ever, are used.

Some negative aspects of providing too much parking include increased rate of storm water runoff, increased pollutant loading to local streams, less green space and generally a visually unattractive landscape. Larger than necessary parking areas require more parking lot lights, more complex travel lanes, higher maintenance costs with no specific benefit to the customer or the business.

A site without enough parking can encourage illegal activities such as double-parking, parking in fire lanes, obstructing delivery areas, or discourage customers from patronizing the business.

This publication is intended to assist municipalities, consultants and developers to provide effective, efficient parking ratios for specific land uses. Historically, many municipal parking regulations have been conservative in establishing ratios, resulting in many unnecessary parking spaces. Zoning ordinance references for parking vary from municipality to municipality, with relatively little consistency from one code to the next. Some are based upon square footage of a facility, some based upon number of seats or legal occupancy. Other codes leave parking ratios to the discretion of a ruling board or agency.

This report helps provide a realistic view of actual local parking demands for many common land uses. The analyses included in this report can assist a local municipality that may be dealing with modifications to a local zoning code or revisions to development criteria, by providing a useful range of observed parking space demands collected during peak use of a facility. This report can assist a consultant in advising a client on how much parking to provide. It can also assist a developer in minimizing the cost of installed infrastructure that is not necessary or even help justify a variance or waiver from an outdated code.

This publication was developed with locally collected data in and around Monroe County, New York and is intended to be a resource in evaluating existing codes and ordinances, and can be used in conjunction with other technical resources, such as the Institute of Transportation Engineers' *Parking Generation* manual. It addresses some of the newer and changed land uses that may not be effectively described in some local ordinances, such as pharmacies with drive thru windows and the wide range of senior housing options. It also includes some less standard land uses, such as funeral homes and marinas. There are conventional land uses such as restaurants, office buildings and supermarkets included as well.

It is the hope of Monroe County and the advisory committee responsible for the preparation of this resource, that this will become a tool for local municipalities and the development community to evaluate the needs of land uses for adequate parking.

III. SUMMARY OF RESULTS BY LAND USE

Land Use	Common Standard Used by Monroe County Municipalities	Result
Banking Facilities with a Drive Thru	1 space per 150 sq. ft.	1 space per 155 sq. ft.
Church/Synagogues	1 space per 4 seats or 1 space per 400 sq. ft.	1 space per 4 seats in the sanctuary (<i>this recommendation pertains to the use of the facility as a place of worship and does not include other potential ancillary uses</i>)
Convenience Stores	1 space per 200 sq. ft.	Fixed number of 12 spaces
Convenience Stores with Gas Stations	1 space per 200 sq. ft.	Sufficient spaces for vehicles filling up at each fuel pump; 12 spaces away from the pumps for gas stations with walk-in convenience stores; 2 added spaces per garage bay; and, added spaces for fast food operations with seating areas for patrons eating-in
Day Cares	1 space per 6 enrolled children	1 space per 4.5 enrolled children
Donut Coffee Bagel Shops with a Drive Thru	No common standard; fast food most similar of 1 space per 100 sq. ft.	Fixed number of 25 spaces for shops with 1,500 sq. ft. – 4,500 sq. ft.
Donut Coffee Bagel Shops without a Drive Thru	No common standard; fast food most similar of 1 space per 100 sq. ft.	Fixed number of 35 spaces for shops with 1,500 sq. ft. – 4,000 sq. ft.
Family Restaurants, Menu	1 space per 100 sq. ft. or 1 space per 2 seats	1 space per 2 seats or 1 space per 50 sq. ft.
Family Restaurants, Menu Board	1 space per 100 sq. ft. or 1 space per 2 seats	1 space per 2 seats, up to a maximum of 80 spaces or <8,000 sq. ft. = 1 space per 80 sq. ft.
Fast Food Restaurants with a Drive Thru	1 space per 100 sq. ft.	1 space per 120 sq. ft., up to a maximum of 32 spaces
Fitness Centers, Adult	1 space per 100 sq. ft.	1 space per 140 sq. ft.
Fitness Centers, Community	1 space per 100 sq. ft.	<50,000 sq. ft.=1 space per 400 sq. ft. >50,000 sq. ft =1 space per 667 sq. ft.
Funeral Homes	1 space per 50 sq. ft.	1 space per 50 sq. ft.
Home Improvement Stores	1 space per 200 sq. ft.	50,000 sq. ft. - 130,000 sq. ft. = Fixed number of 200 spaces

Land Use	Common Standard Used by Monroe County Municipalities	Result
Hotels	1 space per room	1 space per 0.8 rentable hotel guest room
Industrial Facilities	1 space per employee or 1 space per 400 GFA	1 space per 1.11 peak shift employee or 1 space per 600 sq. ft. of GFA, whichever is greater
Marina Facilities	1 space per boat slip	.7 space per boat slip
Office Buildings, General	1 space per 250 sq. ft.	1 space per 200 sq. ft. for the first 20,000 sq. ft., plus 1 space per 450 sq. ft. for any additional square footage over 20,000 sq. ft.
Office, Medical/Dental	1 space per 200 GFA	1 space per 270 GFA
Office Parks	1 space per 250 sq. ft.	1 space per 400 sq. ft.
Pharmacies with a Drive Thru	No common standard; basic retail most similar of 1 space per 200 sq. ft.	1 space per 300 sq. ft. or a maximum of 30 spaces up to 15,000 sq. ft
Senior Housing, Continuing Care Retirement Communities	No common standard	1 space per 2 residents
Senior Housing, Nursing Homes	No common standard	1 space per 1.5 residents
Senior Housing, Senior Citizen Residential Communities	No common standard	1 space per 1.7 residents
Senior Housing, Senior Living and Care Facilities	No common standard	1 space per 2.3 residents
Shopping Centers	1 space per 200 sq. ft.	1 space per 200 sq. ft.
Supermarkets	1 space per 200 sq. ft.	<30,000 sq. ft.=1 space per 200 sq. ft; 30,000 - 60,000 sq. ft. = 150 spaces plus 1 space per 300 sq. ft.; 60,000 - 90,000 sq. ft. = 250 spaces plus 1 space per 400 sq. ft.; > 90,000 sq. ft. = 325 spaces plus 1 space per 500 sq. ft.

V-6. DONUT, COFFEE AND BAGEL SHOPS WITH DRIVE THRU

LAND USE DESCRIPTION

Donut, coffee and bagel shops with a drive thru are informal restaurants offering primarily donuts, coffee and bagels where customers order by means of a walk-up counter, or window designed to accommodate automobile traffic. Generally eating areas are provided and consumption may be either on or off the premises.

FACILITY INFORMATION

The 5 facilities surveyed ranged in size from 2,622 square feet to 4,428 square feet. All 5 facilities in this land use were located in freestanding buildings, one of which was an out parcel to a shopping plaza.

All five sites included in the study had public transit available within a quarter mile, which employees and customers could use.

PARKING SURVEY INFORMATION

Of the five facilities examined, two were in an urban location, three were in a suburban location and no sites were located in a rural location.

The donut, coffee and bagel shops with a drive thru were surveyed in 2004 in Monroe County, New York. All the facilities surveyed were part of a national chain. In all but one case, the peak parking demand occurred between the hours of 6:45 a.m. and 8:45 a.m. on Friday mornings. It should be noted that there was no noticeable difference between the maximum volume of parked cars observed for weekend days and the rate observed on weekdays.

FACILITY OBSERVATION

One comment by a facility owner/manager was that plenty of stacking room is needed for a drive thru. This facility recommends a minimum 10 car stacking for their drive thru. Another facility owner or manager commented that their site did not have enough parking directly in front of the entrance doors.

Parking observers noted that three of the five sites had cars parked in the fire lane or no parking area some time throughout the observation. One observer noted that one facility only had pavement markings for handicap spots. When it snowed during the observation, the handicap spaces looked the same as standard spaces.

STATISTICAL ANALYSIS

The Data Plot and Equation Chart shows the relationship between peak observed occupied parking spaces relative to the square footage of the respective donut, coffee and bagel shops with a drive thru. The presence of a drive thru window does statistically affect the rate of peak parking demand. Thus, donut, coffee and bagel shops are presented as two land uses, donut, coffee and bagel shops with a drive thru and donut, coffee and bagel shops without a drive thru.

The graph also shows the best fit relationship for peak occupied spaces as a function of square footage of the facilities. The small sample size and distribution of the data may impact the usefulness of the goodness of fit measurement.

VARIABLES EXAMINED

In addition to testing square footage as a determinant of peak parking spaces, variables examined the time of week (weekday or weekend) and whether the facility sold just bagels/donuts or just coffee. The analysis did not indicate that either of these was statistically different, although a larger sample may have yielded different results.

CONCLUSIONS

There are currently no parking codes among Monroe County municipalities exclusively for donut, coffee and bagel facilities. Fast food restaurants are somewhat comparable, and the graph presents a fairly common standard for this use: 1 space per 100 square feet of gross floor area. This rate appears reasonable for the donut, coffee and bagel shops with a drive thru.

The available data suggests that donut, coffee and bagel shops with a drive-thru generates over 40 percent fewer occupied parking spaces than does a similarly sized facility without a drive-thru. The sample does fit within the 1 space per 100 square feet common standard (for fast food facilities), but a fixed rate of 25 parking spaces, seems to be more appropriate for shops in the 1,500 to 4,500 square foot range that also have drive thru facilities.

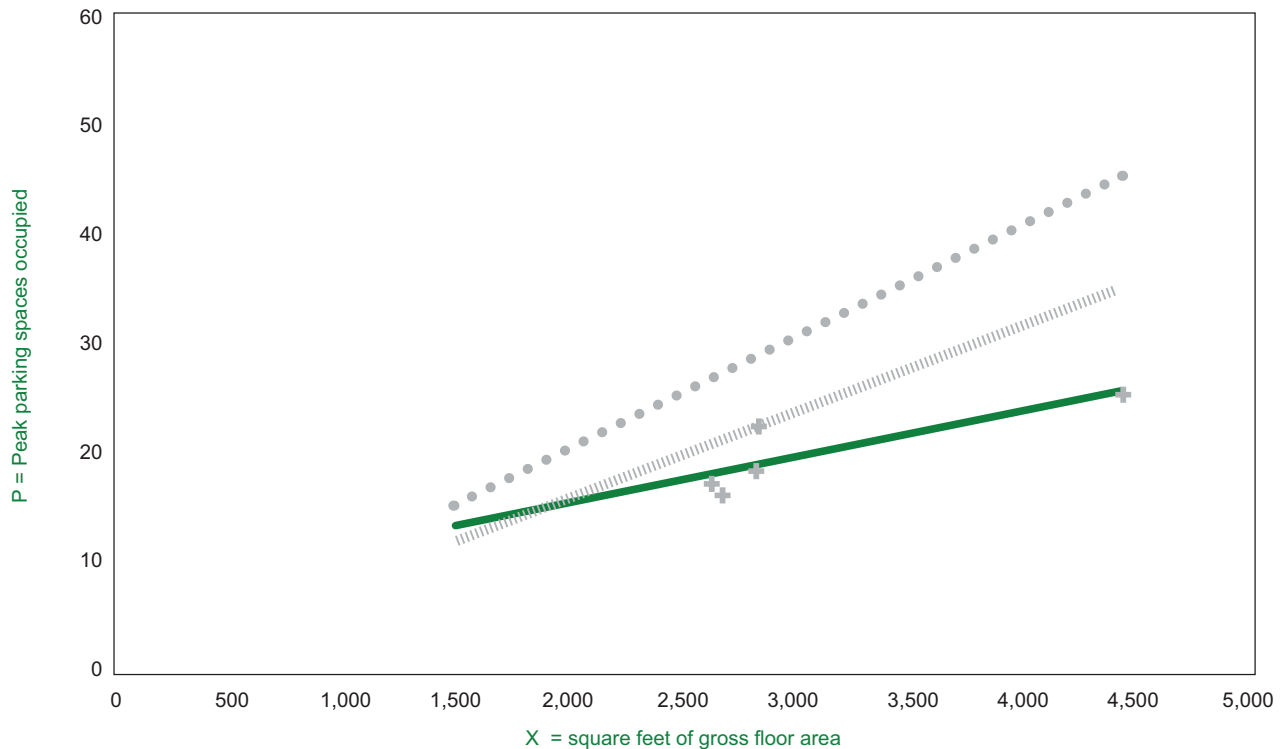
<i>Common Standard:</i>	No common standard; fast food most similar with 1 space per 100 sq. ft.
-------------------------	---

<i>Survey Result:</i>	Fixed number of 25 spaces for shops with 1,500 sq. ft. – 4,500 sq. ft.
-----------------------	--

DONUT, COFFEE AND BAGEL SHOPS WITH A DRIVE THRU PEAK PARKING SPACES OCCUPIED VS: SQUARE FEET OF GROSS FLOOR AREA

PARKING GENERATION RATES					
AVERAGE RATE	RANGE OF RATES	UPPER BOUND RATE (95% C.I.)	STANDARD DEVIATION	NUMBER OF OBSERVATIONS	AVG. SQUARE FEET GFA
0.006 spaces per 1 sq. ft. of gross floor area	0.006 - 0.008	0.007	0.001	5	3,073
1 space per 156.8 sq. ft. of gross floor area	128.2 - 177.1	139.3	18.3		

DATA PLOT AND EQUATION



LEGEND			
+ Actual Data Points	— Best Fitted Relationship	- - - - - High Rate	• • • Common Standard (1 Space per 100 Sq. Ft.)
FITTED LINEAR EQUATION: $P = 0.00417(X) + 6.758$ $R^2 = 0.71$			

V-10. FAST FOOD RESTAURANTS WITH A DRIVE THRU

LAND USE DESCRIPTION

Fast Food Restaurants with a Drive Thru are all part of a national chain where customers order by means of a window designed for automobile traffic or by means of a walk up counter. For patrons opting to order by means of the walk up counter, there is an eating area for those who choose to eat at the facility.

FACILITY INFORMATION

The 15 facilities surveyed ranged in size from 1,824 to 5,074 square feet. The facilities counted were all freestanding buildings. Four were out parcels to a shopping center. Each facility had its own parking area separate from other businesses. Two of the facilities had playground equipment available for patrons use.

Fourteen of the sites surveyed had public transit available within a quarter mile, which employees and customers could use.

PARKING SURVEY INFORMATION

Of the 15 facilities examined, three were in urban locations, 12 were in suburban locations and none were in a rural location.

The fast food facilities were surveyed in 2003 in Monroe County, New York. In most cases the peak parking demand occurred during the lunch hours of 12:15 p.m. to 1:15 p.m. and early evening hours of 4:30 p.m. to 6:00 p.m.

FACILITY OBSERVATION

One comment made by a facility owner/manager was that many people drive too fast thru the site. Two other managers noted difficulty in entering and exiting the site due to heavy traffic. One other manager stated that due to the three entrances onto this manager's site, confrontations have occurred between drive thru customers during peak hours because it is difficult to tell where the drive thru line starts.

Parking lot observers noted that at 5 of 15 sites the handicap spaces were quite far from the entrance to the building. It was also common for pedestrians to cross traffic flow or the drive thru line to get from their parked cars to the entrance of the facility. This presented a great danger, especially for facilities with play areas for children. Two sites provided crosswalks with signage and pavement markings to warn drivers of pedestrians.

Three observers noted that stacking room was very important for this land use because of the landscaping and construction crews using the drive thru with their large trailers. The space that the large trucks with trailers take up increases the size needed to accommodate stacked vehicles. Large delivery trucks that could not fit in the drive thru often parked horizontally across several parking spaces so not to interfere with the drive thru flow.

STATISTICAL ANALYSIS

The Data Plot and Equation chart shows the peak occupied parking spaces relative to the square footage of the respective fast food restaurants with a drive thru. The chart shows the best fit curve to match the data, a high rate for the sample, and a common parking standard used by Monroe County municipalities.

The best fit curve is non-linear and indicates that increasingly large fast food restaurants tend to have less than a commensurate increase in parking demands. The formula, however, is statistically weak (an R^2 of 0.09), and the counts at several sites in the sample deviate widely from the number of occupied parking spaces predicted. A statistically strong formula would yield a R^2 close to 1.0. The common standard of 1 space per 100 square feet of gross floor area is slightly above the highest rate for the sample (1 space per 119 square feet).

VARIABLES EXAMINED

The inclusion of a variable to distinguish the national chain of fast food restaurant did not improve the model's fit. The analysis also included various data transformations and other functional forms. Some of these did yield slightly better statistical fits than did the simple linear models, but the improvement was too small to make it worth the added complexity in the equations. Note that several Monroe County municipalities use a parking standard for fast food restaurants based on the facility's occupancy or number of seats.

CONCLUSIONS

The statistical relationship between the size of the fast food restaurant and its peak parking demands is very weak. Above 2,500 square feet (the size of most fast food restaurants), there is wide variation in parking demand, but the best fit predicted demand for parking spaces is almost flat at about 18 spaces. This suggests that a standard in the form of "one space per X square feet" would be unnecessary for most large fast food restaurants. **A more reasonable approach might be to combine the highest rate (1 space per 119 square feet) and the highest actual parking demand (31 spaces) found in the sample. Thus, the standard might be 1 space for every 120 square feet up to a maximum of 32 spaces.** The standard could make exceptions for some theoretically very large fast food restaurants, perhaps over 6,000 square feet.

Policymakers might also want to ensure that fast food restaurants have adequate capacity and circulation plans for their drive thru customers. One code within Monroe County currently requires 5 stacking spaces per drive thru lane. Another code requires 10 stacking spaces for the drive thru. These are the only Monroe County municipalities that now account for the drive thru as part of the common code.

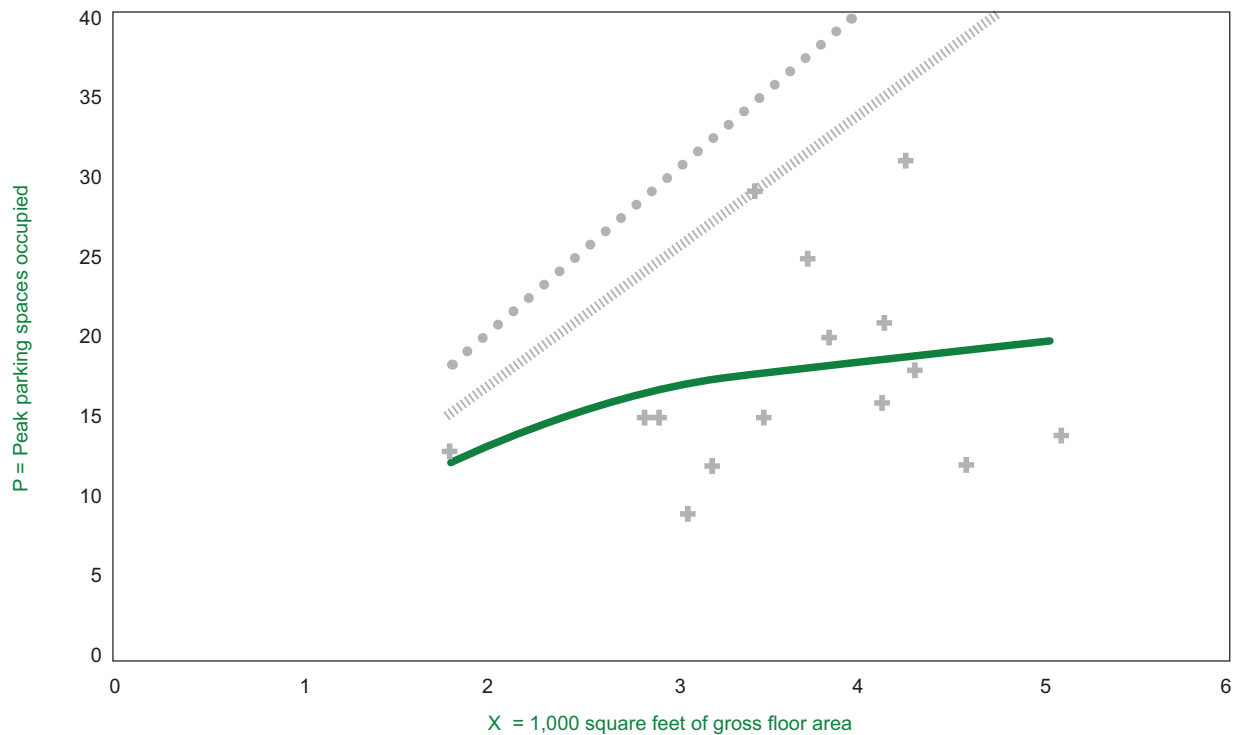
Common Standard: 1 space per 100 sq. ft.

Survey Result: 1 space for every 120 sq. ft., up to a maximum of 32 spaces

FAST FOOD RESTAURANTS WITH A DRIVE THRU PEAK PARKING SPACES OCCUPIED VS: GROSS SQUARE FOOTAGE OF FACILITY

PARKING GENERATION RATES					
AVERAGE RATE	RANGE OF RATES	UPPER BOUND RATE (95% C.I.)	STANDARD DEVIATION	NUMBER OF OBSERVATIONS	AVG. SQUARE FEET GFA
4.62 spaces per 1,000 sq. ft. of gross floor area	2.62 - 8.39	5.61	1.76	15	3,666
1 space per 207.5 sq. ft. of gross floor area	119.2 - 381.8	169.8	82.9		

DATA PLOT AND EQUATION



LEGEND			
+ Actual Data Points	— Best Fitted Relationship	 High Rate	 Common Standard (1 Space per 100 Sq. Ft.)
FITTED CURVE EQUATION: $P = -22.135(X) + 24.071$ $R^2 = 0.09$			

APPENDIX A. SUMMARY OF DATA BY LAND USE

Land Use	Year(s) Facilities were Observed	Number of Sites Contacted	Number of Observations Collected	Number of Facility Questionnaires Received	Number of Facilities Included in Analysis
Banking Facilities with a Drive Thru	2003	150	23	15	11
Church/Synagogues	2003-2004	133	40	46	24
Convenience Stores	2002-2004	107	36	38	Without Gas = 11 with Gas = 17
Day Care	2001-2003	64	33	42	19
Donut, Coffee, Bagel Shops	2003-2004	51	20	15	With Drive Thru = 5 Without Drive Thru = 9
Family Restaurant	2003-2004	137	47	40	Menu = 14 Menu Board = 10
Fast Food Restaurants with a Drive Thru	2003	90	19	17	15
Fitness Centers	2003-2004	72	31	27	Adult = 12 Community = 9
Funeral Homes	2002-2004	55	14	12	6
Home Improvement Stores	2002-2003	15	19	9	9
Hotels	2003-2004	44	52	25	19
Industrial Facilities	2001-2003	82	36	36	34
Marine Facilities	2002-2004	57	29	24	15

Land Use	Years Facilities were Observed	Number of Sites Contacted	Number of Observations Collected	Number of Facility Questionnaires Received	Number of Facilities Included in Analysis
Office, Medical/Dental	2001-2003	58	30	26	16
Office Buildings	2003	86	52	52	General = 42 Park = 8
Pharmacies with a Drive Thru	1999-2002	15	25	15	12
Senior Housing	2000-2003	26	26	27	Continuing Care = 4 Nursing Homes = 10 Senior Citizen = 22 Senior Living = 7
Shopping Centers	2003-2004	44	38	17 ⁸	15
Supermarkets	2003-2004	44	33	22	18

⁸ One development company which owns and manages many shopping centers within this region granted permission to observe any of their sites. Therefore questionnaires were not collect for these sites. The information needed on these sites was collected from the Monroe County Real Property data and site visits.



FINAL MEMORANDUM

Date: October 26, 2017

To: Mark Stout and Matt Todd (City of Roseville)

From: Alan Telford (Fehr & Peers)

Subject: Traffic Analysis of NCRSP Parcel 49, Phase 2B

RS17-3548

Fehr & Peers prepared a traffic study in January 2015 titled '*Transportation Impact Study Report for North Central Roseville Specific Plan – Parcel 49*'. That study evaluated the traffic impacts and mitigations for three distinct development phases of NCRSP Parcel 49. Phase 1 was the TopGolf facility that opened in late summer, 2016. Phase 2 consisted of a mixture of restaurant, retail, hotel, and office uses. Phase 3 consisted of the Bayside Covenant Church complex.

In mid-2016 Phase 2 was further divided into Phases 2A and 2B, with Phase 2A consisting of two hotels containing a combined total of 211 rooms, and Phase 2B consisting of the restaurant, retail, and office uses. Fehr & Peers prepared a traffic analysis for Phase 2A and 2B (Technical Memorandum dated July 29, 2016).

The development applicant is now proposing to modify the mix of uses in Phase 2B and separating the office uses into Phase 2C, as shown in Table 1. The new Phase 2B land use mix is referred to herein as the proposed project.

Table 1 – Phase 2 Land Uses					
Approved Site Plan (2015)		Modified Site Plan (2016)		Proposed Site Plan (2017)	
Phase 2		Phase 2A		Phase 2A	
Hotel (1)	125 rooms	Hotels (2)	211 rooms	Hotels (2)	211 rooms
		Phase 2B		Phase 2B	
Restaurants	11,200 sq. ft.	Restaurants	11,200 sq. ft.	Restaurants	10,875 sq. ft.
				Restaurants/ Fast Food	5,800 sq. ft.
Retail	37,800 sq. ft.	Retail	20,200 sq. ft.	Retail	10,575 sq. ft.
				Park & Ride	25 spaces
				Phase 2C	
Office	91,500 sq. ft.	Office	84,000 sq. ft.	Office	84,000 sq. ft.
Park & Ride	25 spaces	Park & Ride	25 spaces		
Source: Fehr & Peers, 2017					



Change in Trip Generation

Fehr & Peers has estimated the change in trip generation of Phase 2 for all six time periods that were analyzed in the 2015 transportation study. Table 2 shows the resulting trip generation estimates.

Table 3 compares the trip generation of the proposed uses to the trip generation of the uses as approved in 2015. As shown, the buildout of the proposed project is expected to result in additional trips for all six time periods studied in the 2015 report:

- Weekday AM peak hour - 201 trip increase
- Weekday PM peak hour – 32 trip increase
- Saturday 5:15 to 6:15 PM (church service arrival) – 76 trip increase
- Saturday 7:00 to 8:00 PM (church service departure) – 172 trip increase
- Sunday 10:15 to 11:15 AM (church service arrival) – 96 trip increase
- Sunday 12:00 to 1:00 PM (church service departure) – 247 trip increase



Table 2 – Proposed Phase 2A & 2B & 2C Trip Generation

Project Land Use				Project Trip Generation																	
Phase	Land Use	ITE Quantity	ITE Units	Weekday						Saturday						Sunday					
				AM Peak Hour			PM Peak Hour			Before Service			After Service			Before Service			After Service		
				7:30 AM to 8:30 AM			4:30 PM to 5:30 PM			5:15 PM to 6:15 PM			7:00 PM to 8:00 PM			10:15 AM to 11:15 AM			12:00 PM to 1:00 PM		
				In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
2A	Hotel 1	107	rooms	32	28	60	38	27	65	26	26	52	26	26	52	17	35	52	18	18	35
	Hotel 2	104	rooms	32	27	58	37	27	63	25	25	50	25	25	50	17	33	50	17	17	34
2B	Restaurant	10.9	KSF	63	55	118	58	49	107	67	42	109	73	63	136	22	27	49	63	28	91
	Restaurant/ Fast Food	5.8	KSF	134	129	263	98	91	189	129	125	254	144	128	272	85	81	166	203	219	422
	Retail	10.6	KSF	25	15	40	64	69	133	42	87	129	23	25	48	50	29	79	141	73	214
	Park-and-Ride	25	spaces	14	4	18	4	12	16	0	0	0	0	0	0	0	0	0	0	0	0
2C	Office	84	KSF	146	20	166	29	143	172	0	0	0	0	0	0	0	0	0	0	0	0
Gross Trips				9	278	724	328	418	746	289	305	594	291	267	558	191	205	396	442	355	797
Internal Trips				-18	-11	-29	-12	-18	-30	-12	-13	-25	-12	-11	-23	-8	-7	-15	-20	-16	-36
Pass-by Trips				-44	-40	-84	-89	-84	-173	-71	-76	-147	-72	-65	-137	-47	-41	-88	-122	-96	-218
New Trips				384	227	611	227	316	543	206	216	422	207	191	398	136	157	293	300	243	543

Notes:

1. Internal trip reduction is assumed to be 5% of retail, and restaurant trips for all scenarios.
2. Pass-by trip reduction is assumed to be 20% for retail and restaurant in the weekday AM peak hour, and 30% for the Saturday and Sunday scenarios. During the weekday PM peak hour, pass by trip reduction is 43% for restaurant and 34% for retail, as determined using the average percentages in the ITE Trip Generation Handbook, 3rd Edition.
3. Gross trips based on the Trip Generation Manual (Institute of Transportation Engineers, 2012) using the land use categories for hotel (ITE 310), restaurant (ITE 932), retail (ITE 320), and park-and-ride (ITE 90).

Source: Fehr & Peers, 2017



Table 3 – Approved Phase 2 (2015) vs Proposed Phase 2A & 2B & 2C (2017) Trip Generation

Scenario	Weekday						Saturday						Sunday					
	AM Peak Hour			PM Peak Hour			Before Service			After Service			Before Service			After Service		
	7:30 AM to 8:30 AM			4:30 PM to 5:30 PM			5:15 PM to 6:15 PM			7:00 PM to 8:00 PM			10:15 AM to 11:15 AM			12:00 PM to 1:00 PM		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Approved Project (2015) Phase 2	288	122	410	200	312	512	142	204	346	115	111	226	101	96	197	180	116	296
Proposed Project (2017) Phase 2A + 2B + 2C	384	227	611	227	316	543	206	216	422	207	191	398	136	157	293	300	243	543
Proposed Project Change from Approved Project	+96	+105	+201	+27	+4	+32	+64	+12	+76	+92	+80	+172	+35	+61	+96	+120	+127	+247

Source: Fehr & Peers, 2017



Traffic Impacts of Proposed Phase 2B

As discussed earlier, the entire NCRSP Parcel 49 project site is planned to contain a large church complex, which is expected to be built in the last phase of the parcel development. Since the church complex is expected to generate substantial traffic volumes before and after weekend church services, the 2015 study *'Transportation Impact Study Report for North Central Roseville Specific Plan – Parcel 49'* evaluated traffic impacts immediately before and after weekend services, as well as during typical weekday AM and PM peak hour conditions. As such, traffic impacts of proposed Phase 2B are evaluated herein under both weekday and weekend peak hour conditions.

Table 4 shows the traffic impacts of Phase 2B on the key intersections adjacent or close to Parcel 49. The Approved Parcel 49 column assumes buildout and operation of all the approved uses on the site. The Phase 2B column shows the resulting LOS and delay due to the increased traffic generated by Phase 2B. As shown, LOS C or better conditions would be met during all four periods analyzed at the Washington Blvd/Freedom Way and Blue Oaks Blvd/SR 65 NB ramps intersections.

Table 4 - Traffic Impacts of Proposed Phase 2B					
Intersection	Peak Hour Period	Approved Parcel 49		With Proposed Phase 2B	
		LOS	Delay	LOS	Delay
Washington Blvd/Freedom Way	Weekday AM	B	17	B	19
	Weekday PM	C	33	C	34
	Saturday PM	C	31	C	35
	Sunday MIDDAY	C	25	C	27
Washington Blvd/Blue Oaks Blvd/SR 65 SB Ramps	Weekday AM	C	34	C	35
	Weekday PM	D	54	D	54
	Saturday PM	E	55	E	59
	Sunday MIDDAY	C	31	C	32
Blue Oaks Blvd/SR 65 NB Ramps	Weekday AM	B	15	B	17
	Weekday PM	C	21	C	22
	Saturday PM	C	25	C	34
	Sunday MIDDAY	B	11	B	11
Notes: Weekday AM is the peak one hour period between 7:00 and 9:00AM. Weekday PM is the peak one hour period between 4:00 and 6:00PM. Saturday PM is the one hour period before the 6 PM church worship service. Sunday MIDDAY is the one hour period at the conclusion of the 11 AM service. Delay is the average seconds of delay per vehicle.					

Phase 2B does not result in a change in LOS under any of the four analyzed periods at the Washington Blvd/Blue Oaks Blvd/SR 65 SB ramps intersection. LOS C conditions would be maintained during the weekday AM and Sunday midday peak hours. LOS D would occur during the weekday PM peak hour, and



LOS E would occur during the Saturday PM peak hour. City Council approved the Amoruso Specific Plan in June 2016 and with it, the finding from the associated EIR which approved a change to the acceptable LOS at the Washington Blvd/Blue Oaks Blvd/SR 65 SB ramp intersection from LOS D to LOS E. As such, LOS E at this intersection is acceptable and not considered a significant impact.

Thrive Drive Analysis

Fehr & Peers analyzed traffic operations on Thrive Drive assuming buildout of the proposed project, based on the site plan dated February 17, 2017. As previously discussed, the proposed project is expected to generate more traffic than the 2015 approved project. The increase in traffic will be more pronounced on Thrive Drive, which is the project road that directly services the fast-food restaurants, sit-down restaurant, and retail uses. Table 5 shows the change in traffic volumes expected on Thrive Drive with the proposed project.

The first step in the analysis was to assign project trips to both project driveways on Washington Boulevard (Freedom Way and Thrive Drive) and to the driveways along Thrive Drive. As discussed in the previous section, Phase 2B in the 2017 Plan is expected to generate more traffic than the 2015 Plan. Because the fast-food restaurants and retail buildings are served primarily by Thrive Drive, peak hour traffic volumes on Thrive Drive are the same or higher with the proposed plan as shown in Table 5.

Table 5 – Thrive Drive Traffic Volumes				
	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Approved Plan (2015)	Proposed Plan (2017)	Approved Plan (2015)	Proposed Plan (2017)
Right Turn from Washington Blvd to Thrive Dr	36	66	55	72
Right Turn from Thrive Dr to Washington Blvd	87	154	249	249
Source: Fehr & Peers, 2017				

Figure 1 shows the projected AM and PM peak hour traffic projections at the driveways along Thrive Drive assuming buildout of the proposed project.

Table 6 presents the resulting peak hour levels of service at the study intersections, and Table 7 presents the average maximum queue lengths during both peak hours. As shown, traffic operations are acceptable during the AM peak hour since all intersections operate at LOS B or better and maximum queue lengths in turn pockets are less than the storage lengths.

**Table 6 - Intersection Level of Service – Buildout of Proposed Project**

Intersection	Control	AM Peak Hour	PM Peak Hour
Washington Blvd/Thrive Dr	Side Street Stop	B (WB RT)	D (WB RT)
West Driveway/Thrive Dr	Side Street Stop	A (SB RT)	A (SB RT)
East Driveway/Thrive Dr	Side Street Stop	A (SB LT)	A (NB LT)
Pride Way/Thrive Dr	Side Street Stop	B (NB LT)	A (NB LT)

Note: For side street stop control, LOS is reported for the highest controlled movement. Source: Fehr & Peers, 2017

Table 7 - Average Maximum Queue Length – Buildout of Proposed Project

Movement	Storage	AM Peak Hour	PM Peak Hour
Northbound Washington Blvd at Blue Oaks Blvd	425	250	375
Westbound Thrive Drive at Washington Blvd	225	125	300
Eastbound Left Thrive Drive at West Driveway	60	50	50
Eastbound Left Thrive Drive at East Driveway	60	25	25
Northbound Pride Way at Thrive Drive	235	225	150

Note: Queue length is reported in feet. Bold and underline font indicates that the average maximum queue length exceeds the storage.

Source: Fehr & Peers, 2017

During the PM peak hour, the Washington Boulevard/Thrive Drive intersection would operate at LOS D and the other intersections would operate at LOS A. The average maximum queue lengths would exceed storage capacity at the westbound Thrive Drive approach to Washington Boulevard.

Closer inspection of the simulated traffic flows reveal that the northbound traffic queues on Washington Boulevard occasionally extend to Thrive Drive during the PM peak hour, thus making it difficult for motorists to turn right from Thrive Drive onto Washington Boulevard. This right-turning traffic can then back up on Thrive Drive beyond the western driveway that serves the two fast-food restaurants. As a result, the left-turning traffic from Thrive Drive into the western driveway would be blocked occasionally. As shown in Table 7, the maximum queue length of the eastbound left-turn movement into the western driveway is 50 feet, which is within the storage capacity of 60 feet. As such, this left-turn movement is not expected to cause traffic backup to Washington Boulevard. To ensure that this backup does not occur, we recommend increasing the storage length of the eastbound left-turn lane into the western driveway from 60 to 80 feet.

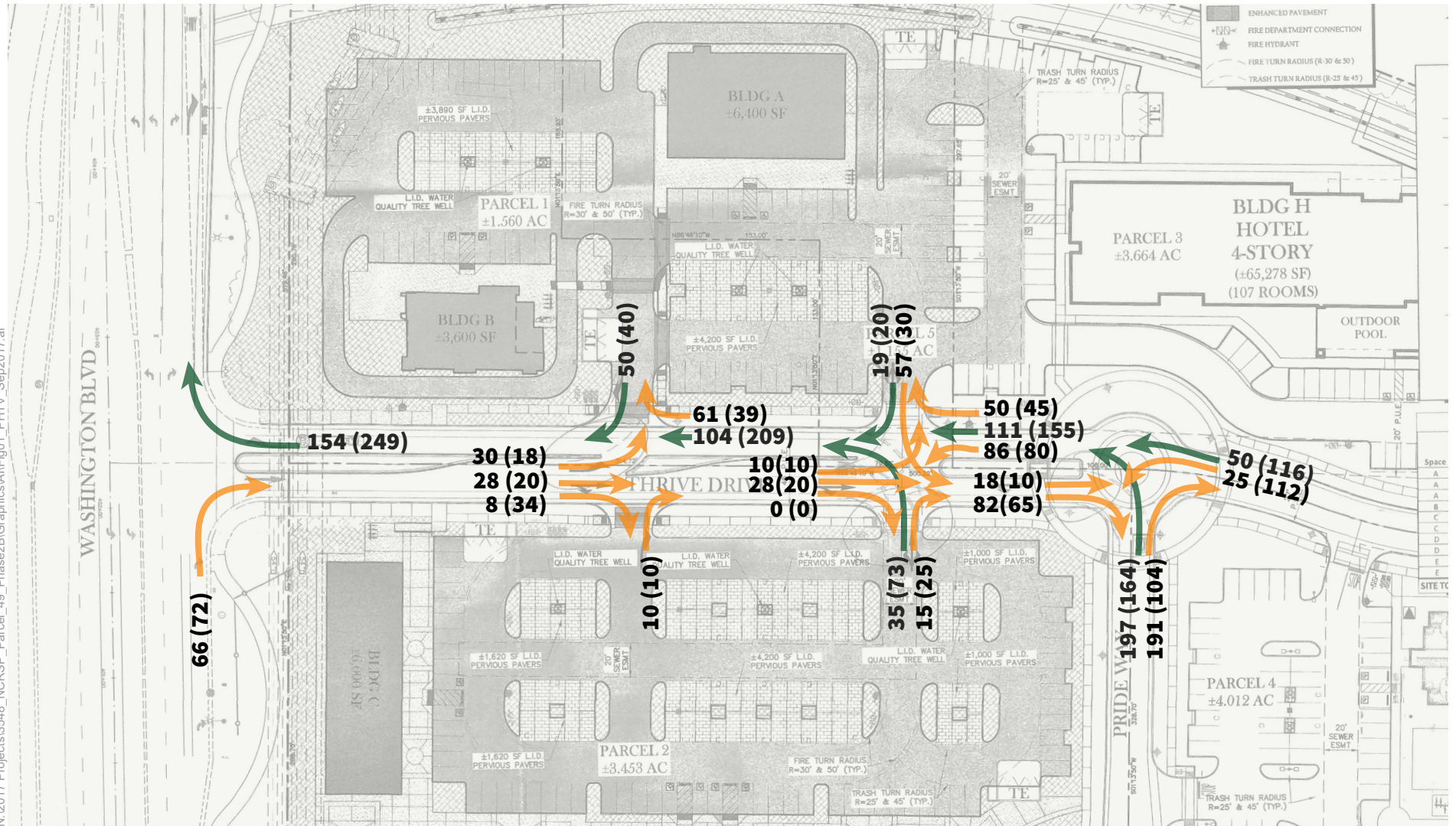


Image Source: TSD Engineering Inc.

AM(PM) Weekday Peak Hour Volume

→ Inbound Movement

← Outbound Movement



Figure 1
Peak Hour Traffic Volumes
Baseline Plus Buildout Conditions (Weekday)

NCRSP Parcel 49

Statement of Design Intent

January 12, 2015

1. Planning Principles

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

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

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

2. Unique Attributes

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

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

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

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

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

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

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

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

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

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

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

3. Site Design

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

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

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



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

Office, commercial, restaurants and hotel uses are planned north of Road A, closest to the freeway, with the exception of one two-story office building adjacent to the church. One and two-story office buildings are arranged at an angle for visual interest and to create landscape and pedestrian spaces between them. The hotel



is planned adjacent to the freeway for visibility and is proximate to commercial and restaurant uses. Restaurants and retail uses are planned in the pads adjacent to Washington Boulevard.

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

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

4. Architectural Concept

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



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

Exterior building materials will consist of concrete, stucco, synthetic stucco and/or EIFS, and stone broken up with panels and siding of other building materials (veneer stacked stone, wood slats, scored wood and stone and board-formed concrete) and trellises. The color palette will consist of a contrast of light and dark natural colors in warm tones (stone, dark brown, umber). Contrasting colors will be used to highlight



architectural features like trim and panels. Dark stained wood accents are used throughout the building exteriors and give a modern, tailored feeling to the buildings.

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

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

Corner Architecture and Features. Project entrances, at the corners of Road A/Washington Boulevard and Road B/Washington Boulevard will have a high quality of design and landscape to mark them as entries.

Buildings at the corners (Buildings B, C, D, E) will be located at the back of the landscape corridor to provide massing and visual interest to the intersection. The corner will be defined with prominent architectural treatments and landscaping. Service areas associated with the buildings shall be located away from the corner.



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



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

Topgolf Architectural

Treatments. In the Topgolf building, the focus is on the building entry. Entry glazing on the Topgolf building is a front-glazed system where the mullions are hidden behind the glass to create a simplistic plane. The cantilevered metal entrance canopy marks the entrance and helps tie the sign and the branded shield element together.

The stainless steel architectural mesh is versatile and serves a dual function, at night it is the backdrop for an LED light display and during the day it screens an interior decorative stair from full sun exposure and reduces interior glare to the building. The natural wood features of the building offset colors.



Church Site Design and Architecture.

Church uses will consist of four buildings arranged around a plaza area: an office building (Pad R), two children and youth buildings (Pads S and U) and the assembly space (Pad T).

The church buildings will feature non-traditional church architecture. Rather than traditional church architecture (steeple, significant glazing, monument features, ornate details), the church site will feature simpler architecture focused on functions of the spaces and relationship to the overall Project. The architecture of the church buildings will be compatible with the architectural concepts developed for the Parcel 49 site. The architectural style and site design of Bayside Church's Granite Bay campus are non-traditional in that the facility was designed to be compatible with office uses along Sierra College Boulevard and Douglas Boulevard.



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

The color palette will consist of a contrast of light and dark natural colors in warm tones (stone, dark brown, umber). Contrasting colors will be used to highlight architectural features like trim and panels. Dark stained wood accents are used throughout the building exteriors and give a modern, tailored feeling to the buildings. All buildings will include architectural treatments (i.e. color, materials, etc.) on all elevations of buildings facing public areas.

Buildings R and U will be two-story buildings and Building T will be a single story with the height of a two-story building. The church assembly building (Building T) will feature exterior architectural treatments (i.e. faux glazing, panels) to decrease the mass of building and create compatibility with scale of the commercial and restaurant buildings.

Courtyard/Plaza Feature. A courtyard/plaza area is planned in the area between the church buildings and main entries to the buildings will be located internal to the plaza. The courtyard area is a gathering space for informal meetings before and after church events. The plaza will be marked by stamped concrete/pavers and will include seating areas with outdoor furniture and fireplace features.



Pedestrian paths will radiate from the plaza outward to adjacent uses including restaurants and retail areas, Topgolf, parking areas and south to the park and residential area. A pedestrian path leading to the parking area will extend from the southeast corner of Building S toward Parcel 84 in an easterly direction through the large parking area south of Topgolf.

Images of Bayside Church Granite Bay Campus

Bayside Church’s Granite Bay campus features a non-traditional architectural style for a church. It is designed to appear as an office building, compatible with the Sierra College and Douglas Boulevard corridors. The building appears as a two story office building and includes an assembly space, meeting rooms, offices, spaces for children and youth meetings and activities and a café/bookstore. The assembly area is located near the center of the building. Similarly, architecture of the church uses on Parcel 49 will be compatible with the overall architectural style of office and commercial uses in the Project.



Images of Bayside Church Granite Bay Campus – Interior Plaza

Bayside Church’s Granite Bay campus features an interior courtyard plaza where attendees socialize informally before and after church events. Similarly, Bayside at Parcel 49 will feature an interior plaza in the center of the church site, located among Buildings R, S, T and U. The plaza will include gathering spaces with seating areas, outdoor furniture, fireplaces and other features.



5. Consistency with the North Central Roseville Specific Plan

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

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

Policy from NCRSP	Project Consistency
3.2.3 General Architectural Guidelines	
1. The architecture of buildings visible from Highway 65, Interstate 80, Roseville Parkway, Pleasant Grove Boulevard, and Harding Boulevard shall be distinctive in form, lighting, and detailing to establish a strong identity for these primary entries and regional routes into the City.	Most of the uses on the site will be visible from SR 65. Topgolf and Bayside Church uses will be the largest structures and will create the identity for the site. All buildings, including Topgolf and Bayside and will have distinctive and consistent architecture visible from the freeway. Architectural treatment (i.e. color, materials, etc.) will be applied to all elevations of a building facing public areas.
2. Building height shall relate to the building location within the Specific Plan Area: - Buildings adjacent to major arterial streets and highways, or part of a corporate park, may be of any height acceptable to the City pursuant to design review. The intent is to provide buildings of notable architectural scale and quality that will be landmarks for the community. - Neighborhood commercial, professional, and other non-residential buildings adjacent to single family neighborhoods shall not exceed more than two (2) stories in height or 35 feet. Such structures may be limited to one story per the City design review process.	The maximum height of buildings on the Project will be 54' 4". Topgolf is a three-story building with a maximum height of 54' 4" to parapet. Several office buildings are two stories (will not exceed two stories/35 feet) and retail/commercial/office buildings will be single-story. The southern portion of the site is adjacent to existing residential uses and includes a powerline corridor. Only parking and landscaping is planned in the powerline corridor. No buildings are planned permitted.
3.2.6 Screening and Fencing Guidelines	
6. Walls may be utilized between single family residential uses and non-residential uses as a buffer. Such wall shall allow pedestrian cross access as specified within the use specific guidelines. Alternatives to walls are encouraged. Such alternatives may include building orientation, setbacks, mounding and landscaping.	The southern portion of the site is adjacent to existing residential uses in the Summerhill Neighborhood. Non-residential uses on the Project site are separated from existing residential uses south of the site by a minimum of 268 feet. This distance consists of approximately 220 feet of a powerline corridor/easement in which parking and landscaping are planned. Within the southern portion of the easement, a 50-foot wide landscaped transition area consisting of landscaping and mounding is planned to create a buffer to adjacent residential uses. South of the powerline easement, it is 48 feet from the landscaped transition area to adjacent residential lots. Pedestrian access will be facilitated through the landscaped transition area via a pedestrian pathway connections west of the park.
3.7A Highway Oriented Commercial	
Commercial buildings are to be set back a minimum of 50 feet from SR 65 right of way. Commercial parking areas, including driveways and delivery bay areas, are to be set back a minimum of 40 feet from SR 65 right of way. Any dumpster enclosures, service entries and/or loading dock shall be fully screened from view with a combination of block walls and landscaping.	Commercial buildings are set back a minimum of 50 feet from SR 65 right of way and commercial parking areas are setback a minimum of 40 feet. Trash dumpsters and service areas will be screened.
Setback and open space areas between future buildings or parking and the freeway right-of-way are to be landscaped with	The landscape planter along SR 65 is a minimum of 40 feet in width. The landscape planter widens in locations among buildings

a mix of trees, shrubs and ground covers. The landscape planter shall have a width of 40 feet.	and adjacent to internal roadways. The landscape will consist of a mix of trees, shrubs and groundcover.
The primary tree along the SR 65 frontage shall be the Bloodgood London Plane tree planted in a staggered pattern at 30 feet on center.	The primary tree along the SR 65 frontage in the landscape plans is Bloodgood London Plane tree in a staggered pattern.
Where permitted by individual site development plans, tree planting pockets abutting the setback area should be developed between adjoining buildings or clusters of buildings or at “dead spaces” occurring within individual site development plans. The tree planting pockets are intended to introduce a rhythm of intermittent tree groves along the freeway edges.	The site plan includes tree planting pockets among buildings and clusters of buildings. Along SR 65, the intensity of landscaping will be increased to create interest.
Approximately one third of the trees planted in the setback and pocket areas should be conifer trees for vertical scale and screening.	The trees planned in the setback and pocket areas consist of Bloodgood London Plane tree and Deodar cedar, which are conifer trees that will provide vertical scale and screening.
All building elevations visible from the freeway should be designed to incorporate architectural detail that is sensitive to such visibility and that avoids the featureless design typically associated with “backside” facades.	Most of the uses on the site will be visible from SR 65. All buildings, including Topgolf and Bayside and will have distinctive and consistent architecture visible from the freeway. Architectural treatment (i.e. color, materials, etc.) will be applied to all elevations of a building facing public areas.
Where a commercial parcel lies adjacent to watershed open space parcels, a landscape is to be installed along the abutting edge of the non-open space parcel. The minimum buffer width is 20 feet for parking and 25 feet for buildings.	Parcel 84 (Open Space) is located east of the site. A landscape planter varying from 20 to 65 feet in width is planned on the east side of the site adjacent to Parcel 84. A post and cable fence will be installed along the property line as a barrier for access to Parcel 84. Parking areas are located a minimum of 20 feet from the property line with Parcel 84 and buildings are located outside the 25 foot building setback.
Although highway commercial parcels are not required to be master planned, considerations of internal function shall be addressed in the context of a conceptual site plan at the time a development proposal is initiated for any portion of the individual site. Where a mix of uses is anticipated for the site, particular attention shall be given to site circulation, access and parking. A clearly defined pedestrian link running parallel to the freeway is encouraged.	A Major Project Permit (MPP) is required for development on Parcel 49. The MPP requires a master site plan for the entire parcel to address site circulation, access and parking. The Project includes a pedestrian pathway (decomposed granite) adjacent to Parcel 84 and SR 65 that will connect pathway along the south side of the site to the paths in the landscape corridor on Washington Boulevard.
3.12 Light Industrial	
8. A secondary street system shall be provided within the light industrial areas (Parcels 48 and 49) to provide access to individual parcels. The street cross section shall include twenty-five (25') landscape corridors as specified for non-residential collectors in the Circulation Element. Common access driveways shall be utilized to the maximum extent possible in order to reduce circulation conflicts and maintain the continuity of frontage landscaping.	A secondary street system is planned within the Project site. Two roadways, Road A and Road B, will extend from Washington Boulevard and provide common access, internal circulation and provide access to individual parcels. Landscape corridors will be provided adjacent to the roadways. A 25-foot landscape corridor will not be carried through the entire site on the sides of the roadway. Due to the compact nature of the site and the site intensity, a 25-foot landscape corridor will be provided on the south side of Road A at the Project entry and will vary in width through the remaining segments of roadway.
14. Light industrial uses adjacent to lower watershed areas (Parcel 84) should incorporate, to the extent feasible, the visual amenity provided by the adjacent open space areas. A minimum twenty foot (20') landscape setback shall be provided from the edge of the watershed. Such setback shall be landscaped and shall include berms and swales to create a boundary and to control drainage. Trees shall be planted to provide shading for the adjacent pathway systems. Fencing between light industrial and wetland areas is discouraged.	Parcel 84 (Open Space) is located east of the site. A landscape planter varying from 20 to 65 feet in width is planned on the east side of the site adjacent to Parcel 84. Landscaping in this area will include berms and water quality A post and cable fence will be installed along the property line as a barrier for access to Parcel 84. Pedestrian connections will be created via the multi-use path located near the southeast corner of the site. The open space (Parcel 84) will create a visual amenity to the site.

When determined necessary, such fencing should be an open type which allows a continuous view to the open space area. Regular pedestrian connections to the wetland area and pathway system shall be made by the developer in accordance with pedestrian connection Policy 11, with exact locations to be considered during the design review stage for the adjacent projects. Figure 3-26, Lower Watershed-Light Industrial Interface, illustrates the connection between uses. In general, architectural treatment and materials for those frontages visible from adjacent open space areas shall be the same as those utilized on the main frontages of the buildings. All delivery and storage areas shall be screened.	Architectural treatment (i.e. color, materials, etc.) will be applied to all elevations of a building facing public areas. From Parcel 84, the primary view into the site will be toward the outfield of Topgolf.
15. The on-site landscaping on Parcels 48A and 49A adjacent to Highway 65 shall provide a minimum forty foot (40') landscape easement from the edge of state right of way.	The landscape planter along SR 65 is a minimum of 40 feet in width. The landscape planter widens in locations among buildings and adjacent to internal roadways. The landscape will consist of a mix of trees, shrubs and groundcover.
5.8.7 Park and Ride Lots	
1. Park and ride lots with fifty (50) spaces shall be located on Parcel 35, 36, and 56. Park and ride lots with twenty-five spaces shall be located on Parcels 31, 32, 38 and 49b. Parcel 34 shall provide a park and ride lot with 35 spaces. In all cases the park and ride spaces are to be clearly marked through pavement markings and directional signage. Spaces are reserved exclusively for park and ride Monday-Friday from 6:30 am to 6:30 pm.	A 25-space park and ride area is planned on the west side of the site near the Washington Boulevard frontage. The park ride lot is likely to be utilized during peak hours for office (weekdays, 9-5) do not coincide with peak hours for Topgolf and Bayside. A parking utilization analysis is being conducted for the Project to determine the peak periods.
2. A portion of the park and ride spaces may be included in the normal parking required for the planned business or commercial use if the peak use of the park and ride does not coincide with peak use of the business and commercial uses if approved by the City.	A 25-space park and ride area is planned on the west side of the site near the Washington Boulevard frontage. The park ride lot is likely to be utilized during peak hours for office (weekdays, 9-5) do not coincide with peak hours for Topgolf and Bayside. A parking utilization analysis is being conducted for the Project to determine the peak periods.

6. Consistency with Community Design Guidelines

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

- CC-1. Buildings should be arranged to define, connect, and activate pedestrian edges and public spaces.
- CC-3. The relationship and orientation of buildings to arterial and other prominent roadways shall be considered to enhance street frontage.
- CC-5. The Project is located at a community gateway and buildings at the corners will be of the highest design quality.
- CC-6. Buildings will be placed on the site to create a transition to surrounding uses (i.e. residential) and enhance community character.
- CC-23. Vehicular access to the site, internal circulation and on-site parking will be adequately designed.
- CC-27. Paving material for driveways, drive aisles and walkways will be consistent with the architectural style of buildings and will incorporate similar accents elements.
- CC-39. Overall character of the development will be defined through the use of consistent design concept.
- CC-41. Variation of wall planes, rooflines and building form will be considered to create visually engaging designs.
- CC-46. Variation in color and materials will be considered to create visually engaging designs.
- CC-47. Architectural treatment will be applied to all elevations on building facing public areas. Options include elements such as color, materials or form drawn from the primary frontage.
- CC-51. The Project will address bicycle and pedestrian needs in the design by including pedestrian and bicycle pathways and amenities for pedestrian and bicyclists.
- CC-57. Landscaping will be used extensively throughout the Project to achieve multiple objectives.
- CC-58. Layered landscaping and a mix of deciduous and evergreen trees shall be incorporated in the landscape design.
- CC-77. Where multiple buildings are proposed, buildings will be arranged to create pedestrian plazas and gathering spaces.



ADDENDUM TO THE NCRSP PCL 49 BAYSIDE CHURCH/TOPGOLF MITIGATED NEGATIVE DECLARATION (ADOPTED FEBRUARY 26, 2015)

Project Title/File Number:	NCRSP PCL49 Freedom Point; PL17-0055
Project Address & Location:	1928 Freedom Way; APN 336-020-087(& 088, & 091)-000
Project Description:	The project includes a request for approval of a Major Project Permit (MPP) Stage 1 Modification to change the approved site plan for Parcels 1, 2 and 5 within the Parcel 49 project site. The MPP Stage 1 would increase the square footage dedicated to restaurant uses by 5,475 square feet (including adding an additional drive-thru restaurant) and decrease the square footage dedicated to retail uses by 9,625 square feet. A MPP Stage 2 is requested to allow development of Parcels 1, 2 & 5 with four single story restaurant/retail buildings, totaling 23,650 square feet, with associated parking and landscaping.
Project Applicant:	Neal Deridder, Borges Architectural Group, Inc.
Property Owner:	Christopher Aguon, Roseville Covenant Group LLC
Lead Agency Contact:	Gina McColl, Associate Planner (916) 774-5452

An Addendum to a previously certified and adopted negative declaration may be prepared for a project if only minor technical changes or additions are necessary or none of the conditions calling for the preparation of a subsequent EIR or negative declaration have occurred (California Environmental Quality Act Guidelines [CEQA] Section 15164). Consistent with CEQA Guidelines Section 15164, the below analysis has been prepared in order to demonstrate that none of the conditions described in Section 15162 of the CEQA Guidelines calling for preparation of a subsequent EIR have occurred and that only minor technical changes or additions are necessary in order to deem the adopted negative declaration adequate to describe the impacts of the proposed project. CEQA Guidelines Section 15164 also states that an addendum need not be circulated for public review, but can be included in or attached to the adopted negative declaration for consideration by the hearing body. This Addendum focuses only on those aspects of the project or its impacts which require additional discussion.

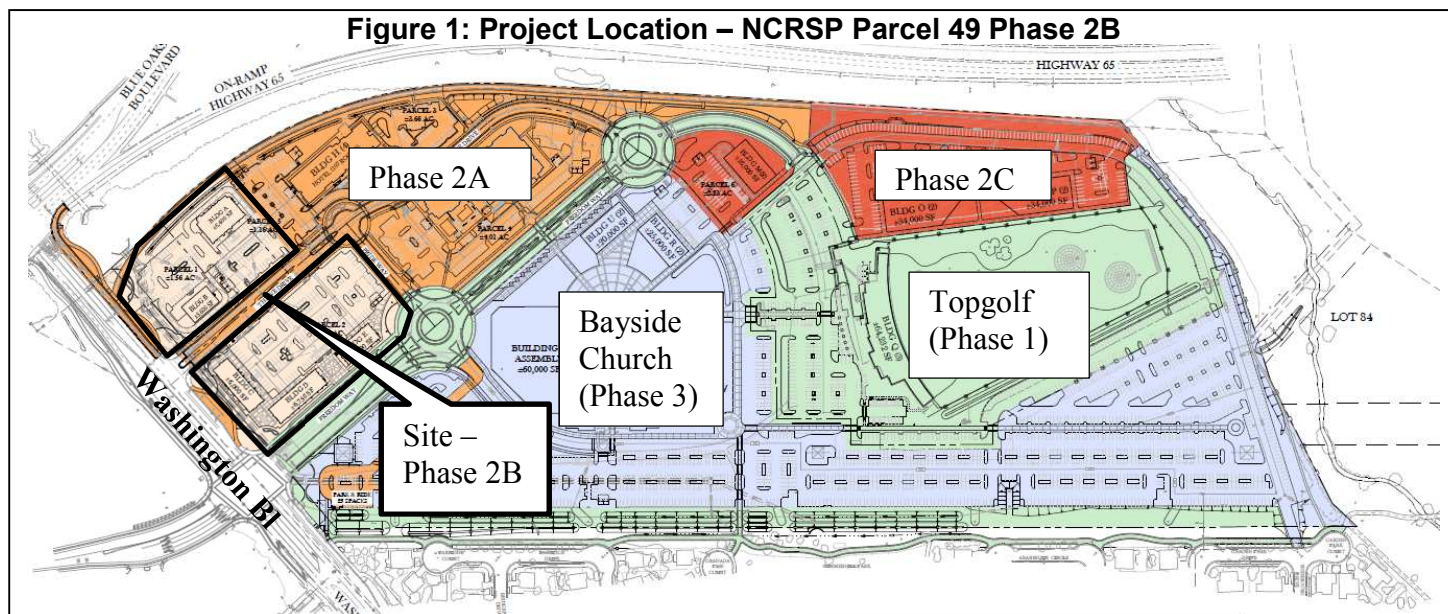
Table of Contents

Project Description.....	3
Purpose and Scope of Addendum	4
Environmental Checklist	4
I. Aesthetics	7
II. Agricultural & Forestry Resources	8
III. Air Quality and Greenhouse Gases	9
IV. Biological Resources	10
V. Cultural Resources	12
VI. Geology and Soils	13
VII Hazards and Hazardous Materials	14
VIII. Hydrology and Water Quality	16
IX. Land Use and Planning	18
X. Mineral Resources	19
XI. Noise	20
XII. Population and Housing	21
XIII. Public Services	22
XIV. Recreation	23
XV. Transportation / Traffic	24
XVI. Utilities and Service Systems	26
XVII. Mandatory Findings of Significance	27
Environmental Determination	29
Attachments	29

PROJECT DESCRIPTION

Project Location

The project is located at the southeastern corner of the intersection of Washington Boulevard, Blue Oaks Boulevard and the Highway 65 southbound onramp. The site is within the North Central Roseville Specific Plan (NCRSP) area of the City of Roseville. The address of the project site is 1928 Freedom Way and includes three parcels within the NCRSP Parcel 49 site (see Figure 1).



Background

The NCRSP Parcel 49 site has been anticipated for development since the 1990 adoption of the NCRSP. In 2000, a Rezone and General Plan, Specific Plan, and Development Agreement Amendments were approved for NCRSP Parcel 49 which established a new PD zone for a portion of the site that allowed for retail, restaurant, lodging, educational, and office uses in addition to light industrial uses. In 2007, the City Council designated NCRSP Parcel 49 as a Corporate Center Site, which allowed for an increased height limit and additional square footage. The additional square footage increased the development potential of the site to 1.2 million square feet (58.883 acres x 0.50). This development potential has been programed in the City's service demand models.

On February 26, 2015, the Planning Commission approved several entitlements for development of the NCRSP Parcel 49 site with the project identified as NCRSP Parcel 49 Bayside Church/Topgolf. The project included the following:

- 130,000 square feet of community assembly use (Bayside Church) including a 2,800 seat assembly area and 45 classrooms/activity rooms,
- 64,232 square feet of indoor/outdoor recreation use (Topgolf),
- 116,500 square feet of office use (5 buildings),
- 37,800 square feet of retail use (7 buildings),
- 11,200 square feet of restaurant use (3 buildings), and
- a 83,700 square foot hotel (125 rooms).

The entitlements included a Major Project Permit (MPP) Stage 1 permit, MPP Stage 2 permits, a Conditional Use Permit, and a Tentative Subdivision Map. The MPP entitlement allowed for multi phased development of

the site. A Mitigated Negative Declaration was also adopted which covered development of the site with the proposed project. Refer to the Purpose and Scope of Addendum section.

On October 27, 2016, the Planning Commission approved a MPP Stage 1 Modification permit to modify the uses on the parcels formally referred to as Parcel 3,4, and 5 within the NCRSP Parcel 49 site. The modification replaced the approved Phase 2A buildings with a 104 room hotel and a 107 room hotel. The modification resulted in a reduction of 17,600 square feet of retail uses and 7,500 square feet of office uses and an overall increase of 86 hotel rooms for NCRSP Parcel 49 site. Also approved was the building architecture and on site improvements for the two hotel parcels, identified as Phase 2A, as well as a Lot Line Adjustment.

Proposed Project

The proposed project includes two entitlements to allow development of Phase 2B of the NCRSP Parcel 49 site, as follows:

- A Major Project Permit Stage 1 Modification to change the approved site layout for Parcels 1, 2 and 5 within the project site (Phase 2B). The MPP Stage 1 Modification would increase the square footage dedicated to restaurant uses by 5,475 square feet (including adding an additional drive-thru restaurant) and decrease the square footage dedicated to retail uses by 9,625 square feet. The proposed square footages for Phase 2B will be 4,150 square feet less than was previously anticipated for this phase of the NCRSP Parcel 49 project; and
- A Major Project Permit Stage 2 to allow development of four single story restaurant/retail buildings (Buildings A, C, D & E) totaling 23,650 square feet, with associated parking and landscaping. Pad Building B is not included in the MPP Stage 2 request and will be evaluated with a future MPP Stage 2 entitlement.

PURPOSE AND SCOPE OF ADDENDUM

As discussed in the Background section, a Mitigated Negative Declaration (MND) for the NCRSP PCL 49 Bayside Church/Topgolf project was adopted on February 26, 2015. The MND covered a site development of the entire NCRSP Parcel 49 project site. The MND, supporting Initial Study, and related attachments are included as Attachment 1 of this Addendum. The adopted MND analyzed impacts related to aesthetics, agricultural and forestry resources, air quality and greenhouse gases, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation/traffic, and utilities and service systems. The proposed project is significantly consistent with the previous development project contemplated in the MND.

The analyses below rely on the MND analysis with minor supplements or technical updates where appropriate. Most of the project impacts remain identical to the impacts of the MND because the proposed project only changes the balance of anticipated commercial use types but does not change the development footprint, or grading and building square footage assumptions for the site. No changes are proposed to the land use or zoning designation of the site. Impacts to physical resources (such as agricultural land, biological resources, etc.) are based on the grading and development of an area, not on the proposed use types of the buildings (i.e. restaurant vs. retail) on the property. For other types of impacts which are affected by use type and square footage, the project uses reduce or maintain the same level of potential impacts.

ENVIRONMENTAL CHECKLIST FOR ADDENDUM ENVIRONMENTAL REVIEW

The purpose of this checklist is to evaluate the categories in terms of any "changed condition" (i.e. changed circumstances, project changes, or new information of substantial importance) that may result in a changed environmental result. A "no" answer does not necessarily mean there are no potential impacts relative to the

environmental category, but that there is no change in the condition or status of the impact since it was analyzed and addressed in prior environmental documents.

EXPLANATION OF CHECKLIST EVALUATION CATEGORIES

Where Impact was Analyzed

This column provides a cross-reference to the pages of the prior environmental documents where information and analysis may be found relative to the environmental issue listed under each topic.

Do Proposed Changes Involve New Significant Impacts?

Pursuant to Section 15162(a)(1) of the CEQA Guidelines, this column indicates whether the changes represented by the current project will result in new significant impacts that have not already been considered and mitigated by the prior environmental review documents and related approvals, will result in a substantial increase in the severity of a previously identified impact.

Any new Circumstances Involving New Impacts?

Pursuant to Section 15162(a)(2) of the CEQA Guidelines, this column indicates whether there have been changes to the project site or the vicinity (circumstances under which the project is undertaken) which have occurred subsequent to the certification or adoption of prior environmental documents, which would result in the current project having new significant environmental impacts that were not considered in the prior environmental documents or that substantially increase the severity of a previously identified impact.

Any new Information Requiring New Analysis or Verification?

Pursuant to Section 15162(a)(3)(A–D) of the CEQA Guidelines, this column indicates whether new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the previous environmental documents were certified or adopted is available requiring an update to the analysis of the previous environmental documents to verify that the environmental conclusions and mitigation measures remain valid. Either “yes” or “no” will be answered to indicate whether there is new information showing that: (A) the project will have one or more significant effects not discussed in the prior environmental documents; or (B) that significant effects previously examined will be substantially more severe than shown in the prior environmental documents; or (C) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or (D) that mitigation measures or alternatives which are considerably different from those analyzed in the prior environmental documents would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative. If “no,” then no additional environmental documentation (supplemental or subsequent EIR) is required.

Mitigation Measures Implemented or Addressing Impacts

Pursuant to Section 15162(a)(3) of the CEQA Guidelines, this column indicates whether the prior environmental documents provide mitigation measures to address effects in the related impact category. In some cases, the mitigation measures have already been implemented. A “yes” response will be provided in any instance where mitigation was included, regardless of whether the mitigation has been completed at this time. If “none” is indicated, this environmental analysis concludes a significant impact does not occur with this project, no mitigation was previously included, and no mitigation is needed.

DISCUSSION AND MITIGATION SECTIONS

Discussion

A discussion of the elements of the checklist is provided under each environmental category in order to clarify the answers. The discussion provides information about the particular environmental issue, how the project relates to the issue and the status of any mitigation that may be required or has already been implemented.

Mitigation Measures

Applicable mitigation measures from the prior environmental review that apply to the project are listed under each environmental category.

Conclusions

A discussion of the conclusion relating to the analysis contained in each section.

CHECKLIST

I. Aesthetics

	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a. Have a substantial adverse effect on a scenic vista?	Page 10	No	No	No	None
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Same	No	No	No	None
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	Same	No	No	No	None
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Same	No	No	No	None

Discussion: The primary aesthetic disruption is due to the conversion of an undeveloped site to urban development. This impact was covered in the MND. The Findings of Fact for the CEQA Implementing Procedures (discussed in the MND) indicate that compliance with the Community Design Guidelines (Resolution 95-347), and applicable Specific Plan Policies and/or Specific Plan Design Guidelines will prevent significant impacts related to construction of buildings in urban settings. Therefore, pursuant to CEQA Guidelines section 15164, subdivision (a), the City finds that *"none of the conditions described in Section 15162 calling for preparation of a subsequent FEIR have occurred"* relative to aesthetic resources.

Mitigation Measures: None required for this Project.

II. Agricultural & Forestry Resources

	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	Page 11	No	No	No	None
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	Same	No	No	No	None
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	Same	No	No	No	None
d) Result in the loss of forest land or conversion of forest land to non-forest use?	Page 12	No	No	No	None
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	Same	No	No	No	None
Discussion: The MND concluded there were no resources to be affected by conversion of the site to urban uses. This conclusion remains appropriate for this Project. Mitigation Measures: None required for this Project.					

III. Air Quality and Greenhouse Gases

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Conflict with or obstruct implementation of the applicable air quality plan?	Page 12	No	No	No	None
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	Same	No	No	No	None
c) Result in a cumulatively considerable net increase of any criteria for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	Same	No	No	No	None
d) Expose sensitive receptors to substantial pollutant concentrations?	Page 13	No	No	No	None
e) Create objectionable odors affecting a substantial number of people?	Same	No	No	No	None
f) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Same	No	No	No	None
g) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Same	No	No	No	None

Discussion: The MND concluded that standard dust control and other construction measures would be sufficient to avoid construction impacts, and that Citywide measures for the control of greenhouse gases were likewise sufficient for both construction and operation of allowed uses on the site. The MND further found that there are no substantial odor-producers in the vicinity, and the probable uses on the site would not produce substantial odors. The MND also concluded that the operational emissions of the project would be below the identified thresholds. The project will

not introduce new uses types to the project site. The project's decrease in square footage and increase in trips is negligible. Therefore the MND findings are still applicable to this Project.

Mitigation Measures: None required for this Project.

IV. Biological Resources

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	Page 24	No	No	No	None
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Same	No	No	No	None
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Same	No	No	No	None

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Same	No	No	No	None
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Page 25	No	No	No	None
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	Same	No	No	No	None
Discussion: The MND acknowledged the on-site biological resources have been evaluated on multiple occasions and that no biological resources are present on the site and all required permits, related to biological resources, for development of the site have been obtained. The site has been graded and is partially developed. This project will have not change the findings of fact and will have no new impact on biological resources. Mitigation Measures: None required for this Project.					

V. Cultural, Archeological, or Paleontological Resources

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Cause a substantial adverse change in the significance of an historic resource as defined in Section 15064.5?	Page 26	No	No	No	None
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	Page 27	No	No	No	None
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Same	No	No	No	None
d) Disturb any human remains, including those interred outside of formal cemeteries?	Same	No	No	No	None

Discussion: The MND discussed the potential for subsurface remains or deposits to be found on the site where unlikely due to previous surveys of the plan area. However, applying the City's standard construction measures, which requires cessation of work should any item of cultural interest be found, to the project ensures the project will have a less than significant impact on cultural resources. This condition remains applicable to the proposed project and no additional mitigation measure is required.

Mitigation Measures: None required for this Project

VI. Geology and Soils

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	Page 27	No	No	No	None
i) Ruptures of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	Same	No	No	No	None
ii) Strong seismic ground shaking?	Page 28	No	No	No	None
iii) Seismic-related ground failure, including liquefaction?	Same	No	No	No	None
iv) Landslides?	Same	No	No	No	None
b) Result in substantial soil erosion or the loss of topsoil?	Same	No	No	No	None
c) Be located in a geological unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	Same	No	No	No	None
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	Same	No	No	No	None

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	Same	No	No	No	None
Discussion: The MND indicated that compliance with existing regulations and permit requirements would be sufficient to avoid impacts related to these issues. This conclusion remains appropriate for this Project. Mitigation Measures: None required for this Project.					

VII. Hazards and Hazardous Materials

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Page 29	No	No	No	None
b) Create a significant hazard to the public or the environment though reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Same	No	No	No	None
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within on-quarter mile of an existing or proposed school?	Same	No	No	No	None
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Same	No	No	No	None

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	Same	No	No	No	None
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing in the project area?	Page 30	No	No	No	None
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Same	No	No	No	None
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	Same	No	No	No	None

Discussion: The MND considered that the church, commercial, and office uses proposed for the site do not typically store and/or transport large quantities of hazardous materials. The MND concluded that the City's existing regulations and permits would prevent significant impacts as it relates to construction activities on the site and the future tenant's storage and handling of any unanticipated hazardous materials. The proposed project use types remain consistent with the commercial uses considered with the MND. The proposed project's increase in restaurant uses and decrease in retail uses on the site does not significantly change the project's potential impacts related to hazardous materials.

Mitigation Measures: None required for this Project.

VIII. Hydrology and Water Quality

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Violate any water quality standards or waste discharge requirements?	Page 31	No	No	No	None
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	Same	No	No	No	None
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off-site?	Same	No	No	No	None
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off-site?	Same	No	No	No	None
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted water?	Same	No	No	No	None
f) Otherwise substantially degrade water quality?	Page 32	No	No	No	None

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	Same	No	No	No	None
h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?	Same	No	No	No	None
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	Same	No	No	No	None
j) Inundation by seiche, tsunami, or mudflow?	Same	No	No	No	None
Discussion: The MND indicated that there would be no impact with respect to flooding, and that existing regulations and permits would ensure that water quality and stormwater impacts would be less than significant. This conclusion remains appropriate for this Project. Mitigation Measures: None required for this Project.					

IX. Land Use and Planning

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Physically divide an established community?	Page 34	No	No	No	None
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	Same	No	No	No	None
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	Same	No	No	No	None
Discussion: The MND concluded that developing the property consistent with its land use designations would not result in significant impacts. This Project remains consistent with the land use plan, NCRSP, Zoning Ordinance, and PD zoning designation and therefore, this conclusion remains appropriate for this Project. Mitigation Measures: None required for this Project.					

X. Mineral Resources

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	Page 36	No	No	No	None
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	Same	No	No	No	None
Discussion: The MND indicated that there were no significant mineral resources in the area. This conclusion remains appropriate for this Project. Mitigation Measures: None required for this Project.					

XI. Noise

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Exposer of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Page 36	No	No	No	Yes
b) Exposure of persons to or generation of excessive ground borne vibration of ground borne noise levels?	Same	No	No	No	None
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	Same	No	No	No	Yes
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	Page 37	No	No	No	Yes
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	Same	No	No	No	None
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	Same	No	No	No	None

Discussion: The MND addressed construction noise, and found the impact to be less than significant. In terms of operational noise, two noise studies were completed to evaluate the potential noise impacts on the adjacent residential properties. Based on the proposed uses and the proposed site plan, the Parcel 49 noise studies concluded that noise produced from the on-going operation of the project, with the exception of the Topgolf facility, will not generate noise that exceeds the Noise Ordinance regulations or result in a substantial permanent increase in existing ambient noise conditions. Mitigation measures were applied to ensure the noise levels from Topgolf would be reduced to less than significant noise levels. Topgolf is constructed and the mitigation measures have been implemented. The increase in restaurant uses and decrease in retail uses on the site will not create new impacts not previously analyzed and therefore the previous findings remain appropriate to this Project.

Mitigation Measures: None required for this Project.

XII. Population and Housing

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents Mitigation Measures Implemented or Addressing Impacts.
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Page 39	No	No	No	None
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	Page 40	No	No	No	None
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	Same	No	No	No	None

Discussion: The MND concluded that site development was not housing-related, was consistent with the land use designations and thus would not induce unplanned growth, and would not displace housing. This conclusion remains appropriate for this Project.

Mitigation Measures: None required for this Project.

XIII. Public Services

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents Mitigation Measures Implemented or Addressing Impacts.
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any the public services:					
a) Fire protection?	Page 40	No	No	No	None
b) Police protection?	Same	No	No	No	None
c) Schools?	Same	No	No	No	None
d) Parks?	Page 41	No	No	No	None
e) Other public facilities?	Same	No	No	No	None
Discussion: The MND indicates that the City's General Plan examined Citywide service needs based on land use designations, so any project consistent with existing land use designations would not negatively impact services. This conclusion remains appropriate for this Project. Mitigation Measures: None required for this Project.					

XIV. Recreation

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents Mitigation Measures Implemented or Addressing Impacts.
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that physical deterioration of the facility would occur or be accelerated?	Page 42	No	No	No	None
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Same	No	No	No	None
Discussion: As indicated in the MND, development of the property with commercial uses does not result in any additional recreational facility demand. Mitigation Measures: None required for this Project.					

XV. Transportation/Traffic

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents Mitigation Measures Implemented or Addressing Impacts.
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	Page 42	No	No	Yes	Yes
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	Page 43	No	No	Yes	Yes
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	Same	No	No	No	None
d) Substantially increase hazards due to a design feature(s) (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Same	No	No	No	None
e) Result in inadequate emergency access?	Same	No	No	No	None

f) Conflict with adopted policies, plans, or programs supporting public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	Same	No	No	No	None
Discussion: A traffic impact analysis was prepared for the previous project to evaluate potential traffic impacts. Based on the results of the study, the MND found that with mitigation the traffic impacts would be less than significant. The mitigation measures required a dedicated right-turn lane onto HWY 65 from Washington Boulevard with the development of Phase 2A of the site and, with the Bayside Church MPP Stage 2 application, a traffic management plan and operational plan showing a 60 minute separation between service start and end times. With this Project, a supplemental analysis was prepared to evaluate any additional traffic impacts as a result of the increase of restaurant square footage and the additional drive thru restaurant use. Fehr & Peers provided the findings of the supplemental analysis in a Technical Memo (Attachment 2). The analysis studied the potential impacts from the project during all six previously evaluated peak hour timeframes (Weekday AM & PM, Saturday 5:15-6:15 pm, Saturday 7:00-8:00 PM, Sunday 10:15-11:15 AM, & Sunday 12:00-1:00 PM). The analysis found that while the Project will increase the number of anticipated trips during these peak hours, the project will not change the level of service (LOS) at the studied intersections. The original traffic analysis showed a LOS D would occur at the Washington Boulevard/Blue Oaks Boulevard/SR 65 on ramp intersection during the Saturday PM peak hour. With adoption of the Amoruso Specific Plan, the acceptable LOS was changed from a D to E at this intersection. This project maintains the LOS E at the Washington Boulevard/Blue Oaks Boulevard/SR 65 on ramp intersection. The supplemental analysis concluded the Project's increase in trips is negligible, creates a less than significant impact, and would not result in any unanticipated traffic impacts. Mitigation Measures: None required for this Project.					

XVI. Utilities and Service Systems

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents Mitigation Measures Implemented or Addressing Impacts.
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	Page 47	No	No	No	None
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Same	No	No	No	None
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Page 48	No	No	No	None
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	Same	No	No	No	None
e) Result in a determination by the wastewater treatment provider which serves the project that it has adequate capacity to serve the project's projected demand in addition of the provider's existing commitments?	Same	No	No	No	None
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	Same	No	No	No	None
g) Comply with federal, state, and local statutes and regulations related to solid waste?	Same	No	No	No	None

Discussion: The MND found that the previous project would have a less than significant impact on utilities and services. The Project is consistent with existing land use designations, remains below the anticipated square footage for development on the site, and will therefore not result in significant impacts.

Mitigation Measures: None required for this Project.

XVII. Mandatory Findings of Significance

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents Mitigation Measures Implemented or Addressing Impacts.
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, threatened or rare species, or eliminate important examples of the major periods of California history or prehistory?	Page 49	No	No	No	None
b) Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	Same	No	No	No	None
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	Same	No	No	No	None

Discussion: The MND indicted that because development of the site would be consistent with existing land use designations, that any cumulative impacts had already been addressed via the City's General Plan and the NCRSP. This conclusion remains appropriate for this Project. The SVSP EIR evaluated the potential for project specific and cumulative impacts. The proposed project would make minor modifications to the land uses plan, would slightly reduce the P/QP (church) uses but would not change the total number of residential units. Buildout of the SVSP with the proposed changes would be substantially consistent with the development assumptions of the previous SVSP EIR; therefore the project would not substantially increase the severity of the identified significant cumulative impacts. Thus, pursuant to CEQA Guidelines Section 15164, subdivision (a), the City finds that "none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred" relative to the mandatory findings.

ENVIRONMENTAL DETERMINATION:

In reviewing the site specific information provided for this project and acting as Lead Agency, the City of Roseville, Development Services Department, Planning Division has analyzed the potential environmental impacts created by this project and determined that the findings of CEQA Section 15162 concerning the decision not to prepare a subsequent EIR or negative declaration and the findings of CEQA Section 15164 concerning the decision to prepare an Addendum can be made. As supported by substantial evidence within the NCRSP PCL 49 Bayside Church/Topgolf Mitigated Negative Declaration, the Lead Agency makes the following findings:

[X] No substantial changes are proposed in the project which would require major revisions of the previous EIR or mitigated negative declaration.

[X] No substantial changes have occurred with respect to the circumstances under which the project is undertaken.

[X] There is no new information of substantial importance which was not known and could not have been known with the exercise of due diligence at the time the previous EIR was certified as complete or the mitigated negative declaration was adopted.

[X] Only minor technical changes or additions are necessary in order to deem the adopted environmental document adequate.

Addendum Prepared by:

Gina McColl Associate Planner
City of Roseville, Planning Division

Attachments:

1. NCRSP PCL49 Bayside Church/Topgolf Initial Study and MND (available to view at the Permit Center, 311 Vernon Street, Roseville CA 95678 during normal business hours or online at: <https://www.roseville.ca.us/cms/One.aspx?portalId=7964922&pageId=8774480> ; once on the Planning Projects of Interest webpage, go to the NCRSP PCL 49, then scroll down to the NCRSP PCL 49 Bayside Church/Top Golf (File# PL14-0252))
2. Traffic Memorandum, NCRSP Parcel 49 Phase 2B, Fehr & Peers, October 26, 2017



FINAL MEMORANDUM

Date: October 26, 2017

To: Mark Stout and Matt Todd (City of Roseville)

From: Alan Telford (Fehr & Peers)

Subject: Traffic Analysis of NCRSP Parcel 49, Phase 2B

RS17-3548

Fehr & Peers prepared a traffic study in January 2015 titled '*Transportation Impact Study Report for North Central Roseville Specific Plan – Parcel 49*'. That study evaluated the traffic impacts and mitigations for three distinct development phases of NCRSP Parcel 49. Phase 1 was the TopGolf facility that opened in late summer, 2016. Phase 2 consisted of a mixture of restaurant, retail, hotel, and office uses. Phase 3 consisted of the Bayside Covenant Church complex.

In mid-2016 Phase 2 was further divided into Phases 2A and 2B, with Phase 2A consisting of two hotels containing a combined total of 211 rooms, and Phase 2B consisting of the restaurant, retail, and office uses. Fehr & Peers prepared a traffic analysis for Phase 2A and 2B (Technical Memorandum dated July 29, 2016).

The development applicant is now proposing to modify the mix of uses in Phase 2B and separating the office uses into Phase 2C, as shown in Table 1. The new Phase 2B land use mix is referred to herein as the proposed project.

Table 1 – Phase 2 Land Uses					
Approved Site Plan (2015)		Modified Site Plan (2016)		Proposed Site Plan (2017)	
Phase 2		Phase 2A		Phase 2A	
Hotel (1)	125 rooms	Hotels (2)	211 rooms	Hotels (2)	211 rooms
		Phase 2B		Phase 2B	
Restaurants	11,200 sq. ft.	Restaurants	11,200 sq. ft.	Restaurants	10,875 sq. ft.
				Restaurants/ Fast Food	5,800 sq. ft.
Retail	37,800 sq. ft.	Retail	20,200 sq. ft.	Retail	10,575 sq. ft.
				Park & Ride	25 spaces
				Phase 2C	
Office	91,500 sq. ft.	Office	84,000 sq. ft.	Office	84,000 sq. ft.
Park & Ride	25 spaces	Park & Ride	25 spaces		
Source: Fehr & Peers, 2017					



Change in Trip Generation

Fehr & Peers has estimated the change in trip generation of Phase 2 for all six time periods that were analyzed in the 2015 transportation study. Table 2 shows the resulting trip generation estimates.

Table 3 compares the trip generation of the proposed uses to the trip generation of the uses as approved in 2015. As shown, the buildout of the proposed project is expected to result in additional trips for all six time periods studied in the 2015 report:

- Weekday AM peak hour - 201 trip increase
- Weekday PM peak hour – 32 trip increase
- Saturday 5:15 to 6:15 PM (church service arrival) – 76 trip increase
- Saturday 7:00 to 8:00 PM (church service departure) – 172 trip increase
- Sunday 10:15 to 11:15 AM (church service arrival) – 96 trip increase
- Sunday 12:00 to 1:00 PM (church service departure) – 247 trip increase

Project Land Use				Project Trip Generation																	
Phase	Land Use	ITE Quantity	ITE Units	Weekday						Saturday						Sunday					
				AM Peak Hour			PM Peak Hour			Before Service			After Service			Before Service			After Service		
				7:30 AM to 8:30 AM			4:30 PM to 5:30 PM			5:15 PM to 6:15 PM			7:00 PM to 8:00 PM			10:15 AM to 11:15 AM			12:00 PM to 1:00 PM		
				In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
2A	Hotel 1	107	rooms	32	28	60	38	27	65	26	26	52	26	26	52	17	35	52	18	18	35
	Hotel 2	104	rooms	32	27	58	37	27	63	25	25	50	25	25	50	17	33	50	17	17	34
2B	Restaurant	10.9	KSF	63	55	118	58	49	107	67	42	109	73	63	136	22	27	49	63	28	91
	Restaurant/ Fast Food	5.8	KSF	134	129	263	98	91	189	129	125	254	144	128	272	85	81	166	203	219	422
	Retail	10.6	KSF	25	15	40	64	69	133	42	87	129	23	25	48	50	29	79	141	73	214
	Park-and-Ride	25	spaces	14	4	18	4	12	16	0	0	0	0	0	0	0	0	0	0	0	0
2C	Office	84	KSF	146	20	166	29	143	172	0	0	0	0	0	0	0	0	0	0	0	0
Gross Trips				9	278	724	328	418	746	289	305	594	291	267	558	191	205	396	442	355	797
Internal Trips				-18	-11	-29	-12	-18	-30	-12	-13	-25	-12	-11	-23	-8	-7	-15	-20	-16	-36
Pass-by Trips				-44	-40	-84	-89	-84	-173	-71	-76	-147	-72	-65	-137	-47	-41	-88	-122	-96	-218
New Trips				384	227	611	227	316	543	206	216	422	207	191	398	136	157	293	300	243	543
Notes:																					
1. Internal trip reduction is assumed to be 5% of retail, and restaurant trips for all scenarios.																					
2. Pass-by trip reduction is assumed to be 20% for retail and restaurant in the weekday AM peak hour, and 30% for the Saturday and Sunday scenarios. During the weekday PM peak hour, pass by trip reduction is 43% for restaurant and 34% for retail, as determined using the average percentages in the ITE Trip Generation Handbook, 3rd Edition.																					
3. Gross trips based on the Trip Generation Manual (Institute of Transportation Engineers, 2012) using the land use categories for hotel (ITE 310), restaurant (ITE 932), retail (ITE 320), and park-and-ride (ITE 90).																					
Source: Fehr & Peers, 2017																					



Table 3 – Approved Phase 2 (2015) vs Proposed Phase 2A & 2B & 2C (2017) Trip Generation

Scenario	Weekday						Saturday						Sunday					
	AM Peak Hour			PM Peak Hour			Before Service			After Service			Before Service			After Service		
	7:30 AM to 8:30 AM			4:30 PM to 5:30 PM			5:15 PM to 6:15 PM			7:00 PM to 8:00 PM			10:15 AM to 11:15 AM			12:00 PM to 1:00 PM		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Approved Project (2015) Phase 2	288	122	410	200	312	512	142	204	346	115	111	226	101	96	197	180	116	296
Proposed Project (2017) Phase 2A + 2B + 2C	384	227	611	227	316	543	206	216	422	207	191	398	136	157	293	300	243	543
Proposed Project Change from Approved Project	+96	+105	+201	+27	+4	+32	+64	+12	+76	+92	+80	+172	+35	+61	+96	+120	+127	+247

Source: Fehr & Peers, 2017



Traffic Impacts of Proposed Phase 2B

As discussed earlier, the entire NCRSP Parcel 49 project site is planned to contain a large church complex, which is expected to be built in the last phase of the parcel development. Since the church complex is expected to generate substantial traffic volumes before and after weekend church services, the 2015 study *'Transportation Impact Study Report for North Central Roseville Specific Plan – Parcel 49'* evaluated traffic impacts immediately before and after weekend services, as well as during typical weekday AM and PM peak hour conditions. As such, traffic impacts of proposed Phase 2B are evaluated herein under both weekday and weekend peak hour conditions.

Table 4 shows the traffic impacts of Phase 2B on the key intersections adjacent or close to Parcel 49. The Approved Parcel 49 column assumes buildout and operation of all the approved uses on the site. The Phase 2B column shows the resulting LOS and delay due to the increased traffic generated by Phase 2B. As shown, LOS C or better conditions would be met during all four periods analyzed at the Washington Blvd/Freedom Way and Blue Oaks Blvd/SR 65 NB ramps intersections.

Table 4 - Traffic Impacts of Proposed Phase 2B					
Intersection	Peak Hour Period	Approved Parcel 49		With Proposed Phase 2B	
		LOS	Delay	LOS	Delay
Washington Blvd/Freedom Way	Weekday AM	B	17	B	19
	Weekday PM	C	33	C	34
	Saturday PM	C	31	C	35
	Sunday MIDDAY	C	25	C	27
Washington Blvd/Blue Oaks Blvd/SR 65 SB Ramps	Weekday AM	C	34	C	35
	Weekday PM	D	54	D	54
	Saturday PM	E	55	E	59
	Sunday MIDDAY	C	31	C	32
Blue Oaks Blvd/SR 65 NB Ramps	Weekday AM	B	15	B	17
	Weekday PM	C	21	C	22
	Saturday PM	C	25	C	34
	Sunday MIDDAY	B	11	B	11
Notes: Weekday AM is the peak one hour period between 7:00 and 9:00AM. Weekday PM is the peak one hour period between 4:00 and 6:00PM. Saturday PM is the one hour period before the 6 PM church worship service. Sunday MIDDAY is the one hour period at the conclusion of the 11 AM service. Delay is the average seconds of delay per vehicle.					

Phase 2B does not result in a change in LOS under any of the four analyzed periods at the Washington Blvd/Blue Oaks Blvd/SR 65 SB ramps intersection. LOS C conditions would be maintained during the weekday AM and Sunday midday peak hours. LOS D would occur during the weekday PM peak hour, and



LOS E would occur during the Saturday PM peak hour. City Council approved the Amoruso Specific Plan in June 2016 and with it, the finding from the associated EIR which approved a change to the acceptable LOS at the Washington Blvd/Blue Oaks Blvd/SR 65 SB ramp intersection from LOS D to LOS E. As such, LOS E at this intersection is acceptable and not considered a significant impact.

Thrive Drive Analysis

Fehr & Peers analyzed traffic operations on Thrive Drive assuming buildout of the proposed project, based on the site plan dated February 17, 2017. As previously discussed, the proposed project is expected to generate more traffic than the 2015 approved project. The increase in traffic will be more pronounced on Thrive Drive, which is the project road that directly services the fast-food restaurants, sit-down restaurant, and retail uses. Table 5 shows the change in traffic volumes expected on Thrive Drive with the proposed project.

The first step in the analysis was to assign project trips to both project driveways on Washington Boulevard (Freedom Way and Thrive Drive) and to the driveways along Thrive Drive. As discussed in the previous section, Phase 2B in the 2017 Plan is expected to generate more traffic than the 2015 Plan. Because the fast-food restaurants and retail buildings are served primarily by Thrive Drive, peak hour traffic volumes on Thrive Drive are the same or higher with the proposed plan as shown in Table 5.

Table 5 – Thrive Drive Traffic Volumes				
	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Approved Plan (2015)	Proposed Plan (2017)	Approved Plan (2015)	Proposed Plan (2017)
Right Turn from Washington Blvd to Thrive Dr	36	66	55	72
Right Turn from Thrive Dr to Washington Blvd	87	154	249	249
Source: Fehr & Peers, 2017				

Figure 1 shows the projected AM and PM peak hour traffic projections at the driveways along Thrive Drive assuming buildout of the proposed project.

Table 6 presents the resulting peak hour levels of service at the study intersections, and Table 7 presents the average maximum queue lengths during both peak hours. As shown, traffic operations are acceptable during the AM peak hour since all intersections operate at LOS B or better and maximum queue lengths in turn pockets are less than the storage lengths.

**Table 6 - Intersection Level of Service – Buildout of Proposed Project**

Intersection	Control	AM Peak Hour	PM Peak Hour
Washington Blvd/Thrive Dr	Side Street Stop	B (WB RT)	D (WB RT)
West Driveway/Thrive Dr	Side Street Stop	A (SB RT)	A (SB RT)
East Driveway/Thrive Dr	Side Street Stop	A (SB LT)	A (NB LT)
Pride Way/Thrive Dr	Side Street Stop	B (NB LT)	A (NB LT)

Note: For side street stop control, LOS is reported for the highest controlled movement. Source: Fehr & Peers, 2017

Table 7 - Average Maximum Queue Length – Buildout of Proposed Project

Movement	Storage	AM Peak Hour	PM Peak Hour
Northbound Washington Blvd at Blue Oaks Blvd	425	250	375
Westbound Thrive Drive at Washington Blvd	225	125	300
Eastbound Left Thrive Drive at West Driveway	60	50	50
Eastbound Left Thrive Drive at East Driveway	60	25	25
Northbound Pride Way at Thrive Drive	235	225	150

Note: Queue length is reported in feet. Bold and underline font indicates that the average maximum queue length exceeds the storage.

Source: Fehr & Peers, 2017

During the PM peak hour, the Washington Boulevard/Thrive Drive intersection would operate at LOS D and the other intersections would operate at LOS A. The average maximum queue lengths would exceed storage capacity at the westbound Thrive Drive approach to Washington Boulevard.

Closer inspection of the simulated traffic flows reveal that the northbound traffic queues on Washington Boulevard occasionally extend to Thrive Drive during the PM peak hour, thus making it difficult for motorists to turn right from Thrive Drive onto Washington Boulevard. This right-turning traffic can then back up on Thrive Drive beyond the western driveway that serves the two fast-food restaurants. As a result, the left-turning traffic from Thrive Drive into the western driveway would be blocked occasionally. As shown in Table 7, the maximum queue length of the eastbound left-turn movement into the western driveway is 50 feet, which is within the storage capacity of 60 feet. As such, this left-turn movement is not expected to cause traffic backup to Washington Boulevard. To ensure that this backup does not occur, we recommend increasing the storage length of the eastbound left-turn lane into the western driveway from 60 to 80 feet.

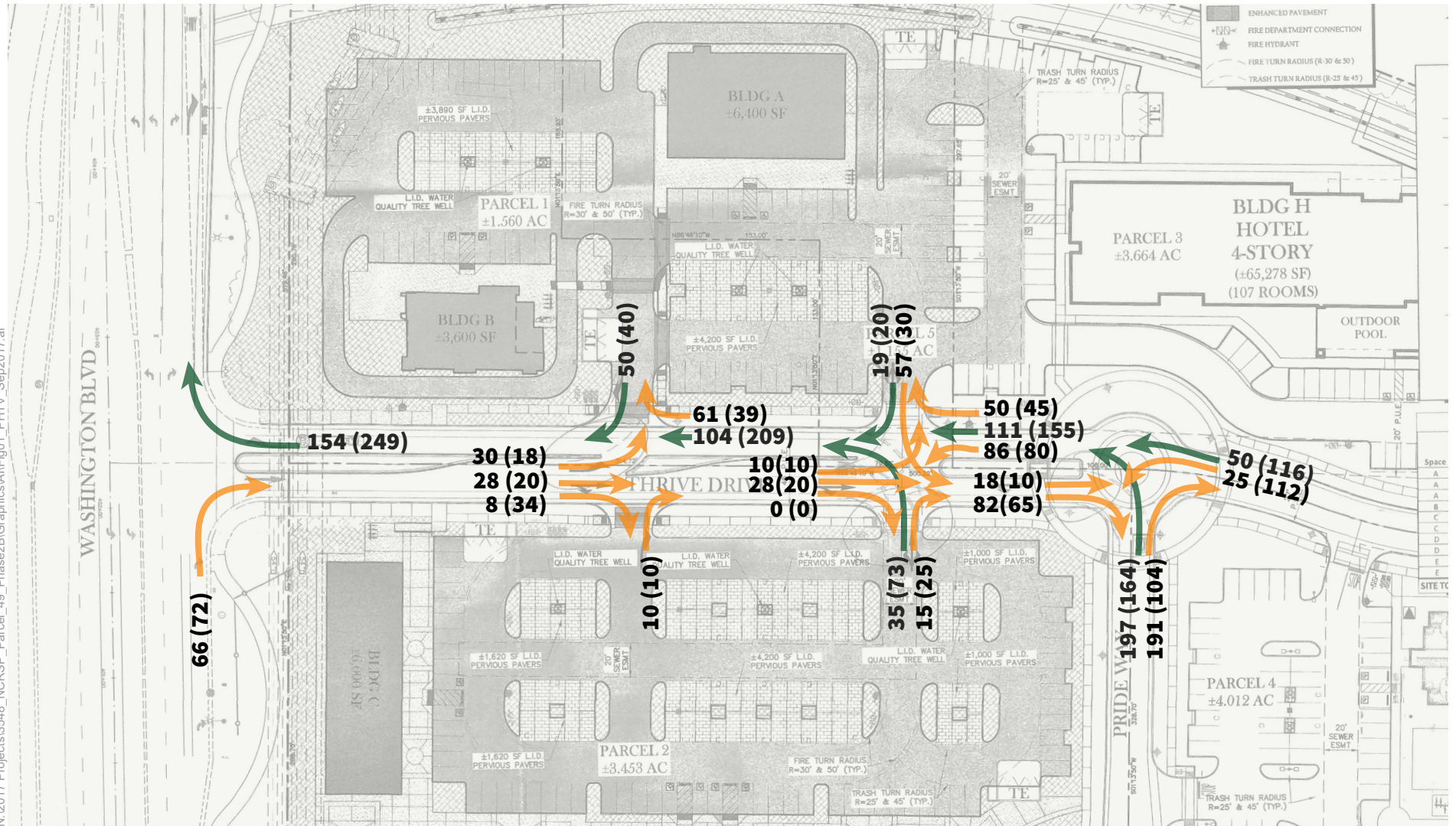


Image Source: TSD Engineering Inc.

AM(PM) Weekday Peak Hour Volume

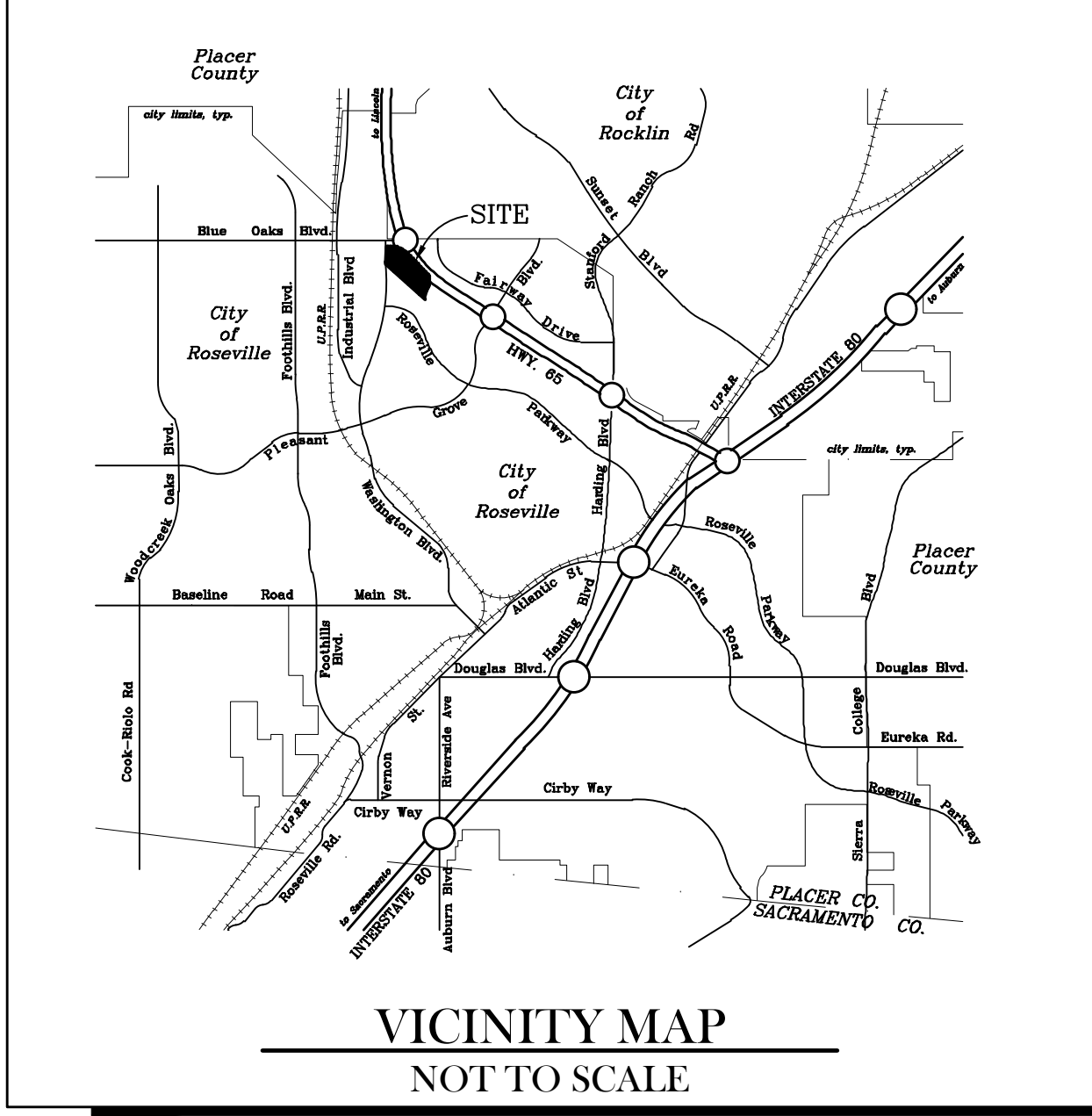
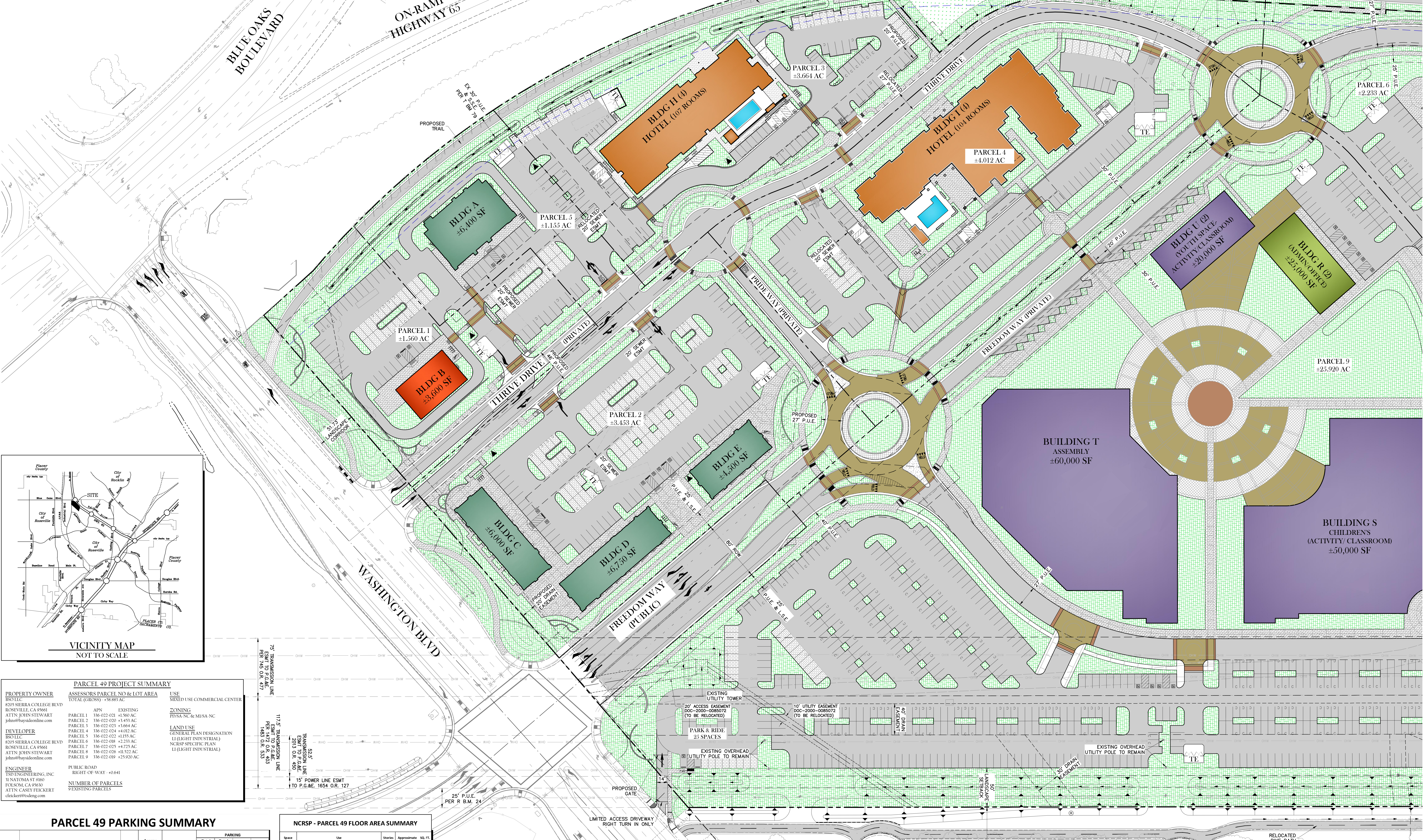
→ Inbound Movement

← Outbound Movement



Figure 1
Peak Hour Traffic Volumes
Baseline Plus Buildout Conditions (Weekday)

NCRSP - PARCEL 49
MAJOR PROJECT PERMIT - STAGE 1
ROSEVILLE, CA
SHEET 1 OF 2



PROPERTY OWNER		PARCEL 49 PROJECT SUMMARY		USE	
BSOLIC		ASSESSORS PARCEL NO & LOT AREA		MIXED USE COMMERCIAL CENTER	
8205 SIERRA COLLEGE BLVD		TOTAL (GROSS) ±38,881 AC			
ROSEVILLE, CA 95661					
ATTN: JOHN STEWART					
john@bsolonline.com					
DEVELOPER					
BSOLIC					
8205 SIERRA COLLEGE BLVD					
ROSEVILLE, CA 95661					
ATTN: JOHN STEWART					
john@bsolonline.com					
ENGINEER					
TS&P ENGINEERING, INC.					
31 NATOMA ST. #160					
FOLSOM, CA 95630					
ATTN: CAROL FICKERT					
clieckert@tsdeng.com					

PARCEL 49 PARKING SUMMARY									
Space	Use	Stories	Approx. SQ. FT.	Parking Ratio	Total Required	Total Provided	Standard	Compact	
A	Restaurant/Fast Food	1	2,200	1/50	44				
B	Restaurant	1	3,400	1/50	68				
C	Retail	1	1,200	1/300	4				
D	Restaurant/Fast Food	1	3,600	1/50	72				
E	Restaurant	1	2,000	1/50	40				
F	Retail	1	4,000	1/300	13				
G	Restaurant	1	3,375	1/50	68				
H	Retail	1	3,375	1/50	68				
I	Restaurant	1	2,500	1/50	50				
J	Retail	1	2,000	1/300	7				
K	Hotel (107 rooms)	4	65,278	1 per room	107				
L	Hotel (104 rooms)	4	63,512	1 per room	104				
M	Office	2	16,000	1/250 (per Bldg Sq)	58				
N	Office	2	34,000	1/250 (per Bldg Sq)	132				
O	Office	2	34,000	1/250 (per Bldg Sq)	132				
P	Office	2	34,000	1/250 (per Bldg Sq)	132				
Q	Outdoor Recreation (Top Golf)	3	64,232		439				
R	Office	2	25,000	1/250 (per Bldg Sq)	90				
S	Church (Children Activity/Classrooms) (25 classrooms)	1	50,000	1 per class room	25				
T	Church (Assembly) (2,800 seats)	1	60,000	1 per 3 Seats	933				
U	Church (Youth Space - Activity/Classrooms) (20 classrooms)	2	20,000	1 per class room	20				
SITE TOTALS: 479,272					2281	2749	2195	554	

NCRSP - PARCEL 49 FLOOR AREA SUMMARY			
Space	Use	Stories	Approximate SQ. FT.
A	Restaurant/Fast Food	1	2,200
B	Restaurant	1	3,400
C	Retail	1	1,200
D	Restaurant/Fast Food	1	3,600
E	Restaurant	1	2,000
F	Retail	1	4,000
G	Restaurant	1	3,375
H	Retail	1	3,375
I	Restaurant	1	2,500
J	Retail	1	2,000
RESTAURANT TOTAL:			
M	Office	2	16,000
N	Office	2	34,000
O	Office	2	34,000
P	Office	2	34,000
OFFICE TOTAL:			
K	Hotel (107 rooms)	4	65,278
L	Hotel (104 rooms)	4	63,512
GENERAL RETAIL TOTAL:			
Q	Outdoor Recreation (Top Golf)	3	64,232
RECREATION TOTAL:			
R	Office	2	25,000
S	Church (Children Activity/Classrooms) (25 classrooms)	1	50,000
T	Church (Assembly) (2,800 seats)	1	60,000
U	Church (Youth Space - Activity/Classrooms) (20 classrooms)	2	20,000
USERS TOTAL:			
SITE TOTALS: 479,272			

NCRSP - PARCEL 49 PRELIMINARY DEVELOPMENT SUMMARY			
APNs:	3623-020-087, 088, 089, 090, 091, 092, 093, 094, & 095		
NET AREA:	±38,883 ACRES (GROSS)		
EXISTING			
PERVIOUS SURFACE (PARKING LOT):	0 ACRES	0%	
IMPERVIOUS SURFACE (HARDSCAPE):	0 ACRES	0%	
IMPERVIOUS SURFACE (BUILDINGS):	0 ACRES	0%	
TOTAL AREA:	38,883 ACRES	100%	
PROPOSED			
PERVIOUS SURFACE (LANDSCAPE & PAVES):	23,722 ACRES	60.9%	
IMPERVIOUS SURFACE (PARKING LOT):	22,750 ACRES	58.7%	
IMPERVIOUS SURFACE (HARDSCAPE):	6,519 ACRES	11.1%	
IMPERVIOUS SURFACE (BUILDINGS):	5,816 ACRES	9.3%	
TOTAL AREA:	38,883 ACRES	100%	

MAJOR PROJECT PERMIT - STAGE 1
MODIFIED PRELIMINARY
SITE PLAN - WEST
JUNE 01, 2017

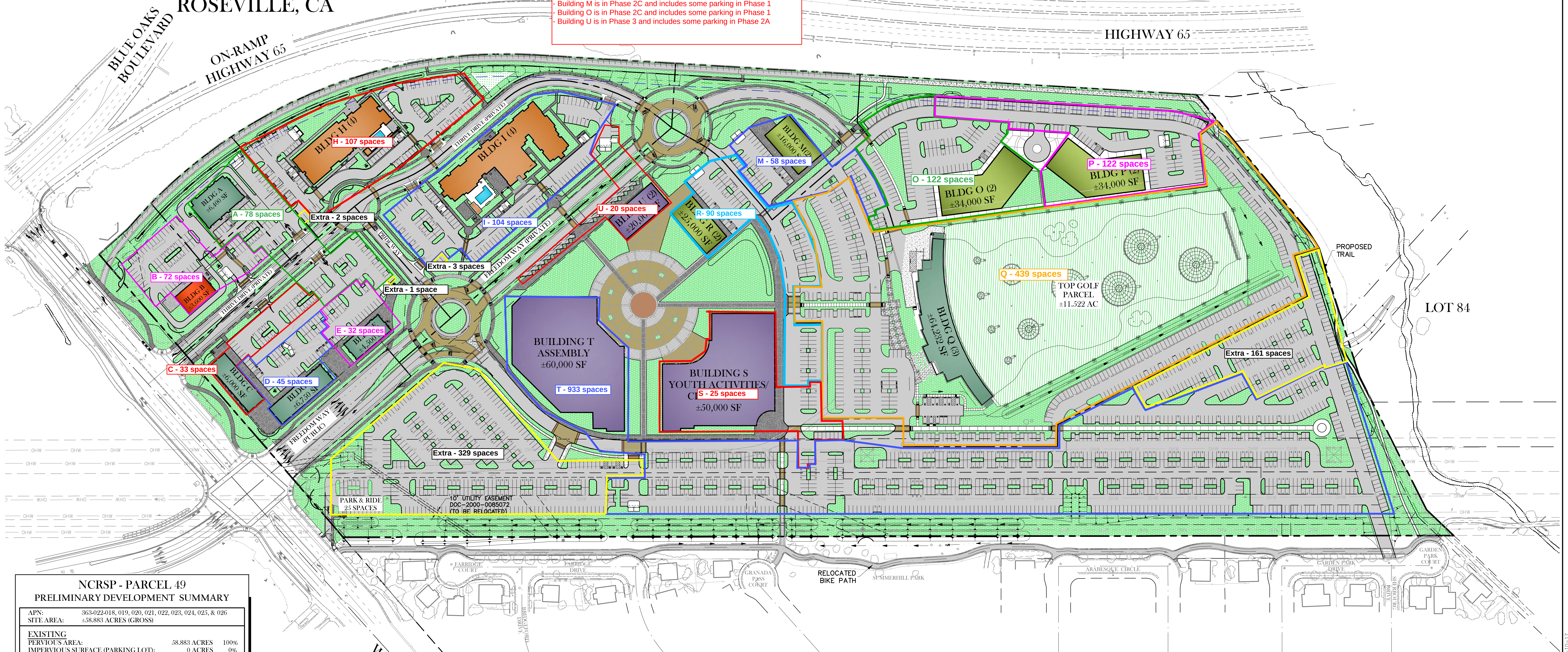
TS&P ENGINEERING, INC.
expect more.

31 Natoma Street, Suite #160
Folsom, CA 95630
Phone: (916) 608-0707
Fax: (916) 608-0701

SHEET
1 OF 2

MODIFIED - PRELIMINARY SITE PLAN
NCRSP - PARCEL 49
MAJOR PROJECT PERMIT - STAGE 1
ROSEVILLE, CA

EXHIBIT C



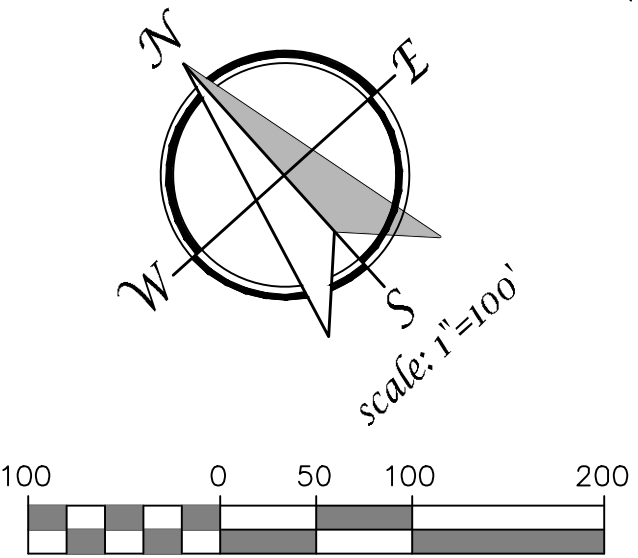
Parking Allocation by Building
June 2017

Each building includes adequate parking in the same phase that the pad will be constructed except:

- Building M is in Phase 2C and includes some parking in Phase 1
- Building O is in Phase 2C and includes some parking in Phase 1
- Building U is in Phase 3 and includes some parking in Phase 2A

NCRSP - PARCEL 49 PRELIMINARY DEVELOPMENT SUMMARY			
APN:	363-022-018, 019, 020, 021, 022, 023, 024, 025, & 026		
SITE AREA:	±58.883 ACRES (GROSS)		
EXISTING			
PERVIOUS AREA:	58.883 ACRES	100%	
IMPERVIOUS SURFACE (PARKING LOT):	0 ACRES	0%	
IMPERVIOUS SURFACE (HARDSCAPE):	0 ACRES	0%	
IMPERVIOUS SURFACE (BUILDINGS):	0 ACRES	0%	
TOTAL AREA :	58.883 ACRES	100%	
PROPOSED			
PERVIOUS AREA (LANDSCAPE & PAVERS):	23.722 ACRES	40.3%	
IMPERVIOUS SURFACE (PARKING LOT):	22.826 ACRES	38.7%	
IMPERVIOUS SURFACE (HARDSCAPE):	6.519 ACRES	11.1%	
IMPERVIOUS SURFACE (BUILDINGS):	5.816 ACRES	9.9%	
TOTAL AREA :	58.883 ACRES	100%	

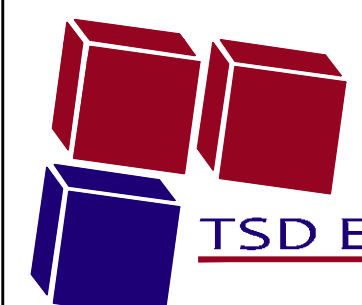
PARCEL 49 PROJECT SUMMARY			
<u>PROPERTY OWNER</u> BSO LLC 8205 SIERRA COLLEGE BLVD ROSEVILLE, CA 95661 ATTN: JOHN STEWART johns@baysideonline.com	<u>ASSESSORS PARCEL NO & LOT AREA</u> TOTAL (GROSS) - +58.883 AC		<u>USE</u> MIXED USE COMMERCIAL CENTER
	PARCEL 1	APN EXISTING 336-022-021 +1.960 AC	
	PARCEL 2	336-022-020 +3.453 AC	
	PARCEL 3	336-022-023 +3.664 AC	
<u>DEVELOPER</u> BSO LLC 8205 SIERRA COLLEGE BLVD ROSEVILLE, CA 95661 ATTN: JOHN STEWART johns@baysideonline.com	PARCEL 4	336-022-024 +4.012 AC	<u>ZONING</u> PD/SA-NC & MI/SA-NC
	PARCEL 5	336-022-022 +1.155 AC	
	PARCEL 6	336-022-018 +2.233 AC	
	PARCEL 7	336-022-025 +4.723 AC	
<u>ENGINEER</u> TSD ENGINEERING, INC 31 NATOMA ST #160 FOLSOM, CA 95630 ATTN: CASEY FEICKERT cfeickert@tsdeng.com	PARCEL 8	336-022-026 +11.522 AC	<u>LAND USE</u> GENERAL PLAN DESIGNATION LI (LIGHT INDUSTRIAL) NCRSP SPECIFIC PLAN LI (LIGHT INDUSTRIAL)
	PARCEL 9	336-022-019 +25.920 AC	
	PUBLIC ROAD RIGHT-OF-WAY - +0.641		
	<u>NUMBER OF PARCELS</u> 9 EXISTING PARCELS		



PARCEL 49 PARKING SUMMARY								
Space	Use	Stories	Approx. SQ. FT.	Parking Ratio	PARKING			
					Total Required	Total Provided	Standard	Compact
A	Restaurant/Fast Food	1	2,200	1/50.	44			
A	Restaurant	1	3,000	1/100	30			
A	Retail	1	1,200	1/300	4			
B	Restaurant/Fast Food	1	3,600	1/50.	72			
C	Restaurant	1	2,000	1/100	20			
C	Retail	1	4,000	1/300	13			
D	Restaurant	1	3,375	1/100	34			
D	Retail	1	3,375	1/300	11			
E	Restaurant	1	2,500	1/100	25			
E	Retail	1	2,000	1/300	7			
H	Hotel (107 rooms)	4	65,278	1 per room	107			
I	Hotel (104 rooms)	4	83,512	1 per room	104			
M	Office	2	16,000	1/250 (90% Bldg SF)	58			
O	Office	2	34,000	1/250 (90% Bldg SF)	122			
P	Office	2	34,000	1/250 (90% Bldg SF)	122			
Q	Outdoor Recreation (Top Golf)	3	64,232		439			
R	Office	2	25,000	1/250 (90% Bldg SF)	90			
S	Church (Children Activity/Classrooms) (25 classrooms)	1	50,000	1 per class room	25			
T	Church (Assembly) (2,800 seats)	1	60,000	1 per 3 Seats	933			
U	Church (Youth Space - Activity/Classrooms) (20 classrooms)	2	20,000	1 per class room	20			
				Unassigned			2195	554
SITE TOTALS:			479,272		2281	2749	2195	554

HIGHLAND RESERVE - PARCEL 49 FLOOR AREA SUMMARY				
Space	Use	Stories	Approximate	SQ. FT.
A	Restaurant/Fast Food	1	2,200	
A	Restaurant	1	3,000	
B	Restaurant/Fast Food	1	3,600	
C	Restaurant	1	2,000	
D	Restaurant	1	3,375	
E	Restaurant	1	2,500	
RESTURANT TOTAL:				16,675
M	Office	2	16,000	
O	Office	2	34,000	
P	Office	2	34,000	
R	Office	2	25,000	
OFFICE TOTAL:				109,000
A	Retail	1	1,200	
C	Retail	1	4,000	
D	Retail	1	2,000	
E	Retail	1	3,375	
GENERAL RETAIL TOTAL:				10,575
H	Hotel (107 rooms)	4	65,278	
I	Hotel (104 rooms)	4	83,512	
HOTEL TOTAL:				148,790
Q	Outdoor Recreation (Top Golf)	3	64,232	
RECREATION TOTAL:				64,232
S	Church (Children Activity/Classrooms) (25 classrooms)	1	50,000	
T	Church (Assembly) (2,800 seats)	1	60,000	
U	Church (Youth Space - Activity/Classrooms) (20 classrooms)	2	20,000	
USERS TOTAL:				130,000
SITE TOTALS:				479,272

MAJOR PROJECT PERMIT - STAGE 1
MODIFIED MAY 10, 2017



TSD ENGINEERING, INC.
expect more.

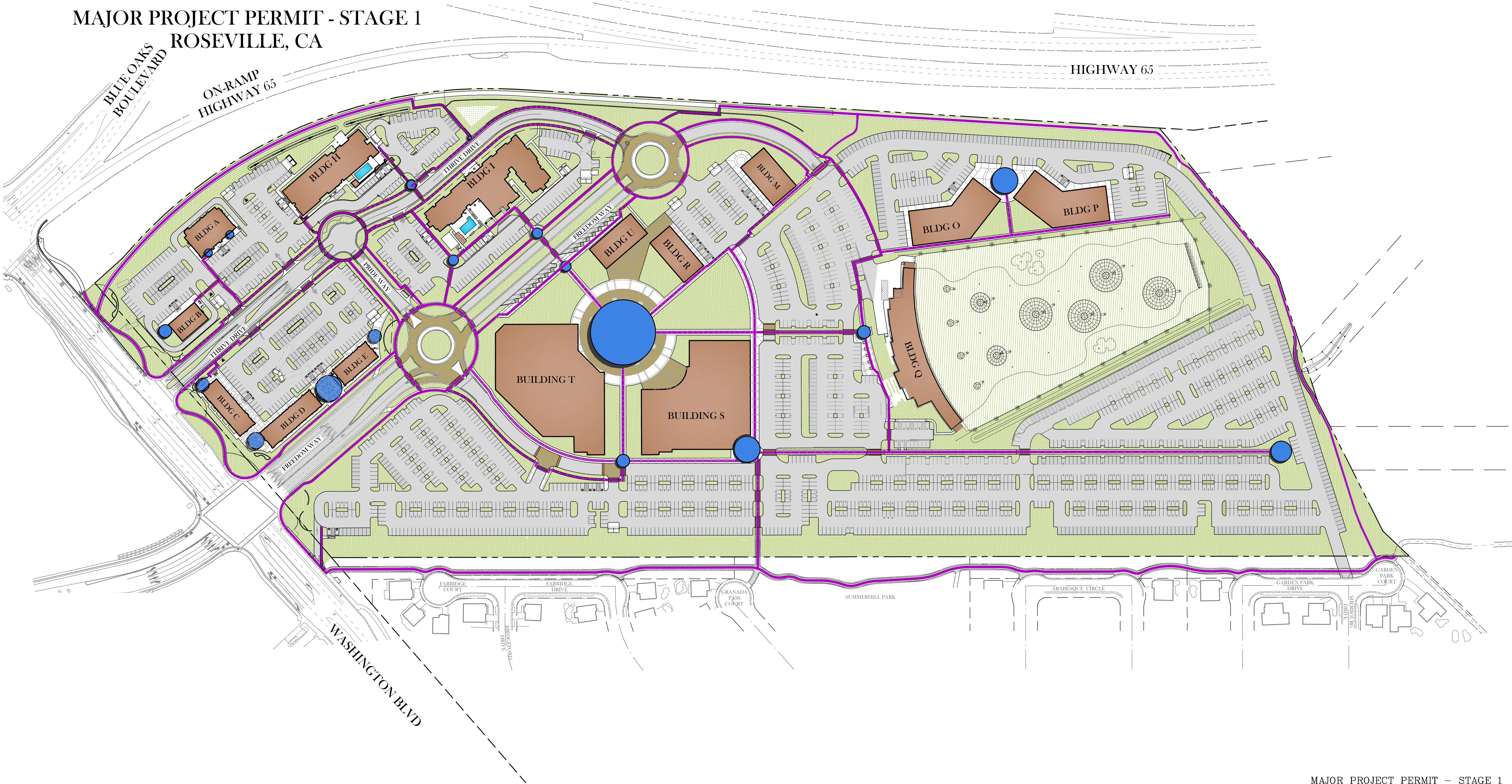
31 Natoma Street, Suite #160
Folsom, CA 95630
Phone: (916) 608-0707
Fax: (916) 608-0701

MODIFIED - PRELIMINARY PEDESTRIAN PLAN

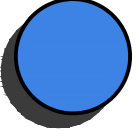
NCRSP - PARCEL 49

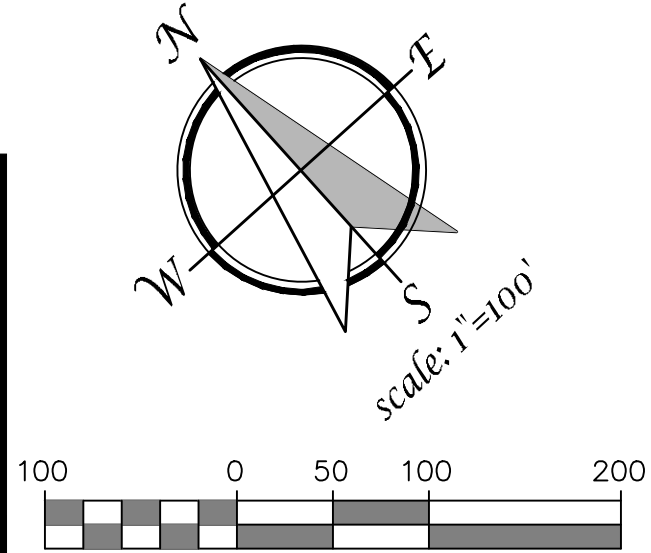
MAJOR PROJECT PERMIT - STAGE 1
ROSEVILLE, CA

EXHIBIT D

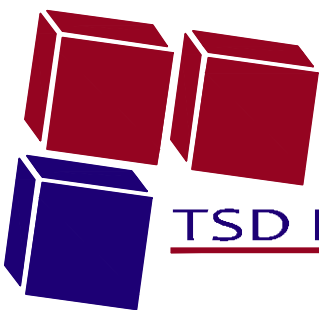


NCRSP - PARCEL 49
PEDESTRIAN LEGEND

-  PEDESTRIAN GATHERING SPACES
-  PEDESTRIAN PATHWAYS
-  LANDSCAPE AREAS



MAJOR PROJECT PERMIT – STAGE 1
PRELIMINARY PEDESTRIAN PLAN
JUNE 01, 2017



TSD ENGINEERING, INC.
expect more.

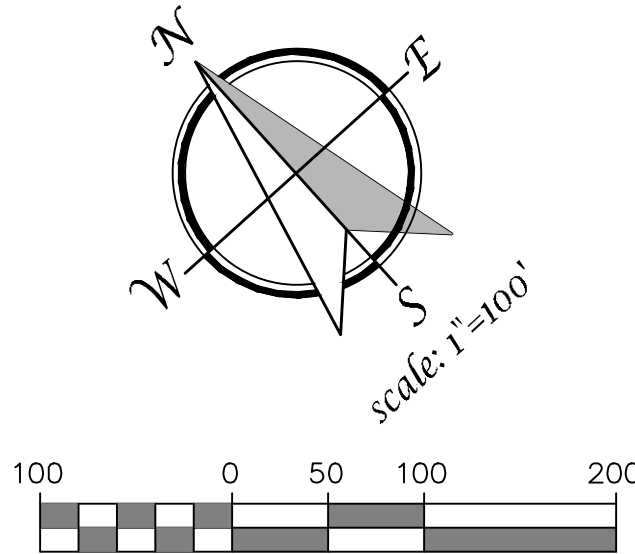
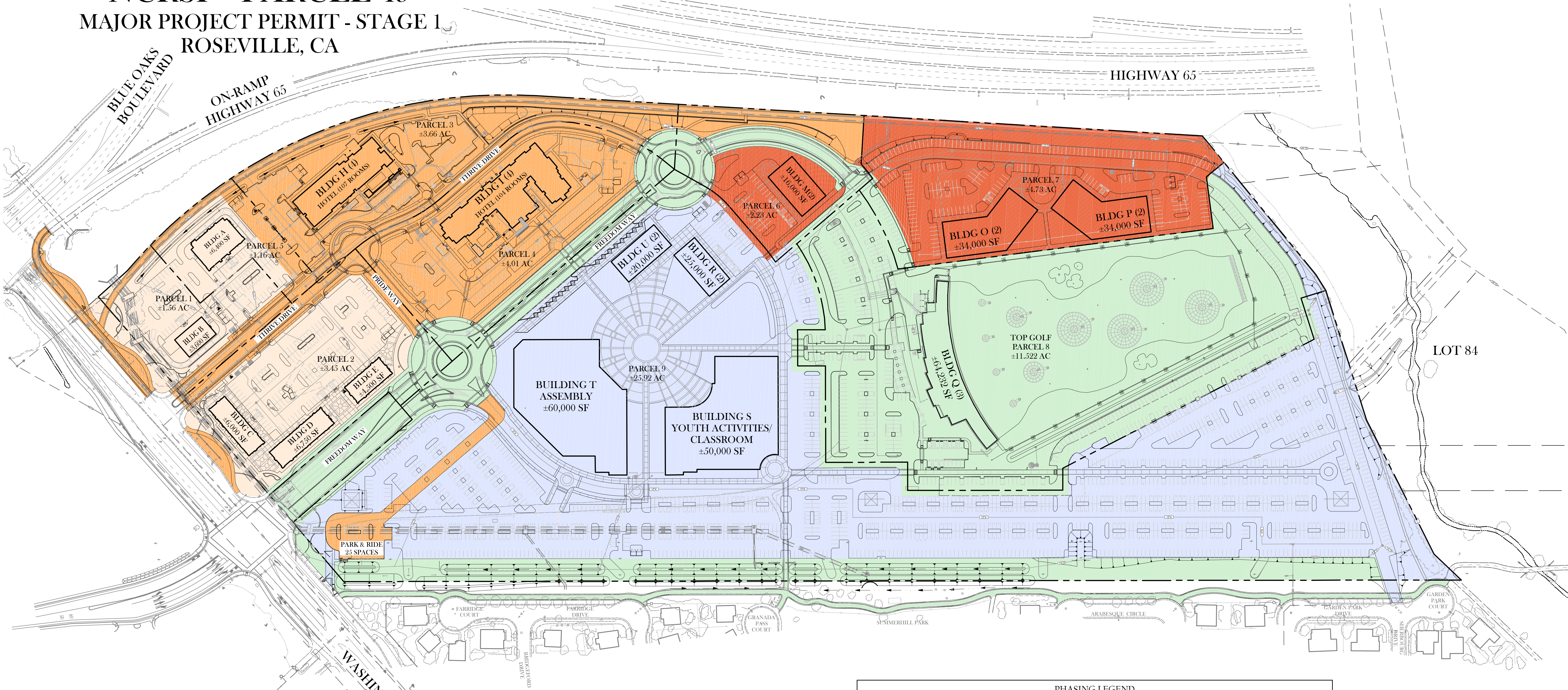
31 Natoma Street, Suite #160
Folsom, CA 95630
Phone: (916) 608-0707
Fax: (916) 608-0701

MODIFIED - PRELIMINARY PHASING PLAN

NCRSP - PARCEL 49

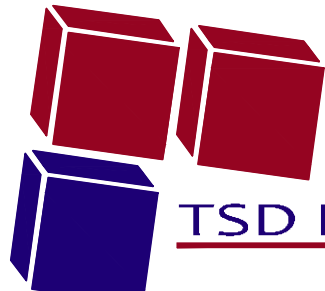
MAJOR PROJECT PERMIT - STAGE 1
ROSEVILLE, CA

EXHIBIT E



PHASING LEGEND					
PHASE	PAIDS	SQUARE FOOTAGE	PARKING	IMPROVEMENTS	
	PHASE 1	TOP GOLF (Q)	64,232 SF	421 SPACES	TOPGOLF PARCEL AND IMPROVEMENTS INCLUDING PARKING, LANDSCAPING, UTILITIES WASHINGTON BLVD SIGNAL AND INTERSECTION IMPROVEMENTS FREEDOM WAY, ROUNDABOUTS PAVED SECTION TO CONNECT FREEDOM WAY TO TOPGOLF PARCEL LANDSCAPE BUFFER/TRANSITION ADJACENT TO RESIDENTIAL USES UNDERGROUND UTILITIES WITHIN CONSTRUCTED SURFACE IMP TEMPORARY ACCESS FROM TOPGOLF PARCEL SOUTH TO EVA UNDERGROUND UTILITIES TO SUPPORT TOPGOLF WATER LINE (THROUGH PHASE 3 AREA) SEWER LINE CONNECTION TO NORTH (THROUGH PHASE 3 AREA)
	PHASE 2A	HOTEL (H,I)	144,790 SF	245 SPACES	BUILDINGS H & I IMPROVEMENTS INCLUDING PARKING, LANDSCAPING, UTILITIES ROAD B WASHINGTON BLVD RIGHT-TURN IMPROVEMENTS WASHINGTON BLVD LANDSCAPE FRONTAGE IMPROVEMENTS PARK AND RIDE LOT
	PHASE 2B	RESTAURANT (A-E) RETAIL (A,C,D,E)	16,675 SF 10,575 SF 27,250 SF	264 SPACES	BUILDINGS A-E IMPROVEMENTS INCLUDING PARKING, LANDSCAPING, UTILITIES
	PHASE 2C	OFFICE (M,O,P)	84,000 SF	267 SPACES	BUILDINGS M, O, P IMPROVEMENTS INCLUDING PARKING, LANDSCAPING, UTILITIES
	PHASE 3	OFFICE (R) CHURCH (S,T,U)	25,000 SF 130,000 SF 155,000 SF	1,552 SPACES	BUILDINGS R-U IMPROVEMENTS INCLUDING PARKING, LANDSCAPING, UTILITIES
			475,272 SF	2,749 SPACES	

MAJOR PROJECT PERMIT – STAGE 1
MODIFIED PRELIMINARY PHASING PLAN
JUNE 01, 2017



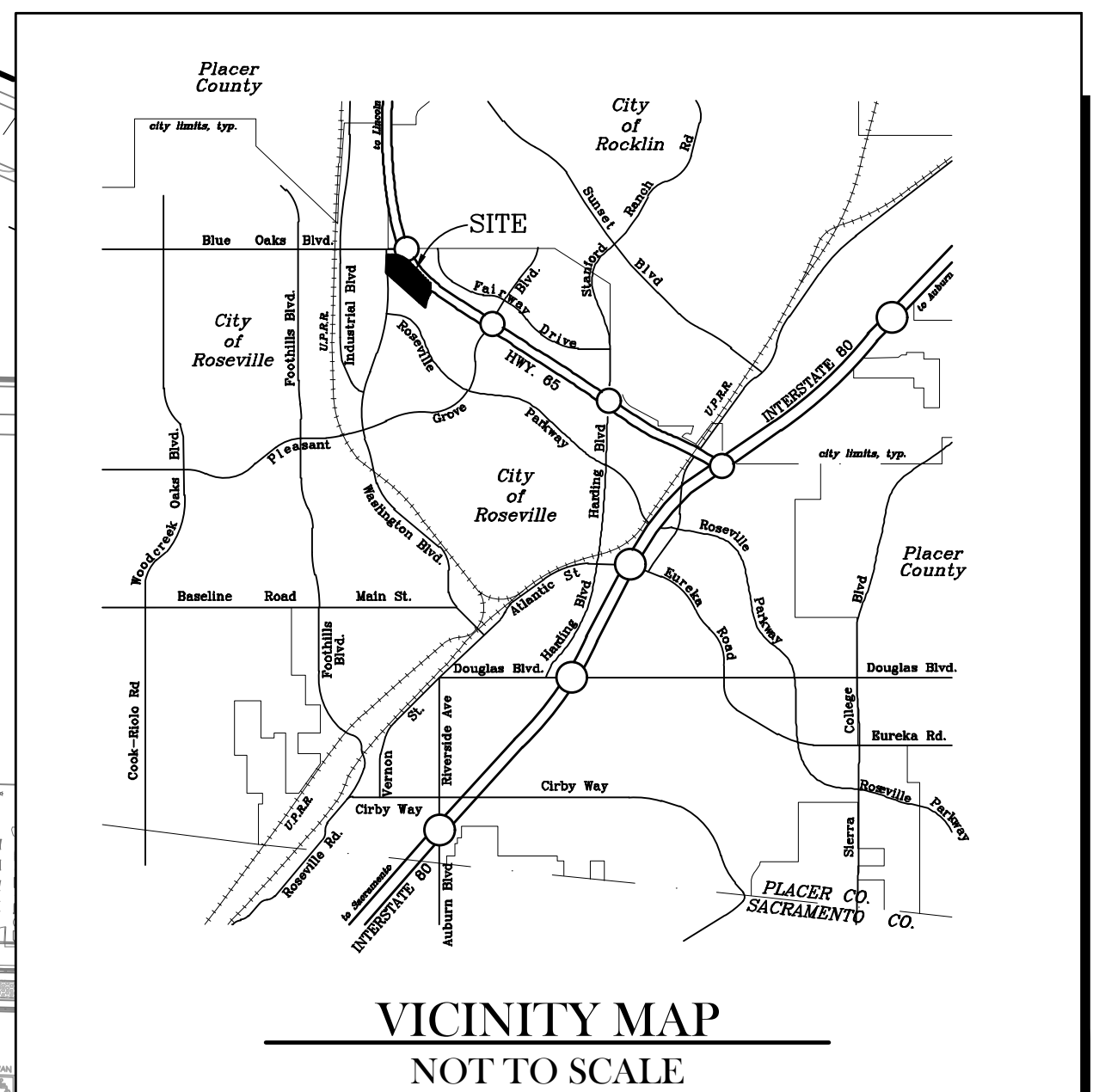
TSD ENGINEERING, INC.
expect more.

31 Natoma Street, Suite #160
Folsom, CA 95630
Phone: (916) 608-0707
Fax: (916) 608-0701

PRELIMINARY SITE PLAN
NCRSP - PARCEL 49
MAJOR PROJECT PERMIT
STAGE 2 - PARCEL 1,2 & 5
FREEDOM POINT
ROSEVILLE, CA

SITE LEGEND

- ASPHALT PAVEMENT
- PERVIOUS PAVEMENT
- LANDSCAPE AREA
- BUILDING AREA
- CONCRETE SIDEWALK
- ENHANCED PAVEMENT
- FIRE DEPARTMENT CONNECTION
- FIRE HYDRANT



PARCEL 49 PARKING SUMMARY

Space	Use	Stories	Approx. SQ. FT.	Parking Ratio	PARKING	
					Total Required	Total Provided
A	Restaurant/Fast Food	1	2,200	1/50.	44	
A	Restaurant	1	3,000	1/100	30	
A	Retail	1	1,200	1/300	4	
B	Restaurant/Fast Food	1	3,600	1/50.	72	
C	Restaurant	1	2,000	1/100	20	
C	Retail	1	4,000	1/300	13	
D	Restaurant	1	3,375	1/100	34	
D	Retail	1	3,375	1/300	11	
E	Restaurant	1	2,500	1/100	25	
E	Retail	1	2,000	1/300	7	
SITE TOTALS:			27,250		260	264

PROJECT SUMMARY

OWNER/DEVELOPER
ROSEVILLE COVENANT GROUP, LLC
EP ROSEVILLE, LLC
4670 WILLOW ROAD, SUITE 200
PLEASANTON, CA 94588
ATTN: BRUCE KAHL
brucekahl@me.com

ENGINEER
TSD ENGINEERING, INC.
31 NATOMA ST #160
FOLSOM, CA 95630
ATTN: CASEY FEICKERT
cfeickert@tsdeng.com

PROPOSED USE
COMMERCIAL/RETAIL

ZONING
PD/SA NC

ASSESSORS PARCEL NO & LOT AREA

APN	AREA
PARCEL 1 363-022-021	+1.560 AC
PARCEL 2 363-022-020	+3.453 AC
PARCEL 5 363-022-022	+1.155 AC

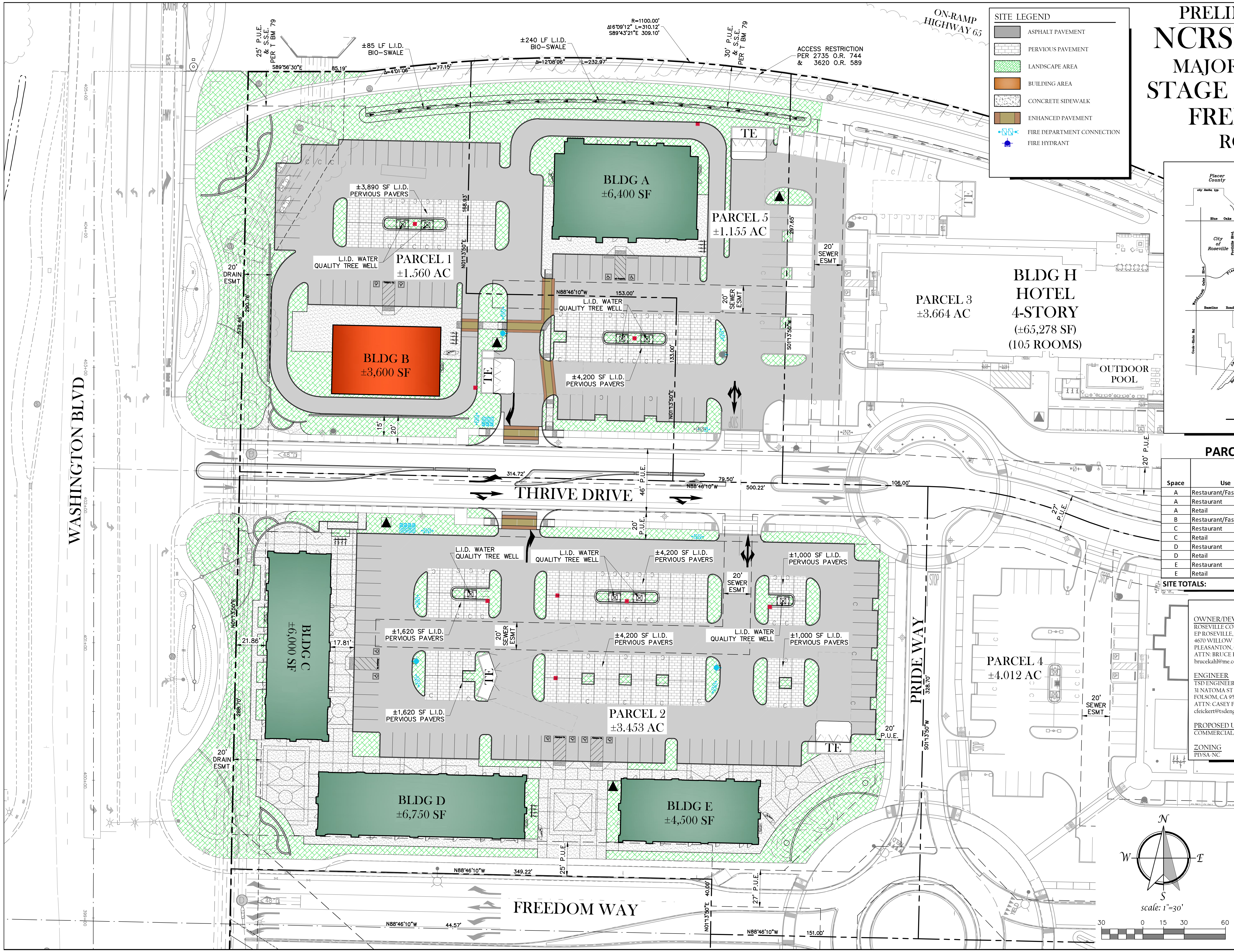
PARKING SUMMARY

	REQUIRED	PROPOSED
PARCEL 1 & 5		
STANDARD STALLS		86
COMPACT		31
ACCESSIBLE	3	4
TOTAL	150	121
PARCEL 2		
STANDARD STALLS		99
COMPACT		36
ACCESSIBLE	3	6
TOTAL	110	141

MAJOR PROJECT PERMIT - STAGE 2
PRELIMINARY SITE PLAN
PARCEL 1, 2, & 5
FREEDOM POINT
JUNE 01, 2017

TSD ENGINEERING, INC.
expect more.

31 Natoma Street, Suite #160
Folsom, CA 95630
Phone: (916) 608-0707
Fax: (916) 608-0701

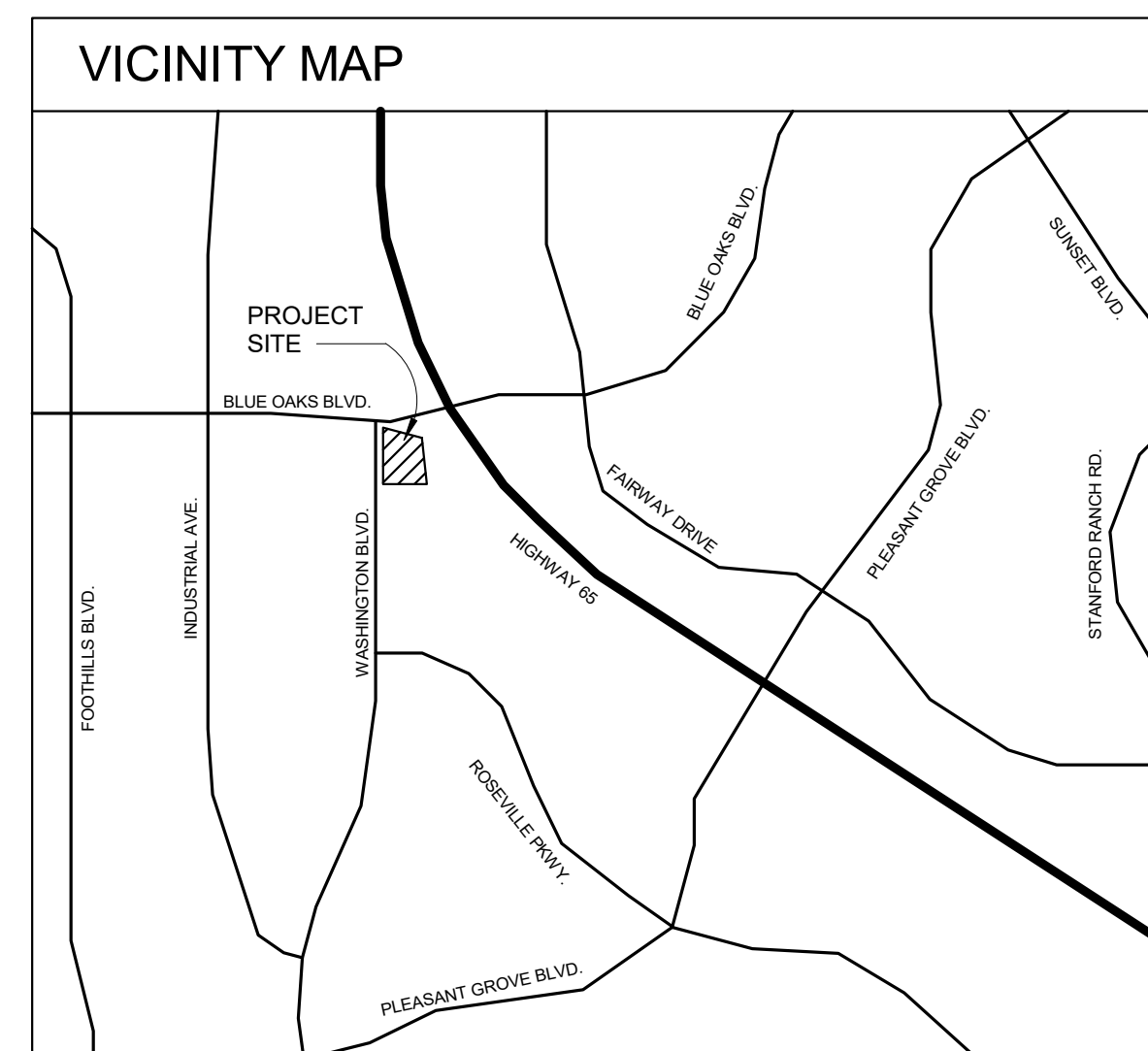


MAJOR PROJECT PERMIT FOR PARCELS 1, 2 & 5 STAGE 1 AND STAGE 2 CONCURRENTLY

[illegible]

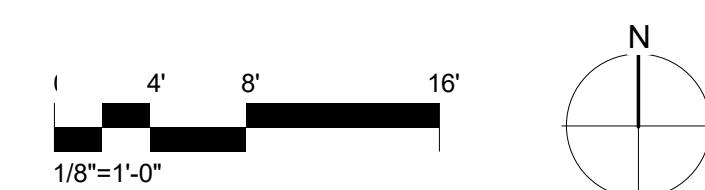
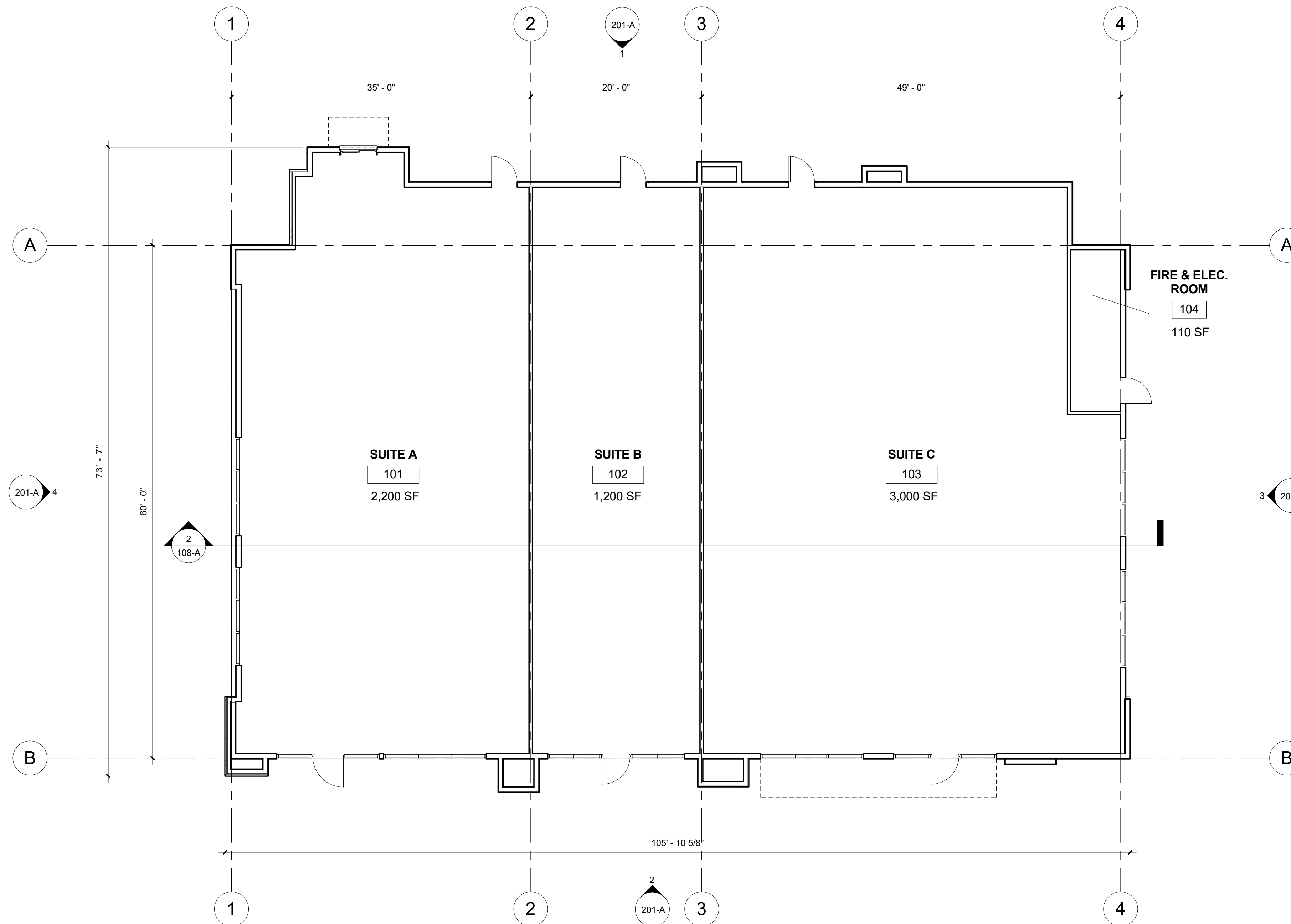
STAMP

OWNER / CONSULTANT INDEX	
DEVELOPER:	COVENANT GROUP 2044 CALIFORNIA AVE. CORONA, CA 92881 P.O.C. : JULIE MARGETICH email : margetich@pacificdentalservices.com TELE : (951) 382-5745 FAX : (714) 388-3951
ARCHITECT:	BORGES ARCHITECTURAL GROUP, INC. 1478 STONE POINT DRIVE, SUITE 350 ROSEVILLE, CA 95681 P.O.C. : NEAL DERIDDER email : neal@borgesarch.com TELE : (916) 782-7200 FAX : (916) 773-3037
CIVIL:	TSD ENGINEERING, INC. 31 NATOMA STREET, SUITE #160 FOLSOM, CA 95630 P.O.C. : CASEY FEICKERT email : cfeickert@tsdeng.com TELE : (916) 671-9716 FAX : (916) 608-0701
LANDSCAPE:	FUHRMAN LEAMY LAND GROUP 2140 PROFESSIONAL DRIVE, SUITE 115 ROSEVILLE, CA 95681 P.O.C. : STEVEN FUHRMAN email : stevef@flandgroup.com TELE : (916) 783-5263



SHEET INDEX/REVISION HISTORY						
					REVISION HISTORY	
					02-17-17 PLANNING SUBMIT	
ARCHITECTURAL						
001	COVER SHEET					
BUILDING A:						
103-A	FLOOR PLAN					
108-A	ROOF PLAN & SECTION					
201-A	EXTERIOR ELEVATIONS					
BUILDING C:						
103-C	FLOOR PLAN					
108-C	ROOF PLAN & SECTION					
201-C	EXTERIOR ELEVATIONS					
BUILDING D:						
103-D	FLOOR PLAN					
108-D	ROOF PLAN & SECTION					
201-D	EXTERIOR ELEVATIONS					
BUILDING E:						
103-E	FLOOR PLAN					
108-E	ROOF PLAN & SECTION					
201-E	EXTERIOR ELEVATIONS					

SHEET NO. _____

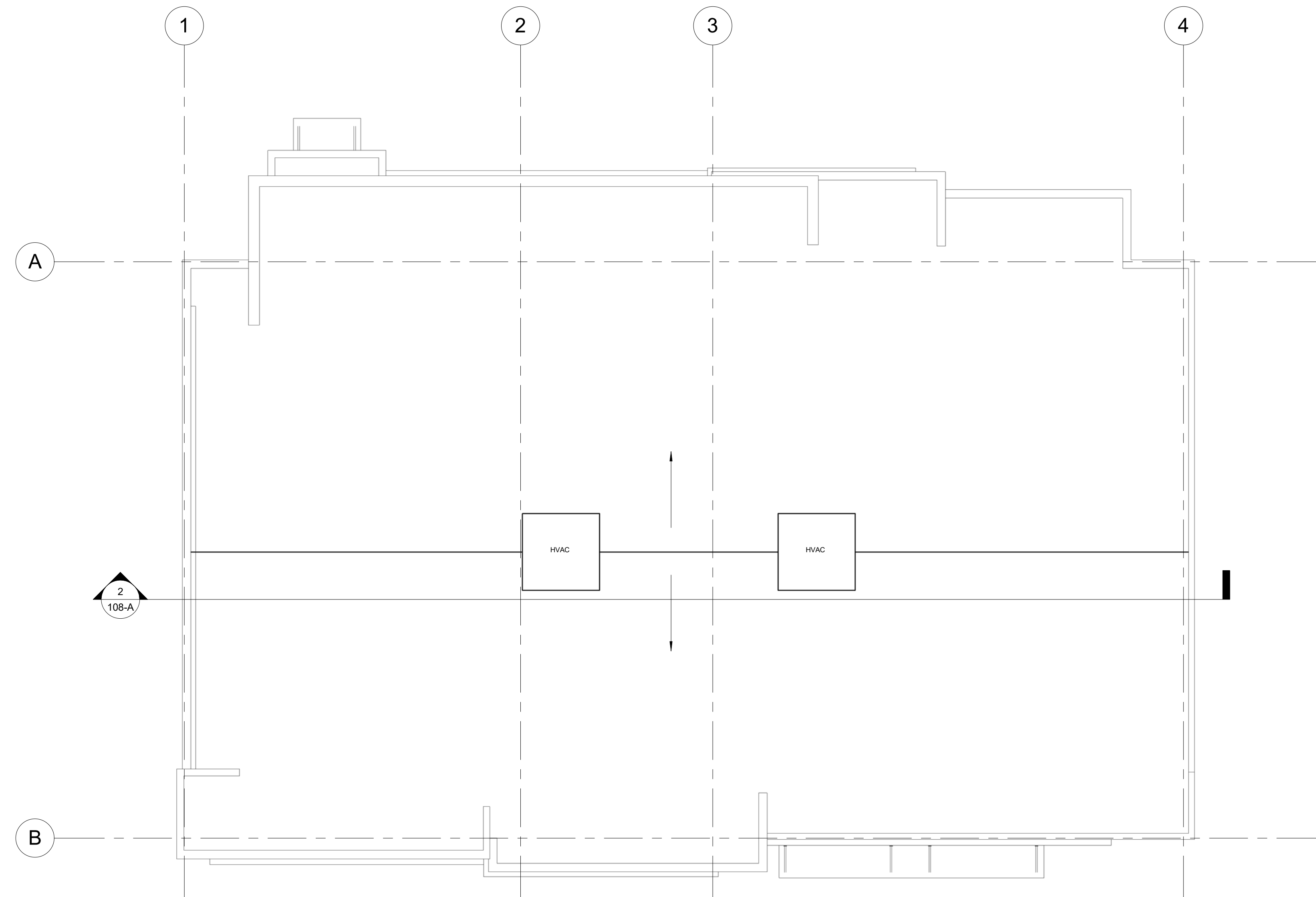


FREEDOM POINT PARCEL 49 - BUILDING A FLOOR PLAN

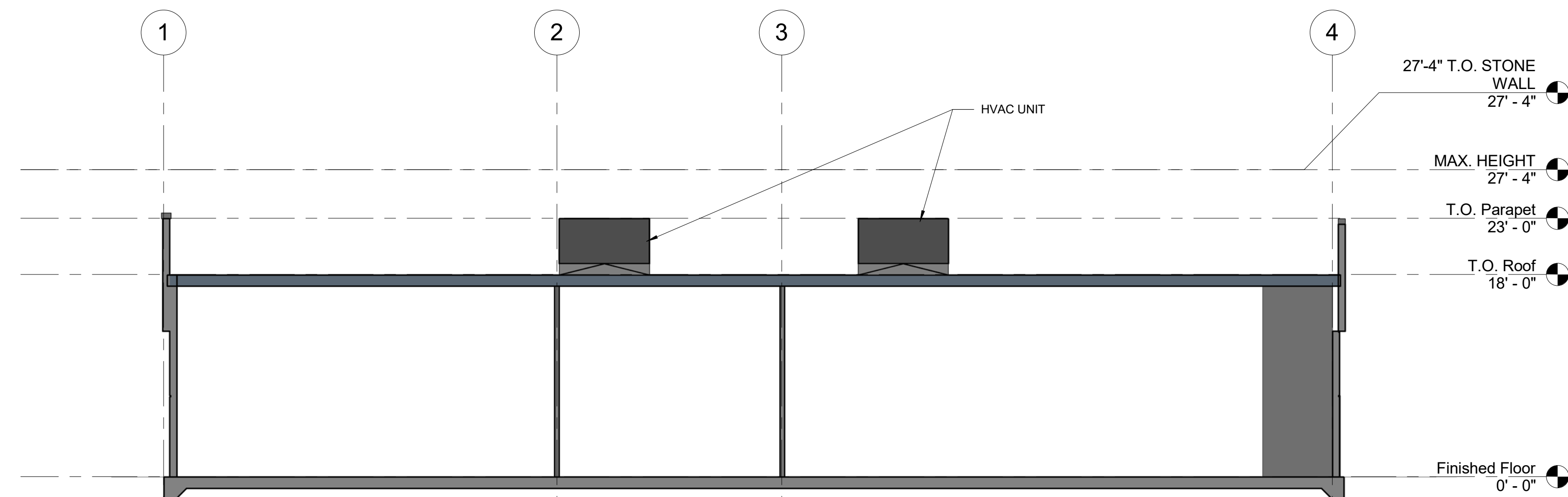
SCALE: 1/8" = 1'-0"

103-A

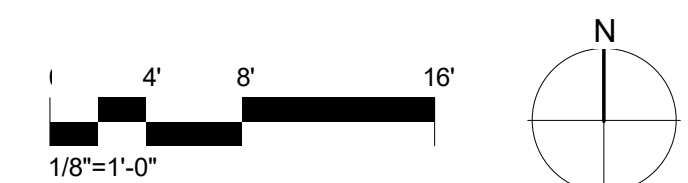
Borges



1 ROOF PLAN
1/8" = 1'-0"



2 SECTION
1/8" = 1'-0"



FREEDOM POINT PARCEL 49 - BUILDING A ROOF PLAN & SECTION

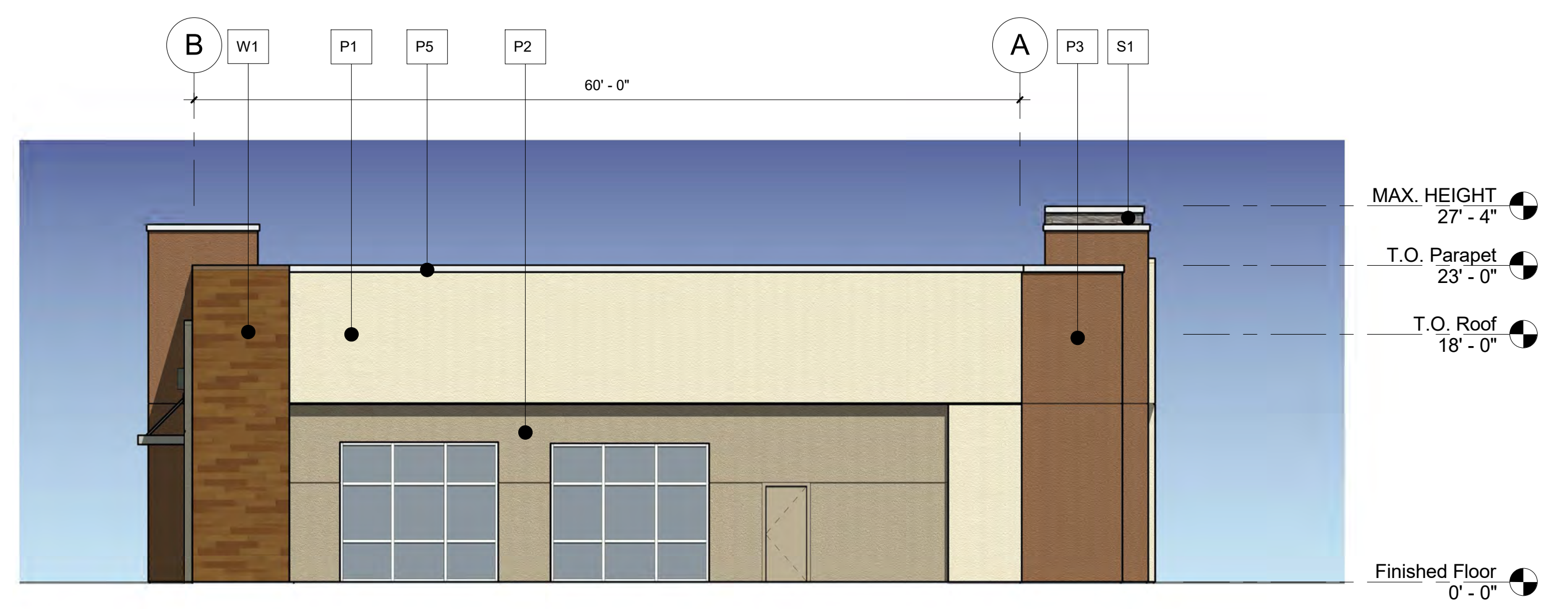
108-A
Borges ARCHITECTURAL GROUP

4180 THRIVE DRIVE 17002 02/17/17

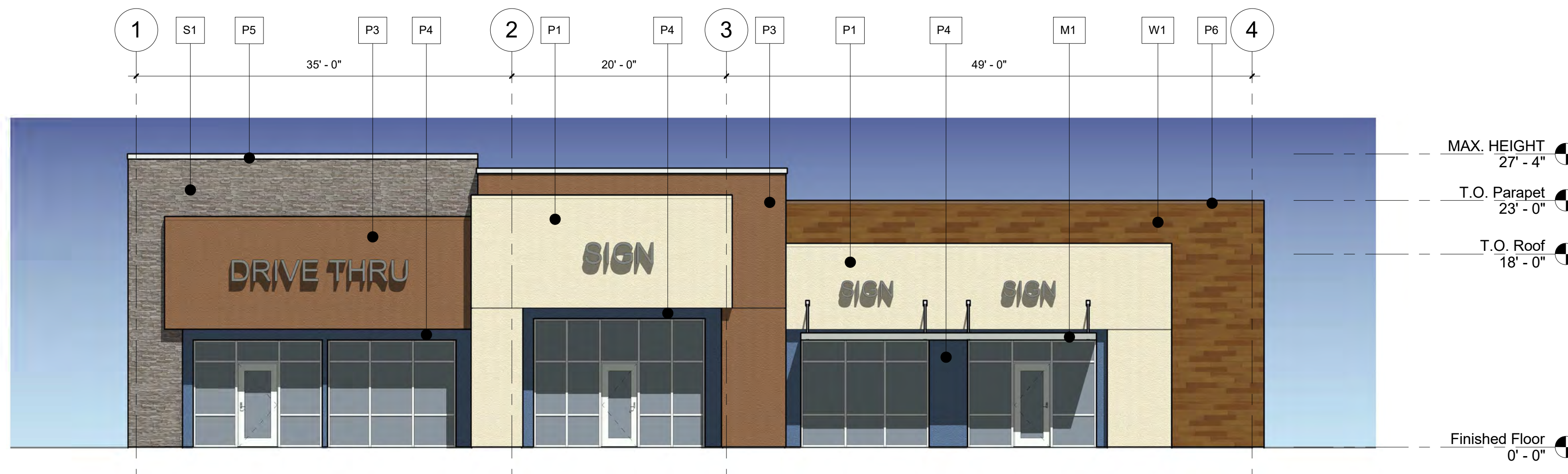
1478 STONE POINT DRIVE SUITE 350 ROSEVILLE, CA 95661 T | 916 782 7200 borgesarch.com



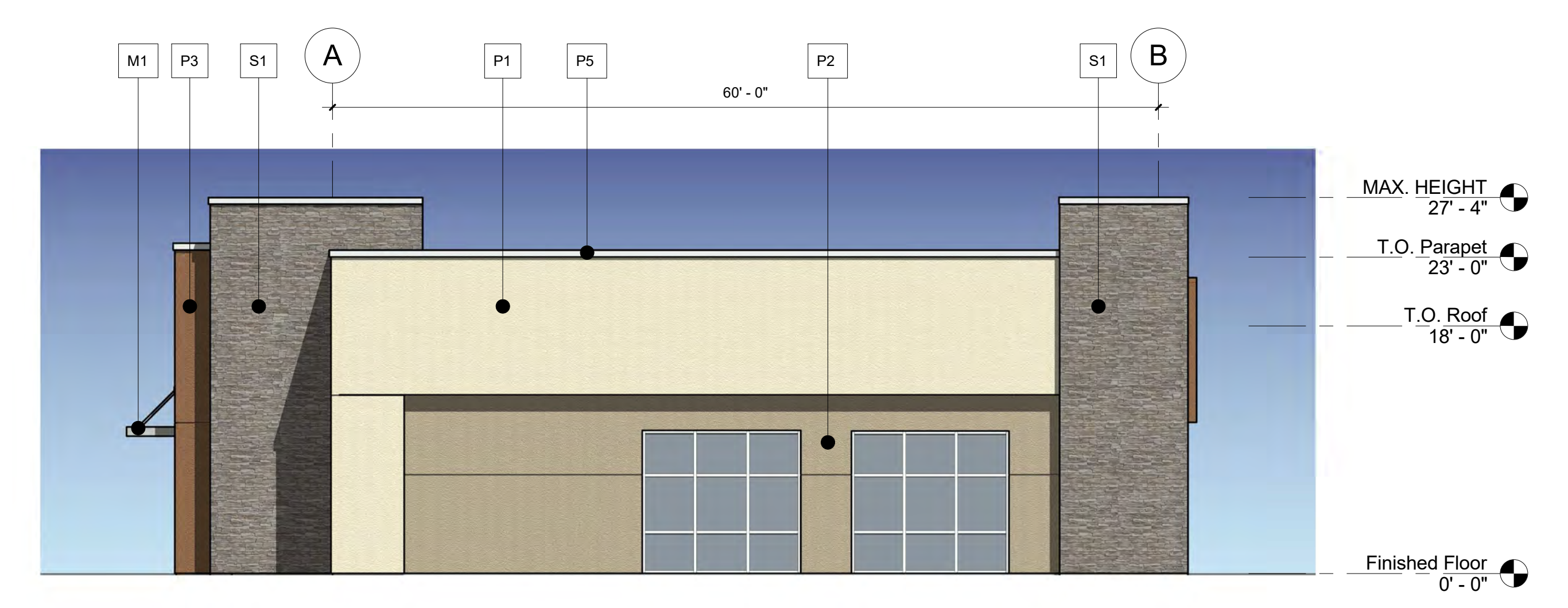
1 NORTH ELEVATION
1/8" = 1'-0"



3 EAST ELEVATION
1/8" = 1'-0"



2 SOUTH ELEVATION
1/8" = 1'-0"



4 WEST ELEVATION
1/8" = 1'-0"

MATERIAL LEGEND

P1	BENJAMIN MOORE NATURAL CREAM #OC-14	M1	METAL AWNING
P2	SHERWIN WILLIAMS QUIVER TAN #SW6151	W1	PORCELAIN TILE ELEGANZA ANTICHO
P3	SHERWIN WILLIAMS UMBER RUST #SW9100	S1	EL DORADO STONE
P4	SHERWIN WILLIAMS LUXE BLUE		
P5	COPING COLOR MATTE GRAY		
P6	COPING COLOR BROWN		

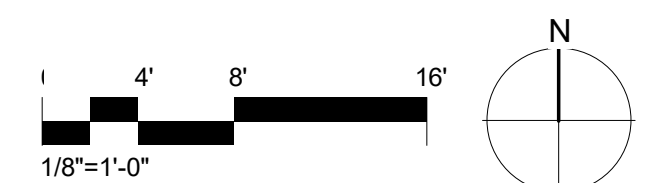
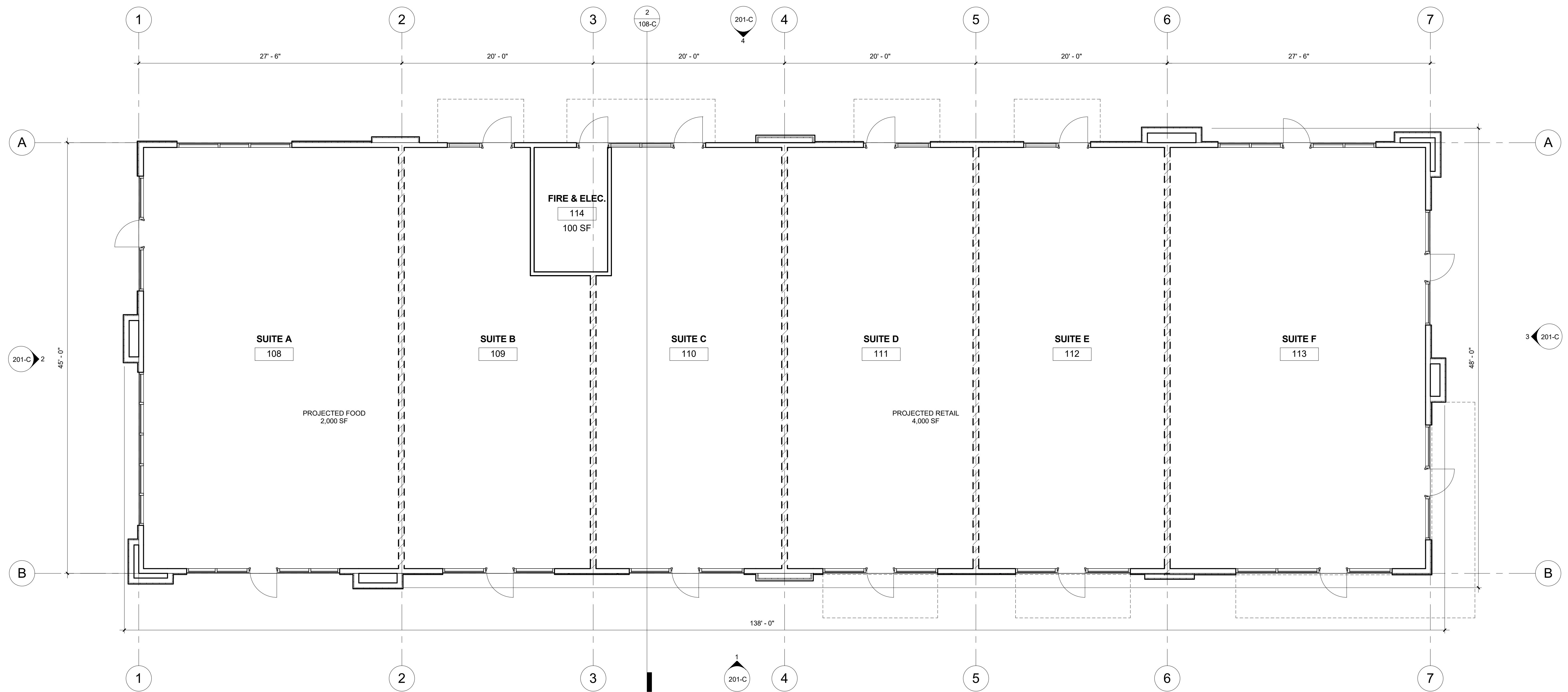


FREEDOM POINT PARCEL 49 - BUILDING A EXTERIOR ELEVATIONS

4180 THRIVE DRIVE 17002 05/19/17

1478 STONE POINT DRIVE SUITE 350 ROSEVILLE, CA 95661 T | 916 782 7200 borgesarch.com

201-A
Borges ARCHITECTURAL GROUP

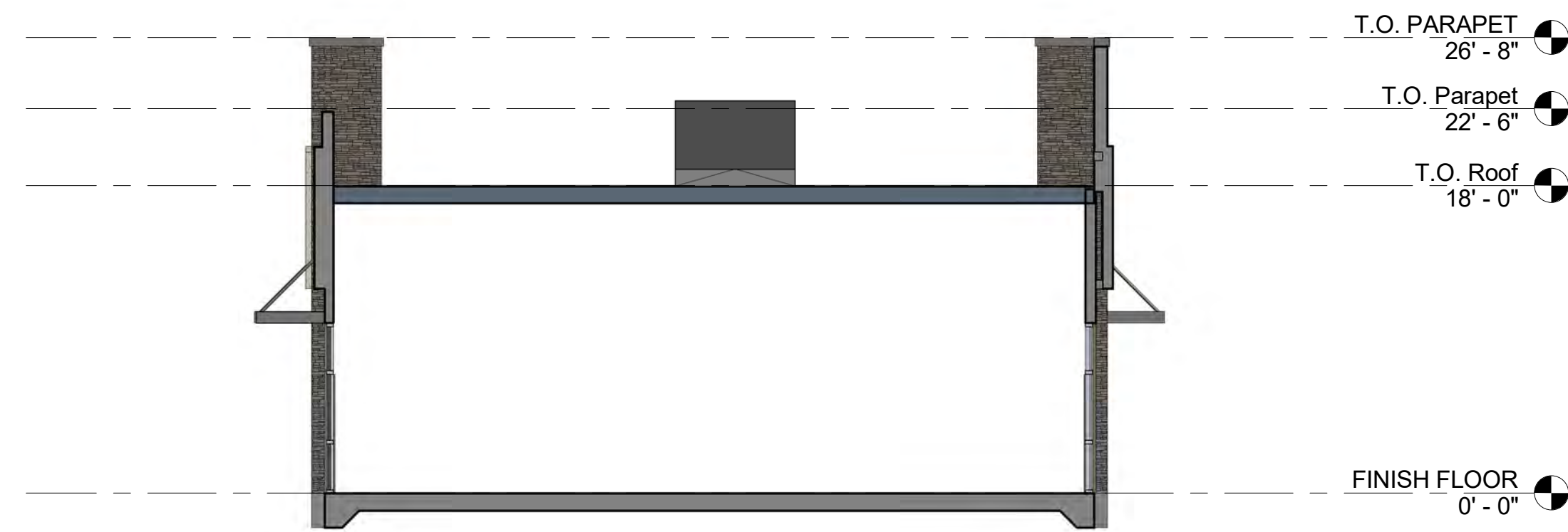


FREEDOM POINT PARCEL 49 - BUILDING C FLOOR PLAN

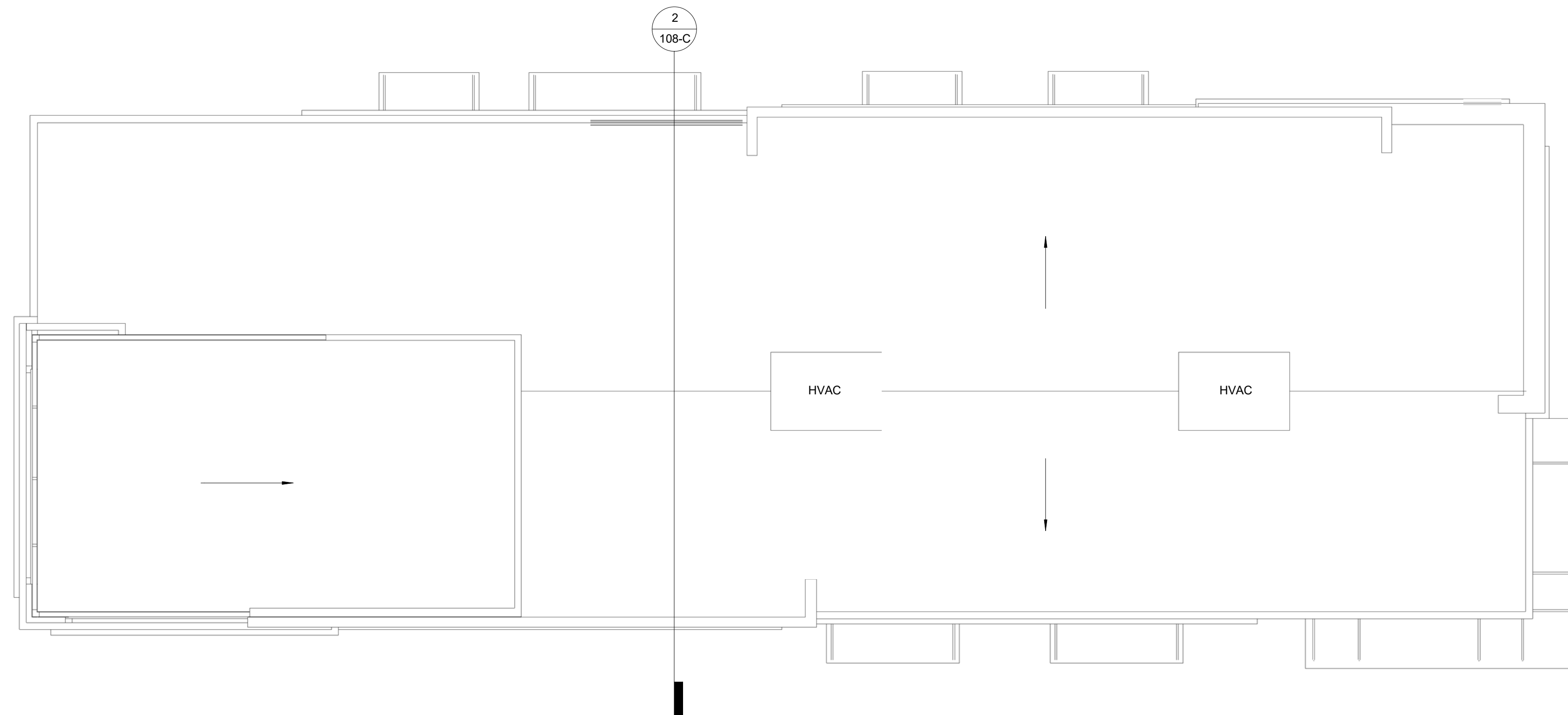
103-C
Borges ARCHITECTURAL GROUP

4201 THRIVE DRIVE 17002 02/17/17

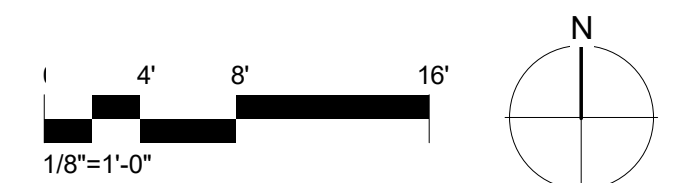
1478 STONE POINT DRIVE SUITE 350 ROSEVILLE, CA 95661 T | 916 782 7200 borgesarch.com



2 SECTION
1/8" = 1'-0"



1 ROOF PLAN
1/8" = 1'-0"





4 WEST ELEVATION
1/8" = 1'-0"



2 SOUTH ELEVATION
1/8" = 1'-0"



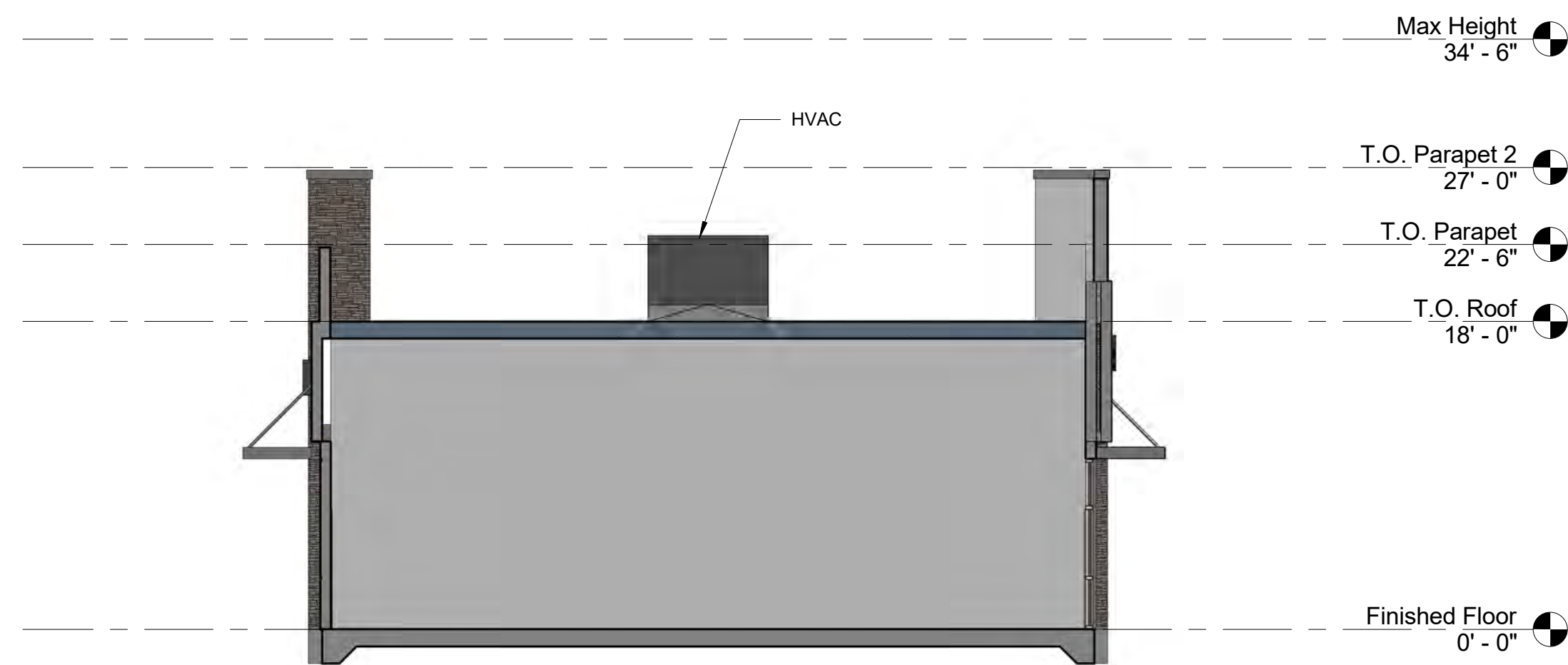
3 NORTH ELEVATION
1/8" = 1'-0"



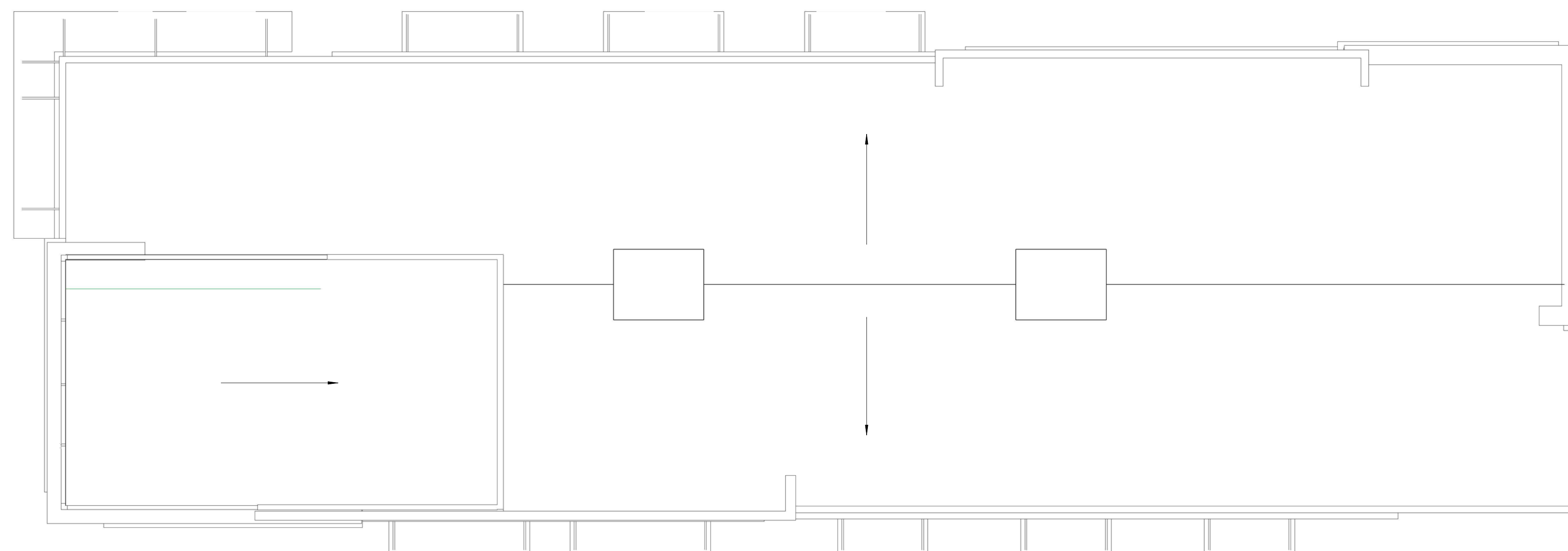
1 EAST ELEVATION
1/8" = 1'-0"

MATERIAL LEGEND

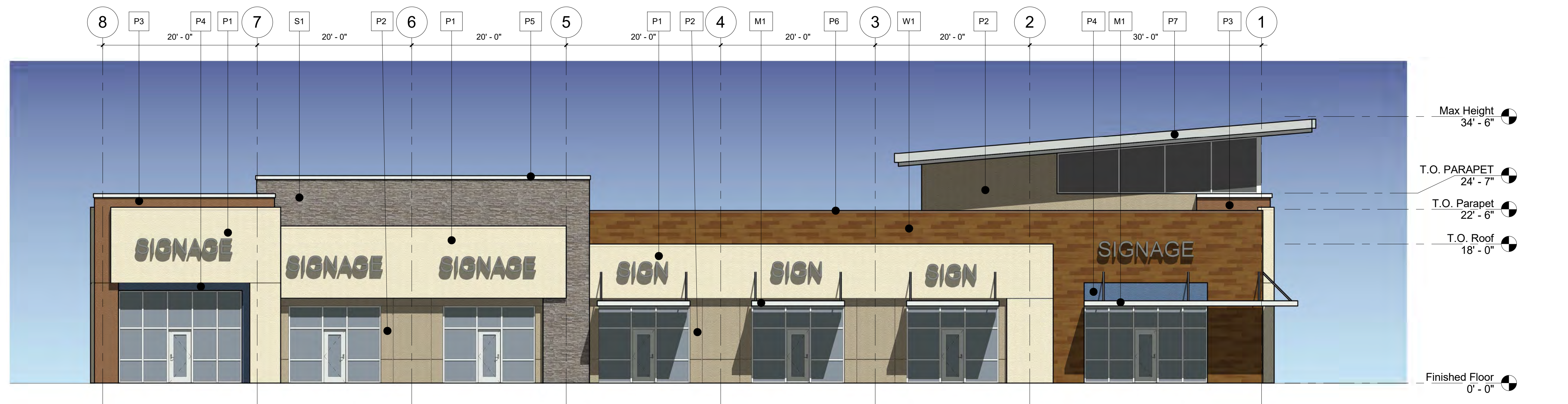
P1	BENJAMIN MOORE NATURAL CREAM	M1	METAL
P2	SHERWIN WILLIAMS QUIVER TAN	W1	PORCELAIN TILE ELEGANZA ANTICHO
P3	SHERWIN WILLIAMS UMBER RUST	S1	EL DORADO STONE
P4	SHERWIN WILLIAMS LUXE BLUE		
P5	COPING COLOR		
P6	COPING COLOR		



2 SECTION
1/8" = 1'-0"



1 ROOF PLAN
1/8" = 1'-0"



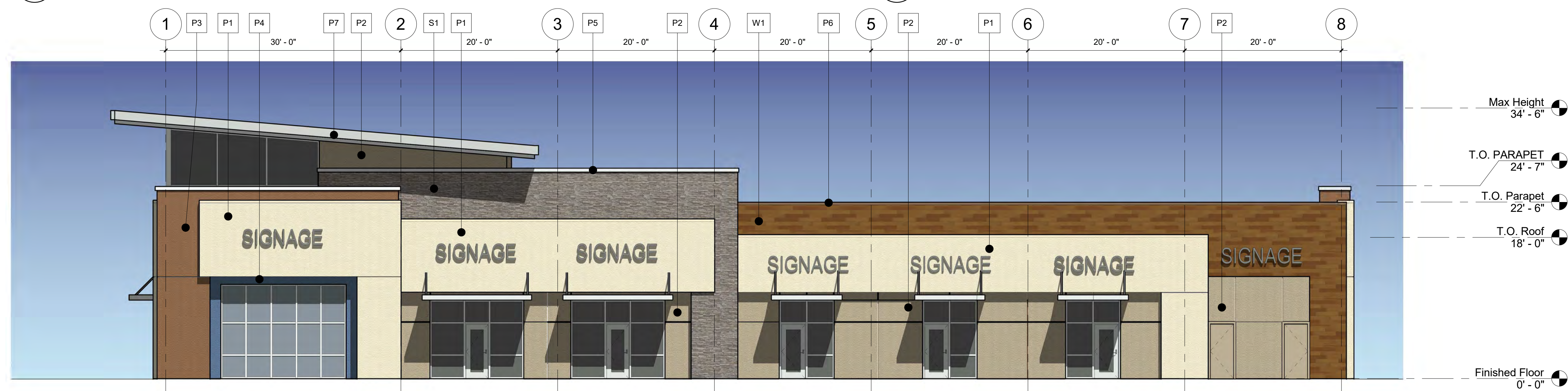
4 COLORED NORTH ELEVATION



2 COLORED WEST ELEVATION



3 COLORED EAST ELEVATION



1 COLORED SOUTH ELEVATION

MATERIAL LEGEND

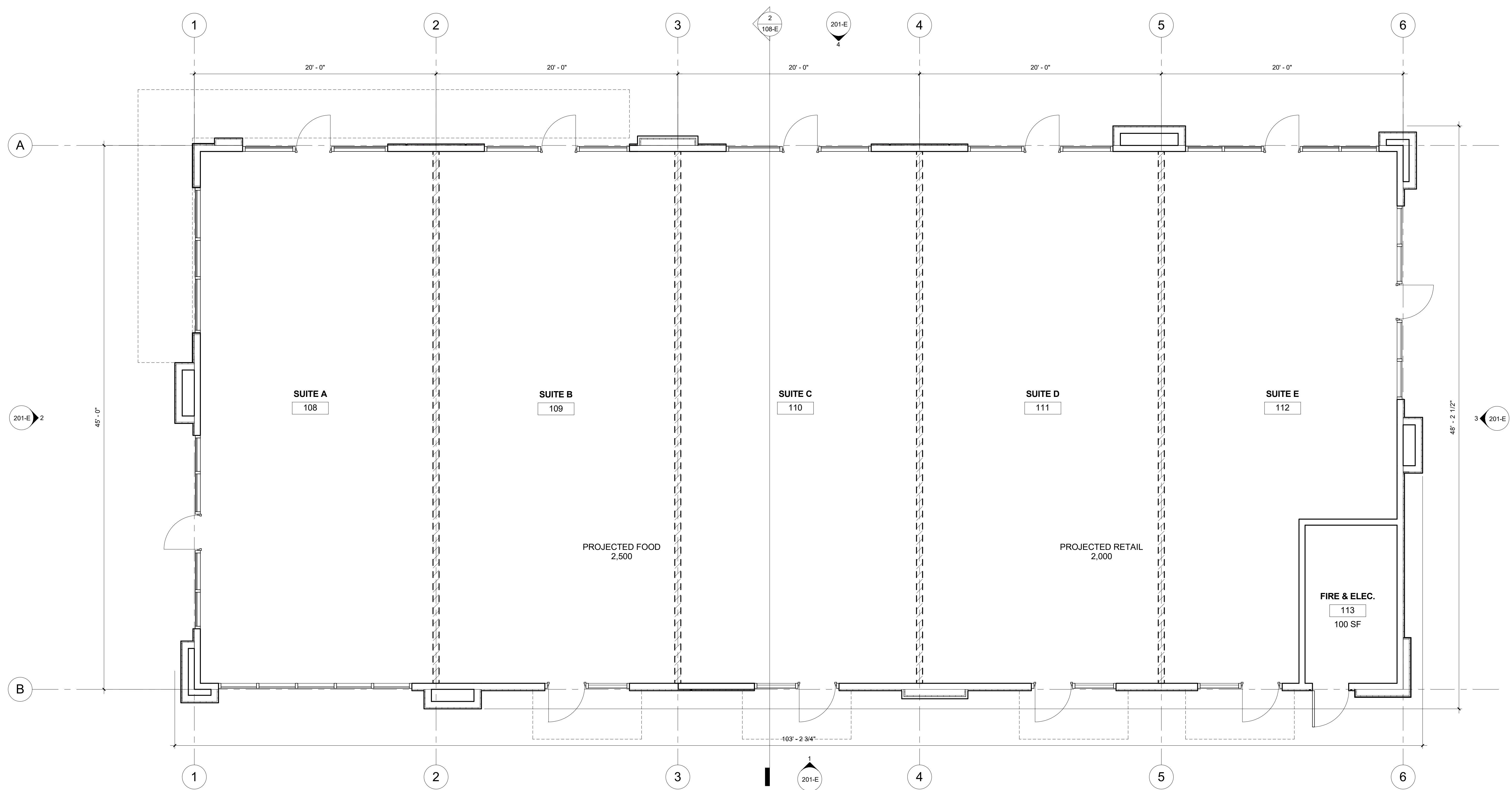
P1	BENJAMIN MOORE NATURAL CREAM	M1	METAL
P2	SHERWIN WILLIAMS QUIVER TAN	W1	PORCELAIN TILE ELEGANZA ANTICHO
P3	SHERWIN WILLIAMS UMBER RUST	S1	EL DORADO STONE
P4	SHERWIN WILLIAMS LUXE BLUE		
P5	COPING COLOR		
P6	COPING COLOR		

FREEDOM POINT PARCEL 49 - BUILDING D EXTERIOR ELEVATIONS

4191 THRIVE DRIVE 17002 05/19/17

1478 STONE POINT DRIVE SUITE 350 ROSEVILLE, CA 95661 T | 916 782 7200 borgesarch.com

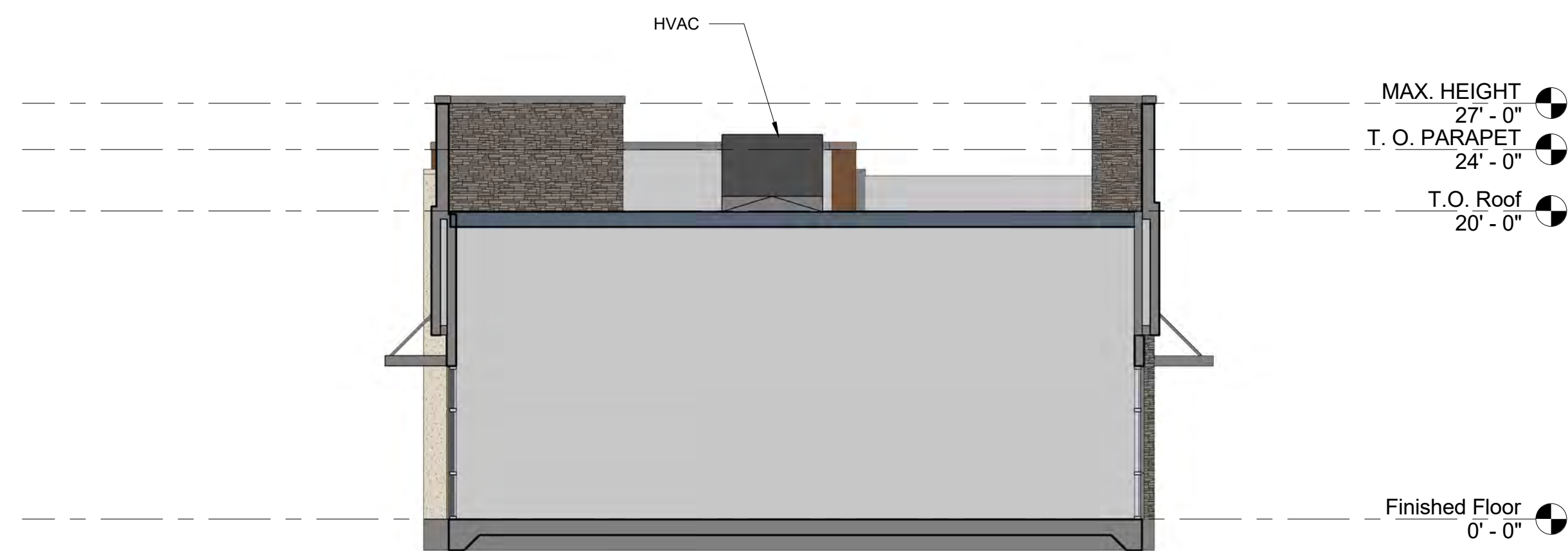
201-D **Borges** ARCHITECTURAL GROUP



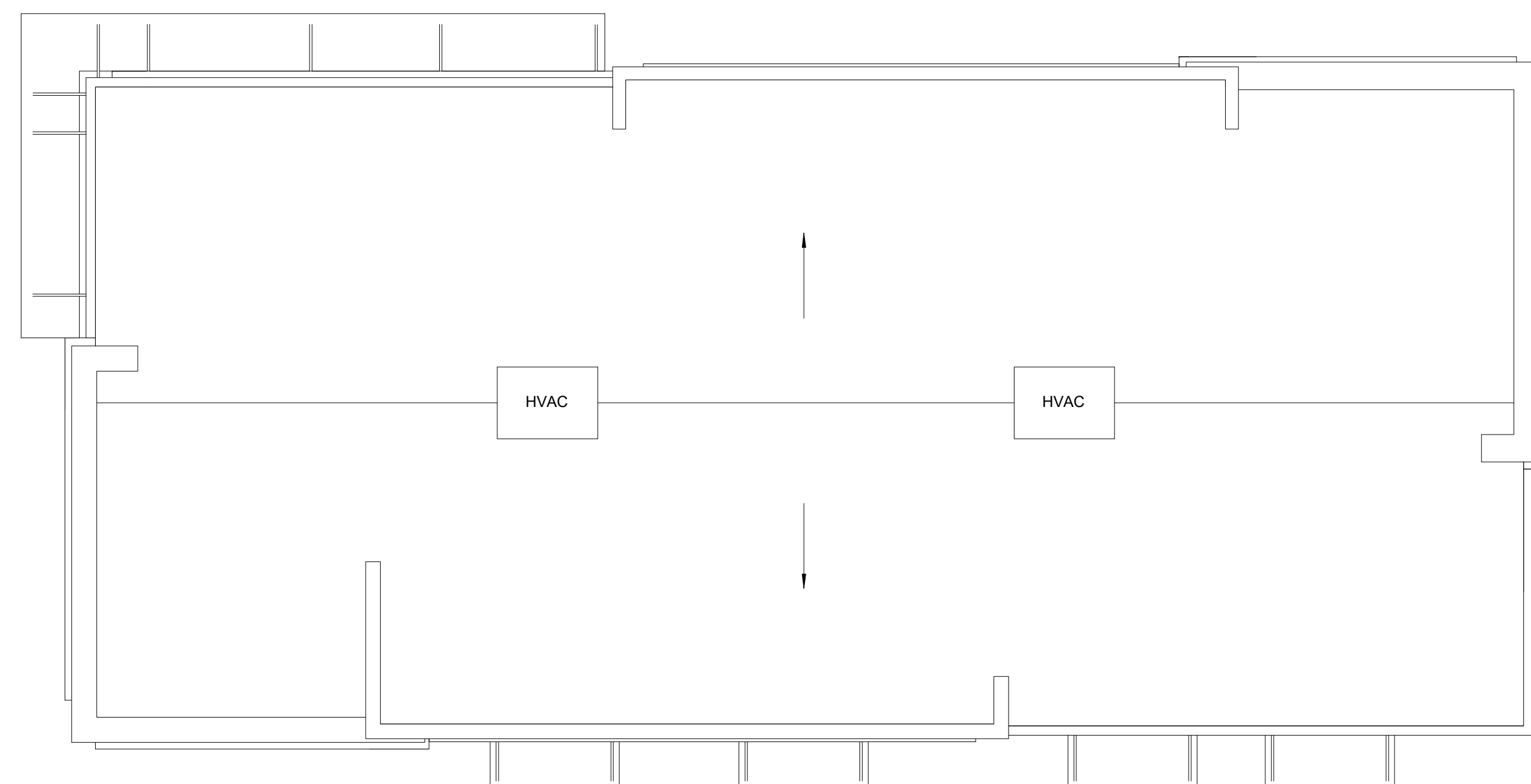
FREEDOM POINT PARCEL 49 - BUILDING E FLOOR PLAN

103-E

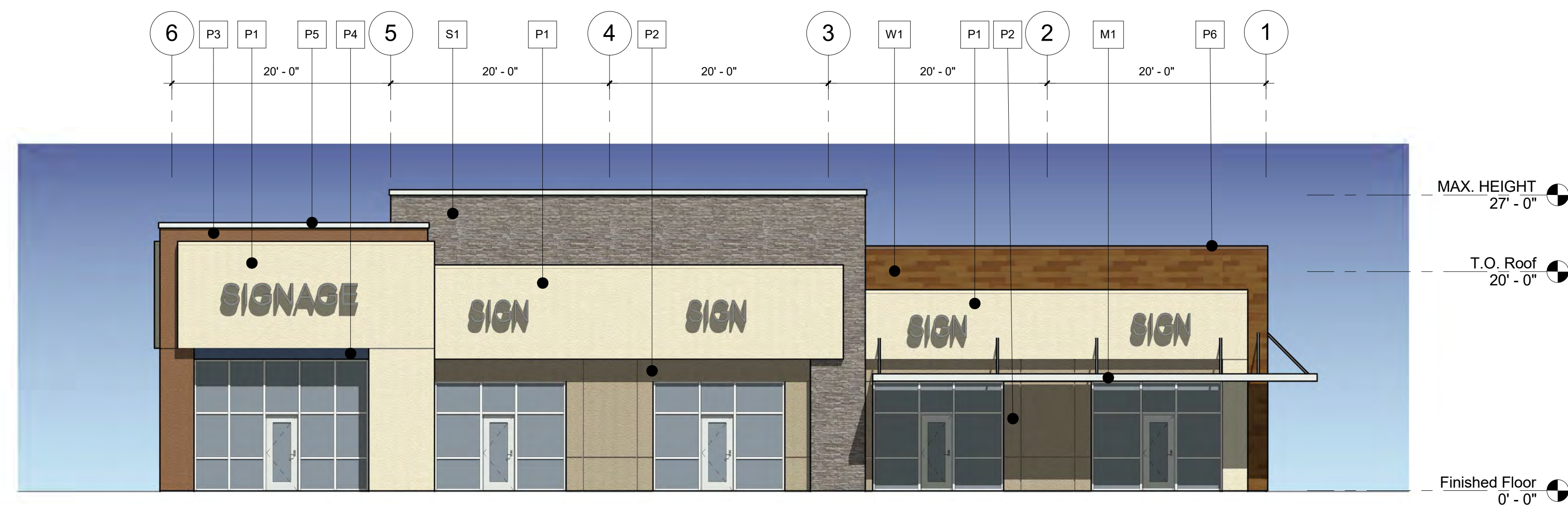
Borges



2 SECTION
1/8" = 1'-0"



1 ROOF PLAN
1/8" = 1'-0"



4 NORTH ELEVATION
1/8" = 1'-0"



2 WEST ELEVATION
1/8" = 1'-0"



3 EAST ELEVATION
1/8" = 1'-0"



1 SOUTH ELEVATION
1/8" = 1'-0"

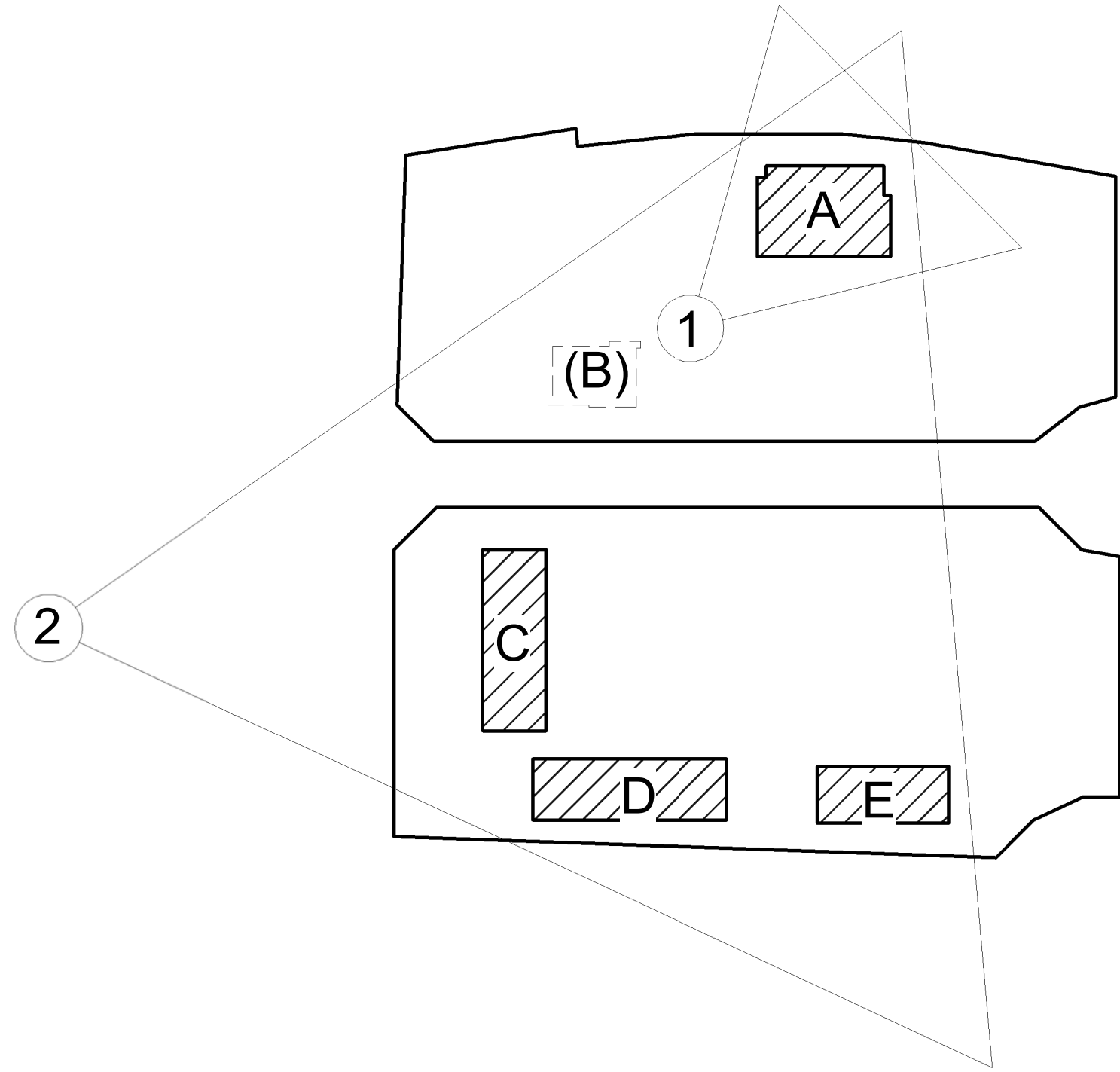
MATERIAL LEGEND

P1	BENJAMIN MOORE NATURAL CREAM	M1	METAL
P2	SHERWIN WILLIAMS QUIVER TAN	W1	PORCELAIN TILE ELEGANZA ANTICHO
P3	SHERWIN WILLIAMS UMBER RUST	S1	EL DORADO STONE
P4	SHERWIN WILLIAMS LUXE BLUE		
P5	COPING COLOR		
P6	COPING COLOR		



① BUILDING A

NOTE: SEE ORTHOGRAPHIC ELEVATIONS FOR MATERIAL CALLOUTS AND LEGEND. SEE PHYSICAL MATERIALS BOARD FOR ACCURATE COLOR RENDITIONS

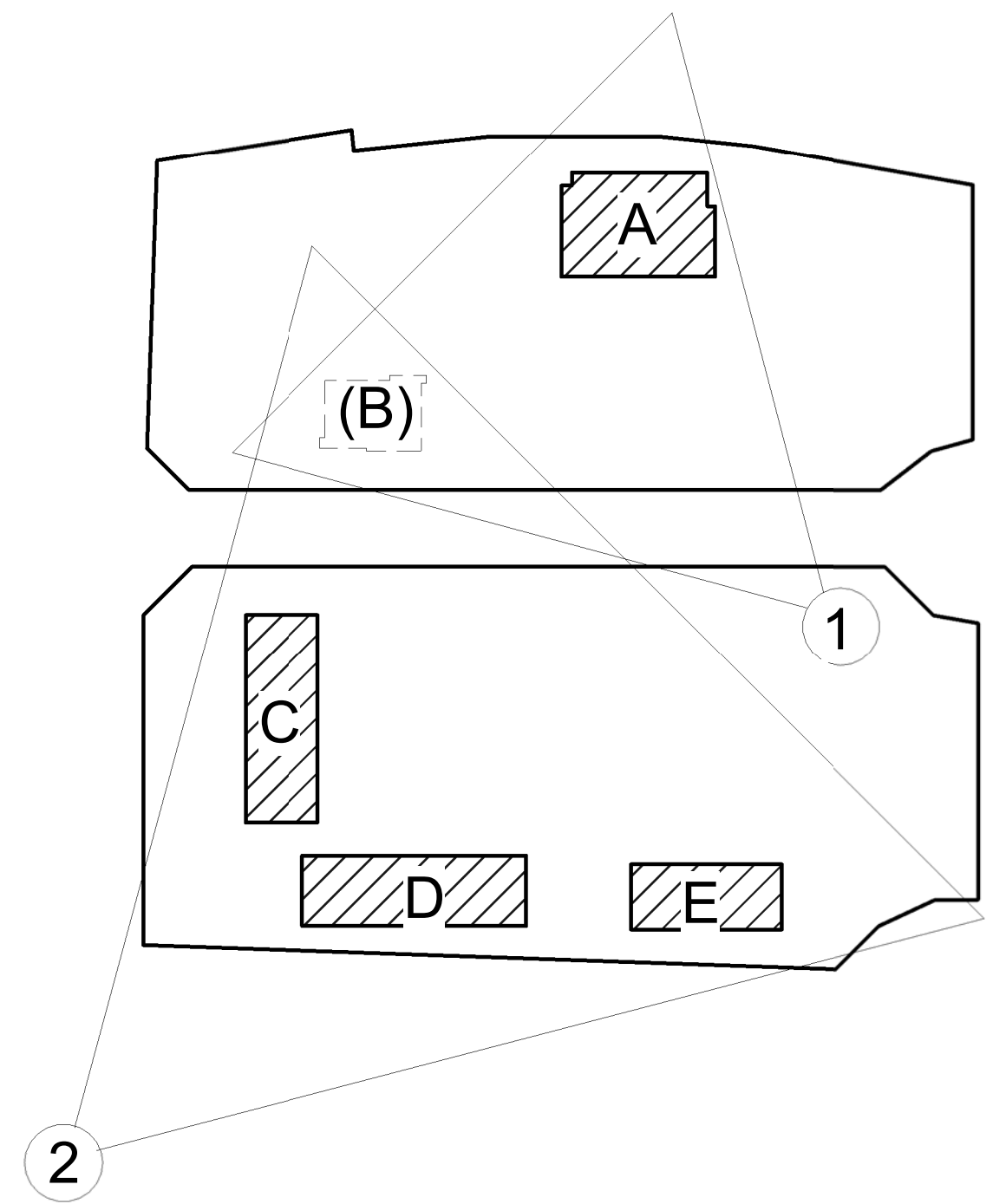


② BUILDINGS A, B, C & D



① BUILDINGS B & A

NOTE: SEE ORTHOGRAPHIC ELEVATIONS FOR MATERIAL CALLOUTS AND LEGEND. SEE PHYSICAL MATERIALS BOARD FOR ACCURATE COLOR RENDITIONS

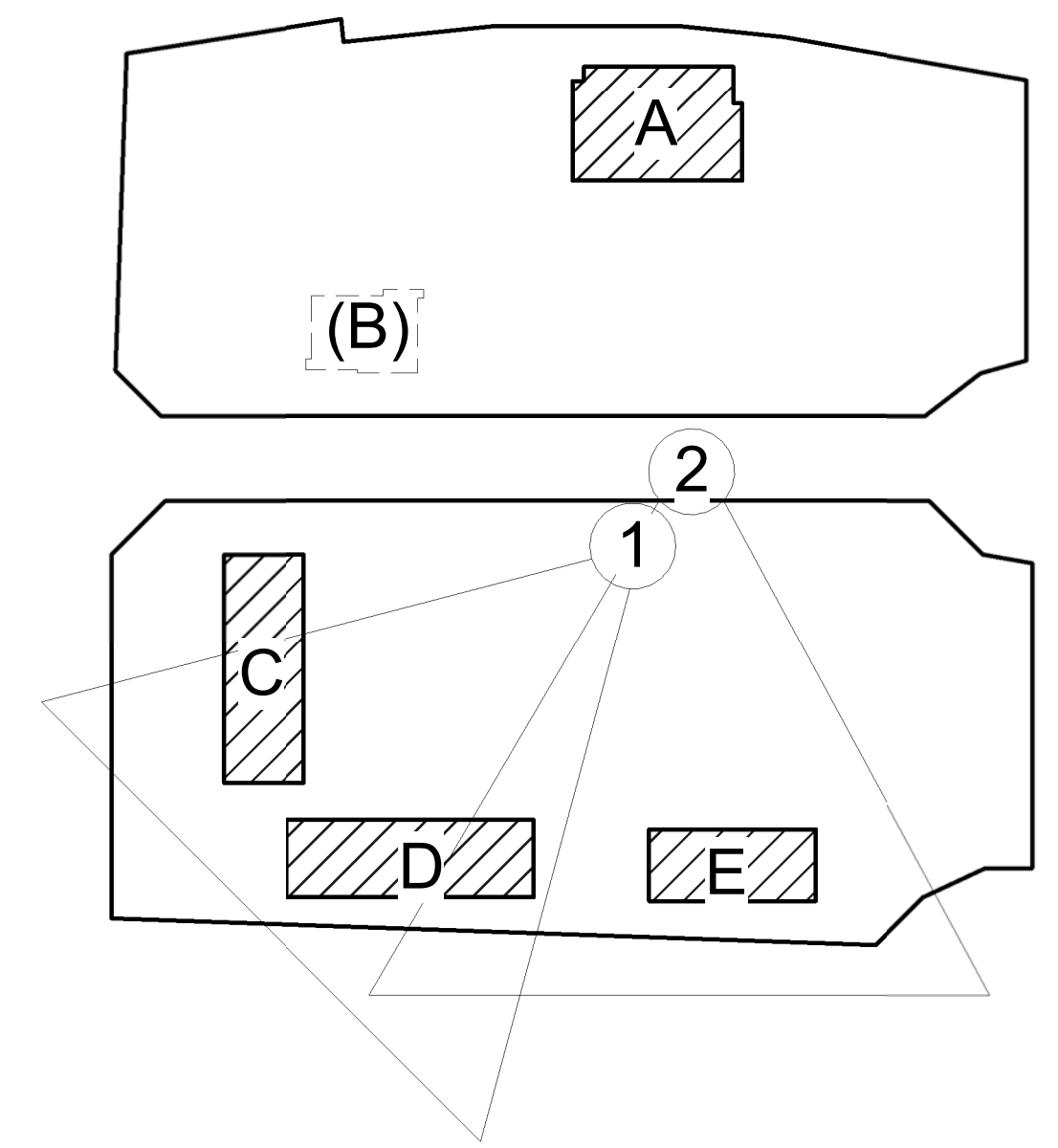


② BUILDINGS C, D & E



① BUILDINGS D & C

NOTE: SEE ORTHOGRAPHIC ELEVATIONS FOR MATERIAL CALLOUTS AND LEGEND. SEE PHYSICAL MATERIALS BOARD FOR ACCURATE COLOR RENDITIONS



② BUILDINGS E & D

FREEDOM POINT PARCEL 49 RENDERINGS 3



① BUILDINGS E, D & C

NOTE: SEE ORTHOGRAPHIC ELEVATIONS FOR MATERIAL CALLOUTS AND LEGEND. SEE PHYSICAL MATERIALS BOARD FOR ACCURATE COLOR RENDITIONS



② BIRDSEYE VIEW FROM NORTH

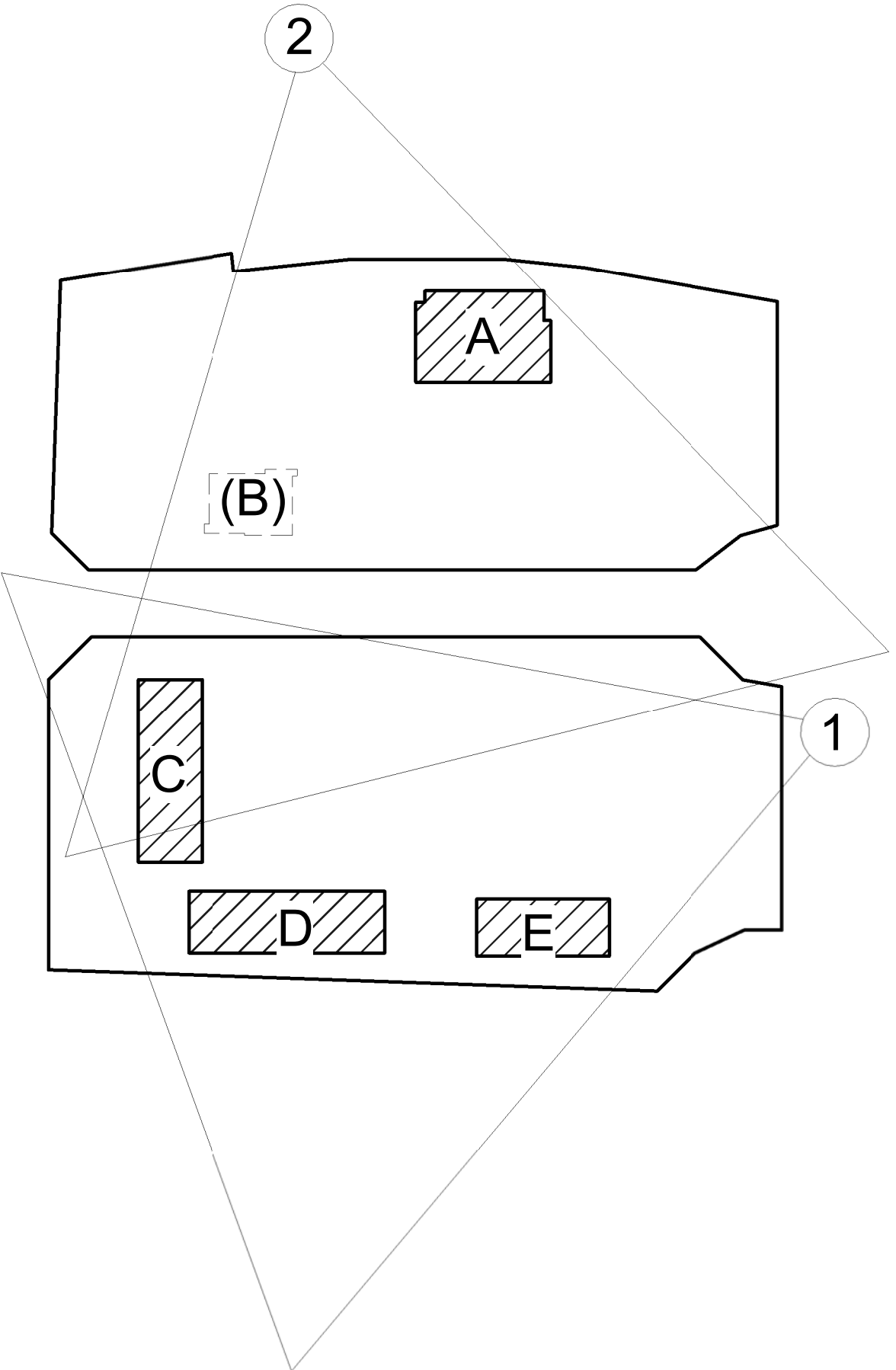
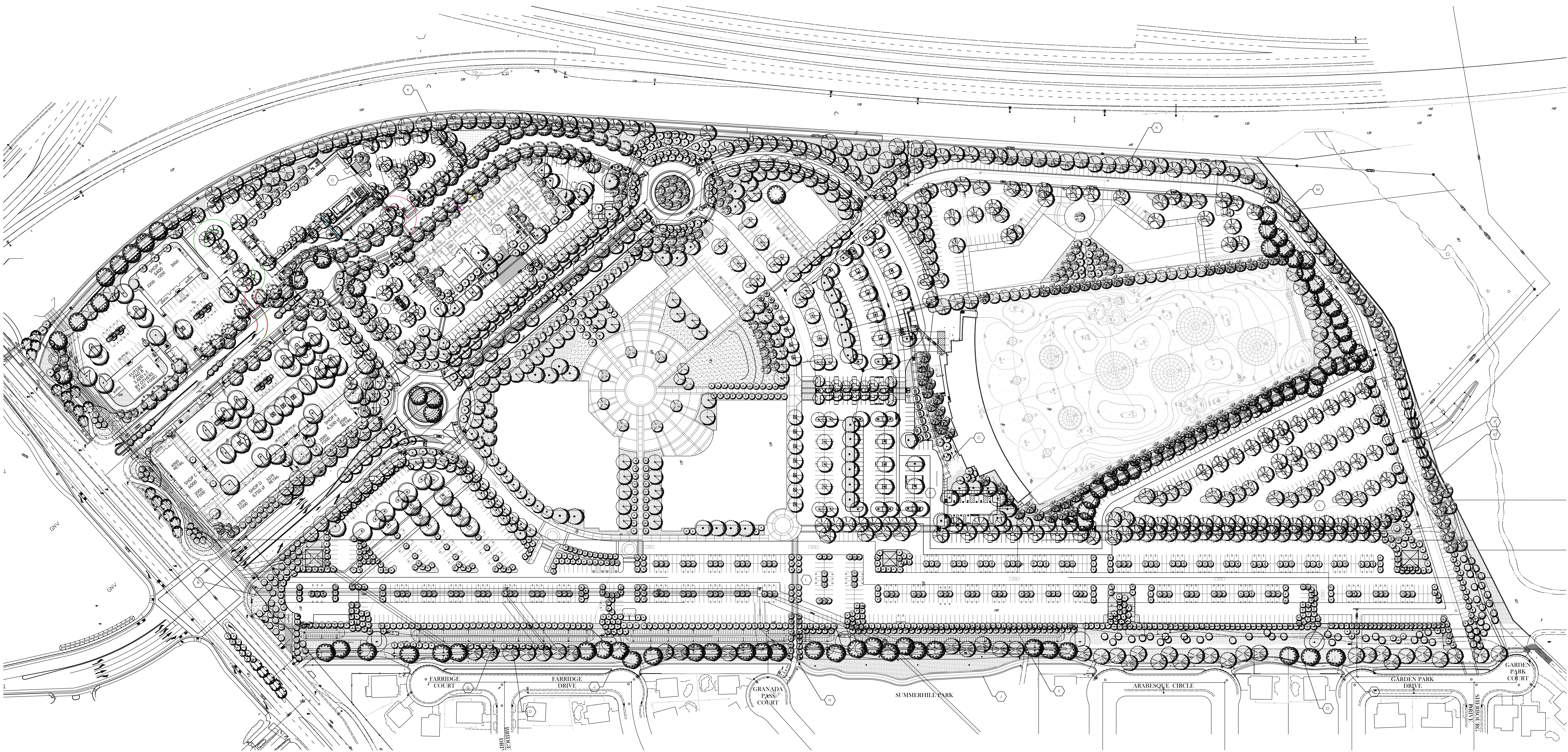


EXHIBIT H



PLANT LIST AND LEGEND: STAGE 1 PERMIT						
USE TYPE	SYMBOL	BOTANICAL NAME	SIZE/COMMON NAME	HEIGHT/SPACING	REMARKS	WATER USE
STREET FRONTS						
NOTE: LANDSCAPE ARCHITECT RESERVES THE RIGHT, UPON CITY APPROVAL, TO SUBSTITUTE PLANT MATERIAL DUE TO INHERENT AVAILABILITY SHORTAGES OR ENVIRONMENTAL RESTRICTIONS.						
WASHINGTON BLVD STREET TREE		ACER RUBRUM 'RED SUNSET'	24 BOX	40'/20" MATCHED		MED
SUBORDINATE TREE		PIRUS CALLERYANA 'REDSPIRE'	24 BOX	35'/25" MATCHED		MED
STREET 'A'		ULMUS PARVIFOLIA TRUE GREEN	15 G./VARIES	35'/40" DOUBLE ROW		MED
STREET 'B'		PODOCARPUS GRACILIOR 'YOK PINE'	24 BOX	50'/30" DOUBLE ROW		LOW
PARKING LOTS AND PERIMETER						
SHADE TREE		ACER NIGRUM GREENCOLUMN BLACK MAPLE	15 G./VARIES	60'/25" MATCHED		MED
		QUERCUS VIRGINIANA SOUTHERN LIVE OAK	15 G./VARIES	60'/40" MATCHED		MED
		PISTACIA CHINENSIS CHINESE PISTACHE	15 G./VARIES	40'/40" MATCHED		LOW
		PLATANUS ACERFOLIA BLOODGOOD®	24 BOX	60'/40" MATCHED		MED
SUBORDINATE TREE		QUERCUS X ROBUR CRIMSON SPIRE OAK	15 G./VARIES	50'/20" MATCHED		MED
		PIRUS HALEPENSIS ALLEPO PINE	15 G./VARIES	40'/40" MATCHED		LOW
		QUERCUS LOBATA 'VALLEY OAK'	15 G./VARIES	60'/50" MATCHED		LOW
		CEDRUS DEODORA DEODAR CEDAR	24 BOX	70'/35" MATCHED		LOW
ACCENT TREE		QUERCUS WISLIZNEI INTERIOR LIVE OAK	15 G./VARIES	40'/40" NATURAL		LOW
		COTINUS COCOPHYA 'ROYAL PURPLES'	15 G./VARIES	15'/15" MATCHED		LOW
		FRAXINUS PENNELLIANA 'GODDIE' GREEN GEM ASH	15 G./VARIES	50'/25" MATCHED		MED
		POPULUS ALBA PYRAMIDALIS BULLEANA POPLAR	24 BOX	80'/15" MATCHED		HIGH
UTILITY EASEMENT						
TREES		LAURUS NOBILIS GRECIAN LAUREL	15 G./VARIES	10'/15" MATCHED		LOW
		CHILOPSIS LINEARIS MONHEW TIMELESS BEAUTY DESERT WILLOW	15 G./VARIES	15'/15" MATCHED		LOW
ACCENT TREE		RHAPHIOLEPIS L. MAJESTIC BEAUTY INDIAN HAWTHORN	15 G./VARIES	10'/10" MATCHED		LOW
		CERCIS CANADENSIS 'MERLOT' EASTERN REDBUD	24 BOX	12'/15" MATCHED		MED
BUILDING ENVELOPE TREES						
TREES		PIRUS CALLERYANA 'REDSPIRE' FLOWERING PEAR	24 BOX	35'/25" MATCHED		MED
		LAGERSTROEMIA X ARABIDOPSIS 'CRAPE MYRTLE'	24 BOX	20'/15" MATCHED		LOW
SHRUB AND GROUNDCOVERS						
BACKGROUND OR FOUNDATION SHRUB MATERIAL						
EVERGREEN, LARGE SHRUBS TO 6'-0" USED FOR REDUCING VIEWS	Botanical Name	Size (in.)	Spacing (in.)	Water Use		
	ARCHITECTAPHYLOS H. MCMINN	1 1/2 GAL	5' o.c.	LOW		
	ABUTILON U. COMPACTA	1 1/2 GAL	3' o.c.	LOW		
	GREVILLEA DANBERRA	1 1/2 GAL	6' o.c.	LOW		
	NEURUM OLIVACEUM 'MRS. ROEDING'	1 1/2 GAL	6' o.c.	LOW		
	FRANZLILA CALIFORNICA	1 1/2 GAL	6' o.c.	LOW		
FACER SHRUB MATERIAL	Botanical Name	Size (in.)	Spacing (in.)	Water Use		
	RHAPHIOLEPIS L. MAJESTIC BEAUTY	1 1/2 GAL	6' o.c.	LOW		
EVERGREEN OR PERENNIAL SHRUBS TO 4'-0" USED FOR "TERRACING" OF PLANT MATERIAL. SEASONAL COLOR AND SOFTENING OF BUILDING EDGES AND FOUNDATION SHRUBS.	Botanical Name	Size (in.)	Spacing (in.)	Water Use		
	CELANOTHUS SPP.	1 1/2 GAL	3' o.c.	LOW		
GROUND COVER MATERIAL	Botanical Name	Size (in.)	Spacing (in.)	Water Use		
	ROSMARINUS O. 'PROSTRATUS'	1 GAL	24" o.c.	LOW		
ACCENT SHRUB MATERIAL	Botanical Name	Size (in.)	Spacing (in.)	Water Use		
	LAGERSTROEMIA X ARABIDOPSIS 'CRAPE MYRTLE'	1 GAL	24" o.c.	LOW		

SITE KEYNOTES

- A. STREETSCAPE DESIGN INTENT – Streetscape will be consistent with other projects within the area. Washington Blvd. will incorporate double Row of trees per the Specific Plan requirements. The Acer rubrum was substituted for the Coast Live Oak as it is smaller and more compatible with the storm drain structures to the east. Street A will incorporate the use of Double Row of Ulmus parvifolia trees along with mossed planted under story shrubs for interest, color, and accenting pedestrian paths. Street A terminates in a roundabout with signage and accent planting. Shrub masses will utilize drought tolerant species where appropriate.
- B. ENTRY TREATMENT – Entry will be highlighted by grove of Cercis canadensis 'Merlot' and Acer in a double row and a turf area with low background planting. Monument signage will flank entry and at Street A and Street B intersections. Under story will be low and conforming to an undulated ground contour, while maintaining sight lines. Use of colorful plant materials will further enhance and define the entries, along with drought tolerant species where appropriate.
- C. BUILDING ZONE – Focus is on connectivity for pedestrians. A variety of columnar and small scale trees with low contrasting shrub forms will be used to add interest, color, and texture. Several outdoor plaza spaces with tree wells will be incorporated between Buildings.
- D. SCREENING INTENT – Primary planting along the south property lines are restricted in height due to overhead power line easement. However, a berm will be used to further mitigate views into project. Primary planting will consist of evergreen trees, Laurus nobilis and Rhaphiolepis Majestic Beauty for year round buffering of power lines and towers, and medium height shrubs to screen adjacent properties. Planting of the City owned 50' corridor will be provided where trail must be reconstructed to incorporate drainage swales and large evergreen screen trees will be used, along with a barrier type ground planting at the Park Site. All plant material shall be drought tolerant. A 42" open metal fence will be placed adjacent to parking lot where it abuts existing park site.
- E. Protected Preserve boundary area. Prior to construction of any phase of the project, high visibility temporary construction fencing shall be installed along the parcel adjacent to the Preserve. All construction activity must be per City requirements.
- F. Proposed Post and cable fencing.
- G. Minimum 36" high berm along south property line. See Grading Plans for maximum height.
- H. Park access from project.
- I. 42" high open metal fence adjacent to parking lot.
- J. EXISTING TRAIL – Existing trail will require removal and reconstruction to allow for proposed berming, overland drainage release, drainage pipe coverage, and to place portions of the trail back on City property. Bollards placed adjacent to Summerhill Park for security purposes.
- K. HIGHWAY 65 DESIGN INTENT – The Highway 65 Corridor will be consistent with other projects in the area. Platanus acerfolia Bloodgood staggered approx. 30' O.C., with Cedrus deodora as well. A 5'0" wide D.O. trail is proposed within the 40' landscape setback along Hwy. 65. Trees shall not be planted min of 15' from ex. 24" sewer line. Mixed species and low forms of shrubs for interest, color, and buffering of the project from the highway. Shrub masses will utilize drought tolerant species where appropriate. Eastern boundary shall be limited to plant material as identified in the plant legend due to existing proximity of adjacent Parcel 84 Open Space. It is desired to integrate 5'0" d.g. trail within the 40' landscape setback.
- L. PARKING LOT INTENT – Designated trees will provide a canopy of shade. Under story plantings within the parking lot will consist of low shrubby and/or ground covers. Pedestrian access is provided from Parking lot to adjacent existing bike trail along the south property line.
- M. Proposed Decomposed Granite walking path adjacent to north property boundary.

SHADE STUDY CALCULATIONS

PROJECT:	BAYSIDE HR PARCEL 49	05.24.17
OVERALL STAGE 1 SITE		
STANDARD STALLS	2,109	569,430
COMPACT STALLS	585	147,420
HANDICAP STALLS	51	12,852
TOTAL PAVED PARKING AREA:		729,702
TOTAL SHADE REQUIRED:	50%	364,851
TOTAL SHADE PROVIDED:		332,676
TOTAL SHADE PERCENTAGE		45.6%

SYMBOL	PATTERN	QTY.	UNIT	IN S.F.	TOTAL S.F.
30' TO 35' TREES					
ULMUS P., PINUS P.,	35-I	80	X	961	76,880
MAGNOLIA G., PLATANUS A.,	35-P	279	X	481	134,199
CEDRUS D., PISTACIA C.,	35-N	110	X	240	26,400
25' TO 30' TREES					
QUERCUS R., PINUS H.,	30-I	5	X	707	3,535
FRAXINUS P.,	30-P	26	X	354	9,204
	30-N	7	X	177	1,239
20' TO 25' TREES					
PYRUS C., ACER N.,	25-I	8	X	491	3,928
	25-P	40	X	246	9,840
	25-N	0	X	123	0
15' TO 20' TREES					
	20-I	0	X	314	0
	20-P	0	X	157	0
	20-N	0	X	79	0
10' TO 15' TREES					
COTINUS C., LAURUS N.,	15-I	175	X	177	30,975
CHILOPSIS L., RHAPHIOLEPIS L.,	15-P	406	X	88	35,728
PHOENIX, MALUS,	15-N	17	X	44	748
LAGERSTROEMIA L.					
TOTAL					332,676

LUMEC LUMILOK DECORATIVE LAMP*

BENCH

BIKE*

GARDCO FULL CUTOFF BOLLARD*

GARDCO PUREFORM PARKING LOT FIXTURE*

TRASH

FRONT ELEVATION

PLAN VIEW

1. 8"x8"x16" SPLIT FACE – COLOR TO MATCH BUILDING.

2. 6" PIPE BOLLARDS, TYP.

3. 5/8" I.D. PIPE RECEIVERS FOR CANE BOLTS TYP.

4. 1/2" DIA. STL. ROD CANE BOLTS, EACH LEAF, FIELD VERIFY LENGTH, PROVIDE STL. SLEEVE EMBEDDED IN CONC. TO RECEIVE ROD.

5. 18 GAUGE MTL. DECKING TACK WELD EACH FLUTE @ FRAME. ASC MINI V BEAM PROFILE OR EQUAL. PAINT TO MATCH THE BUILDING.

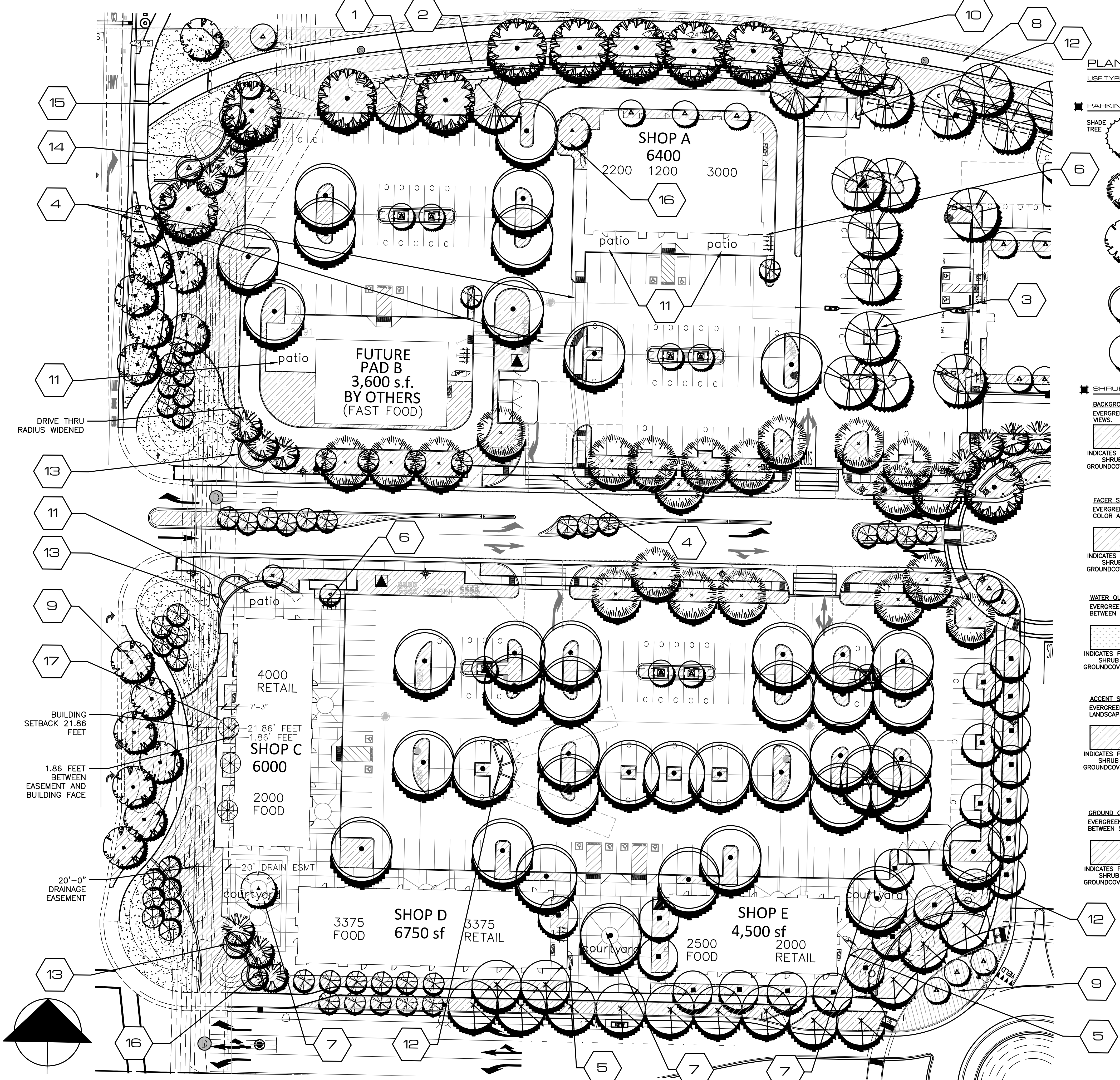
6. 1" X 1/8" DIA. MTL. STRAPS FROM TOP AND MIDPOINTS OF BUTT SIDE TO STRIKE SIDE @ MIDPOINTS AND BOTTOM.

7. 6" THICK CONCRETE APRON

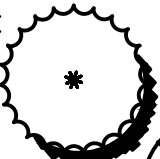
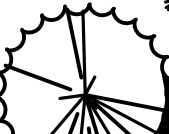
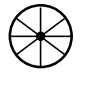
8. 8" STEEL BOLLARD. FILL WITH CONCRETE.

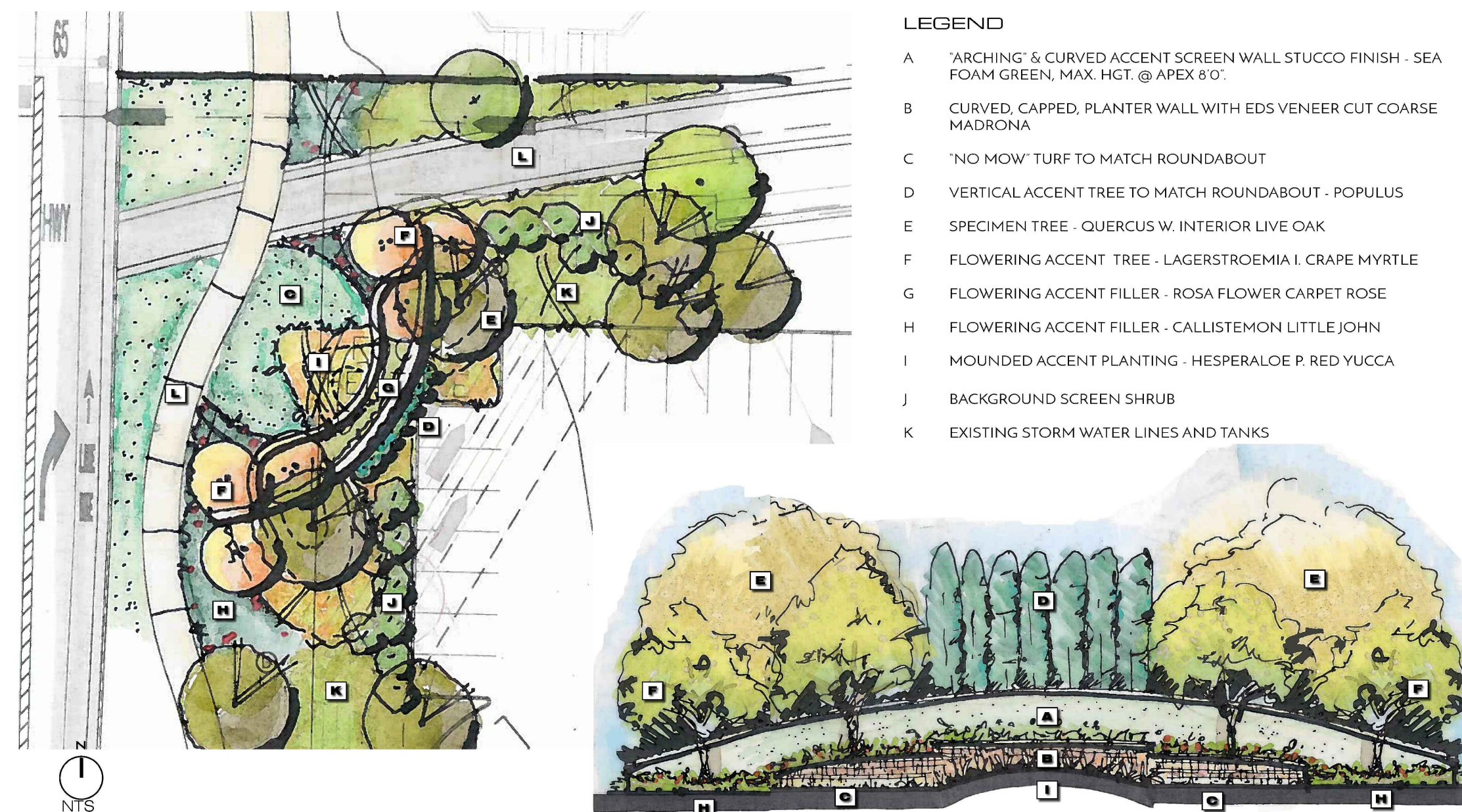
TRASH ENCLOSURE

SCALE: 1/8" = 1' - 0"

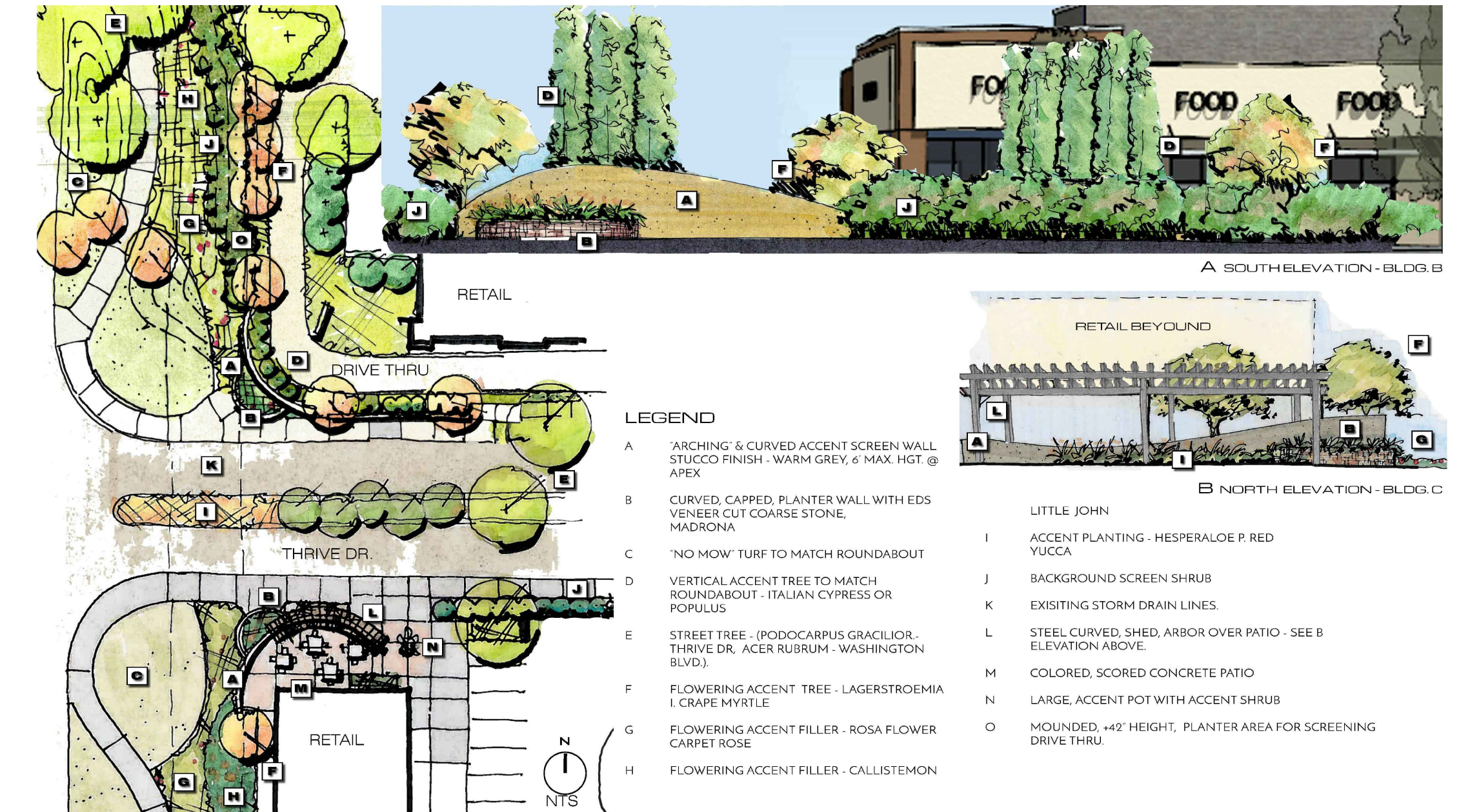


PLANT LIST AND LEGEND: STAGE 2 PERMIT

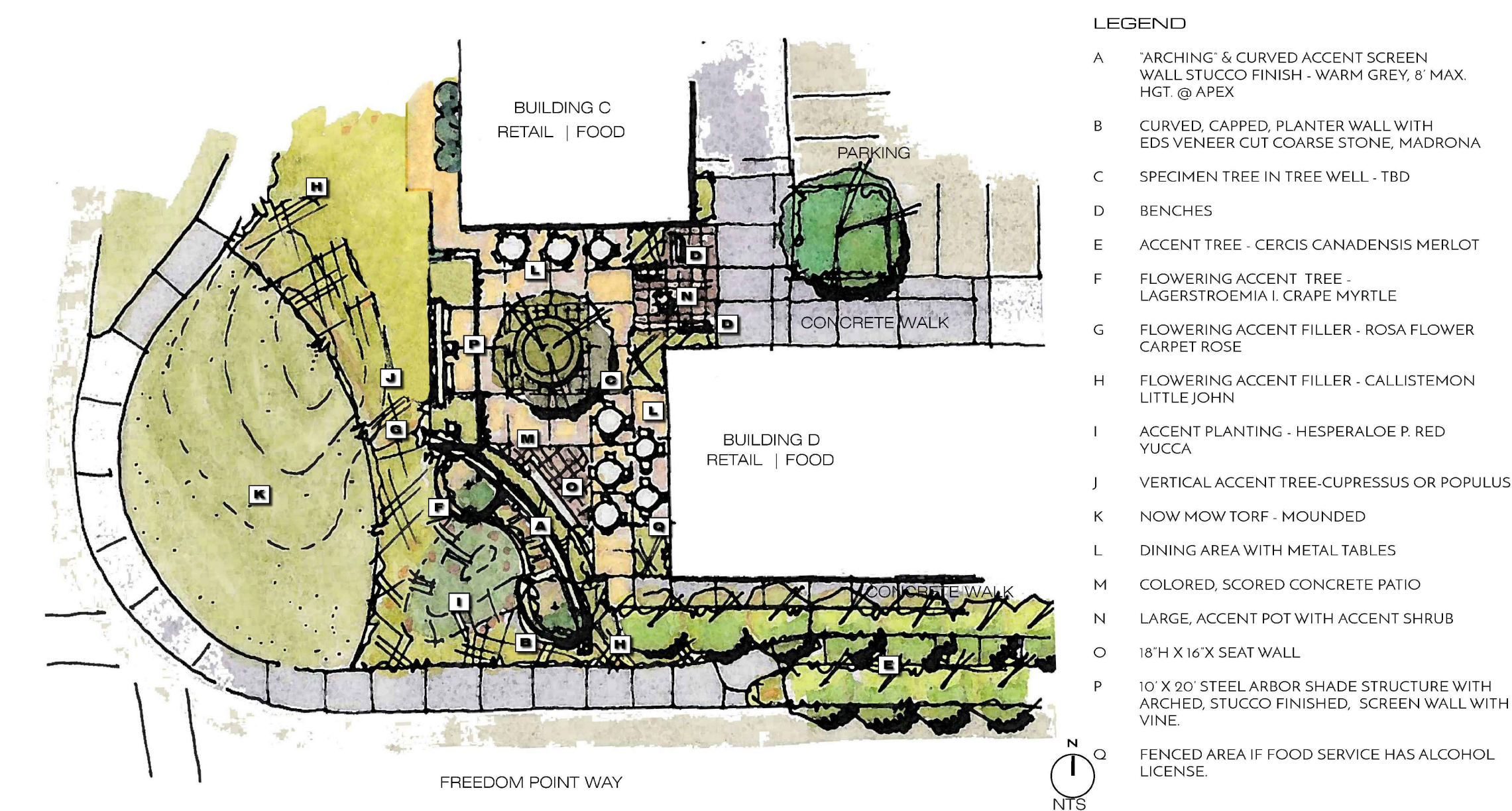
USE TYPE	SYMBOL	BOTANICAL NAME COMMON NAME	SIZE/ SPACING	HGT / WIDTH	WATER USE	USE TYPE	SYMBOL	BOTANICAL NAME COMMON NAME	SIZE/ SPACING	HGT / WIDTH	WATER USE			
PARKING LOTS AND PERIMETER														
SHADE TREE		QUERCUS VIRGINIANA SOUTHERN LIVE OAK	15 G./VARIES	60'/40'	MATCHED	MED	SUBORDINATE & SCREEN TREES		PINUS HALEPENSIS ALLEPO PINE	15 G./VARIES	40'/40' MATCHED	LOW		
		PLATANUS ACERFOLIA "BLOODGOOD" LONDON PLANE TREE	15 G./VARIES	60'/40'	MATCHED	LOW			CEDRUS DEODORA DEODAR CEDAR	24" BOX	70'/35'	MATCHED	LOW	
		PODOCARPUS GRACILIOR FERN PINE	24" BOX / VARIES	40'/35'	MATCHED	LOW			QUERCUS LOBATA * VALLEY OAK	15 G./VARIES	60'/50'	MATCHED	LOW	
		QUERCUS X ROBUR CRIMSON SPIRE OAK	15 G./VARIES	50'/20'	MATCHED	MED		ACCENT TREE		CERCIS CANADENSIS 'MERLOT' MERLOT EASTERN REDBUD	24" BOX	20'/15'	MATCHED	LOW
		ACER RUBRUM 'RED SUNSET' RED MAPLE	15 G./VARIES	50'/25'	MATCHED	MED				LAGERSTROEMIA X. ARAPAHO CRAPE MYRTLE	24" BOX	20'/15'	MATCHED	LOW
		ACER X NIGRUM GREENCOLUMNS BLACK MAPLE	15 G./VARIES	50'/25'	MATCHED	MED				PYRUS CALLERYANA 'REDSPIRE' FLOWERING PEAR	24" BOX	35'/25'	MATCHED	MED
		PISTACIA CHINENSIS CHINESE PISTACHE	15 G./VARIES	40'/30'	MATCHED	MED				QUERCUS WISLIZNEII INTERIOR LIVE OAK	36" BOX /VARIES	40'/40'	NATURAL	LOW
		POPULUS ALBA PYRAMIDIALIS BOWHALL POPLAR	24" BOX /VARIES	80'/15'	MATCHED	MED			PODOCARPUS HENKELII LONG LEAFED YELLOW WOOD	24" BOX	30'/15'	NATURAL	MOD	
		ZELKOVA SERRATA 'VILLAGE GREEN' SAWLEAF ZELKOVA	24" BOX /VARIES	45'/35'	MATCHED	MED			ACER RUBRUM BOWHALL BOWHALL MAPLE	24" BOX	40'/15'	MATCHED	MOD	
	SHRUB AND GROUNDCOVERS													
BACKGROUND OR FOUNDATION SHRUB MATERIAL EVERGREEN, LARGE SHRUBS TO 6'-0" USED FOR REDUCING BUILDING MASS OR SCREENING UNDESIRABLE VIEWS.														
INDICATES PROPOSED SHRUB AND GROUNDCOVER AREAS		ARCTOSTAPHYLOS H. MCMINN	1 1/5 GAL.	5'o.c.	LOW			KEYNOTES						
		ARBITUS U. COMPACTA	1 1/5 GAL.	3'o.c.	LOW			DESCRIPTION						
		GREVILLEA CANBERRA	1 1/5 GAL.	6'o.c.	LOW			1. PROPOSED VEGETATIVE SWALE						
		NERIUM OLEANDER 'MRS. ROEDING'	1 1/5 GAL.	6'o.c.	LOW			2. PROPOSED WATER QUALITY BASIN						
		FRANGULA CALIFORNICA	1 1/5 GAL.	6'o.c.	LOW			3. PARKING LOT TREES						
		RHAPHILEPS JACK EVANS	5 GAL.	6'o.c.	MED			4. ENHANCED PEDESTRIAN LINKAGE						
		XYLOSMA C. 'COMPACTA'	5 GAL.	3'o.c.	LOW			5. PROPOSED BIKE LOCKERS						
		FACER SHRUB MATERIAL EVERGREEN OR DECIDUOUS SHRUBS TO 4'-0". USED FOR "TERRACING" OF PLANT MATERIAL. SEASONAL COLOR AND SOFTENING OF BUILDING EDGES AND FOUNDATION SHRUBS.												
INDICATES PROPOSED SHRUB AND GROUNDCOVER AREAS		CORNUS SERICEA	1 GAL.	4'o.c.	MOD					SHADE STUDY CALCULATIONS				
		DIETES SPP.	1 GAL.	3'o.c.	LOW					PROJECT: PARCELS 1 & 2 STAGE 2				
		HEMEROCALLIS HYBRIDS	1 GAL.	2'o.c.	MED			OVERALL PARCELS 1 & 2 STAGE 2 SITE						
		LAVANDULA SPP.	1 GAL.	2'o.c.	LOW			STANDARD STALLS	185	49,950				
		MAHONIA COMPACTA	1 GAL.	3'o.c.	LOW			COMPACT STALLS	67	16,884				
		ROSMARINUS O. TUSCAN BLUE	1 GAL.	36" o.c.	LOW			HANDICAP STALLS	10	2,520				
		ROSA 'FLOWER CARPET' SPP.	1 GAL.	36" o.c.	MOD			TOTAL PAVED PARKING AREA:	69,354					
		TRACHELOSPERMUM JASMINOIDES	1 GAL.	24" o.c.	MOD			TOTAL SHADE REQUIRED:	50%	34,677				
		LONICERA INTERRUPTA	1 GAL.	24" o.c.	LOW			TOTAL SHADE PROVIDED:	35,330					
		ROSA SPP.	1 GAL.	3' o.c.	LOW			TOTAL SHADE PERCENTAGE	50.9%					
								30 TO 35' TREES						
								ULMUS P. PINUS P.	35-I	4	X	961	3,844	
								MAGNOLIA G. PLATANUS A.	35-P	48	X	481	23,088	
								CEDRUS D. PISTACIA C.	35-N	11	X	240	2,640	
								QUERCUS L.						
								25' TO 30' TREES						
								PYRUS C., ACER N.	25-I	8	X	491	3,928	
								25-P	6	X	246	1,476		
								25-N	0	X	123	0		
								15' TO 20' TREES						
								COTINUS C., LAURUS N., CHILOPSIS L., RHAPHILEPS L., PHOTENIX, KALUS, LAGERSTROMIA L.	15-I	2	X	177	354	
								15-P	0	X	88	0		
								15-N	0	X	44	0		
								TOTAL				35,330		



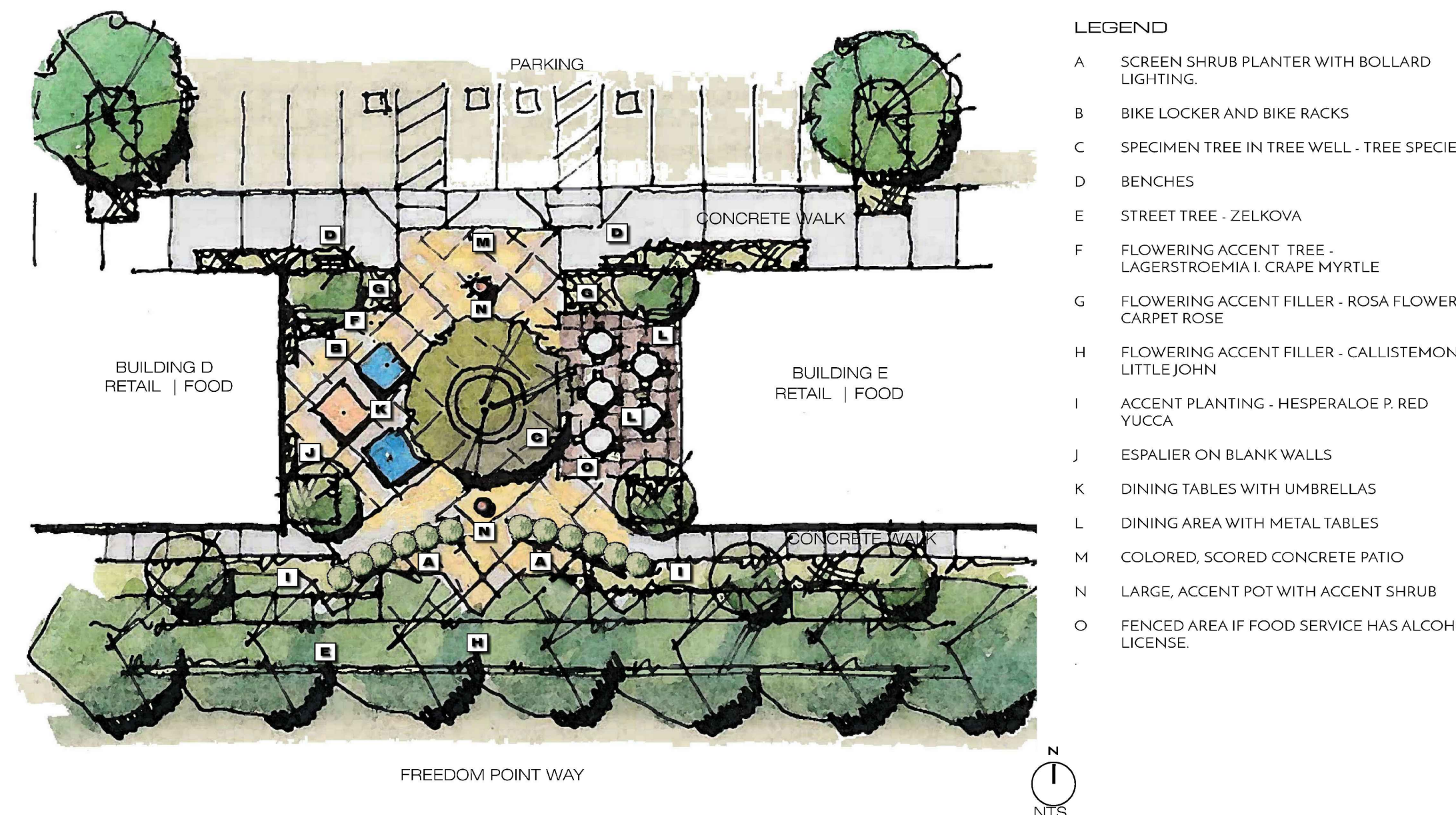
1 CORNER TREATMENT



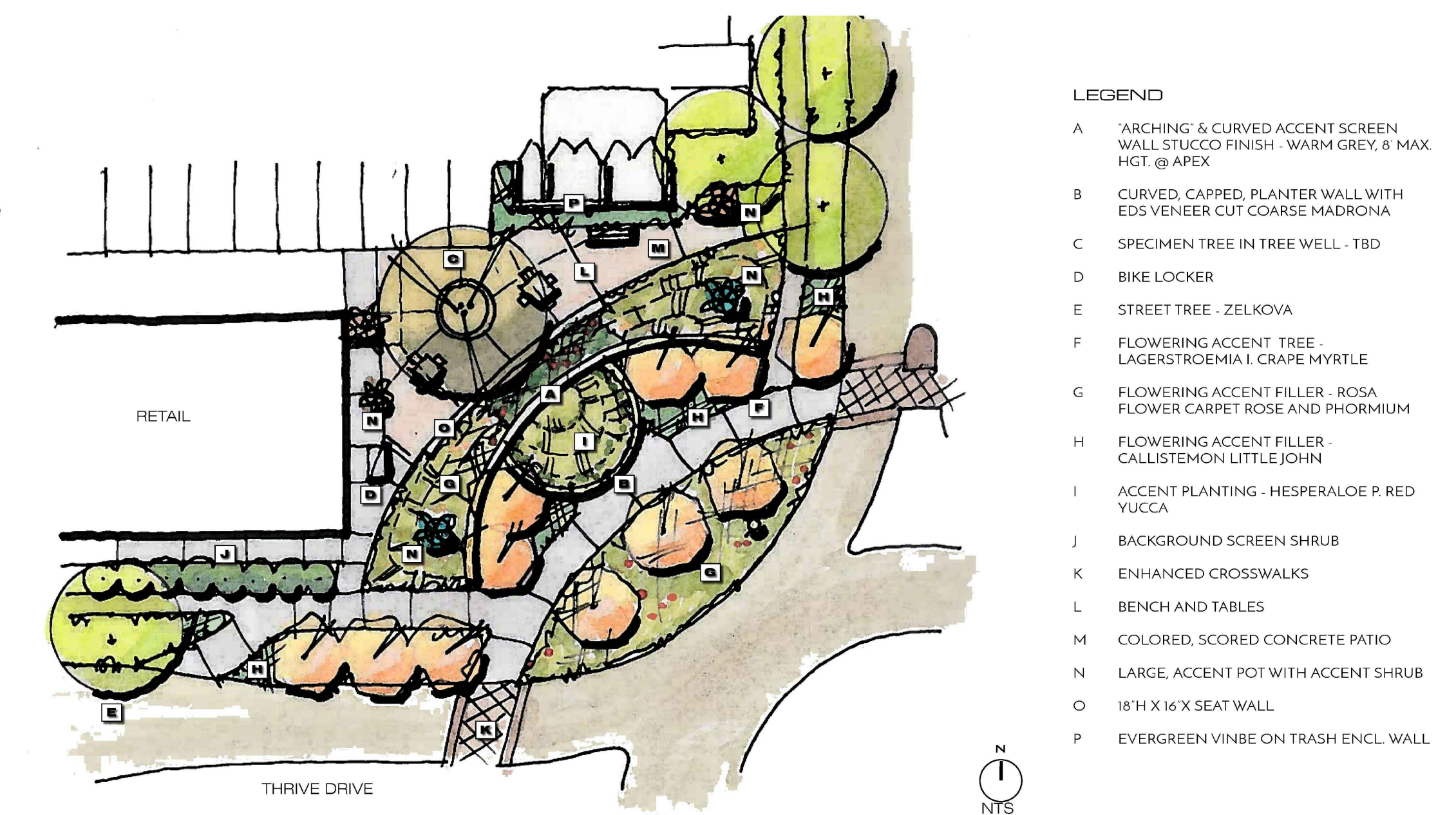
2 ENTRY AT THRIVE DRIVE



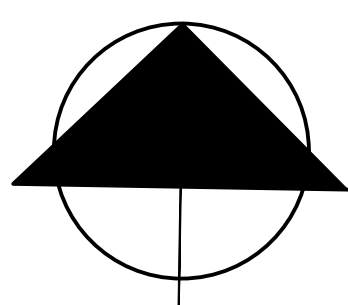
3 COURTYARD AT BUILDINGS C & D



4 COURTYARD AT BUILDINGS D & E

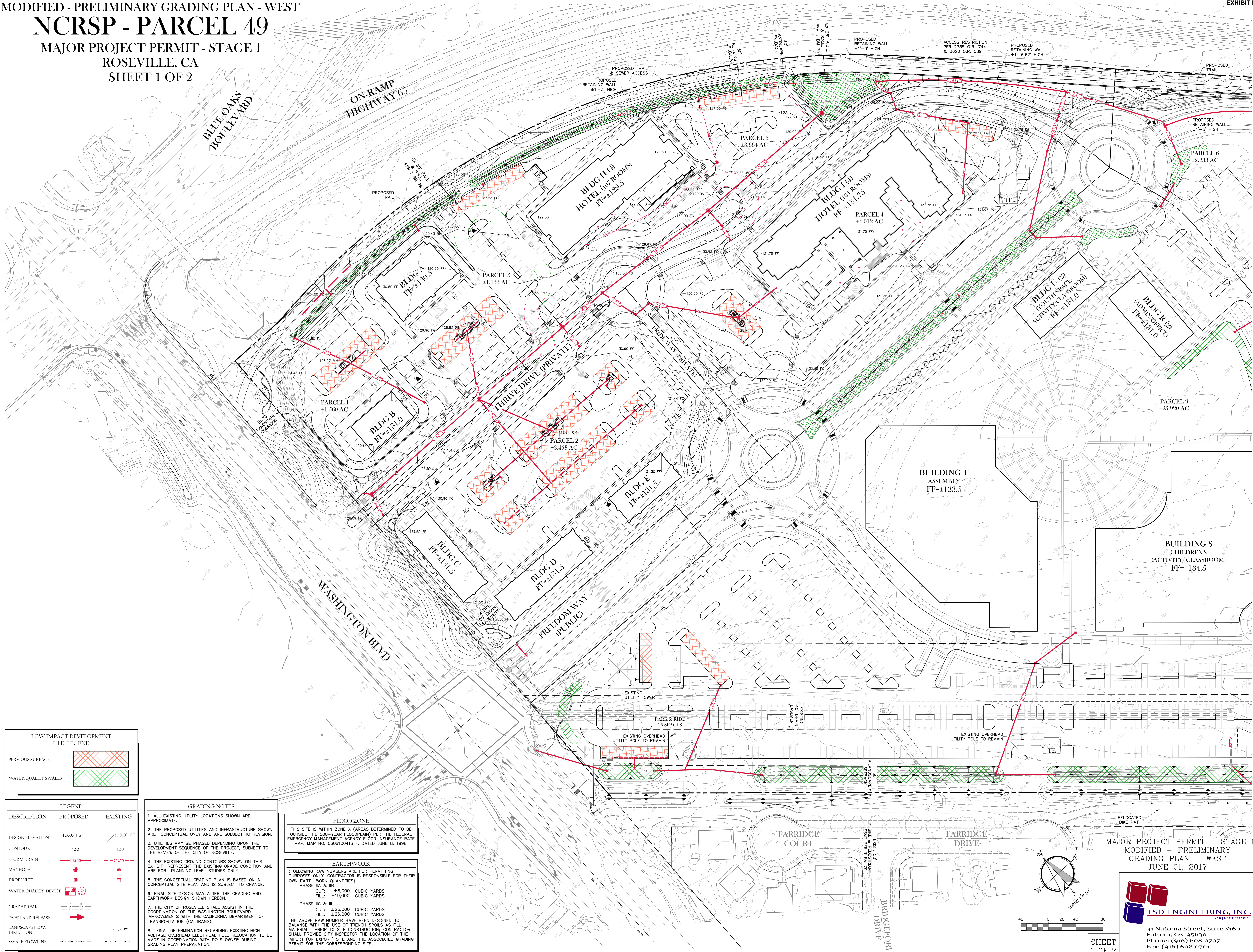


5 COURTYARD AT ROUNDABOUT



NCRSP - PARCEL 49

MAJOR PROJECT PERMIT - STAGE 1
ROSEVILLE, CA
SHEET 1 OF 2



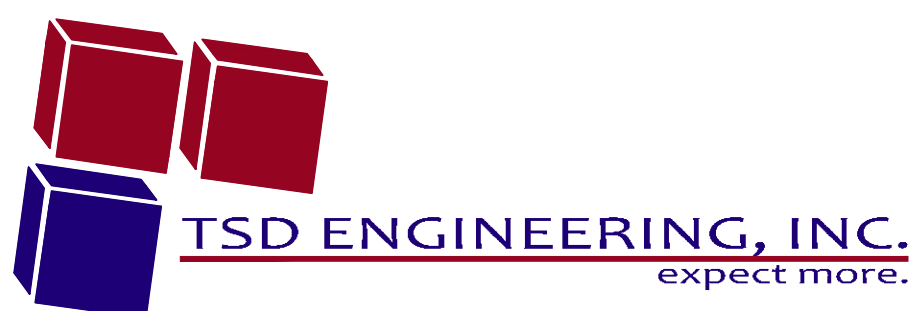
LOW IMPACT DEVELOPMENT LID LEGEND	
PERVIOUS SURFACE	
WATER QUALITY SWALES	

LEGEND		
DESCRIPTION	PROPOSED	EXISTING
DESIGN ELEVATION	130.0 FG	(98.0) FF
CONTOUR	130	130
STORM DRAIN	12.5	12.5
MANHOLE		
DROP INLET		
WATER QUALITY DEVICE		
GRADE BREAK		
OVERLAND RELEASE		
LANDSCAPE FLOW DIRECTION		
SWALE FLOWLINE		

GRADING NOTES	
1. ALL EXISTING UTILITY LOCATIONS SHOWN ARE APPROXIMATE.	
2. THE PROPOSED UTILITIES AND INFRASTRUCTURE SHOWN ARE CONCEPTUAL ONLY AND ARE SUBJECT TO REVISION.	
3. UTILITIES MAY BE PHASED DEPENDING UPON THE DEVELOPMENT SEQUENCE OF THE PROJECT, SUBJECT TO THE REVIEW OF THE CITY OF ROSEVILLE.	
4. THE EXISTING GROUND CONTOURS SHOWN ON THIS EXHIBIT REPRESENT THE EXISTING GRADE CONDITION AND ARE FOR PLANNING LEVEL STUDIES ONLY.	
5. THE CONCEPTUAL GRADING PLAN IS BASED ON A CONCEPTUAL SITE PLAN AND IS SUBJECT TO CHANGE.	
6. FINAL SITE DESIGN MAY ALTER THE GRADING AND EARTHWORK DESIGN SHOWN HEREON.	
7. THE CITY OF ROSEVILLE SHALL ASSIST IN THE COORDINATION OF THE WASHINGTON BOULEVARD IMPROVEMENTS WITH THE CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS).	
8. FINAL DETERMINATION REGARDING EXISTING HIGH VOLTAGE OVERHEAD ELECTRICAL POLE LOCATION TO BE MADE IN COORDINATION WITH POLE OWNER DURING GRADING PLAN PREPARATION.	

FLOOD ZONE	
THIS SITE IS WITHIN ZONE X (AREAS DETERMINED TO BE OUTSIDE THE 500-YEAR FLOODPLAIN) PER THE FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP, MAP NO. 060100413 F, DATED JUNE 6, 1998.	
EARTHWORK	
(FOLLOWING RAW NUMBERS ARE FOR PERMITTING PURPOSES ONLY. CONTRACTOR IS RESPONSIBLE FOR THEIR OWN EARTH WORK QUANTITIES)	
PHASE IIA & IB	
CUT: ±8,000 CUBIC YARDS	
FILL: ±19,000 CUBIC YARDS	
PHASE IIC & III	
CUT: ±25,000 CUBIC YARDS	
FILL: ±26,000 CUBIC YARDS	
THE ABOVE RAW NUMBER HAVE BEEN DESIGNED TO BALANCE WITH THE USE OF TRENCH SPILLS AS FILL MATERIAL. PRIOR TO SITE CONSTRUCTION, CONTRACTOR SHALL PROVIDE CITY INSPECTOR THE LOCATION OF THE IMPORT (OR EXPORT) SITE AND THE ASSOCIATED GRADING PERMIT FOR THE CORRESPONDING SITE.	

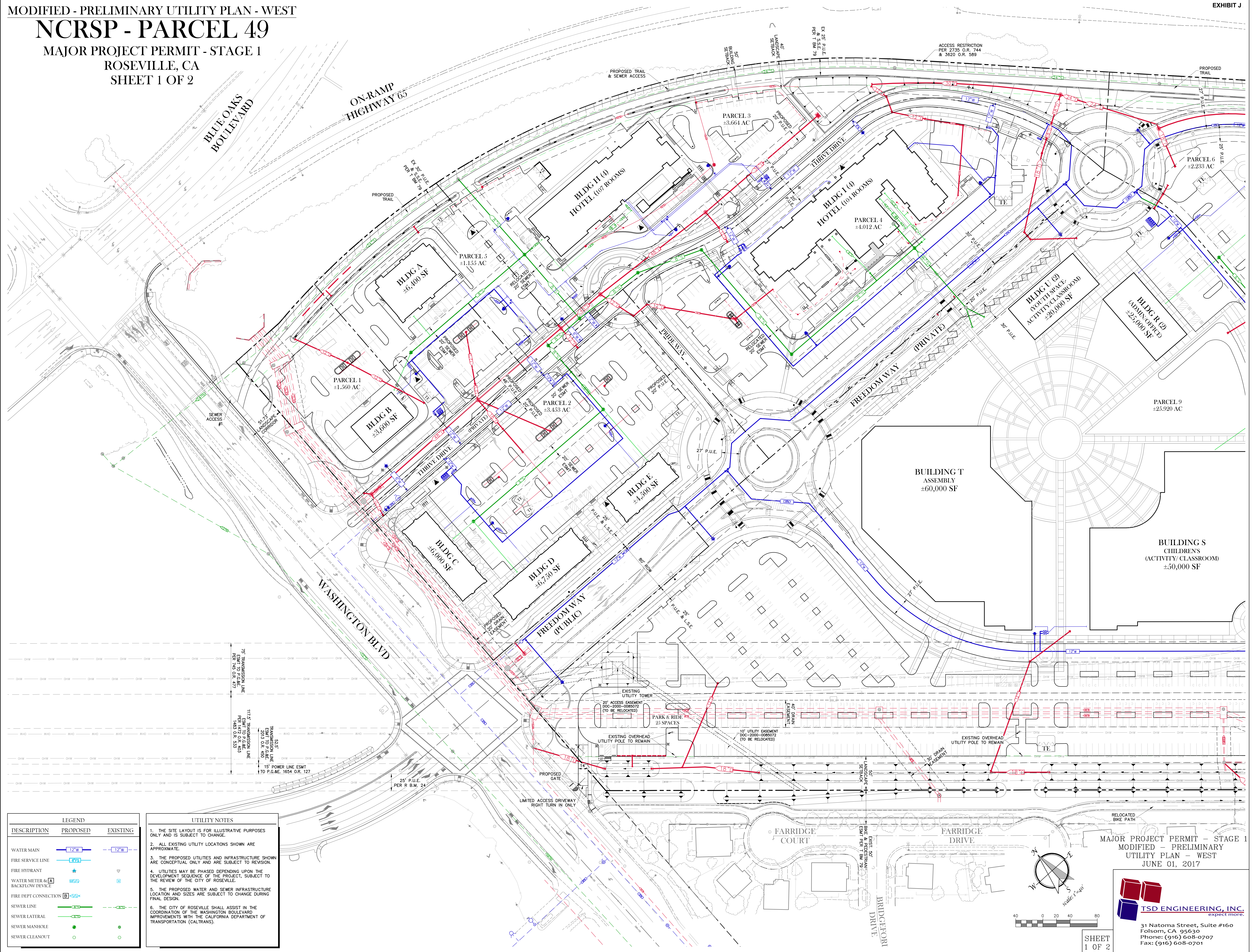
MAJOR PROJECT PERMIT - STAGE 1
MODIFIED - PRELIMINARY
GRADING PLAN - WEST
JUNE 01, 2017



31 Natoma Street, Suite #160
Folsom, CA 95630
Phone: (916) 608-0707
Fax: (916) 608-0701

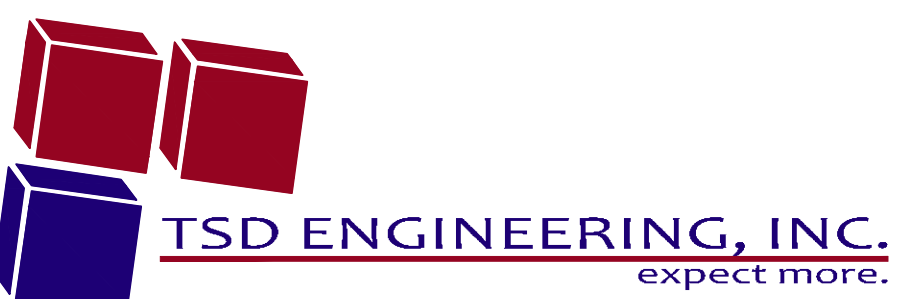
SHEET
1 OF 2

SHEET 1 OF 2



LEGEND		
DESCRIPTION	PROPOSED	EXISTING
WATER MAIN		
FIRE SERVICE LINE		
FIRE HYDRANT		
WATER METER & BACKFLOW DEVICE		
FIRE DEPT CONNECTION		
SEWER LINE		
SEWER LATERAL		
SEWER MANHOLE		
SEWER CLEANOUT		

UTILITY NOTES	
1.	THE SITE LAYOUT IS FOR ILLUSTRATIVE PURPOSES ONLY AND IS SUBJECT TO CHANGE.
2.	ALL EXISTING UTILITY LOCATIONS SHOWN ARE APPROXIMATE.
3.	THE PROPOSED UTILITIES AND INFRASTRUCTURE SHOWN ARE CONCEPTUAL ONLY AND ARE SUBJECT TO REVISION.
4.	UTILITIES MAY BE PHASED DEPENDING UPON THE DEVELOPMENT SEQUENCE OF THE PROJECT, SUBJECT TO THE REVIEW OF THE CITY OF ROSEVILLE.
5.	THE PROPOSED WATER AND SEWER INFRASTRUCTURE LOCATION AND SIZES ARE SUBJECT TO CHANGE DURING FINAL DESIGN.
6.	THE CITY OF ROSEVILLE SHALL ASSIST IN THE COORDINATION OF THE WASHINGTON BOULEVARD IMPROVEMENTS WITH THE CITY OF ROSARNA DEPARTMENT OF TRANSPORTATION (CALTRANS).



From: ajohn@allnet.com
To: JoCali@compuserve.com
Subject: Freedom point
Date: Friday, December 1, 2000 2:24:33 PM





PLANNING COMMISSION

Title:

NRSP PARCELS DC-9A & DC-9B - DIAMOND CREEK DEVELOPMENT
AGREEMENT EXTENSION - 1 MOON ROCK RANCH ROAD - FILE #PL17-
0215

Meeting Date: 12/14/2017

Item #: 5.3.

ATTACHMENTS:**Description**

Staff Report

Exhibit A - Development Agreement Amendment

ITEM V-C: **DEVELOPMENT AGREEMENT AMENDMENT – NRSP PARCELS DC-9A & DC-9B – DIAMOND CREEK DA EXTENSION – 1 MOON ROCK RANCH ROAD – FILE # PL17-0215.**

REQUEST

The applicant requests approval of a Development Agreement Amendment to extend the Diamond Creek Development Agreement expiration date to March 31, 2038 and to include provisions related to Parcels DC-9A and DC-9B's potable water line and recycled water irrigation system.

Applicant/Owner – Stephen L. Des Jardins

SUMMARY RECOMMENDATION

The Planning Division recommends that the Planning Commission:

- A. Recommend the City Council adopt five (5) findings of fact for the Development Agreement Amendment and approve the Development Agreement Amendment.

SUMMARY OF OUTSTANDING ISSUES

Development Agreement negotiations regarding reclaimed water are ongoing. In concept, city staff and the applicant have agreed that the property owner will make the necessary improvements related to the potable water line and recycled water irrigation system, but are working through the level of detail that will be included in the DA. This packet contains the city's preferred version of the agreement; however, details are being finalized and will be updated prior to City Council review.

BACKGROUND

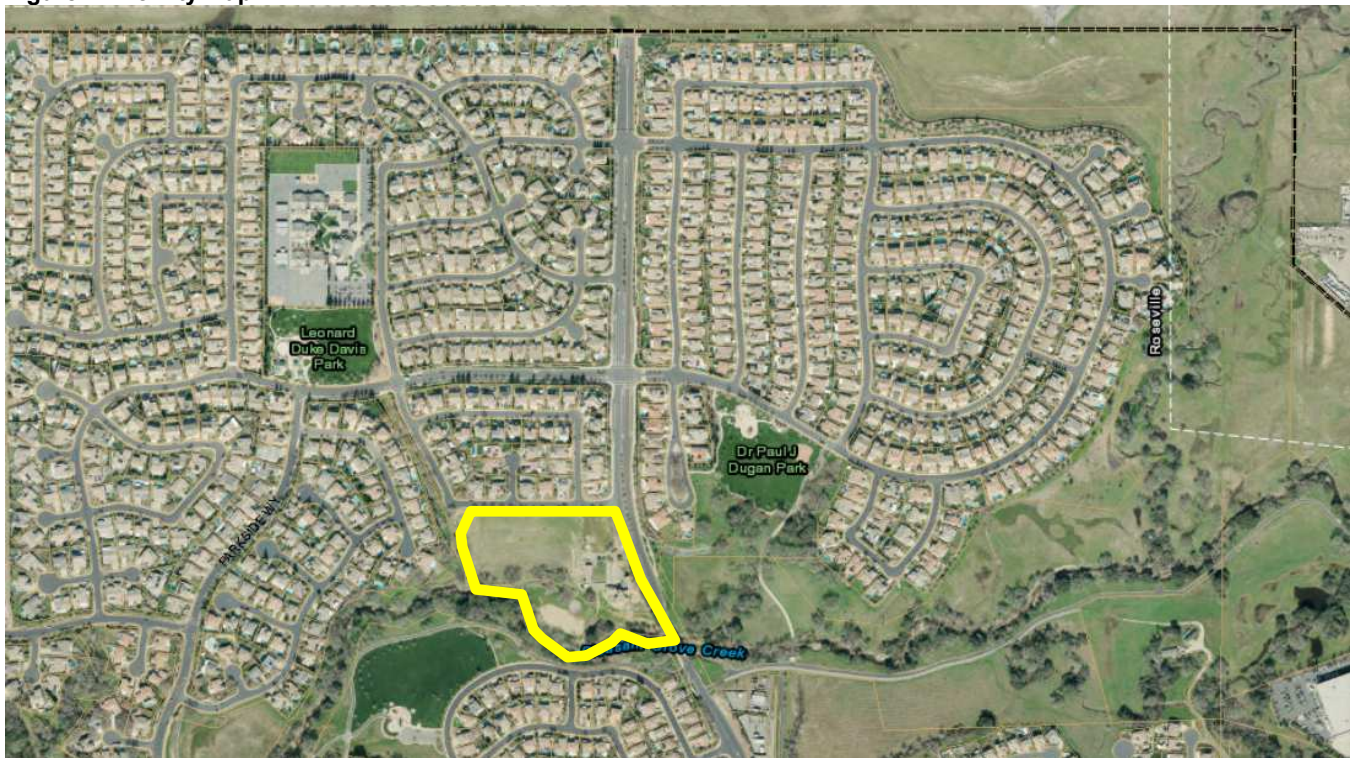
The proposed project encompasses the North Roseville Specific Plan (NRSP) Parcels DC-9A & DC-9B, which are covered by the Diamond Creek Development Agreement. The subject Development Agreement (DA) was entered into on September 19, 1997, and was due to expire on September 19, 2017. However, on August 11, 2017, the applicant requested a Development Agreement Amendment (DAA) to allow a 20-year extension of the DA. Due to the procedural steps necessary to process a DAA, the Development Services Director (consistent with Section 1.4 of the Diamond Creek DA) granted a minor extension of 6 months to provide staff adequate time to review and process the application. As a result, with approval of the requested DAA, the new expiration date of the Diamond Creek Development Agreement will be March 31, 2038.

At this time, the applicant wishes to extend the DA to guarantee the development and user rights pertaining to DC-9A and DC-9B. Language has also been added to the DA to ensure that appropriate measures are taken to reduce the potential for cross contamination between DC-9A and DC-9B's potable water line and recycled water irrigation system. Further details are provided in the Evaluation section below.

SITE INFORMATION

Parcels DC-9A and DC-9B measure approximately 6 and 2.6 acres in size, respectively, and are accessed via private driveway (Moon Rock Ranch Road) off of Woodcreek Oaks Boulevard. These parcels are primarily surrounded by open space and residential land uses. Parcel DC-9A has a General Plan designation of Low Density Residential (LDR-1.2) and is zoned Single Family Residential/Special Area-North Roseville (R1/SA-NR). A single-family residence is currently located on Parcel 9A; however the DA allows for the subdivision of the property up to seven lots. Parcel 9B has a General Plan designation and zoning of Open Space (OS) and is located within the 100 year flood plain. In most cases, OS parcels are deeded to the City; however, in this case, the OS parcel (Parcel 9B) is under ownership of the applicant and is currently used for horse stables and a horse pen.

Figure 2: Vicinity Map



EVALUATION

Under the existing Diamond Creek Development Agreement, the landowner has the right to subdivide Parcel DC-9A into seven lots and utilize Parcel DC-9B for ancillary uses related to a horse ranch as identified in the NRSP (i.e. horse pen, open space, etc.). To preserve development rights related to DC-9A and ensure the continued use of DC-9B, the applicant requests a 20-year extension of the DA. The proposed extension will not affect the existing use of the property and will not have an impact on surrounding parcels. Furthermore, no changes are proposed that would allow the developer any additional rights not otherwise provided for in the original DA.

At this time, staff is also recommending adding language to ensure that the existing backflow preventor located onsite has the appropriate connection to prevent potential cross contamination of the potable water source. Over the past years, staff from the Environmental Utilities Department has communicated to the applicant that specific improvements would be required to protect the City's potable water supply and to comply with state law. The requested DA extension has provided an

opportunity to ensure the appropriate measures are taken to remedy the issue. In summary, staff has added language requiring the existing potable water serving the parcels to reconnect to the City supplied connection from a newly installed meter and backflow prevention assembly. At the completion of this work, ownership and maintenance of this equipment will rest with the City. The DAA will reflect the obligations of the property owner and the City regarding construction and maintenance of the appropriate equipment. With the incorporation of language requiring the property owner to make modifications to the existing potable water service, staff supports the request to extend the terms of the DA as noted herein.

SUMMARY / CONCLUSION

Based on the evaluation above, staff finds that the proposed amendments will not alter the intent of the previously approved DA and believes that the required findings noted in the Recommendation section of this report can be made.

ENVIRONMENTAL DETERMINATION

The proposed amendment is consistent with the original project description and the findings of the Environmental Impact Report (EIR) prepared for the North Roseville Specific Plan (NRSP EIR, SCH# 96112014) which was certified by the City Council in August of 1997. Therefore, in compliance with the requirements of the California Environmental Quality Act (CEQA) no further environmental review is required.

RECOMMENDATION

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

- A. Recommend the City Council adopt five (5) findings of fact as listed below for the Development Agreement Amendment and approve the Development Agreement Amendment.
- a) *The Development Agreement is consistent with the objectives, policies, programs and land use designations of the City of Roseville General Plan;*
 - b) *The Development Agreement is consistent with the City of Roseville Zoning Ordinance;*
 - c) *The Development Agreement is in conformance with the public health, safety and welfare;*
 - d) *The Development Agreement will not adversely affect the orderly development of the property or the preservation of property values; and*
 - e) *The provisions of the Development Agreement will provide sufficient benefit to the City to justify entering into the Agreement.*

EXHIBIT

A. Diamond Creek Development Agreement Amendment

Note to Applicant and/or Developer: Please contact the Planning Division staff at (916) 774-5276 prior to the Committee meeting if you have any questions on any of the recommended conditions for your project. If you challenge the decision of the Committee 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 Director at, or prior to, the public hearing.
--

RECORDING REQUESTED BY AND
WHEN RECORDED, MAIL TO:

City Clerk
City of Roseville
311 Vernon Street
Roseville, CA 95678
Attn: Sonia Orozco

(SPACE ABOVE THIS LINE RESERVED FOR RECORDER'S USE)

**TENTH AMENDMENT OF
DEVELOPMENT AGREEMENT BY AND BETWEEN
THE CITY OF ROSEVILLE AND BBC DIAMOND CREEK, LLC
RELATIVE TO THE NORTH ROSEVILLE SPECIFIC PLAN
(Diamond Creek Parcels 9A and 9B)**

THIS TENTH AMENDMENT (the “**Tenth Amendment**”) is entered into this ____ day of _____, 2018 by and between the CITY OF ROSEVILLE, a municipal corporation (“**City**”), and STEPHEN L. DES JARDINS and BRANDY ‘LIZABETH REINERT, CO-TRUSTEES of the Des Jardins/Reinert Family Trust (hereinafter “**Landowner**”), pursuant to the authority of Section 65864 through 65869.5 of the Government Code of California.

WITNESSETH:

A. On September 19, 1997, the City and Landowner’s predecessor in interest entered into that certain agreement entitled “Development Agreement By and Between The City of Roseville and Diamond Creek Partners Relative to the North Roseville Specific Plan”, which was recorded in the Official Records of Placer County on September 29, 1997, as Document No. 97-0059806 (the “**Original Development Agreement**”).

B. Thereafter, City and Landowner’s predecessor(s) in interest and/or successor(s) in interest to Diamond Creek Partners entered into the following Amendments to the Original Development Agreement: the First Amendment, dated August 31, 1998, and recorded September 15, 1998 as Document No. 98-0073814; the Second Amendment, dated November 30, 1999, and recorded December 15, 1999 as Document No. 1999-0106726; the Third Amendment, dated October 9, 2002, and recorded November 14, 2002 as Document No. 2002-0143109; the Fourth Amendment, dated April 20, 2004, and recorded May 7, 2004 as Document No. 2004-0058294; the Fifth Amendment, dated September 15, 2004, and recorded November 12, 2004 as Document No. 2004-0151579; the Sixth Amendment, dated March 15, 2006, and recorded March 21, 2006 as Document No. 2006-0029929; the Seventh Amendment, dated March 7, 2007, and recorded April 11, 2007 as Document No. 2007-0036507; the Eighth Amendment, dated June 20, 2012, and recorded July 25, 2012 as Document No. 2012-0066789; and the Ninth Amendment, dated March 19, 2014, and recorded March 25, 2014 as Document No. 2014-0018329 (collectively, the “**Prior Amendments**”). The Prior Amendments and Original Development Agreement are collectively referred to herein as

the "**Development Agreement.**" Except as otherwise defined herein, all capitalized terms used herein shall have the meanings ascribed thereto in the Development Agreement.

C. This Tenth Amendment amends the Development Agreement as to the property identified in the North Roseville Specific Plan as Parcels 9A and 9B, which property is more particularly described in **Exhibit "A"** attached hereto (the "**DC-9A/9B Property**"). This Tenth Amendment shall run with the land with respect to the DC-9A/9B Property.

D. To facilitate the processing of this Tenth Amendment, the Development Services Director, pursuant to Section 1.4 of the Development Agreement and by letter dated August 28, 2017, approved a minor modification to the Development Agreement to extend the Term of the Development Agreement for six (6) months to and through March 19, 2018.

E. On December 14, 2017, the City Planning Commission, designated by Roseville Ordinance No. 3014 as the planning agency for purposes of development agreement review pursuant to Government Code Section 65867, in a duly noticed and conducted public hearing, considered this Tenth Amendment and recommended that the City Council approve this Agreement.

F. The City Council has determined that the adoption of this Tenth Amendment involves no new impacts not considered in the environmental documents previously certified and approved in connection with the approval of the Development Agreement, as amended; therefore, no further environmental documents relating to the adoption of this Tenth Amendment are required.

G. The City Council has found and determined that this Tenth Amendment of the Development Agreement is consistent with the General Plan and the North Roseville Specific Plan.

NOW THEREFORE, THE PARTIES MUTUALLY AGREE AS FOLLOWS:

1. Amendment of Development Agreement. The following sections of the Development Agreement for the development of the DC-9A/9B Property are hereby amended as follows:

a. Extended Term. For purposes of Section 1.3, the City and Landowner hereby agree to extend the term of the Development Agreement as applied to the DC-9A/9B Property to and through March 31, 2038, unless the Development Agreement is terminated, modified or extended by circumstances set forth in the Development Agreement, as amended, or by mutual consent of the parties hereto.

b. Revised Section 3.7 (Reclaimed Water). Section 3.7 of the Development Agreement as applied to the DC-9A/9B Property is revised in its entirety to read as follows:

"3.7 Reclaimed Water. Landowner shall provide improvements to the City's reclaimed water system as provided in this section.

"3.7.1 Use of Reclaimed Water. Reclaimed water will be used for irrigation of parks within the Plan Area and may be developed and used by City to cascade from the North School Park south along the linear parkway to Pleasant Grove Creek, as generally shown on **Exhibit "G"**.

“All other reclaimed uses as may be desired by Landowner shall be reviewed and approved by the Environmental Utilities Director. In particular, City agrees that Landowner may use reclaimed water for irrigation of Landowner's Ranch Parcel (Parcel DC-9A), provided the costs of connecting to and extending the reclaimed line from Woodcreek Oaks Boulevard shall be paid by Landowner. In connection with any such use by Landowner and provision of reclaimed water to the park site(s), Landowner shall be responsible for preparation and approval of a reclaimed water engineering report for submission to appropriate state agencies. In connection with the use of reclaimed water other than such use for the park sites, Landowner shall also be responsible for obtaining any and all necessary permits prior to actual use of reclaimed water and for the payment of all City fees and charges related thereto, including without limitation, the reclaimed water connection fee to be paid at time of building permit. Provided Landowner satisfies all of the foregoing requirements, City shall make reclaimed water available to Landowner in amounts reasonably required for the use(s) proposed therefor and shall charge Landowner the same rate or rates as are charged to any other private user(s) of reclaimed water within the City.

“Furthermore, if Landowner satisfies all of the foregoing requirements, City acknowledges and agrees that potable water may be utilized for such park irrigation and other reclaimed uses, including irrigation of Parcels DC-9A and DC-9B, if reclaimed water is unavailable in emergencies as determined by the Environmental Utilities Director.

“Prior to July 1, 2018, the Landowner of Parcels DC-9A and DC-9B (“Ranch Landowner”) shall make the following modifications to the existing potable water service serving these parcels: (1) disconnect the existing potable service downstream of the presently connected meter; (2) reconnect the potable service to the City supplied 1.5-inch potable connection downstream from the newly installed meter and backflow prevention assembly; and (3) upon completion of the work outlined above, the disconnected portion of the existing line will be disconnected from the water main, drained, capped, and abandoned in place (to avoid damage to existing, mature landscaping), Ranch Landowner shall deliver to the City the old meter to be removed as part of the work. The City's Water Division will cooperate with Ranch Landowner to coordinate the scheduling of such work and provide shut-off service as needed to facilitate Ranch Landowner's disconnection and reconnection work. Provided the foregoing requirements are satisfied, City shall continue to make recycled water available to Ranch Landowner at user charges specified in the Roseville Municipal Code (RMC). For billing purposes, the newly installed 1.5-inch potable meter shall be billed at the 1-inch billing rate in effect per the RMC and the ownership of the backflow prevention device, its routine testing and maintenance shall remain with City.

“If Ranch Landowner does not complete the work specified in this paragraph by July 1, 2018, City may, at its option, terminate delivery of recycled water and physically disconnect the recycled water system serving Parcels DC-9A and DC-9B. Any such termination of delivery of recycled water to the Ranch Parcel shall not affect the City's continued delivery of potable water to the Ranch Parcel through the existing service.”

c. New and Revised Exhibits. New **Exhibit “A”** (Legal Description for DC-9A/9B Property) and new **Exhibit “G-1”** (Form of Right of Entry to Maintain Backflow Prevention Assembly) are attached hereto and hereby incorporated into and made a part of the Development Agreement.

2. Consistency with General Plan. The City hereby finds and determines that execution of this Tenth Amendment is in the best interest of the public health, safety and general welfare and is consistent with the General Plan.

3. Amendment. This Tenth Amendment amends, but does not replace or supersede, the Development Agreement except as specified herein. All remaining terms, covenants and conditions of the Development Agreement not amended hereby shall remain in full force and effect as applied to the DC-9A/9B Property. This Tenth Amendment only affects the development of the DC-9A/9B Property described in **Exhibit “A”** attached hereto and does not amend or modify the rights or obligations associated with the development of any other Parcels within the Specific Plan.

4. Form of Amendment. This Tenth Amendment is executed in two duplicate counterparts, each of which is deemed to be an original.

[Signatures on Following Page]

IN WITNESS WHEREOF, the City of Roseville, a municipal corporation, has authorized the execution of this Amendment in duplicate by its City Manager and the attestation to this Amendment by its City Clerk under the authority of Ordinance No. _____, adopted by the Council of the City of Roseville on the _____ day of _____, 2018, and Landowner has caused this Amendment to be executed.

CITY:

**CITY OF ROSEVILLE,
a municipal corporation**

BY: _____
Rob Jensen
City Manager

ATTEST:

BY: _____
Sonia Orozco
City Clerk

APPROVED AS TO FORM:

BY: _____
Robert R. Schmitt
City Attorney

APPROVED AS TO SUBSTANCE:

BY: _____
Kevin Payne
Development Services Director

LANDOWNER:

STEPHEN L. DES JARDINS,
CO-TRUSTEE of the Des Jardins/Reinert
Family Trust

BRANDY 'LIZABETH REINERT,
CO-TRUSTEE of the Des Jardins/Reinert
Family Trust

[ALL SIGNATURES MUST BE NOTARIZED]

ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of _____
County of _____

On _____, 2018, before me, _____
(Here insert Name and Title of Officer)
personally appeared _____,
Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

NOTARY PUBLIC SIGNATURE

NOTARY PUBLIC SEAL

EXHIBIT “A”

Legal Description of DC-9A/9B Property

That certain real property situated in the City of Roseville, County of Placer, State of California,
described as follows:

[Legal Description to Be Inserted]

APN: _____

EXHIBIT “G-1”

Form of Right of Entry to Maintain Backflow Prevention Assembly

[To Be Attached]