CITY OF ROSEVILLE CALIFORNIA

AGENDA
October 14, 2021

PLANNING COMMISSION MEETING
6:30 p.m.
Council Chambers
311 Vernon Street
Roseville, California
www.roseville.ca.us/CORTV

The meeting may be viewed on Comcast channel 14, Consolidated Communications channel 73, and AT&T U-Verse. Meetings are also video streamed live on the City's website at roseville.ca.us/watch and roseville.ca.us/agenda, and the City's YouTube channel at youtube.com/CityofRosevilleCa.

During the Public Hearing, members of the public may offer public comment in-person or via the telephone at 916-774-5353.

If you need a disability-related modification or accommodation to participate in this meeting, please contact Voice: 916-774-5200, TDD: 916-774-5220. Requests must be made as early as possible.

THE CITY OF ROSEVILLE WELCOMES YOUR PARTICIPATION

If an agenda item is open to public comment, such public comment shall be addressed to the chair of the meeting.

Public Comment - Speakers have three minutes under Public Comment to speak on issues that are not listed on the agenda and are within the City's jurisdiction. The Brown Act does not permit any action or discussion on items not listed on the agenda.

Consent Calendar - If applicable, the Consent Calendar consists of routine items that may be approved by one motion. Any person can remove an item from the Consent Calendar to be discussed separately.

Agenda Items - Speakers have five minutes to address items that are listed on the agenda.

Americans with Disabilities Act - Notify the City Clerk or Secretary at least 72 hours in advance if special assistance is required to participate in a meeting including the need of auxiliary aids or services.

Audio/Visual Presentations - If making a presentation regarding an agenda item, audio/visual materials must be submitted to the City Clerk or Secretary at least 72 hours in advance.

Roseville City Clerk 311 Vernon Street, Roseville, CA 916-774-5200 TDD 916-774-5220

1. CALL TO ORDER

2. ROLL CALL

3. PLEDGE OF ALLEGIANCE

4. PUBLIC COMMENTS

5. CONSENT CALENDAR

5.1. Minutes of September 9, 2021

5.2. WRSP PCL F-6C1 – DRRS, 2751 N. Hayden Pw, File # PL21-0245

REQUEST

The applicant requests approval of a Design Review Permit for Residential Subdivision (DRRS) to modify development standards and establish unit designs for 135 single-family homes in the F-6C1 subdivision of the West Roseville Specific Plan. The homes will consist of three (3) plan types ranging in size from 1,621 to 1,832 square feet.

Applicant: Amy Stuart, DR Horton, Inc.
Owner: Clifton Taylor, JEN California 15

RECOMMENDATION

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

A. Adopt the two (2) findings of fact and approve the Design Review for Residential Subdivision subject to twenty-six (26) conditions of approval.

6. REQUESTS/PRESENTATIONS

6.1. INFILL PCL 189 – Echo Park Automotive, 180 N Sunrise Av, File # PL21-0230

REQUEST

The project is a request for a Conditional Use Permit to allow automotive sales and a car wash in the Community Commercial (CC) zoning district. The project also includes a Design Review Permit Modification to modify the exterior of the existing building and to construct an approximate 2,000-square-foot car wash building within the parking lot. The site will be occupied by EchoPark Automotive, a vehicle reconditioning facility and automotive sales use.

Applicant: Martin Walsh, Sonic Development, LLC
Property Owner: I Think I Can LP

RECOMMENDATION

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

A. Adopt the three (3) findings of fact and approve the Conditional Use Permit subject to three (3) conditions of approval; and,
B. Adopt the two (2) findings of fact and approve the Design Review Permit Modification subject to twelve (12) conditions of approval.

7. COMMISSIONER / STAFF REPORT

8. ADJOURNMENT

PLANNING COMMISSION COMMUNICATION

Title:	Minutes of September 9, 2021
Contact:	Lupe Nelson, lnelson@roseville.c.us, (916) 774-5281

Meeting Date: 10/14/2021
Item #: 5.1.

ATTACHMENTS:

Description

Minutes of September 9, 2021

DRAFT MINUTES
September 9, 2021

PLANNING COMMISSION MEETING
6:30 p.m.
Council Chamber
311 Vernon Street
Roseville, California
www.roseville.ca.us

Members of the public were able to attend the meeting in-person or could view the meeting on Comcast Channel 14, Consolidated Communications Channel 73 and AT&T U-verse. The meeting was video streamed live on the City's website and YouTube channel. Members of the public were able to offer public comment in-person or by phone.

1. **CALL TO ORDER**
   Vice-Chair Martin called the meeting to order at 6:30 p.m.

2. **ROLL CALL**
   Present: Brashears, Caporusso, Covington, Haggenjos, Prior, Martin
   Absent: Jensen

3. **PLEDGE OF ALLEGIANCE**
   Vice-Chair Martin led those in attendance in the Pledge of Allegiance.

4. **PUBLIC COMMENTS**
   Vice-Chair Martin opened the Public Comment period. Hearing none, Vice-Chair Martin closed the Public Comment period.

5. **CONSENT CALENDAR**
   Motion by Commissioner Covington, seconded by Commissioner Caporusso, to approve the Consent Calendar.

   Roll call vote:
   Ayes: Brashears, Prior, Covington, Haggenjos, Caporusso, Martin
   Noes: None

   The Motion passed.

5.1. Minutes of August 26, 2021

5.2. INFILL PCL 10 – Dyer Variance, 328 Roseville St., File # PL21-0249

REQUEST

The applicant requests a variance to the required 20 foot front setback which will allow an addition to the home with a 12'1" front setback. The addition will maintain the same setback as the existing home. The variance request would also allow the front porch to be constructed with the addition that varies from the required front porch setback. The porch would provide an 8'4" setback to the front property line.

6. REQUESTS/PRESENTATIONS

6.1. NCRSP PCL 40 – Roseville Junction MPP, 290 Conference Center Dr., File # PL21-0153

REQUEST

The applicant requests a Major Project Permit (MPP) Stage 1 to evaluate the site plan, civil improvements and landscape of a commercial development that includes five buildings: Hotel 1 (132 rooms, 5 stories, 80,100 sf), Hotel 2 (123 rooms, 5 stories, 61,500 sf), Restaurant 1 & 2 (6,000 sf each), Restaurant 3 (8,000 sf and 8 pickle ball courts), and an event space that will feature food trucks and modular container buildings in a configuration to be determined. A Tentative Parcel Map is also proposed to divide the site into six parcels. The development is proposed to be called Roseville Junction.

Assistant Planner, Sean Morales, presented the staff report.

Vice-Chair Martin opened the public hearing and invited comments from the applicant and/or audience.

Applicant, Greg Bardini, Morton & Pitalo, stated he was in agreement with staff's recommendation. He respond to questions from the Planning Commission.

Commissioner Discussion with Applicant

- A Commissioner asked if there would be cross-access to the adjacent vacant parcel. The applicant responded that there would not as there is a grade difference between the parcels and that Conference Center Drive was intended to be the main access into both parcels. Staff responded that a retaining wall would be installed due to the grade difference between the lots.
- A Commissioner asked for further explanation of the modular containers buildings, specifically whether they would be stacked? The applicant responded that they would all be at ground level.
- A Commissioner asked why a pickle-ball court entertainment venue was chosen. The applicant responded that they were looking for outdoor activities that would complement the surrounding restaurants.
- A Commissioner asked if the pickle balls courts would be fenced in or if a customer would have to pay to play. The applicant responded that it would be a controlled yard with the ability to come and go freely.

Hearing no public comments, Vice-Chair Martin closed the public comment period and Public Hearing.

Commissioner Discussion:

- A Commissioner expressed excitement for the design concept for this parcel.
- A Commissioners requested the following corrections to the staff report:
  - Page 3 of the digital staff report: The proposed site plan, included as ~~Error! Reference source not found~~ Figure 2 and Exhibit A to this staff report…
  - Page 7: Consider the Addendum to the ~~Sierra Vista Specific Plan~~ North Central Roseville Specific Plan EIR.

Motion by Commissioner Caporusso, seconded by Commissioner Brashears to:

A. Consider the Addendum to the Roseville Hotel and Conference Center EIR.
B. Adopt the two (2) findings of fact and approve the Major Project Permit Stage 1 subject to eighty-two (82) conditions of approval;
C. Adopt the three (3) findings of fact and approve the Tentative Subdivision Map subject to sixty-six (66) conditions of approval and with corrections to the staff report.

Roll call vote:
Ayes: Caporusso, Brashears, Prior, Covington, Haggenjos, Martin
Noes: None

The Motion passed.

7. COMMISSIONER / STAFF REPORT

Staff Report:

- INFILL PCL 187 – Auto Repair & Car Wash, File #PL21-0081 project approved by the Planning Commission at the August 26, 2021 meeting has been appealed. It will be heard by the City Council at the October 20 meeting.
- There will not be a September 23, 2021 Planning Commission meeting.
- There will be October 14 and October 28, 2021 Planning Commission meetings.
- If there are agenda items, there will be a Special Planning Commission meeting on Thursday, November 18, 2021 as the regularly scheduled meetings fall on holidays.

Commissioner Reports:

- None

8. ADJOURNMENT

Motion by Commissioner Brashears, seconded by Commissioner Prior, to adjourn the meeting. The Motion passed unanimously at 6:55 p.m. with a voice vote.

PLANNING COMMISSION COMMUNICATION

Title:	WRSP PCL F-6C1 – DRRS, 2751 N. Hayden Pw, File # PL21-0245
Contact:	Sean Morales, smorales@roseville.ca.us, (916) 774-5282

Meeting Date: 10/14/2021
Item #: 5.2.

ATTACHMENTS:

Description

Staff Report

Attachment 1 F-6C1 Tentative Map

Exhibit A F-6C1 Development Standards Table

Exhibit B Rear Setback Reductions

Exhibit C Enhanced Elevations

Exhibit D Floor Plans and Elevations

CITY OF ROSEVILLE CALIFORNIA

Planning Division Staff Report
Planning Commission Meeting October 14, 2021

Prepared by: Sean Morales, Associate Planner

ITEM 5.2: Design Review For Residential Subdivision – WRSP PCL F-6C1 – DRRS – File # PL21-0245

REQUEST

The applicant requests approval of a Design Review Permit for Residential Subdivision (DRRS) to modify development standards and establish unit designs for 135 single-family homes in the F-6C1 subdivision of the West Roseville Specific Plan. The homes will consist of three (3) plan types ranging in size from 1,621 to 1,832 square feet.

Applicant – Amy Stuart, DR Horton, Inc.
Owner – Clifton Taylor, JEN California 15

SUMMARY RECOMMENDATION

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

A. Adopt the two (2) findings of fact and approve the Design Review for Residential Subdivision subject to twenty-six (26) conditions of approval.

SUMMARY OF OUTSTANDING ISSUES

There are no outstanding issues associated with this request. The applicant has reviewed and is in agreement with the recommended conditions of approval.

BACKGROUND

The project site is located on parcel F-6C1 in the Fiddyment area within the West Roseville Specific Plan (WRSP), west of N. Hayden Pw. and north of Pleasant Grove Creek. The parcel has a land use designation of Medium Density Residential (MDR) and a zoning designation of Small Lot Residential with Development Standards (RS/DS).

The WRSP was approved by the City on February 4, 2004 and established the land use designations and zoning standards for the specific plan area. The Fiddyment portion was originally approved for development of 4,170 residential units in three phases (the proposed project lies within Phase 3), but subsequent projects increased the unit allocation to 5,868 residential units overall. Parcel F-6C was approved by the Planning Commission on April 23, 2015 (File #PL14-0625) and is divided into two phases, F-6C1 and F-6C2. A copy of the approved Tentative Subdivision Map, which shows the 135 single-family parcels for F-6C1, is included as Attachment 1. Parcels with MDR land use designations are required to attain approval of a Design Review Permit for Residential Subdivision (DRRS) to evaluate home designs before submitting building permits for approval. A DRRS was approved with PL14-0625 for F-6C1. However, the applicant advised staff at the time of approval that it would likely be several years before the MDR villages would be constructed; therefore the eventual builder of the villages would need to revisit the proposed architecture and make adjustments based on market conditions at that time.

The current project request is for a new DRRS to evaluate the unit designs for 135 single-family homes on parcel F-6C1. The request includes modified development standards to allow a slightly reduced rear setback requirement in order to facilitate the proposed home plans. The modified development standards table is included as Exhibit A of this report.

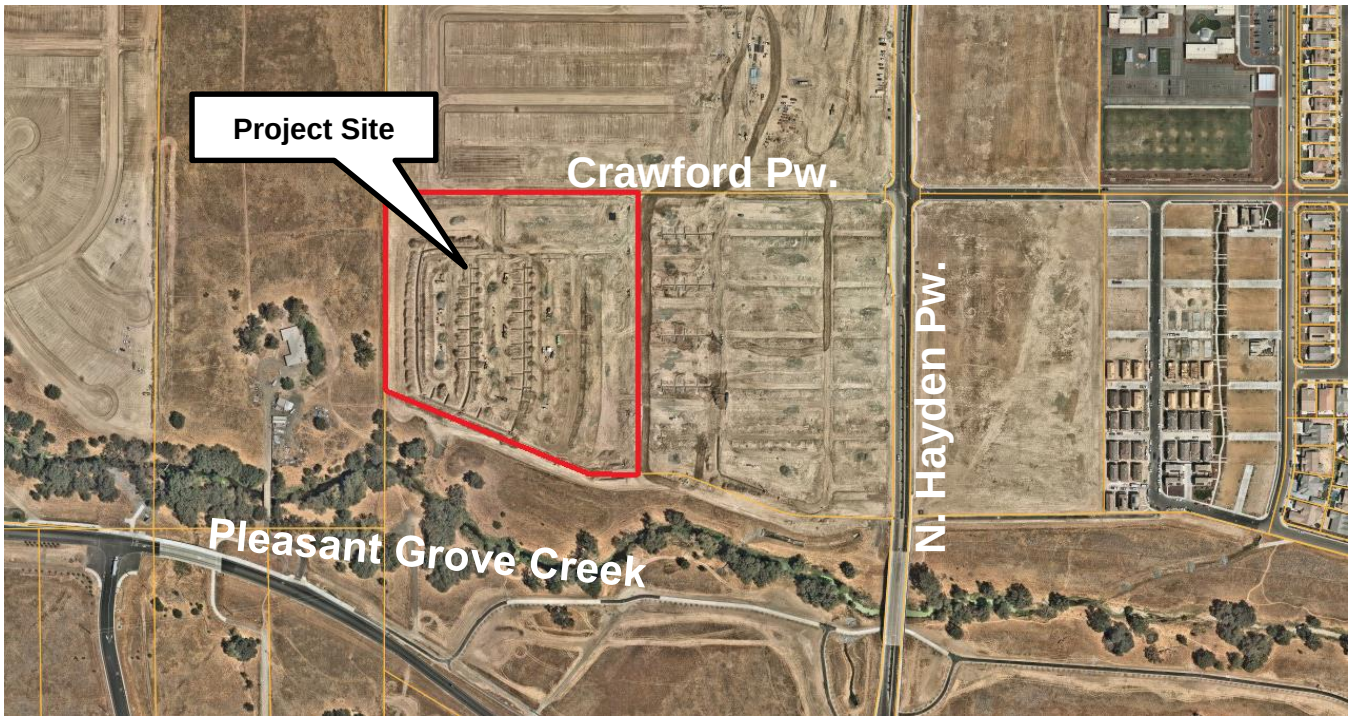
SITE INFORMATION

Address: 2751 N. Hayden Pw.

Total Size: 12.96 acres

Topography and Setting: The project site is currently being graded and is generally flat. Surrounding land uses include a low-density residential subdivision F-6A to the north, urban reserve to the west, low-density residential subdivision F-6C2 to the east, and an open space parcel containing Pleasant Grove Creek to the south.

Figure 1: Project Location



EVALUATION

Section 19.10.045 of the Zoning Ordinance specifies that a Design Review Permit is required for all compact residential development (attached or detached single-family units on land with a General Plan land use designation of Medium Density Residential or higher). Compact residential development products are more dense and urban in nature than is typical of the suburban setting, and Design Review gives staff the opportunity to examine the proposed design to determine compatibility with the surrounding community, and compliance with the intent of the Community Design Guidelines and other applicable design standards. Pursuant to Zoning Ordinance Section 19.78.060(I), the required Findings for a Design Review Permit for a Residential Subdivision are as follows:

1. ***The residential design, including the height, bulk, size, and arrangement of buildings is harmonious with other buildings in the vicinity.***

2. ***The residential design is consistent with applicable design guidelines.***

This project is subject to the development standards of the City's Zoning Ordinance, the City's Community Design Guidelines (CDG), and the West Roseville Specific Plan (WRSP). The applicant proposes modified development standards that would apply to the homes in the F-6C1 subdivision. These

standards are included as Exhibit A. The modification includes a reduction in the required rear setback. Additionally, the applicant submitted conceptual elevations showing architectural treatment and floor plans for the proposed units in Exhibit D.

Plan Types: The project includes three plan types, all of which are two-story, ranging in size from 1,621 square feet to 1,832 square feet. Table 1 identifies the square footage and number of bedrooms for each plan type. Each of the plans adheres to a similar layout with common area on the first floor and bedrooms on the second floor. The three plan types have similar orientation, with the front entry located within a porch area on the front elevation, but the placement of living spaces are different in each plan, which creates variations in window placements. All plans include a two-car garage to provide the required parking.

Table 1: Plan Type Features and Dimensions

Plan	Square Footage	Bedrooms	Orientation
Plan 1621	1,621 square feet	3 bedrooms	Front Entry
Plan 1762	1,762 square feet	4 bedrooms	Front Entry
Plan 1832	1,832 square feet	4 bedrooms	Front Entry

Streetscape: Each of the three floor plans will be offered in one of three styles -- “Craftsman”, “Farmhouse”, and “Mission”. Building projections and varying roof forms are used to provide visual interest in the streetscape. Consistent with the Community Design Guidelines, architectural treatment will be applied to all elevations of the buildings including decorative trim. Enhanced architecture is provided for any side elevation facing a public street. This applies to 26 of the homes within F-6C1 as depicted in Exhibit C. The enhancements provided on these elevations include protruding second stories and decorative siding that complement the entry elevation. The architecture proposed for F-6C1 creates a varied streetscape with visual interest as shown in Figure 2.

Figure 2: Typical Streetscape (View from Public Street)

Color and Materials: Each plan type features three possible architectural styles; Mission, Farmhouse, and Craftsman. Each of the architectural styles have three possible color schemes, which provides a total of nine color combinations among the three styles. The unit designs include a range of decorative embellishments on the front elevation including shutters on the mission style, board and batten on the

farmhouse style, and corbels on the craftsman style. Materials used include cement plaster siding, wood-like cement fiber paneling for batten and gables, stacked stone veneer bases, and concrete tile roofing.

Development Standards: The project request includes minor modifications to the development standards that were approved with the original tentative map and DRRS (file #PL14-0625). The requested modification would allow a reduction in the rear setback from 5 feet to 4.5 feet. Due to the smaller size of the lots, there are 8 instances within the 135-lot subdivision where the proposed floor plans cannot meet the previously approved rear setback. These instances are generally located where the streets curve in the lower half of the subdivision creating an angle that shrinks the lot depth as shown on Exhibit B. Given that this modification results in a minor difference in setback (2 to 6 inches) on a small number of lots, staff finds the modification consistent with the original approval and the required findings.

The other modification request is for Note C of the previously approved development standards; "*The rear elevation of the home shall be staggered back from the 5 foot minimum to create a patio measuring a minimum 10' x 10' or 100 sq. ft. to create a private fenced yard space*." In the original approval, the entire footprint of the home was intended to be "notched" in the corner to create yard space. The applicant requests to modify this standard to allow the open space to partially include a loggia or patio area. This area will be located under the roof of the house, but will be open to the outside. The loggia will continue into the open yard with concrete flatwork to create a total of 100 sf. This covered area will provide outdoor space that is protected from the elements. Due to the small lot sizes and reduced setbacks, a standard patio cover meeting the required setbacks may not be possible in much of the subdivision.

PUBLIC OUTREACH

The proposed project was distributed to the various agencies and departments which have requested notice of City applications, and all comments were considered and incorporated into the Conditions of Approval, as appropriate. Notice of the application was also distributed to the Roseville Coalition of Neighborhood Associations. No comments were received. A public notice of the Planning Commission hearing was published on October 1st, 2021, and was distributed to all property owners within 300 feet of the project site. To date, no comments have been received.

CONCLUSION

Staff has reviewed the development plans for Parcel F-6C1 and found them to be consistent with the applicable standards and guidelines. In addition, the proposed designs are similar to other housing products located in the vicinity of the project. As discussed above and with the following conditions, staff supports approval of the proposed project.

ENVIRONMENTAL DETERMINATION

The project is categorically exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15182, which exempts residential projects consistent with a Specific Plan for which an EIR has been certified. The West Roseville Specific Plan EIR (SCH# 2002082057) was certified by the City of Roseville on February 4, 2004.

RECOMMENDATION

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

A. Adopt the findings of fact as stated in the staff report and approve the **DESIGN REVIEW FOR RESIDENTIAL SUBDIVISION – WRSP PCL F-6C1 – DRRS – FILE # PL21-0245** subject to twenty-six (26) conditions of approval.

CONDITIONS OF APPROVAL FOR DESIGN REVIEW FOR RESIDENTIAL SUBDIVSION FILE # PL21-0245

1. The development standards, unit designs and landscape plans for **WRSP PCL F-6C1** are approved as described in **Exhibits A–D**, except as modified by these conditions of approval. (Planning)

2. This permit shall expire on **October 14, 2023**. Prior to the expiration date, the applicant may apply for an extension of time, provided this approval does not extend the expiration date beyond **October 14, 2024**. Effectuation of this DRRS shall occur with the first residential Building Permit. (Planning)

3. The landscape plan shall comply with the Landscape Guidelines for West Roseville Specific Plan and the City of Roseville Water Efficient Landscape Ordinance. (Planning)

4. The project shall comply with all required environmental mitigation identified in the West Roseville Specific Plan EIR, and shall include all applicable mitigation measures as notes on the grading plans. (All Departments)

PRIOR TO ISSUANCE OF BUILDING PERMITS:

5. The project Landscape Plans shall comply with the following:

    a. The Landscape Plan shall indicate the location of, and be designed to avoid conflicts with, all pole-mounted light fixtures and utility equipment including (but not limited to) electric transformers, switchgear, and overhead lines, backflow preventers, fire department connections, and public water, sewer, and storm drain facilities. (Planning, Fire, EUD, Electric, Public Works)

    b. 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)

6. All on-site external lighting shall be installed and directed to have no off-site glare. (Planning)

7. Building permit plans shall comply with all applicable code requirements (California Building Code – CBC – based on the International Building Code, California Residential Code- based on the International Residential 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)

8. 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)

9. Prior to issuance of a building permit, the property owner shall pay the WRSP Transit Shuttle Service Fee per the Development Agreement Section 3.15.13. (Alternative Transportation)

10. 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)

11. 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)

12. Testing of all fire systems shall be performed prior to opening the sales office for business. (Fire)

13. Framing construction cannot commence until access roads and public fire hydrants are approved by the Fire Department. (Fire)

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

DURING CONSTRUCTION AND PRIOR TO ISSUANCE OF OCCUPANCY PERMITS:

15. All electric metering shall be directly outside accessible. (Electric)

16. It is the responsibility of the developer to ensure that all existing electric facilities remain free and clear of any obstruction during construction and when the project is complete. (Electric)

OTHER CONDITIONS OF APPROVAL

17. 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)

18. 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 Department Field Inspector at the time of or prior to the foundation inspection. (Building)

19. 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)

20. 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)

21. Signs are not approved as part of the Design Review Permit. A Sign Permit is required for all project signs. (Planning)

22. 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)

23. Fences and walls shall be consistent with the locations and treatments specified in the West Roseville Specific Plan Design Guidelines. (Planning)

24. 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)

25. Any relocation or modification to the existing utility facilities or other existing improvements required for the development of this subdivision shall be at the developer's expense. (Electric, Environmental Utilities, Engineering, Fire)

26. All residential units must install a Seasonal Energy Efficiency Rating ("SEER") of 2 points above the minimum, as defined by the State of California in the current Title 24 of the Code of California regulations, up to a total maximum of 16 points including the 2 point premium, an Energy Efficiency Ratio ("EER") of 12 or greater, and a thermal expansion valve "TXV"). The SEER rating of 2 points above the minimum, as defined by the current Title 24, up to a maximum of 16 points, and an EER rating of 12 or greater along with a TXV will be specified on building plans and Title 24 compliance certificates at the time building permits are requested. If Title 24 of the Code of California Regulations in effect at the time of request for building permits requires higher SEER or EER ratings, residential units in the Plan Area shall comply with such State requirements. The SEER and EER ratings will be verified with appropriate documentation. These requirements shall be utilized in the overall energy compliance calculations required for issuance of a building permit for any residential unit. Any variances must be approved by the Electric Department's Retail Energy Services Department. (Building, Electric)

Attachments

1. F-6C1 Tentative Map

Exhibits

A. F-6C1 Development Standards Table
B. Rear Setback Reductions
C. Enhanced Elevations
D. Floor Plans and Elevations

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

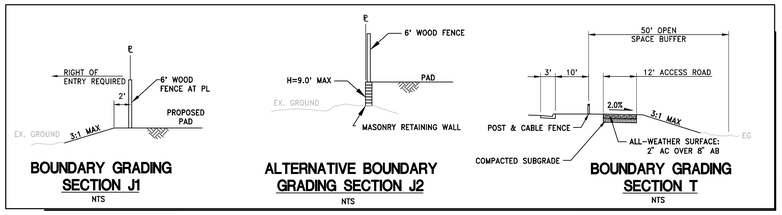
TENTATIVE SUBDIVISION MAP

FIDDYMENT RANCH PHASE 3

VILLAGES F-6C, F-8B & F-11B

CITY OF ROSEVILLE, CALIFORNIA

MARCH 23, 2015



VILLAGE F-6A2

CRAWFORD PARKWAY

PROPOSED F-6B HDR

BUS TURNOUT & SHELTER

NORTH HAYDEN PARKWAY

792-010-002
ATC REALTY ONE LLC

F-8A HDR

017-101-015
HARRIS

100-YEAR FLOODPLAIN

LOT A OPEN SPACE
0.004 ± AC. (N)

SEE SHEET 7 FOR OFF-SITE UTILITIES

POST & CABLE FENCE

SEWER ACCESS ROAD

LOT B OPEN SPACE
0.13 ± AC. (N)

50' OPEN SPACE BUFFER

RAMP TO OPEN SPACE

VILLAGE OVERLAND RELEASE POINT

LOT C OPEN SPACE
0.004 ± AC. (N)

CONSERVATION ESMT PER 2004-0158160

12' ACCESS ROAD

LOT D OPEN SPACE
0.14 ± AC. (N)

100-YEAR FLOODPLAIN

LOT E OPEN SPACE
0.06 ± AC. (N)

LOT F OPEN SPACE
0.004 ± AC. (N)

CREEK

VILLAGE OVERLAND RELEASE POINT

RAMP TO OPEN SPACE

SWALE FL 80.9

SEE SHEET 6

NOTE:
TREE #6671, LOT 149 TO BE REMOVED PER TREE PERMIT #PL14-0464.

100' I.O.D. PER BB/MAPS/24

25' PUE & PE PER BB/MAPS/24

POTENTIAL TEMPORARY ALL-WEATHER EVA

SEE SHEET 4

PLEASANT GROVE

STREET 1
STREET 2
STREET 3
STREET 4
STREET 5
STREET 6
STREET 7
STREET 8
STREET 9
STREET 10
STREET 11

ALLEY 1
ALLEY 2
ALLEY 3
ALLEY 4
ALLEY 5
ALLEY 6
ALLEY 7
ALLEY 8
ALLEY 9
ALLEY 10
ALLEY 11
ALLEY 12
ALLEY 13
ALLEY 14
ALLEY 15
ALLEY 16
ALLEY 17
ALLEY 18
ALLEY 19
ALLEY 20
ALLEY 21

VILLAGE F-6C1

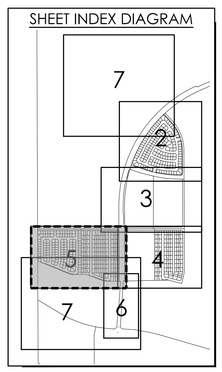
(135) 43'x57' (TYP.) LOTS
12.89 ± AC. (G)
12.38 ± AC. (N)

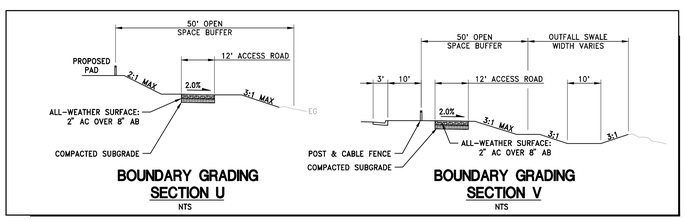
VILLAGE F-6C2

(172) 28'x73' (TYP.) LOTS
13.73 ± AC. (G)
13.30 ± AC. (N)

LOT 17
792-010-024
ATC REALTY ONE LLC

SHEET INDEX DIAGRAM





LEGEND

MASONRY SOUNDWALL

POST & CABLE FENCE

NORTH

0 40 80 160

WOOD RODGERS
DEVELOPING INNOVATIVE DESIGN SOLUTIONS
3301 C St, Bldg. 100-B
Sacramento, CA 95816
Tel 916.341.7760
Fax 916.341.7767

Exhibit A

Proposed MDR Development Standards for F-6C1

Development Standards for F-6C1	
Lot Size (minimum)	
Area, Interior Lot	2,450 sq. ft.
Area, Corner Lot	3,020 sq. ft.
Width, Interior	43 ft.
Width, Corner	53 ft.
Permitted Density (maximum per lot)	
Residential Density	1 primary dwelling unit
Setbacks (minimum)	
Front	12½ ft. 18 ft.
Sides	4 ft. interior; 12.5 ft. street side corner
Rear	4.5 ft. minimum with minimum useable open space of 100 sq.ft. (A)
Coverage (maximum)	
Site Coverage	None
Height (maximum)	
Height Limit	35 ft.

Notes:
(A) An area measuring 100 sq. ft is required that may include a combination of covered patio/loggia and uncovered flatwork.

DEVELOPMENT PLAN

FIDDYMENT RANCH F-6C1

DR. HORTON

ROSEVILLE **CALIFORNIA**

AUGUST 2021

PROPOSED MINIMUM SETBACKS:

FRONT:
12.5' TO LIVING SPACE OR SIDE WALL OF GARAGE
18' MINIMUM DRIVEWAY DEPTH WITH ROLL UP GARAGE DOOR

SIDE:
4' INTERIOR
12.5' STREET SIDE ON CORNER

REAR:
4.5' MINIMUM (5' TYPICAL)

VARIANCE REQUESTS	LOTS AFFECTED
1. REAR YARD SETBACK BETWEEN 4.5'–5.0'.	37, 53, 68, 71, 72, 73, 89, 91

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Sacramento, CA 95816 Fax 916.341.7767

J:\1000-s\1027-Fiddyment Ranch\Phase3\F-6\F-6C1\Civil\Exhibits\EXH-DEVELOPMENT PLAN 2021-0811.dwg 8/11/2021 4:31 PM Tom Babierz

DEVELOPMENT PLAN

FIDDYMENT RANCH F-6C1

DR. HORTON

ROSEVILLE **CALIFORNIA**

AUGUST 2021

ENHANCED LOTS

Side

*Per Planning Dept. on 8/18/21, no rear enhancements required for lots 26-35

40' 20' 0 40'

SCALE: 1" = 40'

PROPOSED MINIMUM SETBACKS:

FRONT:
12.5' TO LIVING SPACE OR SIDE WALL OF GARAGE
18' MINIMUM DRIVEWAY DEPTH WITH ROLL UP GARAGE DOOR

SIDE:
4' INTERIOR
12.5' STREET SIDE ON CORNER

REAR:
4.5' MINIMUM (5' TYPICAL)

VARIANCE REQUESTS	LOTS AFFECTED
1. REAR YARD SETBACK BETWEEN 4.5'–5.0'.	37, 53, 68, 71, 72, 73, 89, 91

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Exhibit D

FIDDYMENT F-6C1

ROSEVILLE, CA

AUGUST 18, 2021

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a D.R. Horton Company

6683 OWENS DR
PLEASANTON, CALIFORNIA 94588
925.225.7457

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925.634.7000 | sdgarchitectsinc.com

Exhibit D

PLAN 1621 MISSION

PLAN 1832 FARMHOUSE

PLAN 1762 CRAFTSMAN

372.173 Isles(Fiddyment F-6C1)
Roseville, CA
August 18, 2021

CONCEPTUAL STREETSCAPE
01

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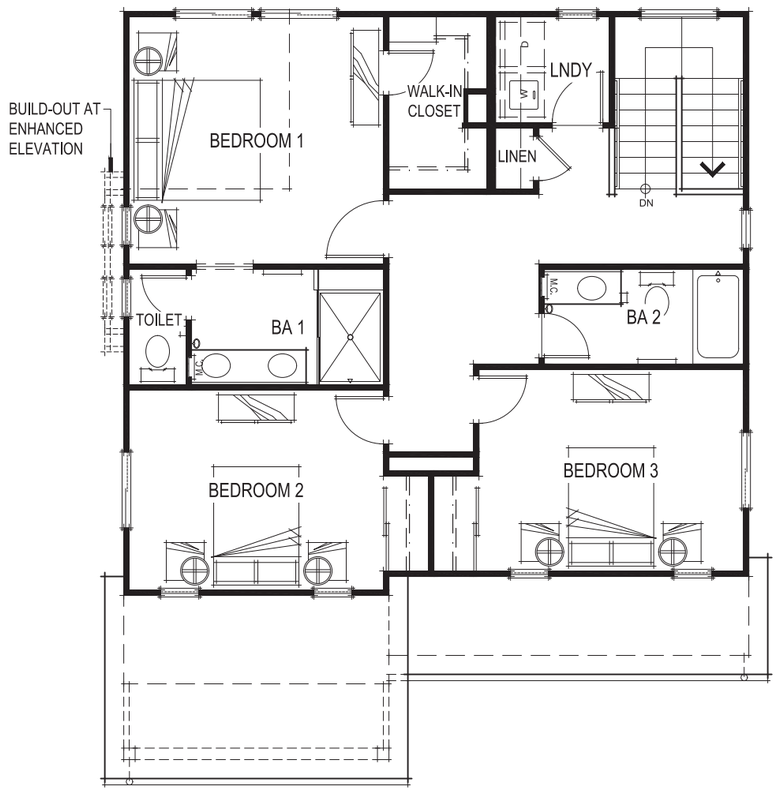
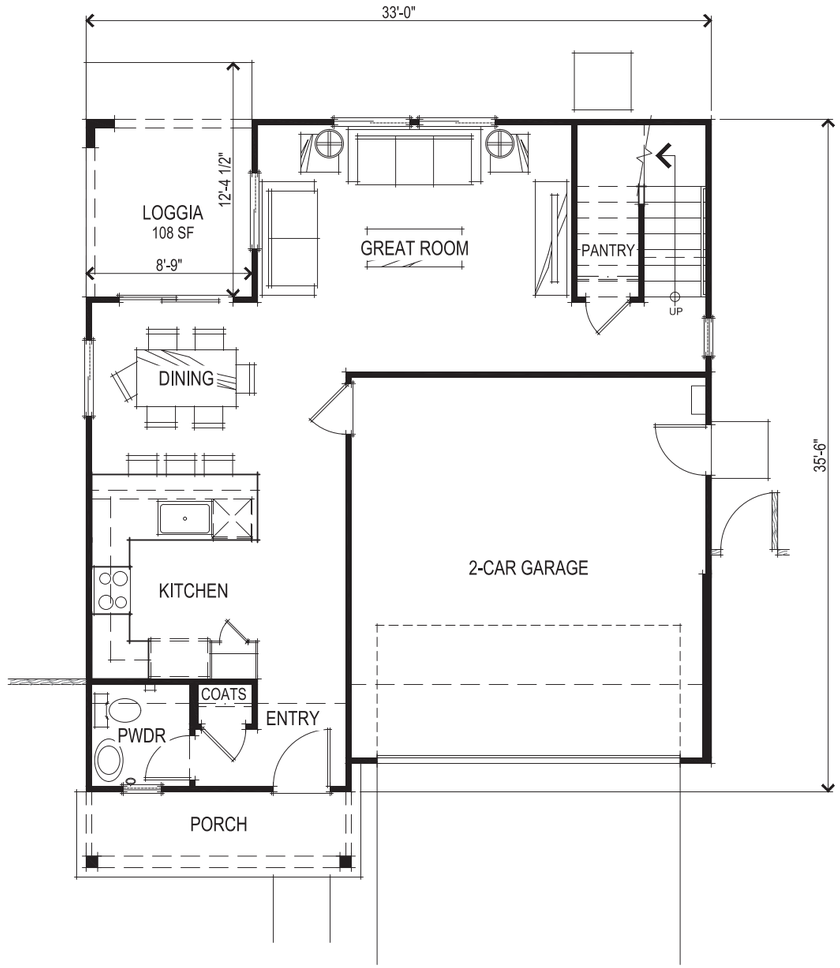
Exhibit D



SECOND FLOOR PLAN



FIRST FLOOR PLAN

SQUARE FOOTAGES	
FIRST FLOOR	674 SQ. FT.
SECOND FLOOR	947 SQ. FT.
TOTAL LIVING	1621 SQ. FT.
2-CAR GARAGE	387 SQ. FT.

0 1' 2' 3' 4' 8'
8.00 ft

FLOOR PLANS
1621-01

372.173 Isles(Fiddyment F-6C1)
Roseville, CA
August 18, 2021

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Exhibit D

MISSION FRONT ELEVATION

FARMHOUSE FRONT ELEVATION

CRAFTSMAN FRONT ELEVATION

372.173 Isles(Fiddyment F-6C1)
Roseville, CA
August 18, 2021

0' 1' 2' 3' 4' 8'

FRONT ELEVATIONS
1621-02

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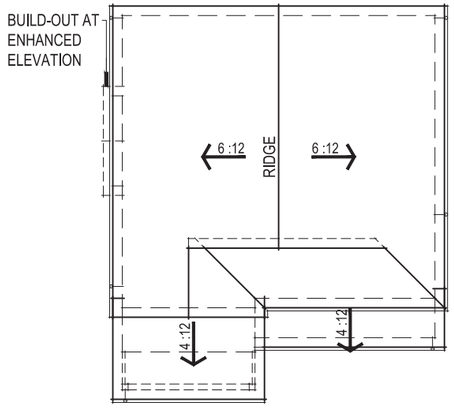
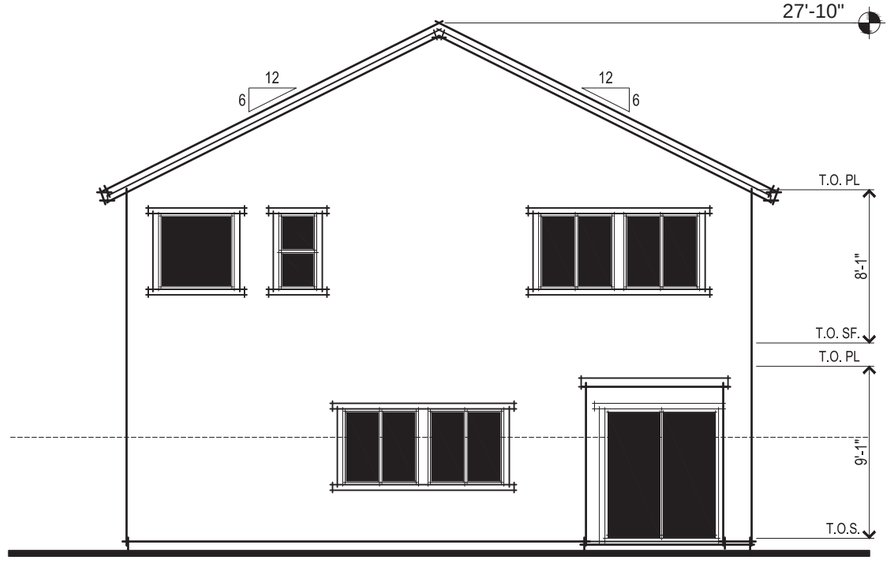
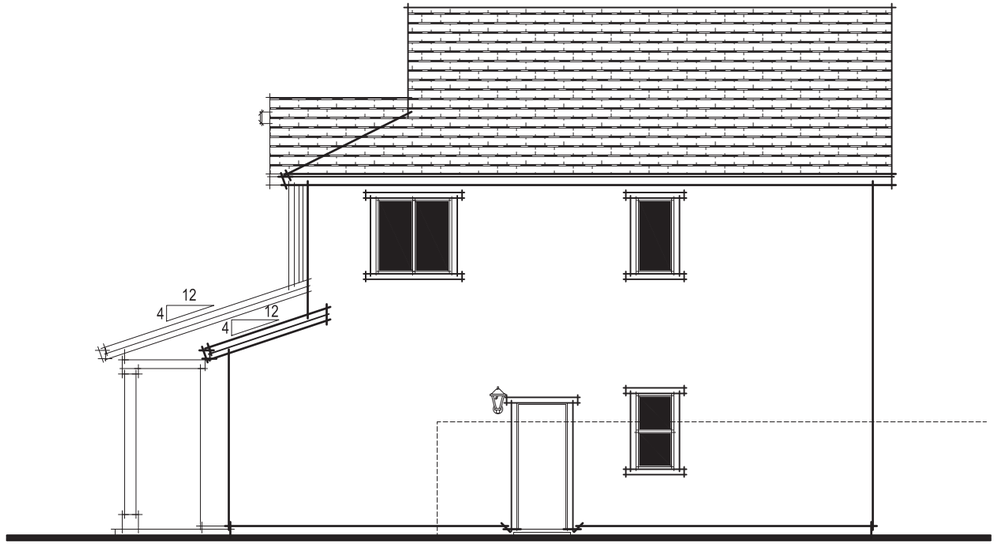


FARMHOUSE ROOF PLAN

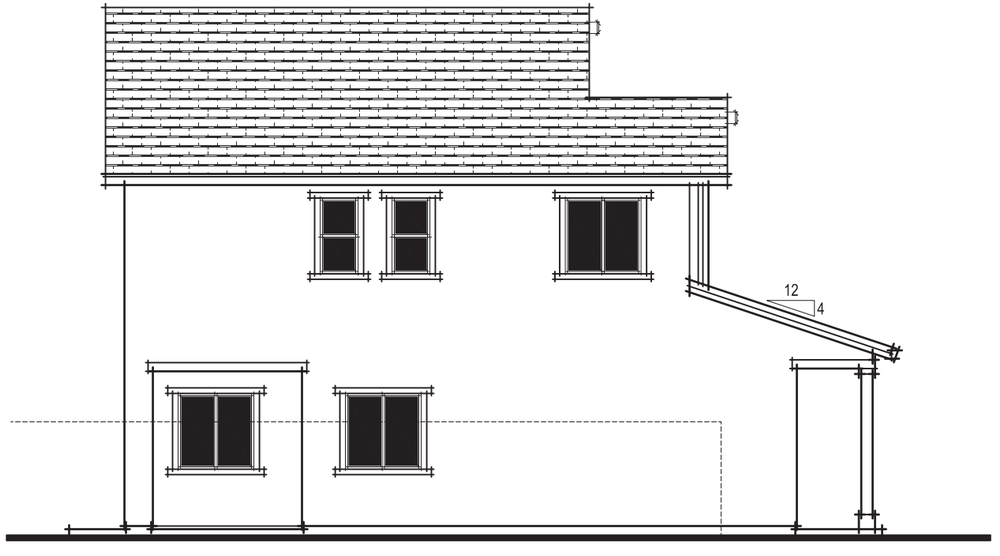
0 2' 4' 6' 8' 16'



FARMHOUSE REAR ELEVATION



FARMHOUSE RIGHT ELEVATION



FARMHOUSE LEFT ELEVATION

0 1' 2' 3' 4' 8'

FARMHOUSE ELEVATIONS
1621-03

372.173 Isles(Fiddyment F-6C1)
Roseville, CA
August 18, 2021

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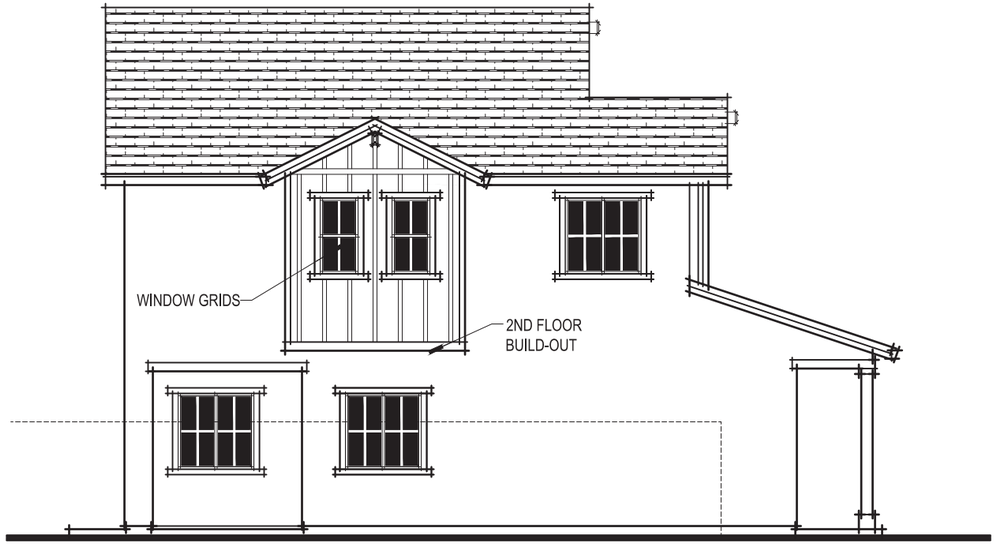
FARMHOUSE ENHANCED REAR ELEVATION



FARMHOUSE ENHANCED LEFT ELEVATION

0 1' 2' 3' 4' 8'

FARMHOUSE ENHANCED ELEVATIONS
1621-03E

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Roseville, CA
August 18, 2021

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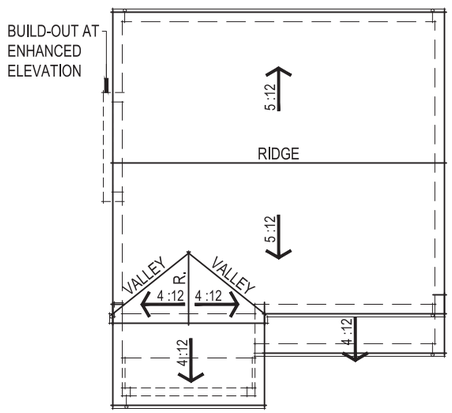
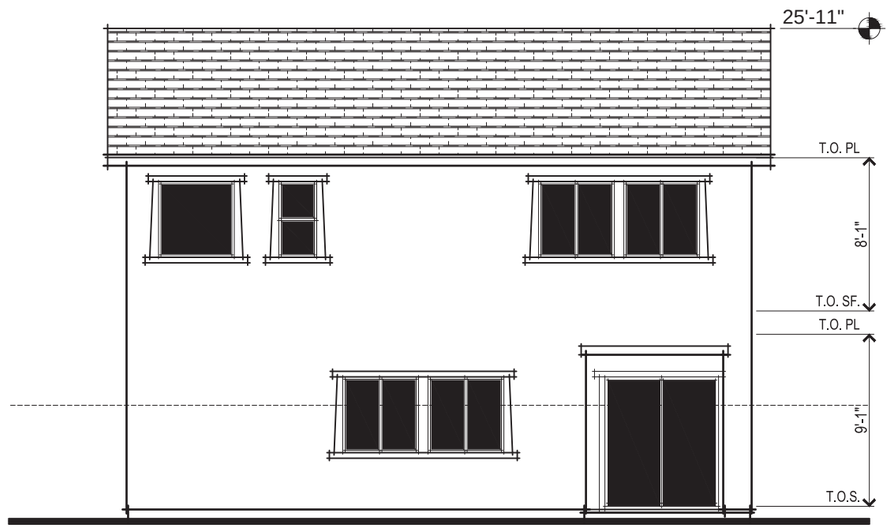


CRAFTSMAN ROOF PLAN

0 2' 4' 6' 8' 16'



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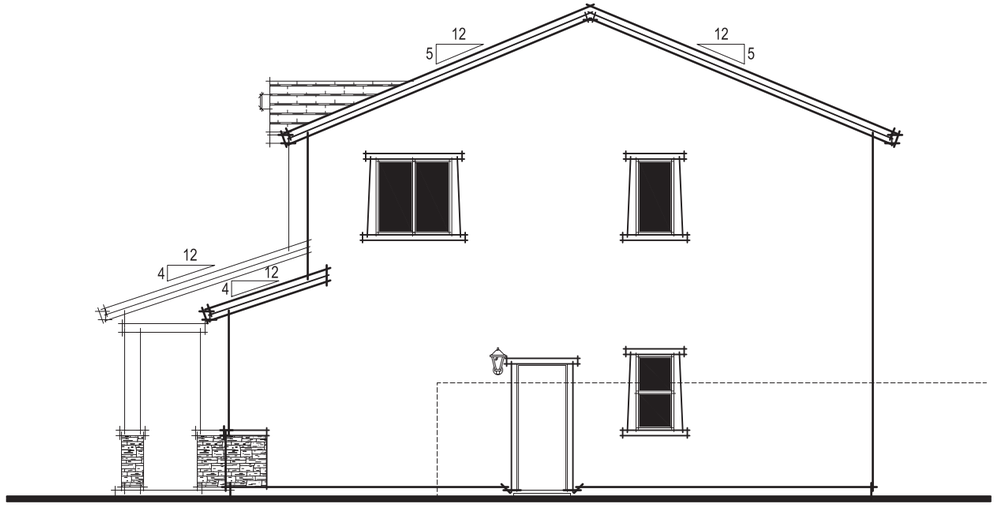
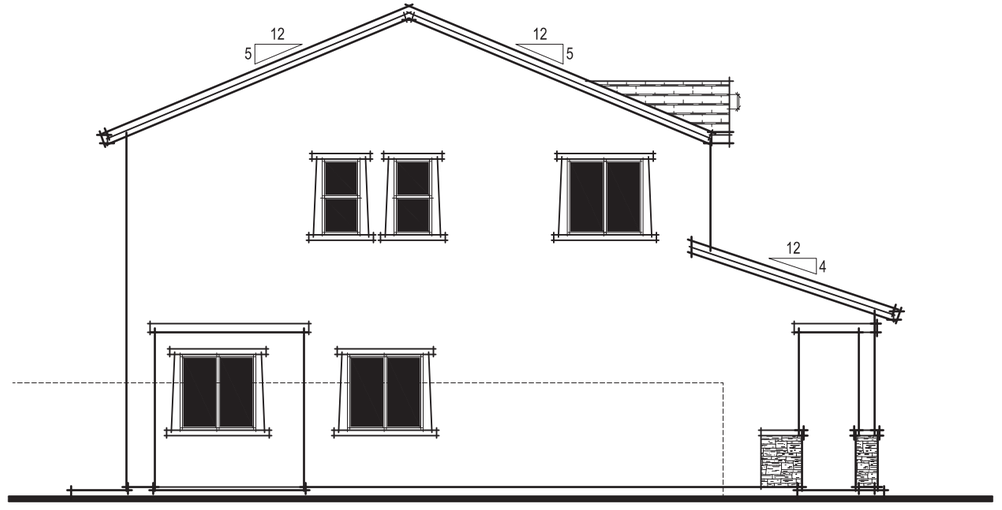


CRAFTSMAN RIGHT ELEVATION



CRAFTSMAN LEFT ELEVATION

0 1' 2' 3' 4' 8'

CRAFTSMAN ELEVATIONS
1621-04

372.173 Isles(Fiddyment F-6C1)
Roseville, CA
August 18, 2021

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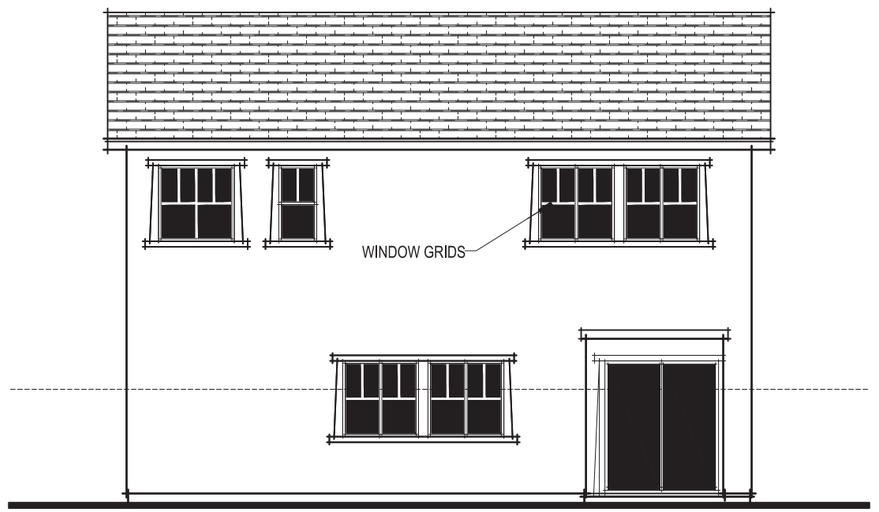
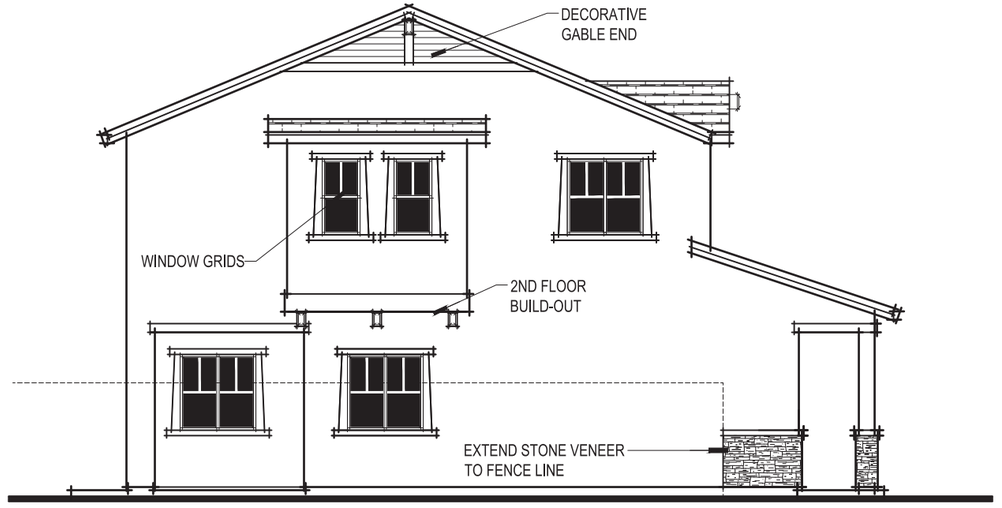


CRAFTSMAN ENHANCED REAR ELEVATION



CRAFTSMAN ENHANCED LEFT ELEVATION

0 1' 2' 3' 4' 8'

CRAFTSMAN ENHANCED ELEVATIONS
1621-04E

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Roseville, CA
August 18, 2021

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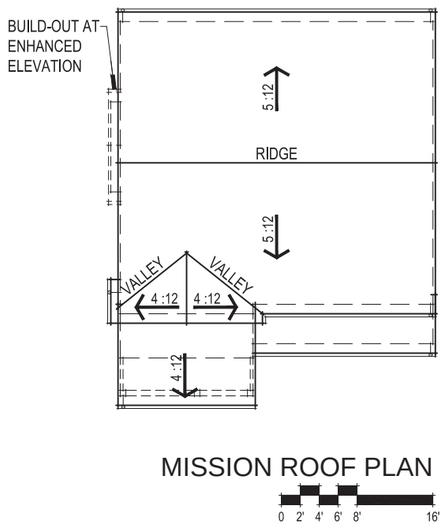

MISSION ROOF PLAN

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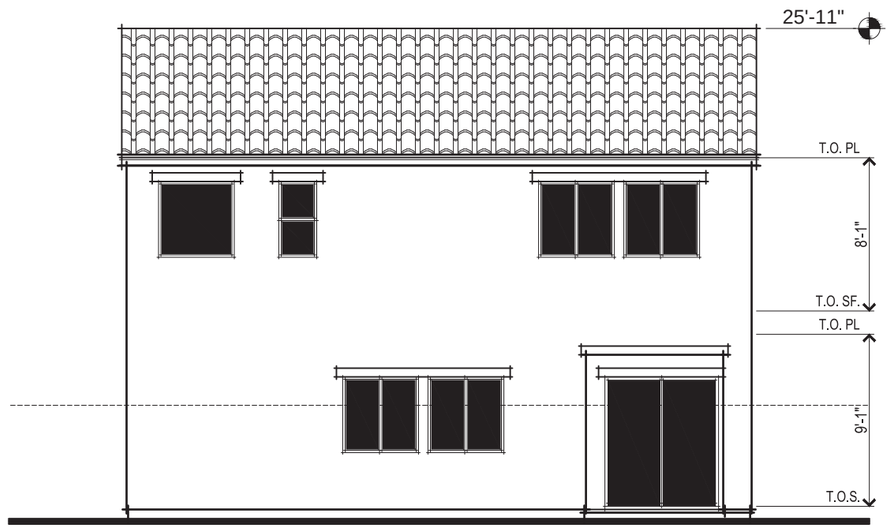
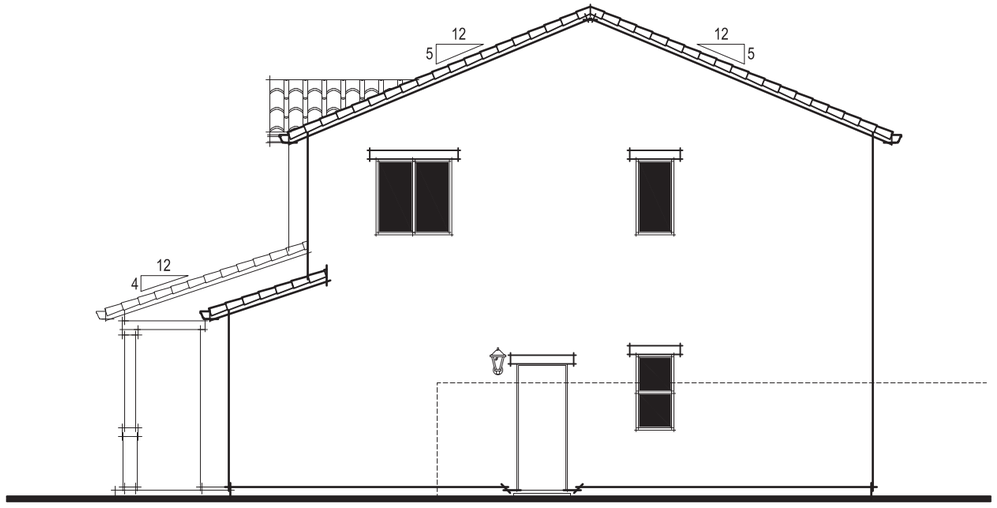
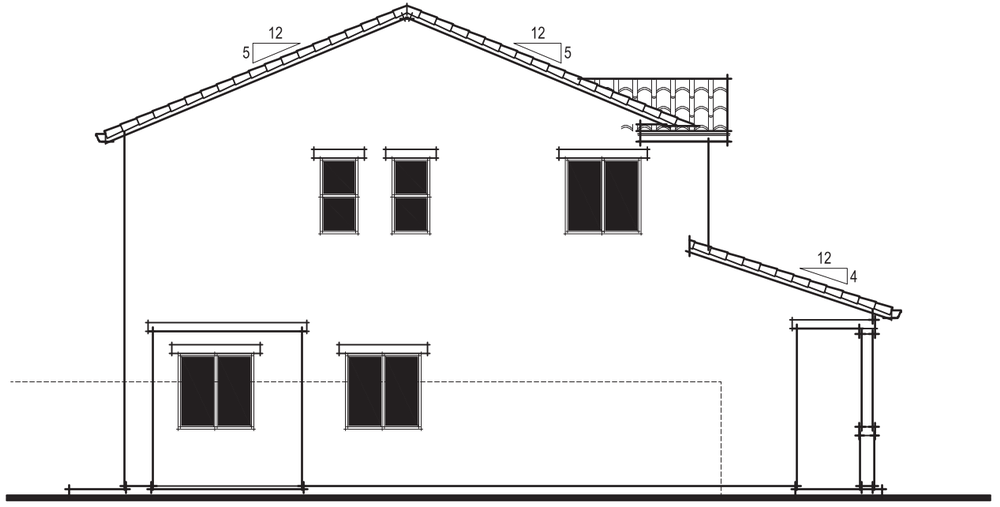


MISSION REAR ELEVATION



MISSION RIGHT ELEVATION



MISSION LEFT ELEVATION

0 1' 2' 3' 4' 8'

MISSION ELEVATIONS
1621-05

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Roseville, CA
August 18, 2021

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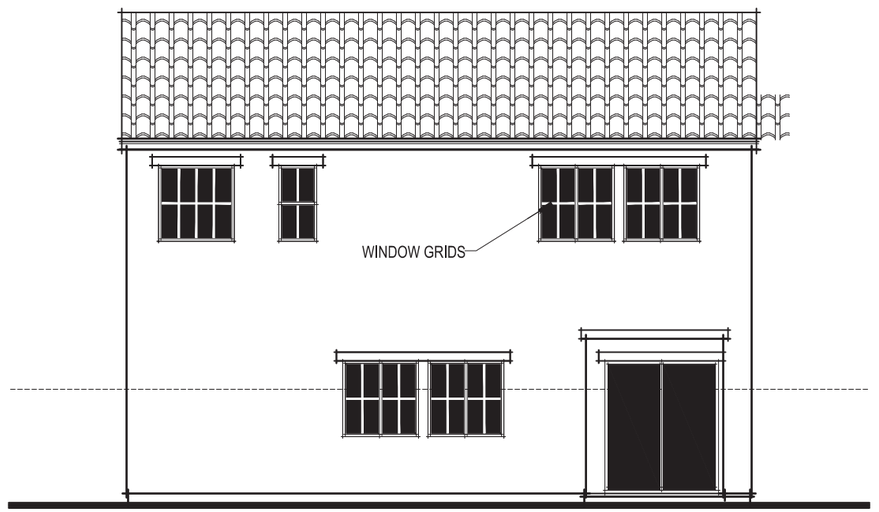
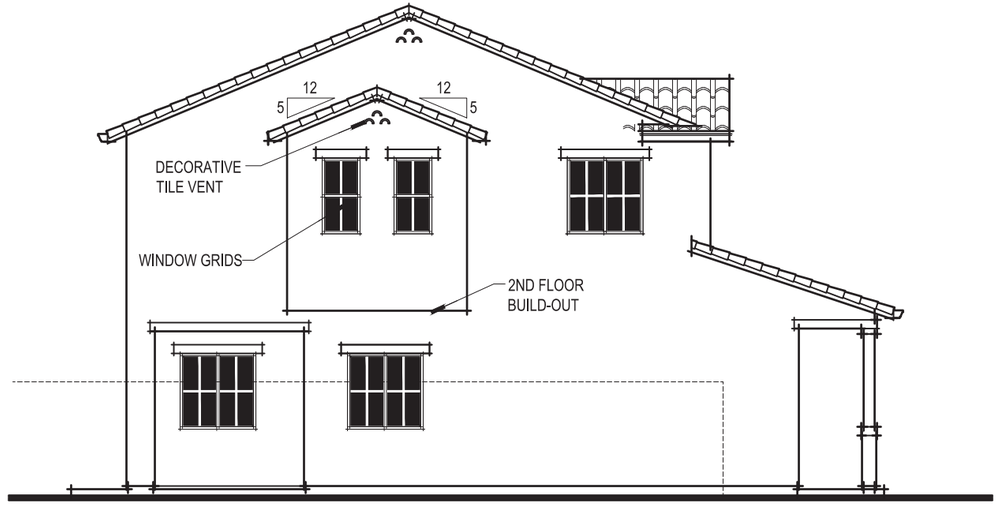


MISSION ENHANCED REAR ELEVATION



MISSION ENHANCED LEFT ELEVATION

0 1' 2' 3' 4' 8'

MISSION ENHANCED ELEVATIONS
1621-05E

372.173 Isles(Fiddyment F-6C1)
Roseville, CA
August 18, 2021

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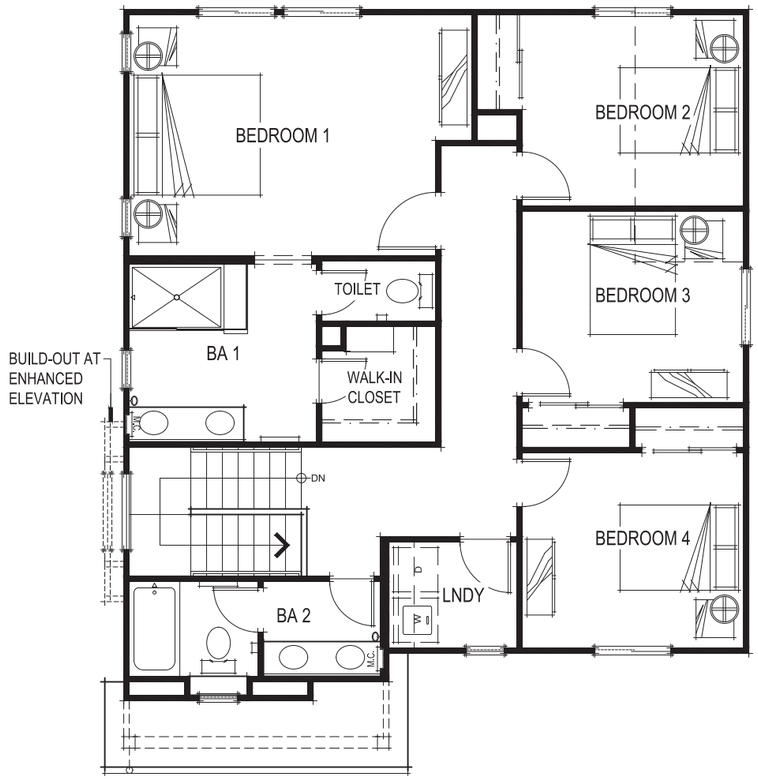
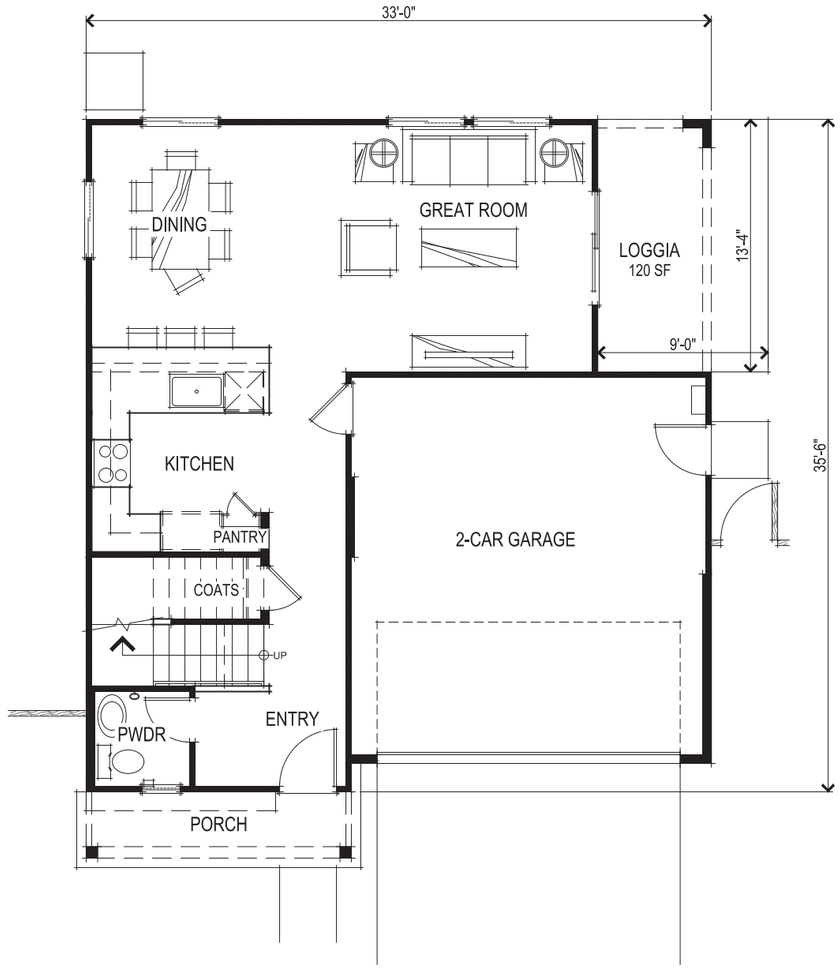


SECOND FLOOR PLAN



FIRST FLOOR PLAN

SQUARE FOOTAGES	
FIRST FLOOR	674 SQ. FT.
SECOND FLOOR	1088 SQ. FT.
TOTAL LIVING	1762 SQ. FT.
2-CAR GARAGE	389 SQ. FT.

0 1' 2' 3' 4' 8'

FLOOR PLANS
1762-01

372.173 Isles(Fiddyment F-6C1)
Roseville, CA
August 18, 2021

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Exhibit D

MISSION FRONT ELEVATION

FARMHOUSE FRONT ELEVATION

CRAFTSMAN FRONT ELEVATION

372.173 Isles(Fiddyment F-6C1)
Roseville, CA
August 18, 2021

0' 1' 2' 3' 4' 8'

FRONT ELEVATIONS
1762-02

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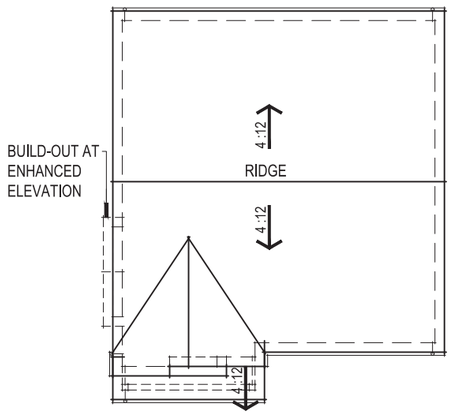
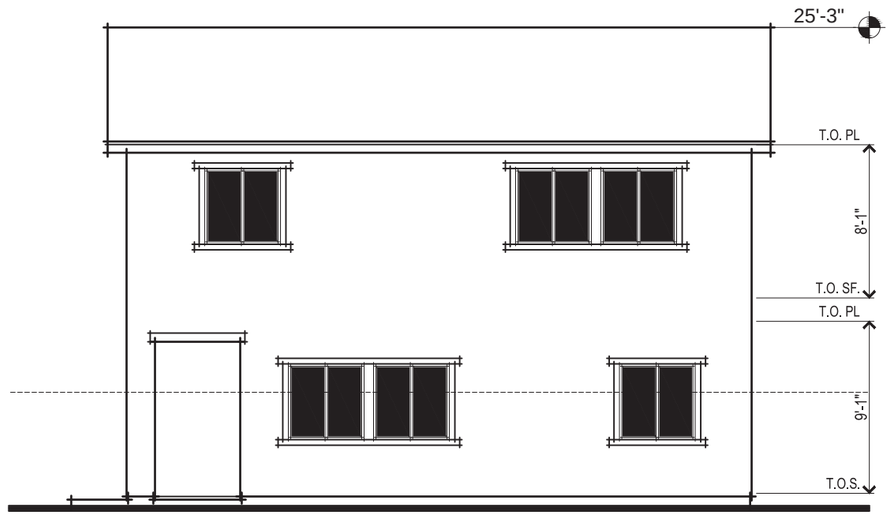
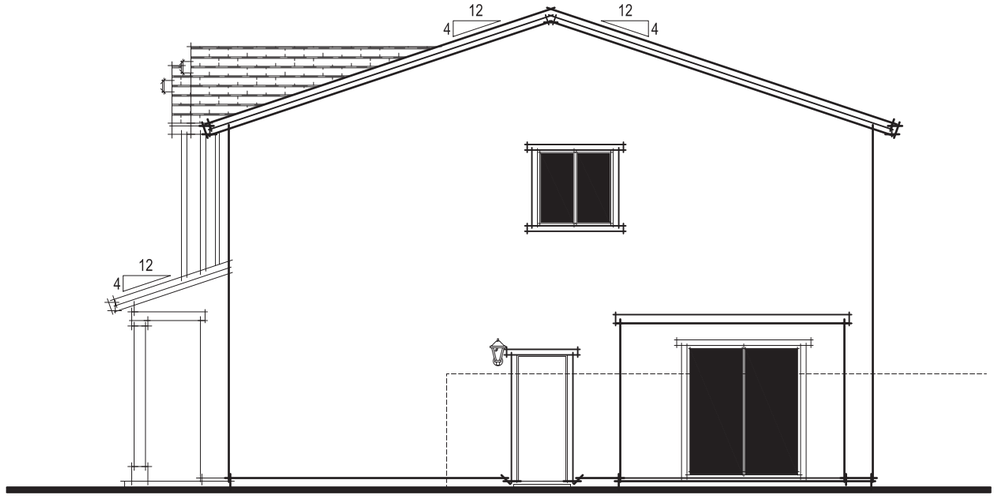


FARMHOUSE ROOF PLAN

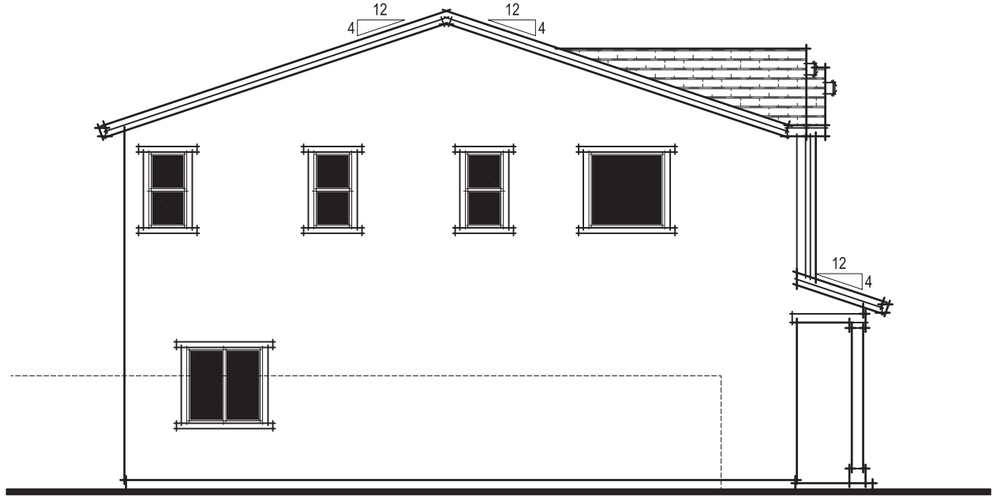
0 2' 4' 6' 8' 16'



FARMHOUSE REAR ELEVATION



FARMHOUSE RIGHT ELEVATION



FARMHOUSE LEFT ELEVATION

0 1' 2' 3' 4' 8'

FARMHOUSE ELEVATIONS
1762-03

372.173 Isles(Fiddyment F-6C1)
Roseville, CA
August 18, 2021

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916.297.4461

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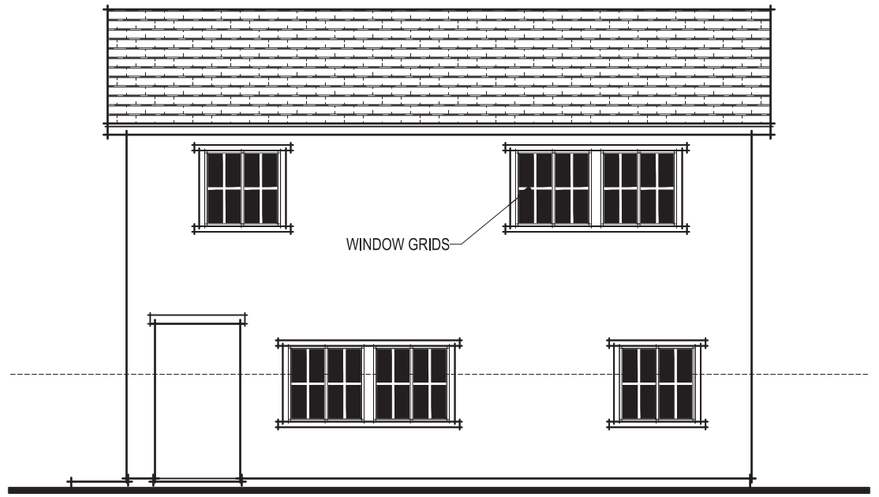
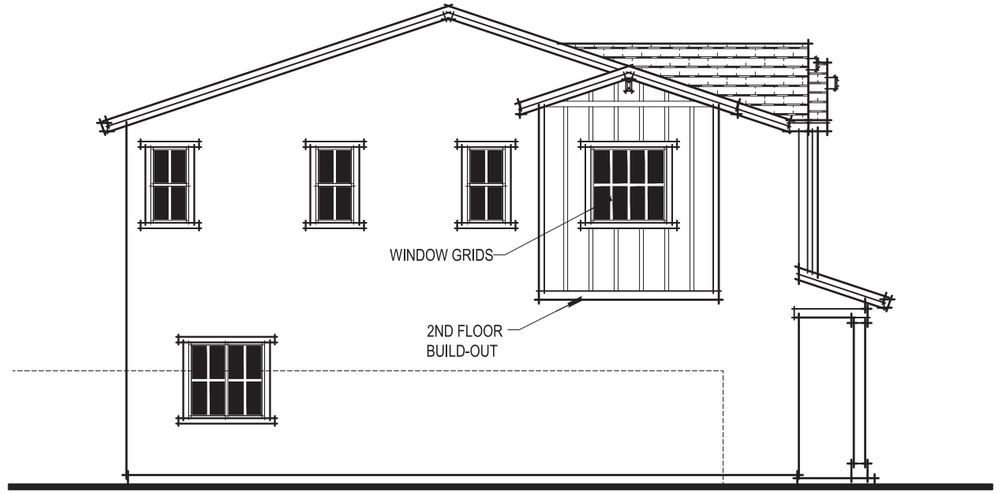


FARMHOUSE ENHANCED REAR ELEVATION



FARMHOUSE ENHANCED LEFT ELEVATION

0 1' 2' 3' 4' 8'

FARMHOUSE ENHANCED ELEVATIONS
1762-03E

372.173 Isles(Fiddyment F-6C1)
Roseville, CA
August 18, 2021

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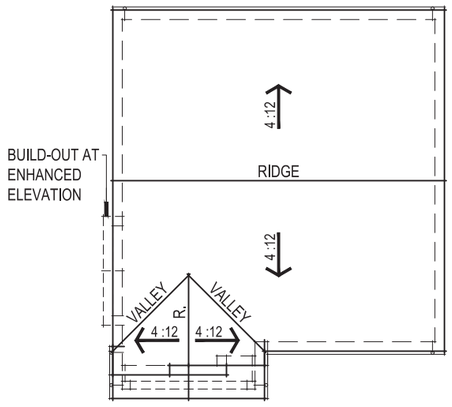
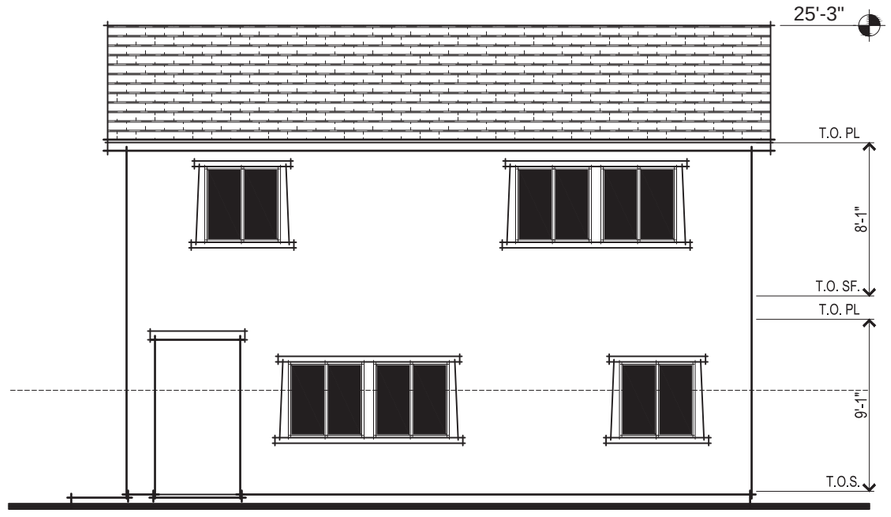
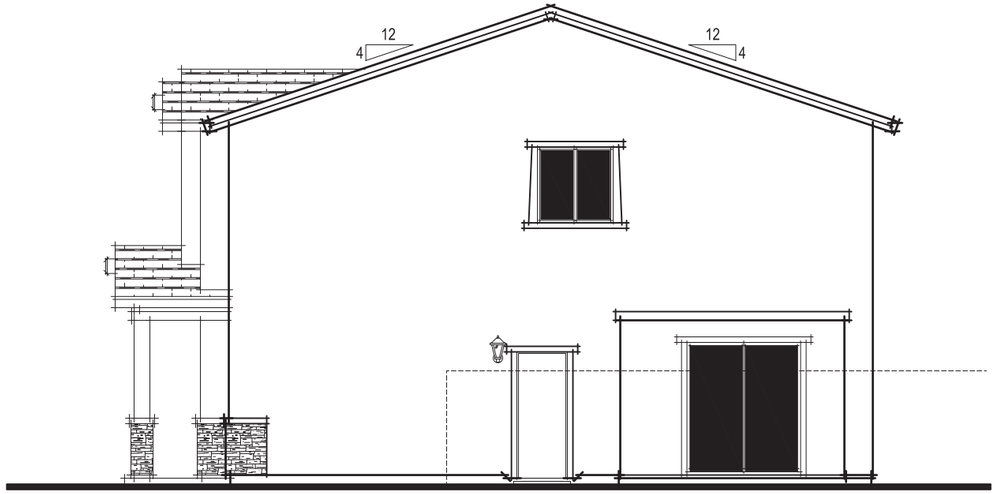


CRAFTSMAN ROOF PLAN

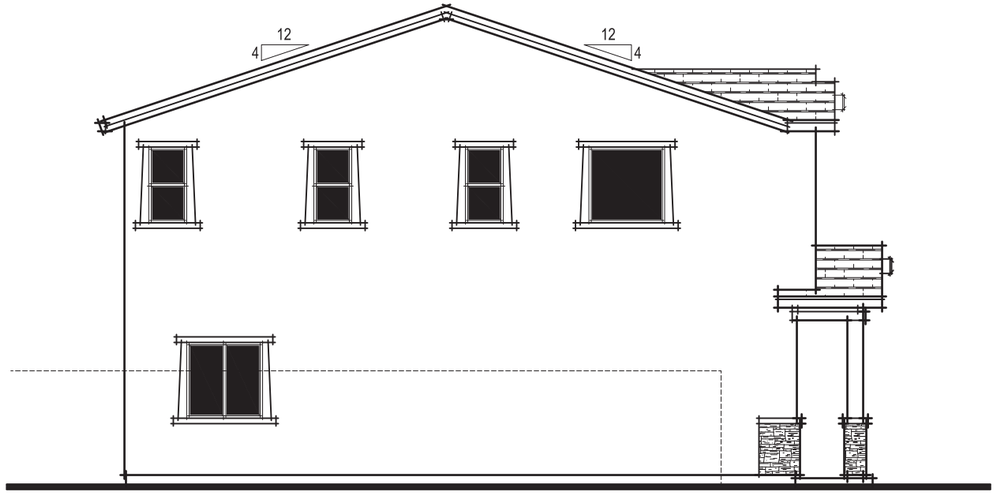
0 2' 4' 6' 8' 16'



CRAFTSMAN REAR ELEVATION



CRAFTSMAN RIGHT ELEVATION



CRAFTSMAN LEFT ELEVATION

0 1' 2' 3' 4' 8'

CRAFTSMAN ELEVATIONS
1762-04

372.173 Isles(Fiddyment F-6C1)
Roseville, CA
August 18, 2021

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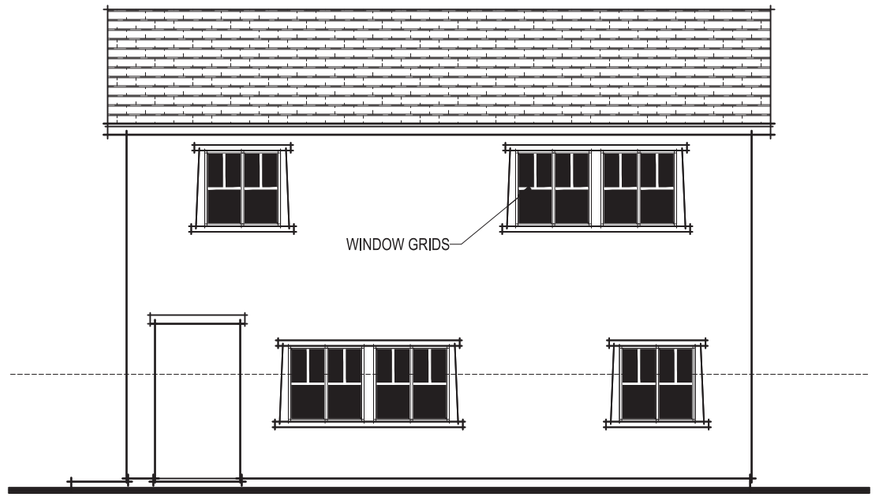
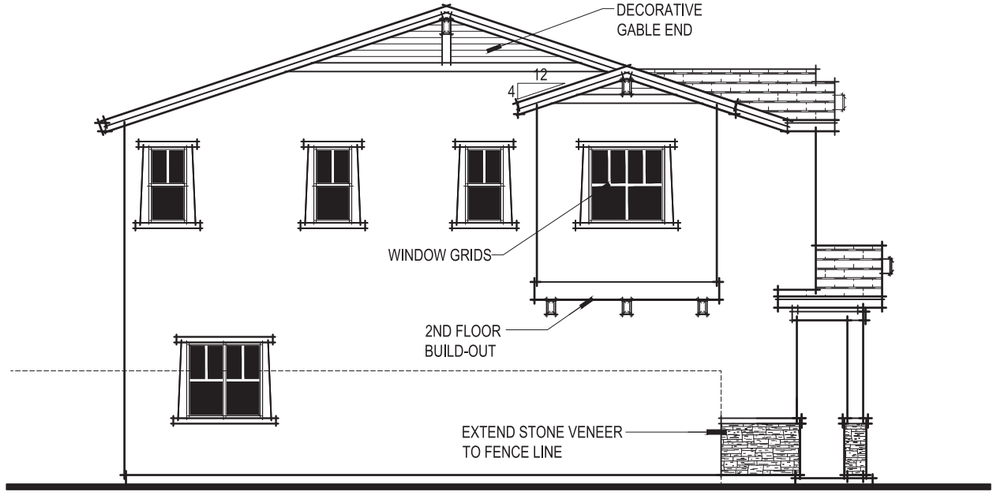


CRAFTSMAN ENHANCED REAR ELEVATION



CRAFTSMAN ENHANCED LEFT ELEVATION

0 1' 2' 3' 4' 8'

372.173 Isles(Fiddyment F-6C1)
Roseville, CA
August 18, 2021

CRAFTSMAN ENHANCED ELEVATIONS
1762-04E

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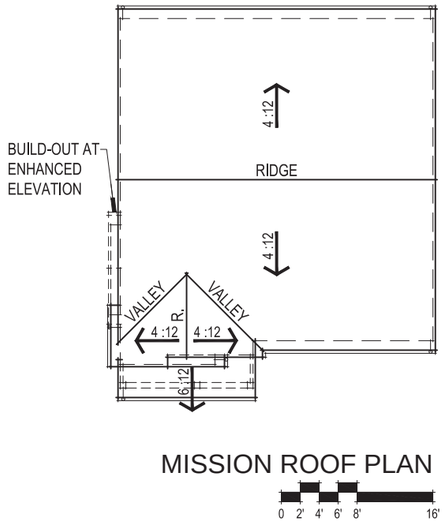
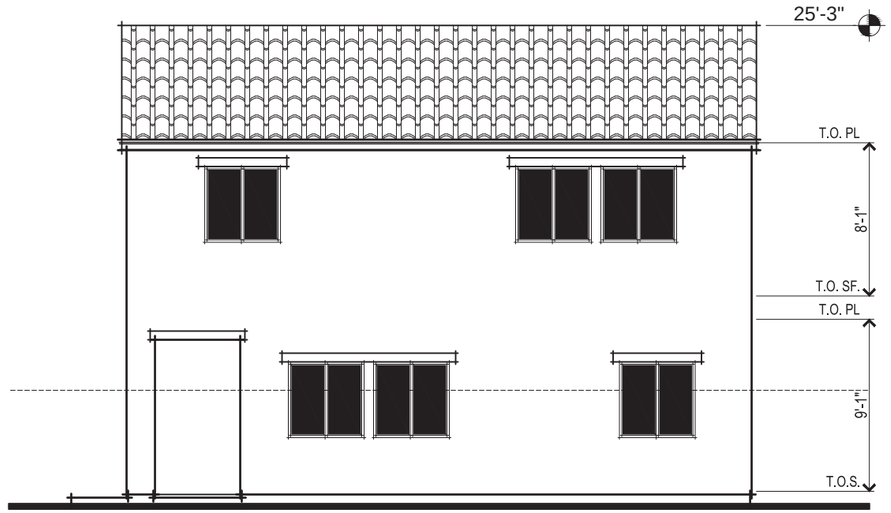
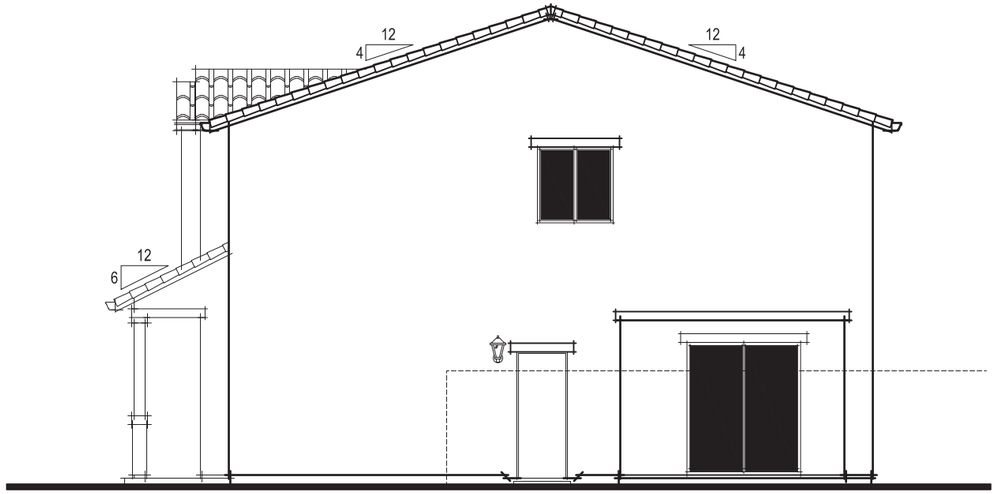


MISSION ROOF PLAN

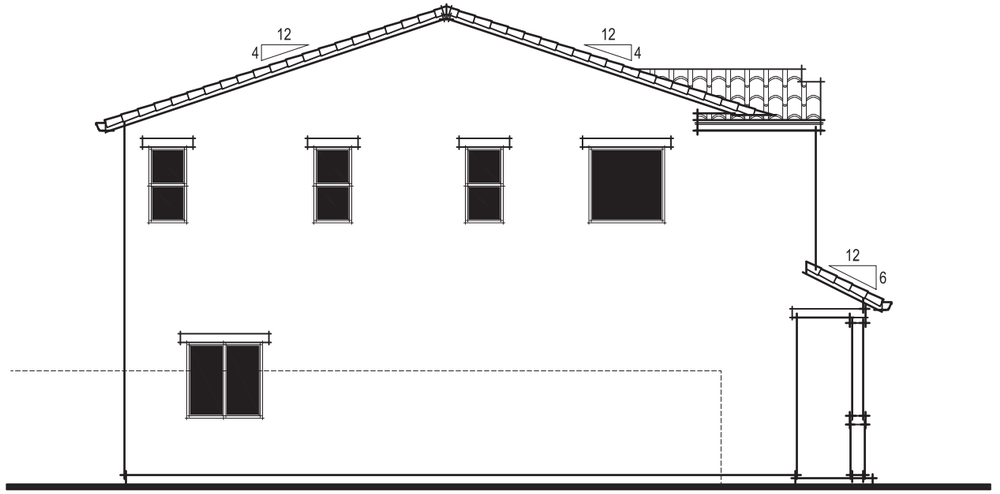
0 2' 4' 6' 8' 16'



MISSION REAR ELEVATION



MISSION RIGHT ELEVATION



MISSION LEFT ELEVATION

0 1' 2' 3' 4' 8'

MISSION ELEVATIONS
1762-05

372.173 Isles(Fiddyment F-6C1)
Roseville, CA
August 18, 2021

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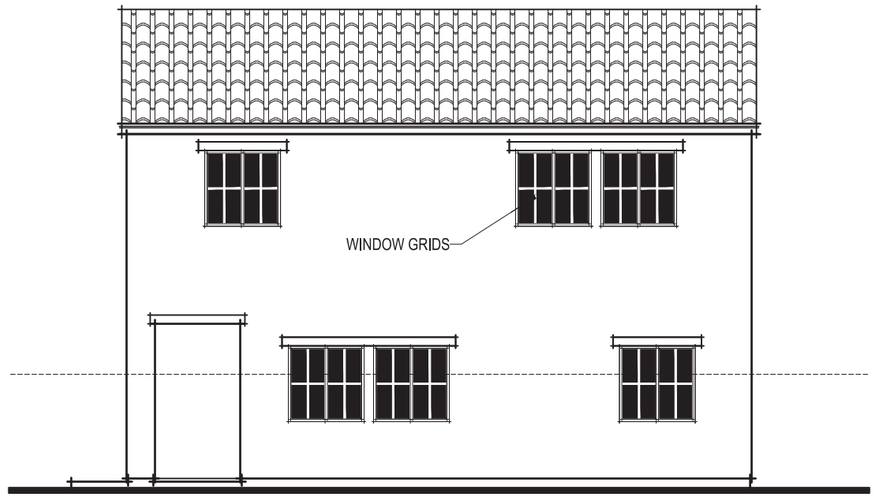
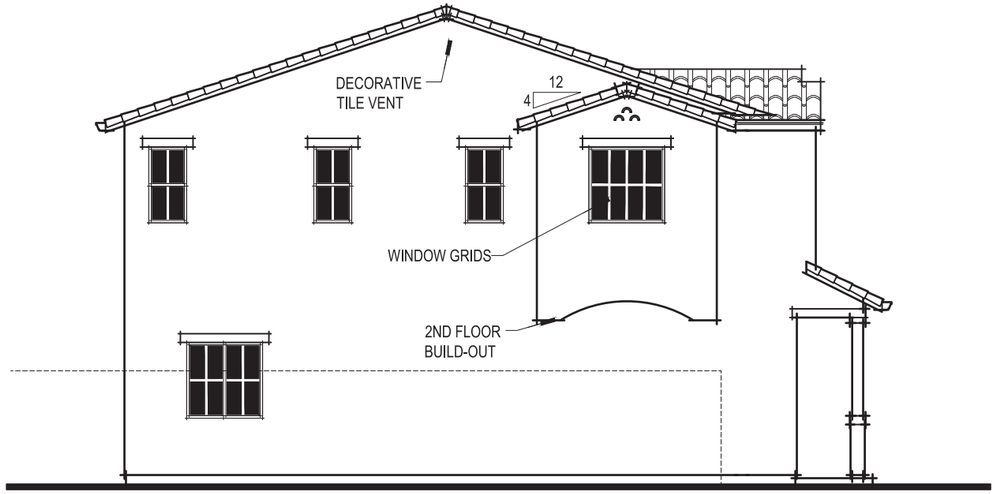


MISSION ENHANCED REAR ELEVATION



MISSION ENHANCED LEFT ELEVATION

0 1' 2' 3' 4' 8'

372.173 Isles(Fiddyment F-6C1)
Roseville, CA
August 18, 2021

MISSION ENHANCED ELEVATIONS
1762-05E

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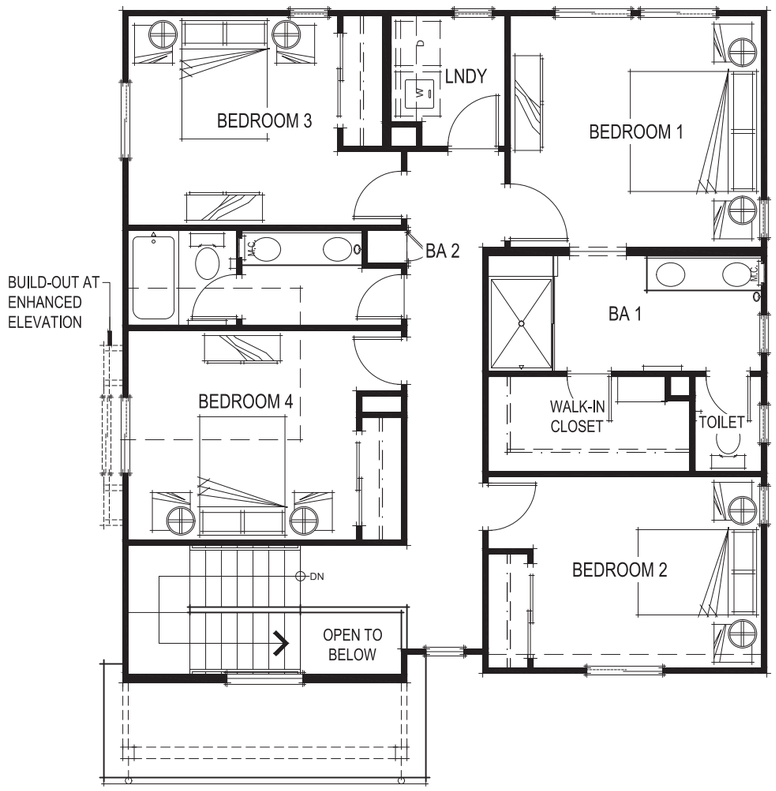
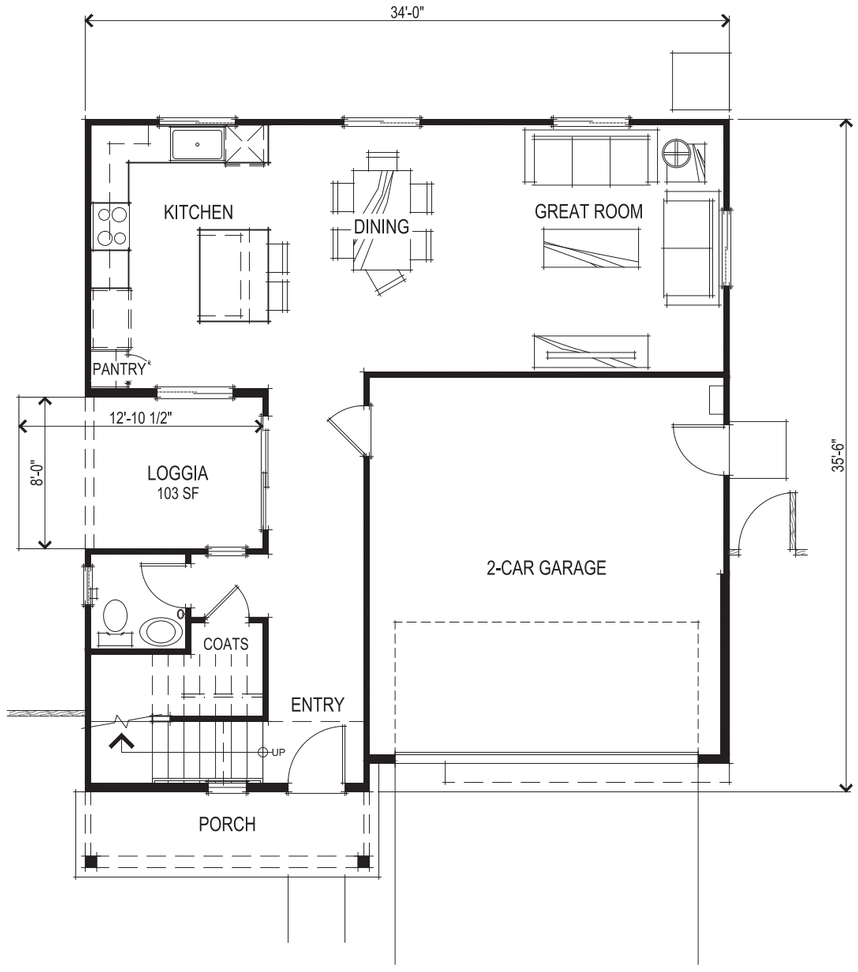


SECOND FLOOR PLAN



FIRST FLOOR PLAN

SQUARE FOOTAGES	
FIRST FLOOR	716 SQ. FT.
SECOND FLOOR	1116 SQ. FT.
TOTAL LIVING	1832 SQ. FT.
2-CAR GARAGE	387 SQ. FT.

0 1' 2' 3' 4' 8'

372.173 Isles(Fiddyment F-6C1)
Roseville, CA
August 18, 2021

FLOOR PLANS
1832-01

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Exhibit D

MISSION FRONT ELEVATION

FARMHOUSE FRONT ELEVATION

CRAFTSMAN FRONT ELEVATION

372.173 Isles(Fiddyment F-6C1)
Roseville, CA
August 18, 2021

0' 1' 2' 3' 4' 8'

FRONT ELEVATIONS
1832-02

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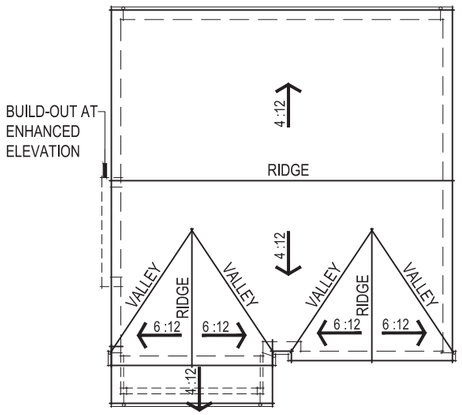
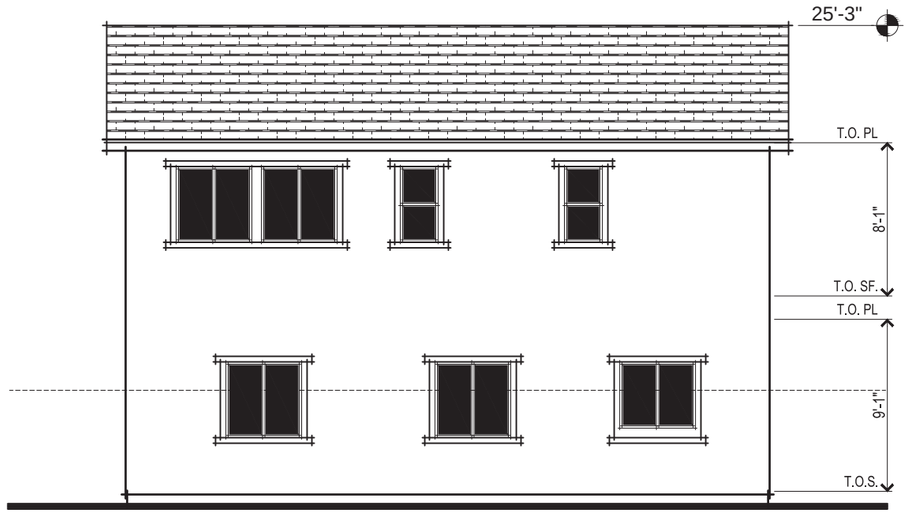
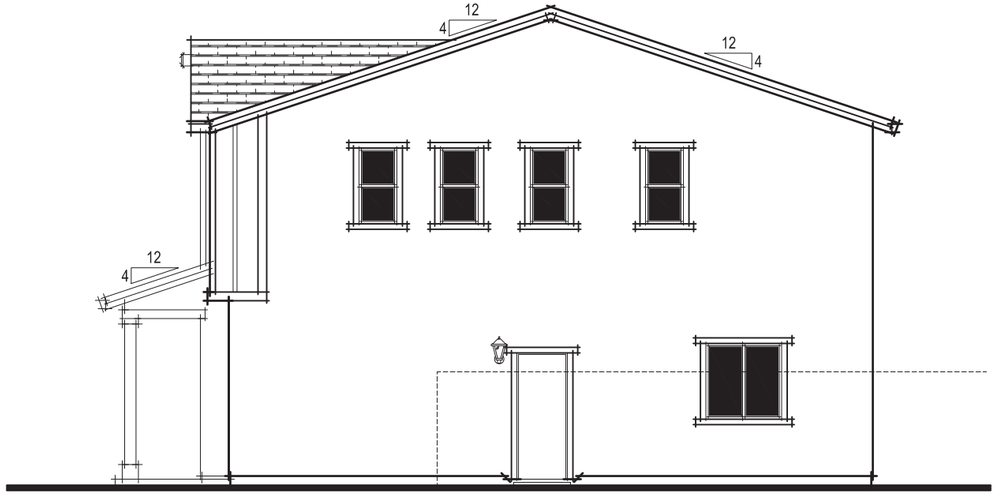


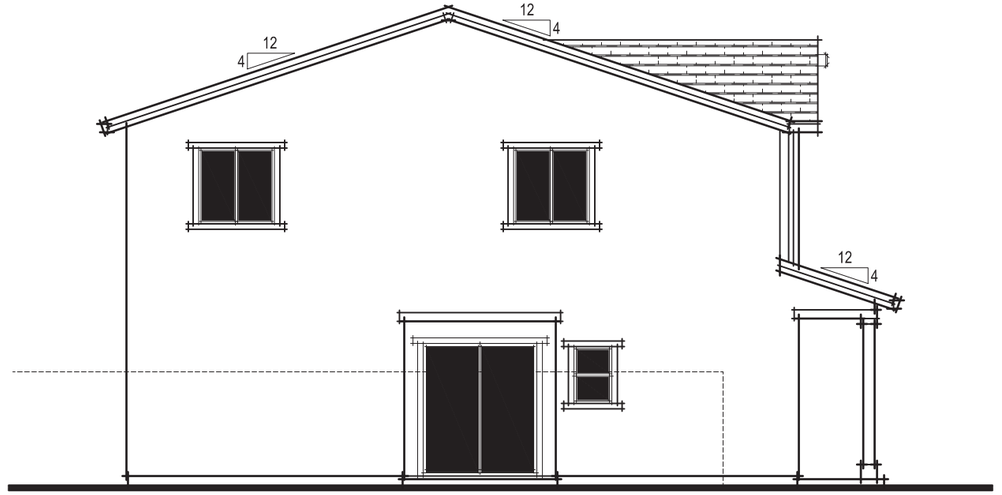
FARMHOUSE ROOF PLAN



FARMHOUSE REAR ELEVATION



FARMHOUSE RIGHT ELEVATION



FARMHOUSE LEFT ELEVATION

0 1' 2' 3' 4' 8'

FARMHOUSE ELEVATIONS
1832-03

372.173 Isles(Fiddyment F-6C1)
Roseville, CA
August 18, 2021

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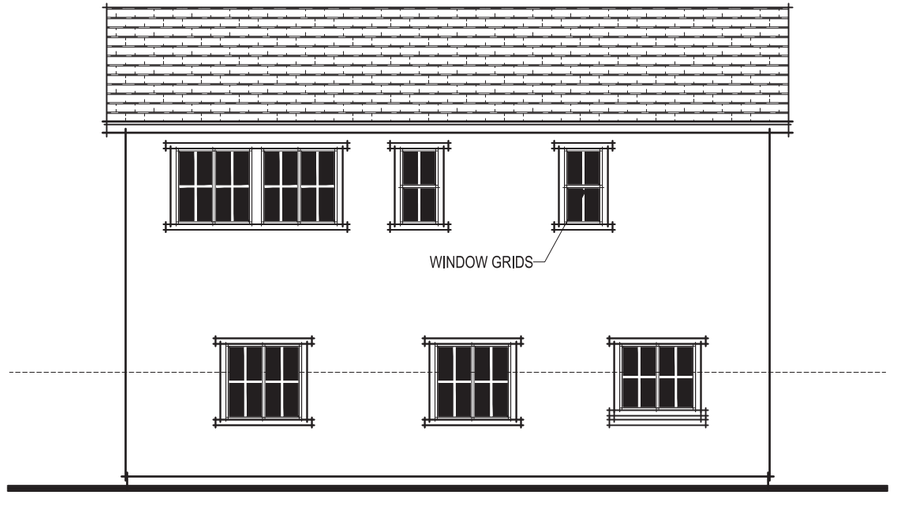
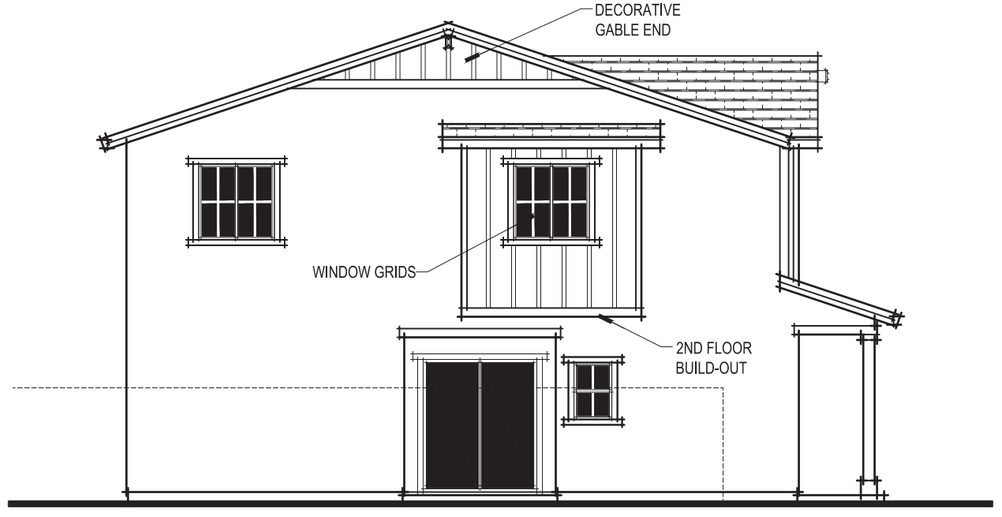


FARMHOUSE ENHANCED REAR ELEVATION



FARMHOUSE ENHANCED LEFT ELEVATION

0 1' 2' 3' 4' 8'

FARMHOUSE ENHANCED ELEVATIONS
1832-03E

372.173 Isles(Fiddyment F-6C1)
Roseville, CA
August 18, 2021

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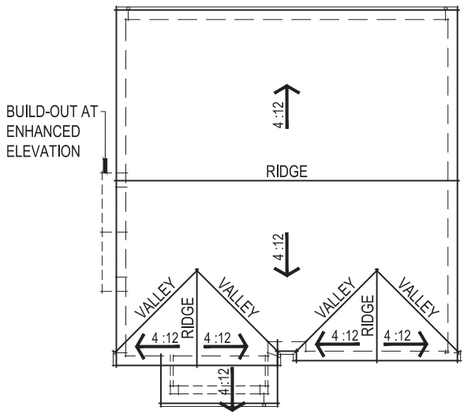
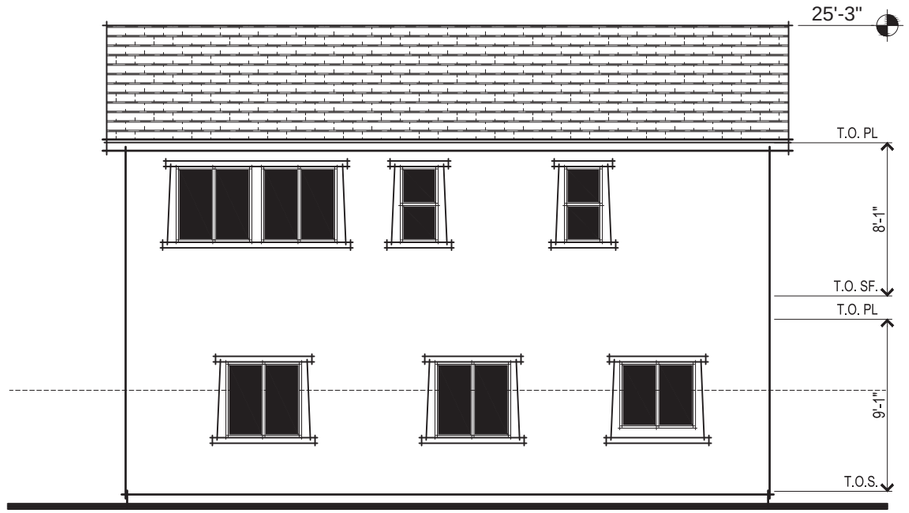
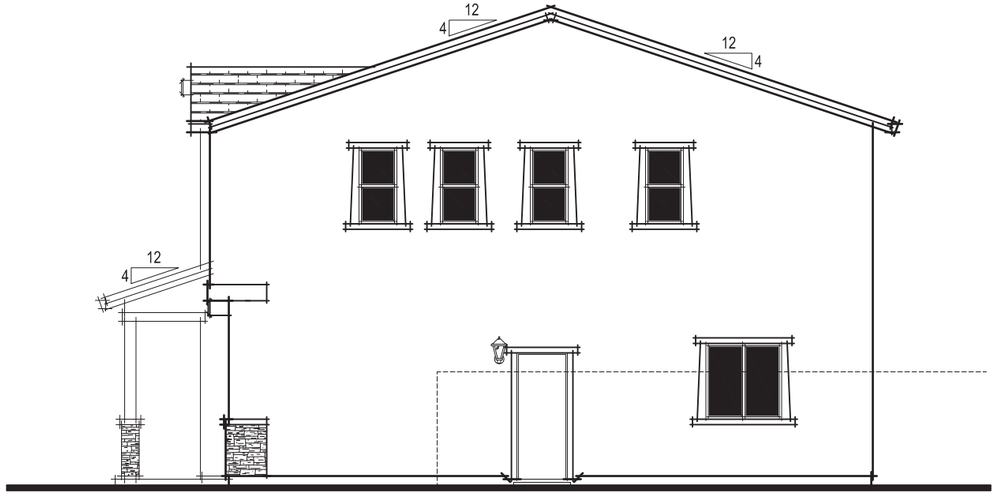


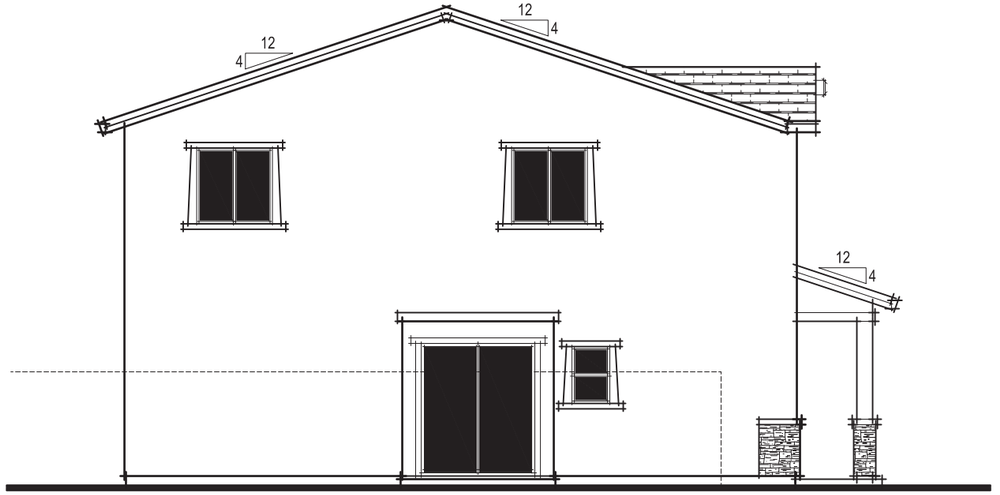
CRAFTSMAN ROOF PLAN



CRAFTSMAN REAR ELEVATION



CRAFTSMAN RIGHT ELEVATION



CRAFTSMAN LEFT ELEVATION

0 1' 2' 3' 4' 8'

CRAFTSMAN ELEVATIONS
1832-04

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Roseville, CA
August 18, 2021

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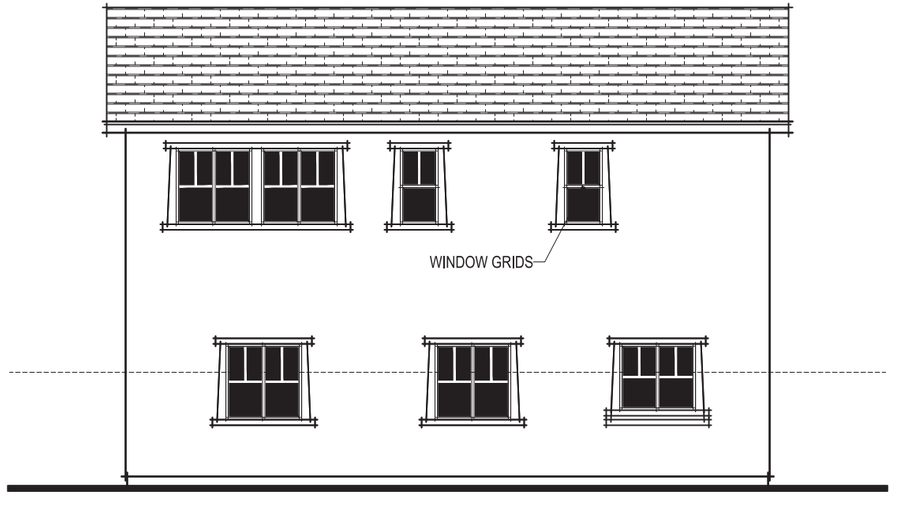
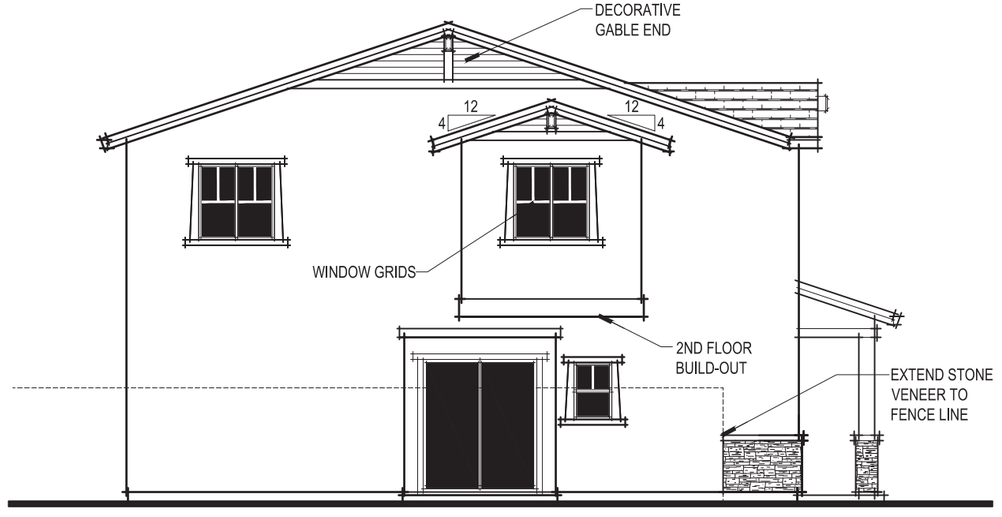


CRAFTSMAN ENHANCED REAR ELEVATION



CRAFTSMAN ENHANCED LEFT ELEVATION

0 1' 2' 3' 4' 8'

CRAFTSMAN ENHANCED ELEVATIONS
1832-04E

372.173 Isles(Fiddyment F-6C1)
Roseville, CA
August 18, 2021

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a D.R. Horton Company
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ROSEVILLE, CA 95661
916.297.4461

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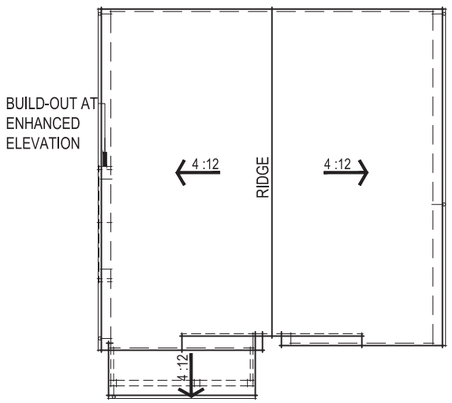
Exhibit D



MISSION ROOF PLAN

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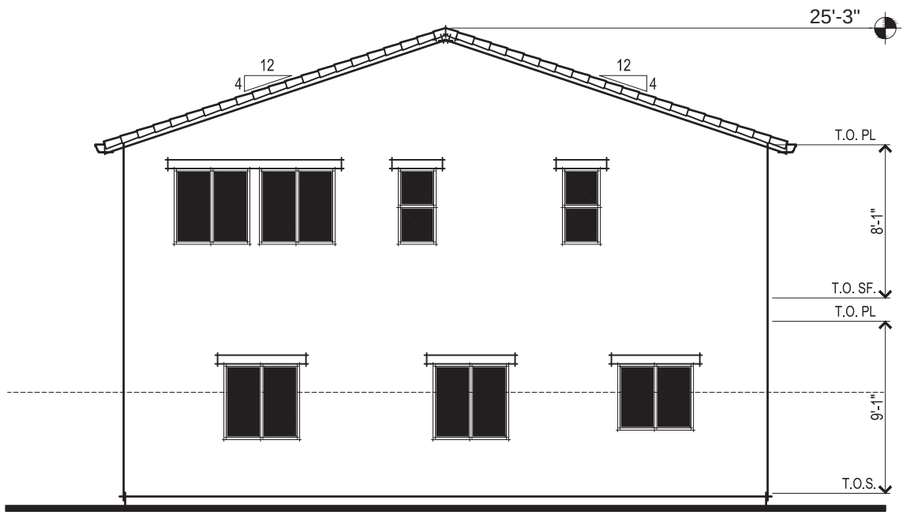
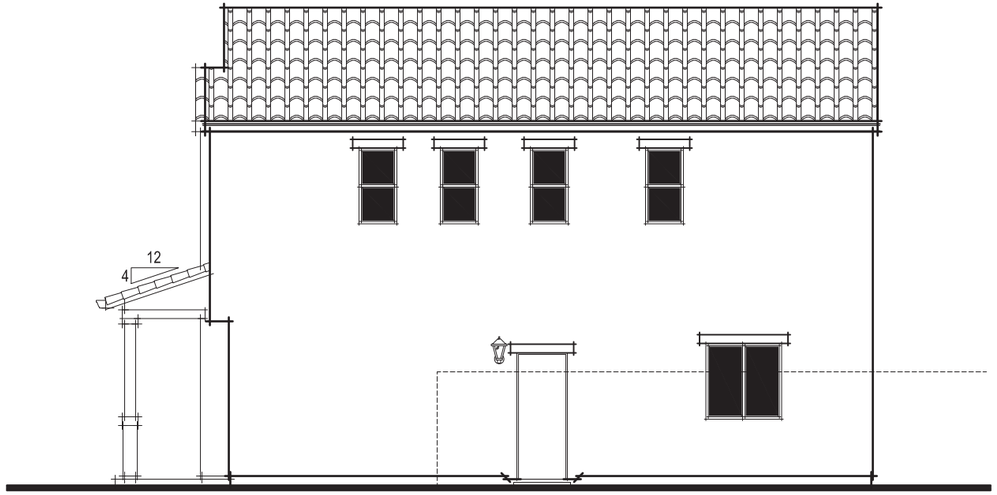
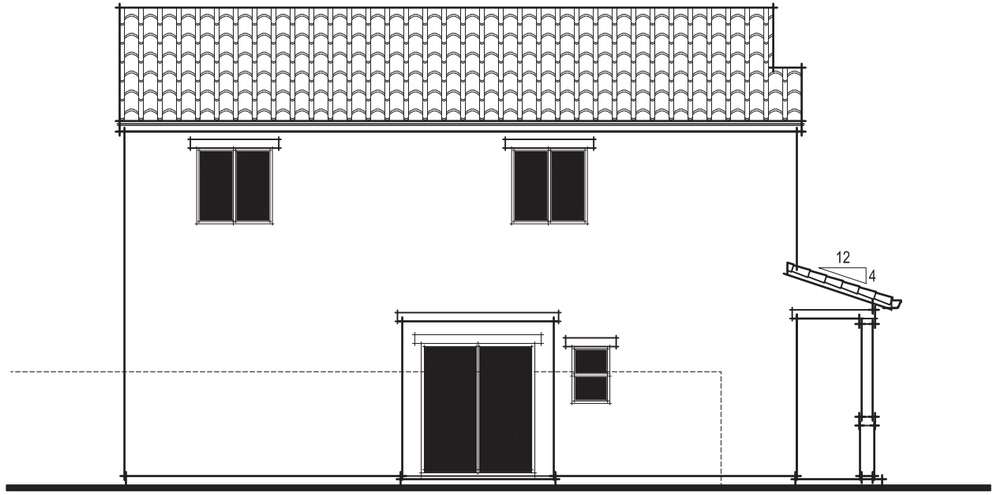


MISSION REAR ELEVATION



MISSION RIGHT ELEVATION



MISSION LEFT ELEVATION

0 1' 2' 3' 4' 8'

MISSION ELEVATIONS
1832-05

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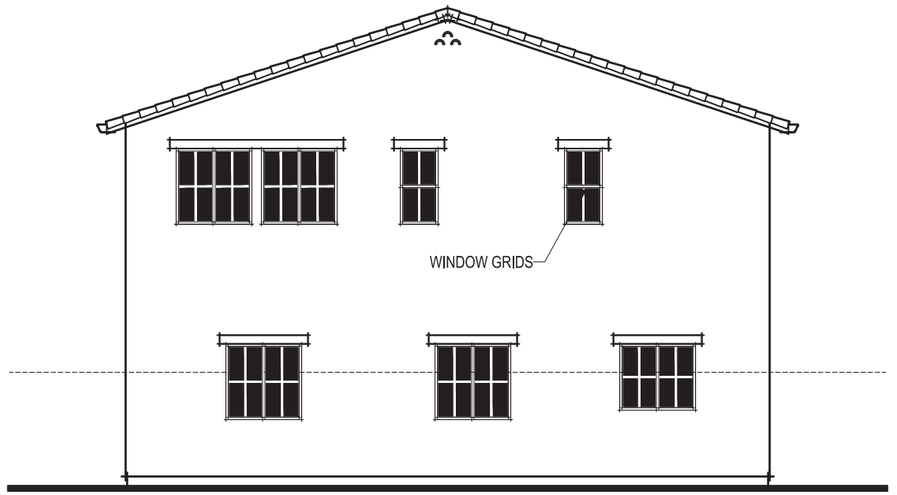
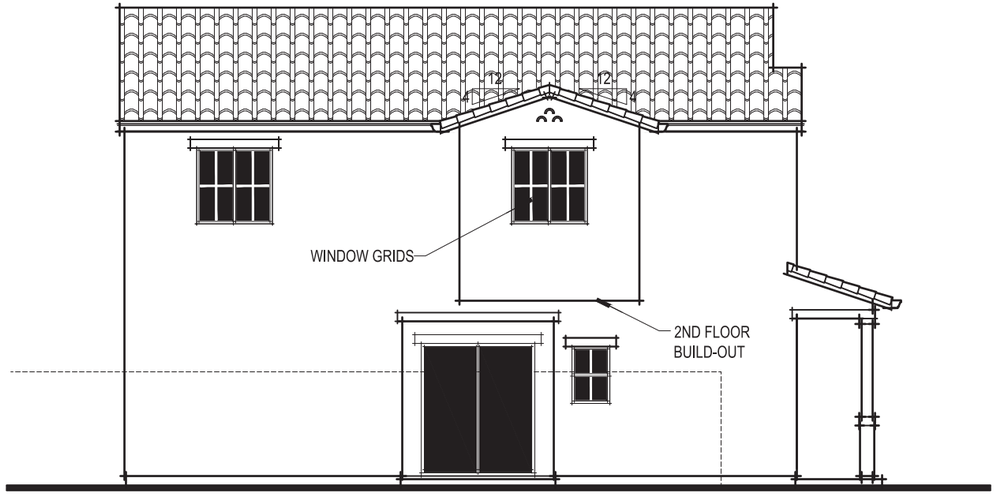


MISSION ENHANCED REAR ELEVATION



MISSION ENHANCED LEFT ELEVATION

0 1' 2' 3' 4' 8'

MISSION ENHANED ELEVATIONS
1832-05E

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August 18, 2021

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Exhibit D

SCHEME 1 - FARMHOUSE

Roofing
EAGLE
Bel Air
4679
Light Gray Range

Body 1 & Garage Door
SW0055 Light French Gray

Accent & Entry Door
SW0032 Needlepoint Navy

Body 2
SW2839 Roycroft Copper Red

Trim
SW7757 High Reflective White

SCHEME 2 - FARMHOUSE

Roofing
EAGLE
Bel Air
4679
Light Gray Rance

Body 1 & Garage Door
SW9165 Gossamer Veil

Accent & Entry Door
SW7076 Cyberspace

Body 2
SW7074 Software

Trim
SW7008 Alabaster

SCHEME 3 - FARMHOUSE

Roofing
EAGLE
Bel Air
4690
Pweter Bronze Blend

Body 1 & Garage Door
SW7671 On The Rocks

Accent & Entry Door
SW7645 Thunder Gray

Body 2
SW2826 Colonial Revival Green Stone

Trim
SW7004 Snowbound

Note: *All colors and textures are representative samples only, pending verification of actual material suppliers and manufacturers for this particular project.*

372.173 Isles(Fiddyment F-6C1)
Roseville, CA
August 18, 2021

FARMHOUSE COLOR SCHEMES
CS-01

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Exhibit D

SCHEME 4 - CRAFTSMAN

Roofing
EAGLE
Bel Air
4883
Hillsborough Blend

Body 1 & Garage Door
SW7051 Analytical Gray

Accent & Entry Door
SW7027 Well-Bred Brown

Body 2
SW7744 Zeus

Trim
SW7046 Anonymous

Stone Accent
Cultured Stone By BORAL
Umber Creek Country Ledgestone

SCHEME 5 - CRAFTSMAN

Roofing
EAGLE
Bel Air
4671
Village Blend

Body 1 & Garage Door
SW7044 Amazing Gray

Accent & Entry Door
SW0045 Antiquarian Brown

Body 2
SW7522 Meadowlark

Trim
SW7047 Porpoise

Stone Accent
Cultured Stone By BORAL
Chardonnay Country Ledgestone

SCHEME 6 - CRAFTSMAN

Roofing
EAGLE
Bel Air
4883
Hillsborough Blend

Body 1 & Garage Door
SW7024 Functional Gray

Accent & Entry Door
SW6146 Umber

Body 2
SW7025 Backdrop

Trim
SW7005 Pure White

Stone Accent
Cultured Stone By BORAL
Skyline Country Ledgestone

Note: *All colors and textures are representative samples only, pending verification of actual material suppliers and manufacturers for this particular project.*

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Roseville, CA
August 18, 2021

CRAFTSMAN COLOR SCHEMES
CS-02

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ROSEVILLE, CA 95661
916.297.4461

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Exhibit D

SCHEME 7 - MISSION

Roofing
EAGLE
Malibu
2530
Weathered Adobe

Body
SW7551 Greek Villa

Accent & Entry Door
SW7740 Messenger Bag

Trim & Garage Door
SW7567 Natural Tan

SCHEME 8 - MISSION

Roofing
EAGLE
Malibu
2605
San Benito Blend

Body
SW6119 Antique White

Accent & Entry Door
SW2802 Rookwood Red

Trim & Garage Door
SW7514 Foothills

SCHEME 9 - MISSION

Roofing
EAGLE
Malibu
2773
Walnut Creek Blend

Body
SW7037 Balanced Beige

Accent & Entry Door
SW6257 Gibraltar

Trim & Garage Door
SW7036 Accessible Beige

Note: *All colors and textures are representative samples only, pending verification of actual material suppliers and manufacturers for this particular project.*

372.173 Isles(Fiddyment F-6C1)
Roseville, CA
August 18, 2021

MISSION COLOR SCHEMES
CS-03

Express HOMES
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ROSEVILLE, CA 95661
916.297.4461

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PLANNING COMMISSION COMMUNICATION

Title:	INFILL PCL 189 – Echo Park Automotive, 180 N Sunrise Av, File # PL21-0230
Contact:	Kinarik Shallow, kshallow@roseville.ca.us, (916) 746-1309

Meeting Date: 10/14/2021
Item #: 6.1.

ATTACHMENTS:

Description

Staff Report

Attachment 1 CEQA Checklist

Exhibit A Operational Description

Exhibit B Plans

CITY OF ROSEVILLE CALIFORNIA

PLANNING DIVISION STAFF REPORT
PLANNING COMMISSION MEETING October 14, 2021

Prepared by: Kinarik Shallow, Associate Planner

ITEM 6.1: Conditional Use Permit and Design Review Permit Modification – 180 N. Sunrise Avenue – INFILL PCL 189 – EchoPark Automotive – File # PL21-0230

REQUEST

The project is a request for a Conditional Use Permit to allow automotive sales and a car wash in the Community Commercial (CC) zoning district. The project also includes a Design Review Permit Modification to modify the exterior of the existing building and to construct an approximate 2,000-square-foot car wash building within the parking lot. The site will be occupied by EchoPark Automotive, a vehicle reconditioning facility and automotive sales use.

Applicant – Martin Walsh, Sonic Development, LLC
Property Owner – I Think I Can LP

SUMMARY RECOMMENDATION

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

A. Adopt the three (3) findings of fact and approve the Conditional Use Permit subject to three (3) conditions of approval; and
B. Adopt the two (2) findings of fact and approve the Design Review Permit Modification subject to twelve (12) 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 11.85-acre project site is located at 180 North Sunrise Avenue (APN 013-213-030-00), within the City's Infill planning area (see Figure 1). The site is surrounded by existing developed areas, including an automotive sales use to the north (Hyundai of Roseville), N. Sunrise Avenue to the east, an automotive sales and rental use to the south (Enterprise), and Interstate 80 freeway to the west.

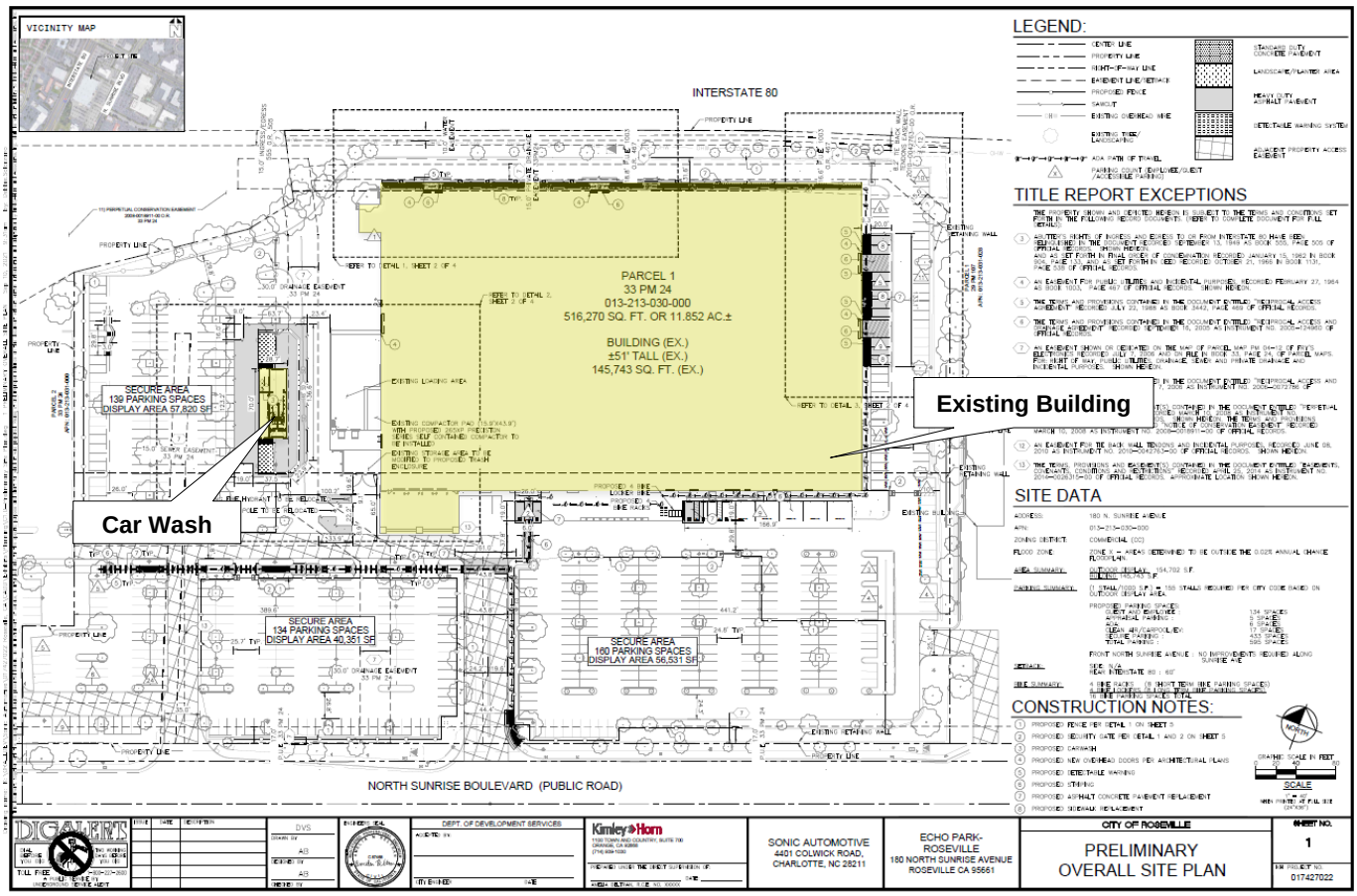
Figure 1: Project Site

The project site was zoned Planned Development for Commercial Auto Sales and Service (PD197). However, in 2003, the City Council approved a Rezone (file #RZ 00-13)

to change the zoning designation of the site to its current Community Commercial (CC) zoning in order to allow Fry's Electronics (an electronics retail store) to occupy the site. Associated with this request was a Design Review Permit (file #DRP 01-17) to allow the construction of an approximate 145,000-square-foot retail building with associated parking, lighting, and landscaping, as well as a Tree Permit (file #TP 02-31) to remove three (3) native oak trees that were located within the proposed building footprint.

The proposed project will renovate the existing building, which will be occupied by EchoPark Automotive, a vehicle reconditioning and automotive sales use. As required by the Zoning Ordinance, the project entitlements include a Conditional Use Permit to allow automotive sales and a car wash in the Community Commercial (CC) zoning district. A Design Review Permit Modification is included to change the color palette of the building's exterior and to construct an approximate 2,000-square-foot car wash building. The overall size of the retail building will remain the same at approximately 145,000 square feet. The car wash will be utilized by employees only. Minor modifications will be made to the parking lot and landscaping to accommodate the car wash building.

Figure 2: Site Plan



EVALUATION: CONDITIONAL USE PERMIT (CUP)

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

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

The project site has a land use designation of Community Commercial (CC). The site is located within the Infill area of the City and not within a Specific Plan area. The CC land use designation is typically intended to provide for a broader range of goods and services. The General Plan lists auto sales and repair as primary uses within the CC land use designation. While not listed specifically as a primary use in the General Plan, the City's Zoning Ordinance conditionally permits car wash facilities in the CC zone district. The General Plan relies on the Zoning Ordinance to determine the appropriate location and design of car wash facilities through the Conditional Use Permit process. The project includes a request for a CUP; therefore, the proposed project is consistent with the General Plan.

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

The property has a zoning designation of Community Commercial (CC). Auto sales and car wash uses are permitted in the CC zone district with approval of a CUP. The CUP allows the Planning Commission the opportunity to review the project's compatibility with uses in the project area. The Zoning Ordinance standards relevant to the project are the requirements for approval of a CUP, as discussed herein, and requirements for off-street parking.

Section 19.26.030(B) of the Zoning Ordinance states that when a tenant space has multiple functions, such as sales and office, the amount of parking to be provided for the tenant shall be calculated as specified by Section 19.26.030(A) for the primary use. In this case, the primary use is auto sales, which has a parking requirement of one (1) space per 1,000 square feet of indoor and outdoor display area. Parking for the project is calculated based on the amount of outdoor display area, which is approximately 155,000 square feet, amounting to 155 parking spaces required. The site has a total of 595 spaces, but 433 of these spaces will be used for the outdoor vehicle display. The remaining 162 parking spaces will be provided for patrons, which exceeds the Zoning Ordinance parking requirements.

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.

EchoPark is a vehicle reconditioning and sales facility that will occupy the existing building at the subject property. The building is approximately 145,000 square feet in size and is approximately 51 feet tall. Vehicles will be reconditioned inside the building and prepared for sale. The reconditioning is only provided for EchoPark's inventory; they are not open to the public for vehicle service needs. The building interior will be modified to include reconditioning bays, sales and service areas, and office space. A separate 2,000-square-foot building approximately 14 feet tall will be constructed within the parking lot, to the west of the existing building. As further discussed in the Design Review Permit Modification section, the project will modify the existing colors of the building and will make minor modifications to the landscaping to accommodate the new car wash building.

The operational description is included as Exhibit A. The applicant has indicated EchoPark will employ approximately 75 people on day one of operation, which will grow to potentially 139 employees over the next three (3) years. The business will be open to the public from Monday through Saturday, 9:00 a.m. to 9:00 p.m., and closed on Sundays. The hours of operation for the vehicle reconditioning team will be Monday through Saturday, 7:00 a.m. to 6:00 p.m., and closed on Sundays. The vehicle reconditioning process includes inspections, detailing, maintenance (e.g., oil changes, new tires, replacement of parts, etc.), and painting. All vehicles will run through the car wash, which will be used by employees only. The car wash is expected to average approximately 600 cars a month.

The project site is surrounded by commercial uses, including an automotive sales use to the north and an automotive sales and rental use to the south. Given the proposed use is also auto-related, the project is compatible with the surrounding uses. No impacts to surrounding uses are anticipated as the car wash and reconditioning services will be conducted within an enclosed building. In addition, the project will

maintain the existing reciprocal access agreements between the adjacent properties at 150 N. Sunrise Avenue and 190 N. Sunrise Avenue. Based on the proposed operations and with the conditions of approval, staff does not anticipate the use or the development will adversely affect or be materially detrimental to the health, safety, or welfare of persons residing or working in the area, or be detrimental or injurious to public or private property or improvements.

EVALUATION: DESIGN REVIEW PERMIT MODIFICATION

The evaluation of the Design Review Permit Modification has been based on the applicable development and design standards within the City's Zoning Ordinance, the General Plan, and the City's Community Design Guidelines (CDG). Section 19.78.060(J) of the Zoning Ordinance requires two findings of fact be made in order to approve a Design Review Permit Modification. The required findings are listed below in ***italicized, bold print*** and are followed by an evaluation.

1. ***The proposed modification is substantially consistent with the intent of the original approval.***

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.***

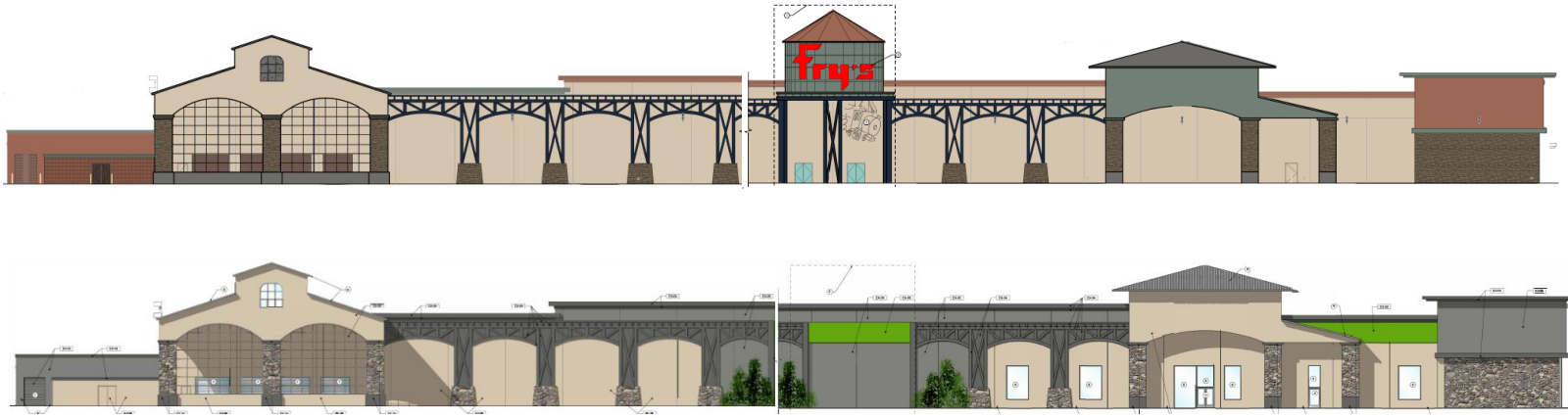
The original Design Review Permit approval for the site allowed the construction of the existing ±145,000-square-foot building along with associated parking, lighting, and landscaping. The building architecture incorporated a train theme through the use of elements typically associated with a rail yard, including a roundhouse and water tower, and a trestle feature that wraps around the building. The most notable design feature associated with the building design was the "runaway train" that appears to be crashing through the front of the building and projects out away from the building. The proposed modifications will remove the water tower and train elements and will incorporate a modernized design with a new color palette. The new ±2,000-square-foot car wash building will be designed consistent with the colors and materials used for the main building. The following sections of evaluation focus on areas of interest.

Site Plan: The applicant proposes minor modifications to the site plan to accommodate the new car wash building, which will be located internal to the site and south of the main building. The outdoor vehicle display areas will be located along the eastern and southern portions of the site. The display areas will be secured with an automatic gate and a 2.5-foot tall security guard rail. Consistent with the Community Design Guidelines (CDG), the existing landscape frontage will minimize views of parked vehicles from the street. A new trash enclosure that will be built to City Refuse standards will be provided near the existing loading dock area located to the left of the building.

Architecture: Figure 3 on the following page includes the current and proposed front elevation. The existing building utilizes a warm color palette, including beige as a primary building color and rust and greenish gray used as accent colors. The proposed project will maintain beige as the primary building color, but will incorporate more neutral grays in place of the rust and greenish gray. In addition, green will be used minimally as an accent band on the front elevation. The existing building materials will remain unchanged, which consist of concrete and an EIFS finish, stone cladding on accent pilasters and the base of the building corner, wooden trestle features, and a standing seam metal roof. As mentioned, the water tower and train elements will be removed. The building will feature a new storefront with new windows and doors, as well as new overhead doors on the rear and side of the building.

The car wash building is rectangular in shape and will consist of CMU painted beige with a gray trim to match the main building. The same stone cladding will be used as a wainscot on each building elevation. Overall, the project will maintain consistency with the CDG through its mix in colors and materials, varied roof forms, and use of architectural elements.

Figure 3: Current and Proposed East Elevation (Front)



Vehicle Access, Circulation, and Parking: The property has frontage on N. Sunrise Avenue, which is a four-lane major arterial roadway at this location. Access to the site is provided by a signalized driveway on N. Sunrise Avenue that intersects with Sierra Gardens Drive. A second driveway exists approximately 250 feet south of the signalized driveway that provides for right-in and right-out turning movements. The site also has shared driveways on the northern and southern property lines that connect to the adjacent properties; the existing reciprocal access agreements between the properties will be maintained. The project was reviewed by City Engineering and Fire Department staff and was found to comply with vehicle access and circulation standards and emergency circulation requirements. As discussed in the CUP section of this report, the project exceeds the Zoning Ordinance parking requirements, providing a total of 162 spaces. Consistent with the CDG, the site provides at least 100 feet of vehicle stacking distance for the car wash building.

Landscaping and Lighting: The proposed project will maintain a majority of the existing landscaping on the site, which includes the existing 20-foot wide landscape planter along N. Sunrise Avenue and shade trees within the parking lot. Some of the existing parking lot shade trees will be removed to accommodate the proposed car wash building and restriping of parking spaces. Two (2) lacebark elm trees and a mix of shrubs and groundcover will be planted adjacent to the car wash building. The project will maintain 50% shading of the parking lot as required by the CDG. Parking lot lighting already exists for the site and was determined to comply with the CDG with the original DRP approval, which require lighting to have no glare onto adjacent properties. The existing lighting on the building will also remain.

In summary, the proposed modifications are in substantial compliance with the intent of the original approval, and the modifications comply with the applicable goals, policies, and objectives of the Zoning Ordinance, the General Plan, and the CDG. As such, staff supports the project as outlined above.

PUBLIC OUTREACH

The proposed project was distributed to all internal and external agencies and departments who have requested such notice, and all comments or recommended conditions of approval have been incorporated into the project, as appropriate. A notice of the public hearing was published in the Press Tribune on October 5, 2021 and a notice of the hearing was also distributed to all property owners within 300 feet of the site, interested persons, and published on the Roseville Coalition of Neighborhood Associations' website. To date, no comments have been received.

ENVIRONMENTAL DETERMINATION

Under Public Resources Code (PRC) Section 21083.3, a certified environmental impact report (EIR) for a planning or zoning project may be used to eliminate, or to reduce the scope of, environmental review

for later development projects. The City approved its 2035 General Plan in August 2020 and the EIR for the General Plan contains robust and specific language supporting the City's use of the statutory exemption contained in Public Resources Code Section 21083.3 in the absence of environmental issues peculiar to the site. This exemption is further expanded upon by CEQA Guidelines Section 15183, which provides an exemption from additional environmental review for projects that are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. Staff prepared an environmental compliance checklist, included as Attachment 1, demonstrating the Project qualifies for review under CEQA Guidelines Section 15183 and does not need additional environmental review since the General Plan EIR, certified by the City Council on August 5, 2020, adequately addressed the Project's potential environmental impacts. No potential new impacts related to the Project have been identified that would necessitate further environmental review beyond the impacts and issues already disclosed and analyzed in the General Plan EIR. No other special circumstances exist that would create a reasonable possibility that the Project will have a significant adverse effect on the environment and, thus, no further environmental review is required. As the Project meets the requirements of PRC Section 21083.3 and CEQA Guidelines Section 15183, the Project is statutorily exempt from further CEQA review.

The addition of a car wash to the Property is categorically exempt under CEQA Guideline Section 15301, which exempts minor alterations to existing structures and facilities, including Projects in an area where all public services and facilities are available and any additions to existing structures will not result in an increase of more than 10,000 square feet.

RECOMMENDATION

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

A. Adopt the three (3) findings of fact and approve the **CONDITIONAL USE PERMIT – 180 N. SUNRISE AVENUE – INFILL PCL 189 – ECHOPARK AUTOMOTIVE – FILE #PL21-0230** subject to three (3) conditions of approval; and

B. Adopt the two (2) findings of fact and approve the **DESIGN REVIEW PERMIT MODIFICATION – 180 N. SUNRISE AVENUE – INFILL PCL 189 – ECHOPARK AUTOMOTIVE – FILE #PL21-0230** subject to twelve (12) conditions of approval.

CONDITIONS OF APPROVAL FOR THE CONDITIONAL USE PERMIT

1. This conditional use permit approval shall be effectuated within a period of two (2) years from **October 14, 2021** and if not effectuated shall expire on **October 14, 2023**. Prior to said expiration date, the applicant may apply for an extension of time, provided this approval does not extend the expiration beyond **October 14, 2024**. (Planning)

2. The project is approved as shown in Exhibits A—B, and as conditioned or modified below. Any modifications to the operations shall require approval of a Conditional Use Permit Modification. (Planning)

3. The proposed car wash shall recycle a minimum of 75% of its water use. The applicant shall provide manufacturer's specifications with improvement plan submittal. (Environmental Utilities)

CONDITIONS OF APPROVAL FOR THE DESIGN REVIEW PERMIT MODIFICATION

1. This Design Review Permit approval shall be effectuated within a period of two (2) years from **October 14, 2021** and if not effectuated shall expire on **October 14, 2023**. Prior to said expiration date, the applicant may apply for an extension of time, provided this approval does not extend the expiration beyond **October 14, 2024**. (Planning)

2. The project is approved as shown in Exhibits A—B, and as conditioned or modified below. (Planning)

3. The project is subject to the previously approved conditions of approval for the Design Review Permit for Fry's Electronics (File #DRP 01-17), except as conditioned or modified below. (Planning)

4. Bike parking and carpool parking shall be provided per the City of Roseville Transportation Systems Management (TSM) Ordinance. (Alternative Transportation)

5. The applicant/developer shall prepare a Transportation Systems Management (TSM) Plan for EchoPark Automotive. (Alternative Transportation)

6. The applicant shall not commence with any on-site improvements until such time as grading and/or improvement plans have been submitted for review and are approved and grading and/or encroachment permits are issued by the Department of Development Services – Engineering Division (Engineering, Environmental Utilities)

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. The Developer shall submit civil drawings to the Department of Development Services – Engineering Division for review and approval. (Engineering)

PRIOR TO ISSUANCE OF BUILDING PERMITS:

8. Parking lot design shall conform to the City's design standards, including the following minimum standards for parking stalls:

    a. All parking stalls shall be double-striped. Parking stalls adjacent to sidewalks, landscaped areas or light fixtures, and all Accessible stalls shall abut a 6-inch raised curb or concrete bumper. (Planning)

    b. Standard – 9 feet x 18 feet; Compact – 9 feet x 16 feet; Accessible – 14 feet x 18 feet (a 9-foot-wide parking area plus a 5-foot-wide loading area) and a minimum of one (1) parking space shall be Accessible van accessible – 17 feet x 18 feet (9-foot-wide parking area plus an 8-foot-wide loading area). (Planning)

    c. An 'exterior routes of travel' site accessibility plan incorporating slope, cross-slope, width, pedestrian ramps, curb ramps, handrails, signage, detectable warnings or speed limit signs or equivalent means shall comprise part of the site improvement plans submitted to City for review, prior to building plan check approvals. This site accessibility plan shall also include:

        i. Accessible parking stalls shall be dispersed and located closest to accessible entrances. The total number of accessible parking spaces shall be established by Table 11B-208.2 of the CBC.

        ii. Accessible Parking spaces and crosswalks shall be signed, marked and maintained as required by Chapter 11 of the CBC.

        iii. Accessible parking and exterior route of travel shall comply with CBC, Sections 11B-206 and 11B-208. (Building)

9. 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)

10. 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)

11. The applicant shall provide a new trash enclosure per City of Roseville standards. The enclosure can be a single bin if the compactor is utilized. If the developer chooses to modify the existing storage area to a trash enclosure, the enclosure will need to meet current city standards. (Engineering)

12. 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 Department's "Specification for Commercial Construction." In addition, no trees greater than 20' at maturity may be planted that encroach into the overhead power line easement. (Electric)

ATTACHMENT

1. Environmental Compliance Checklist

EXHIBITS

A. Operational Description
B. Plans

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.

CITY OF ROSEVILLE CALIFORNIA

DEVELOPMENT SERVICES DEPARTMENT–PLANNING DIVISION

311 Vernon St, Roseville, CA 95678 (916) 774-5276

ENVIRONMENTAL CHECKLIST

Project Title/File Number:	INFILL PCL 189 – EchoPark Automotive; File #PL21-0230
Project Location:	180 N Sunrise Avenue, Roseville, Placer County, CA 95661; APN 013-213-030-000
Project Description:	The proposed project will renovate an existing retail building that will be occupied by EchoPark Automotive, a reconditioning facility and automotive sales use. Modifications consist of exterior changes limited to a change in colors and interior remodeling. The project will also include construction of an approximate 2,000-square-foot car wash facility within the parking lot. The project entitlements include a Conditional Use Permit to allow auto sales and a car wash in the Community Commercial zoning district and a Design Review Permit Modification for the proposed changes.
Project Applicant:	Martin Walsh, Sonic Development, LLC
Property Owner:	I Think I Can LP
Lead Agency Contact:	Kinarik Shallow, Associate Planner; Phone (916) 746-1309

California Public Resources Code Section 21083.3 and California Environmental Quality Act (CEQA) Guidelines Section 15183 provide an exemption from additional environmental review for projects that are consistent with the development density established by existing zoning, community plan, or general plan policies for which an Environmental Impact Report (EIR) was certified, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. This streamlines the review of such projects and reduces the need to prepare repetitive environmental studies. Section 15183(b) specifies that examination of environmental effects shall be limited to those effects that: (1) Are peculiar to the project or the parcel on which the project would be located, (2) Were not analyzed as significant effects in a prior EIR on the zoning action, general plan or community plan with which the project is consistent, (3) Are potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR prepared for the general plan, community plan or zoning action, or (4) Are previously identified significant effects which, as a result of substantial new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR. Furthermore, Section 15183(c) states that if an impact is not peculiar to the parcel or to the proposed project, has been addressed as a significant effect in the prior EIR, or can be substantially mitigated by the imposition of uniformly applied development policies or standards, then an additional EIR need not be prepared for the project solely on the basis of that impact.

Following the format of CEQA Guidelines Appendix G, this environmental checklist demonstrates that the Project qualifies for review under CEQA Guidelines Section 15183 and does not need additional environmental review since the General Plan EIR, certified by the City Council on August 5, 2020, adequately addressed the Project's potential environmental effects.

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PROJECT DESCRIPTION

Project Location

The 11.85-acre project site is located at 180 North Sunrise Avenue (APN 013-213-030-00), within the City's Infill planning area (see Figure 1). The site is surrounded by existing developed areas, including an automotive sales use to the north, N. Sunrise Avenue to the east, an automotive rental use to the south, and Interstate 80 freeway to the west.

Figure 1: Project Site

Background and Environmental Setting

The project site was zoned Planned Development for Commercial Auto Sales and Service (PD197). However, in 2003, the City Council approved a Rezone (file #RZ 00-13) to change the zoning designation of the site to its current Community Commercial (CC) zoning in order to allow Fry's Electronics (an electronics retail store) to occupy the site. Associated with this request was a Design Review Permit (file #DRP 01-17) to allow the construction of the existing, approximate 145,000-square-foot retail building with associated parking, lighting, and landscaping, as well as a Tree Permit (file #TP 02-31) to remove three (3) native oak trees that were located within the proposed building footprint. In accordance with the provisions of the CEQA Guidelines, an Initial Study leading to a Mitigated Negative Declaration was prepared for the project, which determined impacts to biological resources would be reduced to a less than significant impact with mitigation.

The topography of the site consists of relatively mild slopes. The property has frontage on N. Sunrise Avenue, which is a four-lane major arterial roadway at this location. Access to the site is provided by a signalized driveway on N. Sunrise Avenue that intersects with Sierra Gardens Drive, as well as a second driveway approximately 250 feet south of the signalized driveway. Streetlights and fully constructed sidewalks with landscaping exist along N. Sunrise Avenue. Overhead power lines traverse the site along the western boundary adjacent to

Interstate 80. Native oak trees are located on the adjacent property, at the southwestern portion of the site. Table 1 identifies the zoning and land use designations of the adjacent properties.

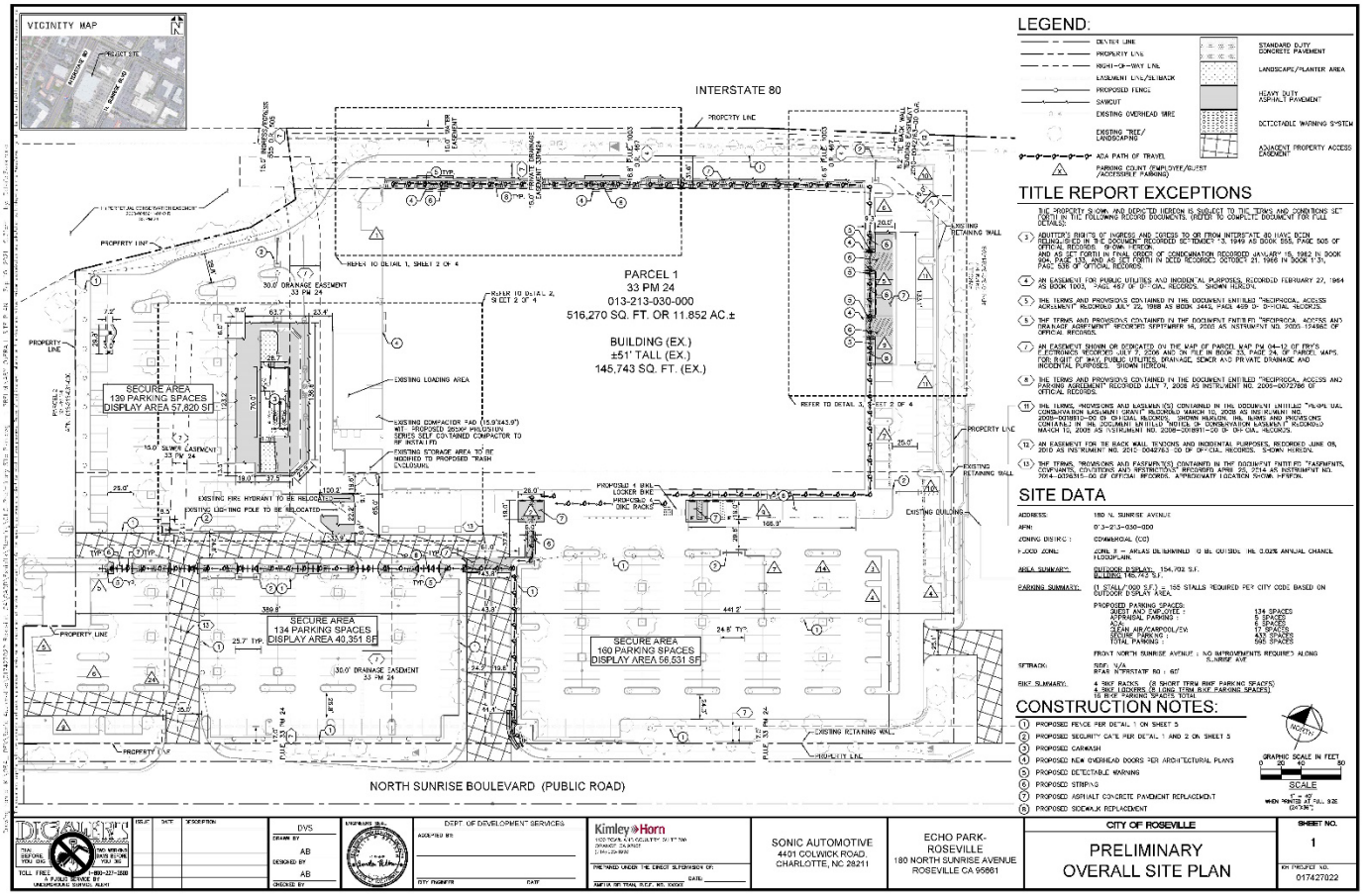
Table 1: Adjacent Zoning and Land Use

Location	Zoning	General Plan Land Use	Current Use of Property
Site	Community Commercial (CC)	Community Commercial (CC)	Vacant (previously Fry's Electronics)
North	Planned Development for Commercial Auto Sales & Services (PD161)	CC	Hyundai Auto Sales
South	CC	CC	Enterprise Rent-A-Car
East	N. Sunrise Avenue with Planned Development for Commercial, Light Industrial and Office (PD16) and Planned Development for Low Traffic Generating Retail (PD156) beyond	Business Professional (BP) and CC	Post Office, Retail and Commercial Uses
West	N/A	N/A	Interstate 80

Proposed Project

The proposed project will renovate the existing building which will be occupied by EchoPark Automotive, a vehicle reconditioning and automotive sales use. As required by the Zoning Ordinance, the project entitlements include a Conditional Use Permit to allow automotive sales and a car wash in the Community Commercial (CC) zoning district. A Design Review Permit Modification is included to change the colors of the building's exterior and to construct an approximate 2,000-square-foot car wash building. The overall size of the retail building will remain the same at approximately 145,000 square feet. The car wash will be utilized by employees only. Minor modifications will be made to the parking lot and landscaping to accommodate the car wash building. There will be no impacts to any native oak trees. Figure 2 on the following page, includes the preliminary site plan for the Project. The project plans are included as Attachment 1.

Figure 2: Preliminary Site Plan



PURPOSE AND SCOPE OF CHECKLIST

Under Public Resources Code Section 21083.3, a certified EIR for a planning or zoning project may be used to eliminate, or to reduce the scope of, environmental review for later development projects. This exemption applies when an EIR was certified for a General Plan and a development project is consistent with the plan. The City Council approved the 2035 General Plan in August 2020 and the EIR for the General Plan contains robust and specific language supporting the City's use of the statutory exemption contained in Public Resources Code Section 21083.3 in the absence of environmental issues peculiar to the site.

The 2035 General Plan Environmental Impact Report (GP EIR) analyzed the impacts of full buildout of the City's General Plan land uses and implementation of its policies. The GP EIR was certified by City Council on August 5, 2020 (State Clearinghouse #2019080418) and is available for review on the City's website at www.roseville.ca.us/GeneralPlan. The Planning Area analyzed in the GP EIR included all areas within the City limits and those areas that are within the City's Sphere of Influence. The GP EIR included a comprehensive analysis of the impacts of City buildout compared to baseline physical conditions and conservatively assumed that developable sites would be fully developed.

During development of the 2035 General Plan, the City took into account the potential impacts discussed in the GP EIR and included policies and implementation measures in the 2035 General Plan that would reduce potential impacts. In some instances, additional feasible mitigation measures were proposed in the GP EIR to clarify proposed General Plan policies as they relate to environmental effects and to further reduce potentially significant impacts. CEQA requires the adoption of a program for mitigation monitoring or reporting for all adopted

mitigation measures. The mitigation monitoring plan must be designed to ensure compliance during project implementation (Public Resources Code Section 21081.6, CEQA Guidelines Section 15097). When the project is a general plan or other plan-level document, the monitoring plan may be the annual plan implementation report required by statute, such as a report on general plan status (CEQA Guidelines Section 15097[b]).

The GP EIR identified the following impacts as significant and unavoidable:

- Vehicle Miles Traveled impacts
- Air Quality – Construction
- Air Quality – Operational
- Air Quality – Pollutant Concentrations
- Greenhouse Gases
- Noise and Vibration (short-term and long-term)
- Historical Resources
- Archeological Resources
- Disturbance of Human Remains
- Tribal Cultural Resources
- Construction of Utilities (indirect impacts)
- Aesthetics
- Light and Glare

All of the above impacts were also found to be significant and unavoidable cumulative impacts, along with the following:

- Biological Resources – Special-status plants, riparian habitat/sensitive natural communities, or wetlands and other waters
- Biological Resources – Special-status wildlife species and habitats

The Project does not change the boundaries of the Planning Area or propose construction within areas that had not previously been anticipated for construction within the GP EIR. 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 (e.g., retail sales vs. automotive sales) on the property. For other types of impacts which are affected by use type and square footage, the Project results in negligible or the same level of potential impacts, as discussed in this checklist.

The Project is further exempt from environmental review per CEQA Guidelines Section 15183. The General Plan EIR acknowledged the City's intent to adopt uniform standards applicable to all projects that could mitigate impacts, which would preclude a finding of peculiarity. Moreover, there is nothing peculiar about the Project, which involves retention of the existing building on site and construction of a small additional building of a car wash to serve only vehicles on the site. The main commercial building on the Property will be cosmetically improved, but not increased in size. The project will be substantially less intense than the previous retail sales use. No potential new impacts related to the Project have been identified that would necessitate further environmental review beyond the impacts and issues already disclosed and analyzed in the General Plan EIR. No other special circumstances exist that would create a reasonable possibility that the Project will have a significant adverse effect on the environment and, thus, no further environmental review is required. As the Project meets the requirements of Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183, the Project is statutorily exempt from further CEQA review.

In addition, the limited addition of a car wash to the property is categorically exempt under CEQA Guidelines Section 15301, which exempts minor alterations to existing structures and facilities, including Projects in an area

where all public services and facilities are available and any additions to existing structures will not result in an increase of more than 10,000 square feet. Moreover, as provided in Guideline Section 15301, the key consideration here is not the location on the property of the car wash, but its size and whether it results in "negligible or no expansion of the former use." Here, the main building remains the same size, and the car wash facility, approximately 2,000 square feet in size, is negligible under the guideline standard. The car wash does not serve to expand the existing building or use in any way.

ENVIRONMENTAL CHECKLIST FOR COMPLIANCE WITH SECTION 15183(B)

CEQA Guidelines §15183(b) states that, "In approving a project meeting the requirements of this section, a public agency shall limit its examination of environmental effects to those which the agency determines, in an initial study or other analysis:

(1) Are peculiar to the project or the parcel on which the project would be located;

(2) Were not analyzed as significant effects in a prior EIR on the zoning action, general plan, or community plan, with which the project is consistent;

(3) Are potentially significant offsite impacts and cumulative impacts which were not discussed in the prior EIR prepared for the general plan, community plan or zoning action; or

(4) Are previously identified significant effects which, as a result of substantial new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR."

The purpose of this checklist is to evaluate the categories within the parameters outlined above. The "Prior EIR" used for comparison is the GP EIR certified by the City Council on August 5, 2020 including all impact determinations and significance thresholds utilized therein. 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 the GP EIR.

EXPLANATION OF CHECKLIST EVALUATION CATEGORIES

Prior EIR Determination
This column identifies the determination made in the prior EIR relative to the environmental issue listed under each topic. The determination will be either no impact, less than significant, less than significant with mitigation, or significant and unavoidable.

Effect Peculiar to Project?
Pursuant to Section 15183(b)(1) of the CEQA Guidelines, this column indicates whether the changes represented by the current project will result in effects that are peculiar to the project that have not already been considered and mitigated by the prior environmental review documents and related approvals.

New Significant Effect?
Pursuant to Section 15183(b)(2) of the CEQA Guidelines, this column indicates whether the changes represented by the project will result in any new environmental effects that were not previously analyzed as significant effects in the GP EIR.

New Information, More Severe Adverse Impact?
Pursuant to Section 15183(b)(3-4) of the CEQA Guidelines, this column indicates whether the Project would result in potentially significant offsite impacts and cumulative impacts which were not discussed in the GP EIR, or whether the impacts are previously identified significant effects which, as a result of substantial new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR.

DISCUSSION 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.

CHECKLIST

I. Aesthetics

	Prior EIR Determination	CEQA Section 15183(b) Criteria		
		Effect Peculiar to Project?	New Significant Effect?	New Information, More Severe Adverse Impact?
a. Have a substantial adverse effect on a scenic vista?	LTS	No	No	No
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	No Impact	No	No	No
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	SU	No	No	No
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	SU	No	No	No

No Impact; LTS = Less than significant; LTSM = Less than significant with mitigation; SU = Significant and unavoidable

Discussion: Impacts related to substantial adverse effects on a scenic vista were found to be less than significant (GP EIR page 4.14-18) because there are no scenic vistas in the Planning Area. This evaluation remains adequate and is applicable to this Project.

There are no designated or eligible state scenic highways within or near the Planning Area, nor is the Planning Area visible from such a highway. Therefore, the GP EIR concluded there would be no impacts with respect to this topic (GP EIR page 4.14-18). This evaluation remains adequate and is applicable to this Project.

Impacts related to, in a non-urbanized area, substantially degrading the visual character or quality of public views of the site and its surroundings, and in an urbanized area, conflict with applicable zoning and other regulations governing scenic quality, were found to be significant (GP EIR page 4.14-19). The significance determination was driven by the impacts to non-urbanized areas, where buildout of the Planning Area will convert large areas of open, undeveloped land to urban uses. The conversion of these grasslands and other areas on the western edge of the City are within Specific Plans, and those Specific Plan EIRs concluded that aesthetic impacts related to open space conversion would be significant. The GP EIR concludes that aesthetic impacts related to this criteria are significant and unavoidable due to the conversion of open space in a non-urbanized area. No mitigation measures were available, because conversion of open space is an unavoidable consequence of urbanization.

There is nothing peculiar to this Project or its site that would result in a conclusion different from that found in the GP EIR for this topic. The Project site is already developed and was previously occupied by an electronics retail store. The site is in an urban setting surrounded by existing developed properties. The City of Roseville has adopted Community Design Guidelines (CDG) to establish common design elements and expectations for development within the City. The CDG includes provisions related to architectural design, site design and landscape design, to enhance the visual character of the urban environment. The project has been reviewed by City staff and was found to be consistent with the goals and policies of the CDG and applicable zoning regulations.

The project involves nighttime lighting to provide for the security and safety of project users. However, the project is already located within an urbanized setting with many existing lighting sources. Lighting for the project is conditioned to comply with City standards (i.e., Community Design Guidelines) to limit the height of light standards and to require cut-off lenses and glare shields to minimize light and glare impacts. The project will not create a new source of substantial light. None of the project elements are highly reflective, and therefore the project will not contribute to an increased source of glare.

Based on the foregoing, there are no effects peculiar to the Project nor would the Project result in any new significant effects for this topic, and there is no new information indicating a more severe adverse impact than discussed in the GP EIR.

Mitigation Measures: None.

II. Agricultural & Forestry Resources

	Prior EIR Determination	CEQA Section 15183(b) Criteria		
		Effect Peculiar to Project?	New Significant Effect?	New Information, More Severe Adverse Impact?
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?	No Impact	No	No	No
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	No Impact	No	No	No
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))?	No Impact	No	No	No
d. Result in the loss of forest land or conversion of forest land to non-forest use?	No Impact	No	No	No
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?	No Impact	No	No	No

No Impact; LTS = Less than significant; LTSM = Less than significant with mitigation; SU = Significant and unavoidable

Discussion: The GP EIR indicates approximately 20 acres of Prime Farmland borders Pleasant Creek within Reason Farms. The remainder of the Planning Area is designated by the Placer County Important Farmland map as Farmland of Local Importance, Grazing Land, Other Land, and Urban and Built-Up Land (California Department of Conservation 2016). These designations are not considered Important Farmland under CEQA (Public Resources Code Sections 21060.1 and 21095 and CEQA Guidelines Appendix G). The areas of Prime Farmland with Reason Farms is not proposed for conversion to urban land uses. Therefore, the GP EIR concluded buildout of the General Plan would not convert Important Farmland to nonagricultural uses and no impact would occur. This evaluation remains adequate and is applicable to this Project.

The Project site is not used for agricultural purposes, does not include agricultural zoning, is not within or adjacent to one of the areas of the City designated as a protected farmland category on the Placer County Important Farmland map, is not within or adjacent to land within a Williamson Act Contract, and is not considered forest land. Given the foregoing, there are no effects peculiar to the Project nor would the Project result in any new significant effects for this topic, and there is no new information indicating a more severe adverse impact than discussed in the GP EIR.

Mitigation Measures: None.

III. Air Quality

	Prior EIR Determination	CEQA Section 15183(b) Criteria		
		Effect Peculiar to Project?	New Significant Effect?	New Information, More Severe Adverse Impact?
a. Conflict with or obstruct implementation of the applicable air quality plan?	SU	No	No	No
b. 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?	SU	No	No	No
c. Expose sensitive receptors to substantial pollutant concentrations?	SU	No	No	No
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	SU	No	No	No
e. Conflict with or obstruct implementation of the applicable air quality plan?	SU	No	No	No

No Impact; LTS = Less than significant; LTSM = Less than significant with mitigation; SU = Significant and unavoidable

Discussion: The GP EIR evaluated construction-related activities, which would result in temporary emissions of criteria air pollutants (e.g., PM_{10}, $PM_{2.5}$, CO) and ozone precursors (e.g., ROG and NO_X) from ground-disturbing activities (e.g., excavation, grading, and clearing); exhaust

emissions from use of off-road equipment, material delivery, and construction worker commutes; building construction; asphalt paving; and application of architectural coatings. The GP EIR also evaluated activities associated with the operation of General Plan land uses, which would generate criteria air pollutant and precursor emissions from mobile, energy, and area sources. The California Emissions Estimator Model (CalEEMod) was used to estimate emissions resulting from both construction-related activities and operational activities. The GP EIR concluded that emissions would exceed the adopted Placer County Air Pollution Control District significance thresholds, and that even after application of mitigation these impacts would remain significant and unavoidable. The Project does not change the location or extent of land area which will be disturbed by construction, nor does it substantially increase the amount of building area which would be constructed (as discussed previously, the addition of the approximate 2,000-square-foot car wash building can be considered negligible per CEQA Guidelines Section 15301). Therefore, the project will result in no change to the construction-related analysis in the GP EIR.

The GP EIR found that emissions related to operation were significant and unavoidable, because VMT would exceed the significance threshold of 12.8 VMT/resident after the application of mitigation. The Project does not change the existing land use designations, nor does it change the total units analyzed or location and density of uses, which can have an effect on operational emissions related to transportation.

For substantial pollutant concentrations, the GP EIR found construction and operation of the General Plan would generate localized air pollutant emissions that could affect existing and proposed sensitive receptors. Construction activities would generate diesel particulate matter (diesel PM) emissions. Existing regulations and policies, as well as revised policies were found to reduce potential exposure to substantial pollutant concentrations, but impacts related to diesel particulates were found to be significant and unavoidable. The Project would not change the location or extent of construction activities, so would result in no change to this analysis. This evaluation remains adequate and is applicable to this Project.

For other emissions, the GP EIR found that buildout of the General Plan could involve actions which would expose people to objectionable odors. Construction-related activities would generate odors from the use of diesel-powered equipment and from paving and architectural coating activities. However, these odorous emissions would be temporary and disperse rapidly with distance from the source; therefore, construction-generated odors would not result in the frequent exposure of receptors to objectionable odor emissions. Future land uses could result in the operation of new land use that generates objectionable odors or the siting of sensitive receptors in proximity to existing odor-generating land uses within the Planning Area. Therefore, development under the General Plan could result in the exposure of receptors to objectionable odor emissions. Because buffer distances and implementation of specific technology- and design-based measures cannot be known at this time, it was conservatively assumed that sensitive receptors could be exposed to substantial odor-generating emissions, and the GP EIR found impacts to be significant and unavoidable after the application of mitigation. The Project is located within an existing urban area developed with commercial uses and does not change the location and extent of urban development, nor is it located adjacent to any residential uses. Therefore, the GP EIR evaluation remains adequate and is applicable to this Project.

Based on the foregoing, there are no effects peculiar to the Project nor would the Project result in any new significant effects for this topic, and there is no new information indicating a more severe adverse impact than discussed in the GP EIR.

Mitigation Measures: All of the mitigation measures below were effectuated through inclusion in the City's 2035 General Plan Appendix A: Implementation Measures, but are included here for reference. No additional site-specific measures are required.

Mitigation Measure 4.4-2a – The proposed General Plan Update should be amended as follows:

Implementation Measure

Projects that could have a potentially significant effect, as demonstrated by exceedance of the PCAPCD-recommended thresholds of significance, shall incorporate applicable PCAPCD-recommended standard operational mitigation measures, as listed below or as they may be updated in the future, or those design features determined by the City to be as effective:

- Wood burning or pellet stoves shall not be permitted. Natural gas or propane fired fireplaces shall be clearly delineated on plans submitted to obtain building permits.
- Where natural gas is available, gas outlets shall be provided in residential backyards for use with outdoor cooking appliances such as gas barbeques.
- Electrical outlets should be installed on the exterior walls of both the front and back of residences to promote the use of electric landscape maintenance equipment.
- All newly constructed residential buildings including one- and two-family dwellings, townhomes, and multi-family units in low-rise and high-rise residential buildings shall comply with the California Green Building Standards Code (CalGreen).
- Covenants, Conditions & Restrictions (CC&Rs) shall include the required distribution of educational information on how homeowners can increase energy efficiency and conservation in their new homes. The information shall be delivered as part of a “move-in” packet prior to occupancy of the residence.
- Streets should be designed to maximize pedestrian access to transit stops.
- Site design shall maximize access to transit, to accommodate bus travel, and to provide lighted shelters at transit access points.
- A pedestrian access network shall link complementary land uses.
- Provide bicycle storage to promote bicycling.
- Vanpool parking only spaces and preferential parking for carpools should be required for employment-generating uses.
- Consider using concrete or other non-polluting materials for paving parking lots instead of asphalt.
- Landscaping should be designed to eventually shade buildings and parking lots.

Mitigation Measure 4.4-2b – The proposed General Plan Update should be amended as follows:

Implementation Measure

If, following implementation of Mitigation Measure 4.4-2a, a project’s operational emissions would still exceed PCAPCD-recommended thresholds of significance, the City would require the project to offset remaining project emissions in excess of thresholds by establishing off-site mitigation or participation in PCAPCD’s Off-site Mitigation Program.

Mitigation Measure 4.4-3 – The proposed General Plan Update should be amended as follows:

Implementation Measure

- The City shall require, as part of plans for development within the Planning Area, the implementation of ARB's Air Quality and Land Use Handbook: A Community Health Perspective guidance concerning land use compatibility and recommended setback distances with regard to sources of TAC emissions and sensitive land uses, or related guidance as it may be updated in the future.
- As an alternative to these buffer distances, proposed sensitive receptors, uses that involve substantial truck trips, and large gas stations may provide a site-specific health risk assessment, using methods consistent with applicable guidance from the Office of Environmental Health Hazard Assessment, with mitigation, if necessary, to demonstrate compliance with applicable PCAPCD-recommended health risk thresholds. When health risk impacts exceed PCAPCD-recommended thresholds, feasible on-site mitigation measures to reduce TAC exposure shall be implemented to mitigate health risk impacts below PCAPCD-recommended thresholds. On-site measures could include but are not limited to providing enhanced filtration systems (e.g., MERV 13 or greater) for near-by sensitive receptor buildings, use of solid barriers to pollution, and vegetation to reduce pollutant concentrations, changes to the TAC emission source's operation (e.g. technology or management practices that reduce harmful emissions at the Rail Yard), and positioning of exhaust and intake for ventilation systems to minimize exposure, among others.
- The City shall require, as part of development of land uses associated with sensitive receptors within 500 feet of high-volume roadways (defined as roadways carrying an average of 100,000 or more vehicles per day), the incorporation of feasible design measures to reduce exposure by sensitive receptors of substantial emissions of TACs from nearby high-volume roadways and operation of the Roseville Rail Yard. Design measures shall include recommended strategies from the ARB Technical Advisory, as listed below or as they may be updated in the future, or those design features determined by the City to be as effective:
    - Design that promotes air flow and pollutant dispersion along street corridors, including the use of wider sidewalks, bicycle lanes, and dedicated transit lanes, which create space for better air flow and pollutant dispersion along with increasing active transportation and mode shift;
    - Installation of solid barriers, particularly in the downwind direction. Note that consideration of this strategy should also weigh the negative effect of dividing neighborhoods and obscuring sightlines.
    - Installation of vegetation for pollutant dispersion; maximum benefit of this strategy is typically seen when combined with solid barriers.
    - Installation of indoor high-efficiency filtration systems and devices to remove pollutants from the air. If this strategy is selected, a plan for ongoing operation and maintenance of the systems must also be developed to ensure long-term efficiency is achieved as intended by the system.

Mitigation Measure 4.4-5 – The proposed General Plan Update should be amended as follows:

Implementation Measure

All new Specific Plans and proposed amendments to Specific Plans shall be evaluated for odor impacts using the SMAQMD-recommended screening distances for odor sources, or the most current adopted or recommended version. If the minimum buffer distance is not feasible, as an alternative to these buffer distances, technology- and design-based measures shall be evaluated as part of the Specific Plan design guidelines to minimize, contain, or prevent the generation of odor-causing emissions and the dispersion of such emissions to nearby sensitive receptors. For

example, in the case of siting odor-producing sources, activities could be maintained within an enclosed space and appropriate air filtration systems could be implemented to reduce odors expelled from the building. For developments that would host sensitive receptors, design would include air site layout, landscaping, indoor air filtration systems, or other appropriate measures to minimize exposure of proposed sensitive receptors to odors.

IV. Biological Resources

	Prior EIR Determination	CEQA Section 15183(b) Criteria		
		Effect Peculiar to Project?	New Significant Effect?	New Information, More Severe Adverse Impact?
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?	LTSM	No	No	No
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?	LTSM	No	No	No
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	LTSM	No	No	No
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?	LTSM	No	No	No
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	LTS	No	No	No
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community	LTS	No	No	No

Conservation Plan, or other approved local, regional, or state habitat conservation plan?				

No Impact; LTS = Less than significant; LTSM = Less than significant with mitigation; SU = Significant and unavoidable

Discussion: The GP EIR concluded impacts related to the loss and degradation of special-status plants and their habitats were potentially significant (GP EIR page 4.8-60) as were impacts to special-status wildlife and their habitats (GP EIR page 4.8-64), impacts to riparian habitat or other sensitive natural communities (GP EIR page 4.8-70), impacts to protected wetlands and other waters (GP EIR page 4.8-73), and impacts to wildlife movement corridors and nursery sites (GP EIR page 4.8-76) because buildout of the General Plan could result in direct removal or take of special-status species; modification or removal of sensitive habitats, wildlife corridors, nursery sites, protected waters, and habitats suitable for special-status species; indirect effects to species or habitats that may result from construction-related runoff, sedimentation, erosion, and introduction of invasive weeds; and the introduction of new sources of noise and light. Implementation of mitigation, combined with General Plan policies and existing laws and regulations, were found to reduce impacts to less than significant levels, because new development would be required to identify, avoid, and preserve sensitive habitats, wildlife corridors, nursery sites, protected waters, and habitats which may support special-status populations to the extent feasible, and compensate for the loss of these resources through preservation, compensation, or other appropriate measures in coordination with state and federal agencies. Furthermore, the City's Specific Planning process has already resulted in the creation of connected open space corridors throughout the Planning Area which contain much of the sensitive habitat in the Planning Area.

Impacts related to conflicts with local ordinances protecting biological resources were found to be less than significant (GP EIR page 4.8-79) because while buildout of the Planning Area would result in impacts to biological resources, all development would be subject to and consistent with the City's ordinances and policies such as the Tree Preservation Ordinance. Therefore, impacts related to conflict with local ordinances were found to be less than significant.

Impacts related to conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved Conservation Plan were found to be less than significant because there are no adopted plans which apply to the Planning Area.

All of the analyses described above are based on the potential impacts of grading and general development within the Planning Area, and the Project neither changes the boundaries of the Planning Area nor the locations of potential grading and development within the Planning Area. In addition, the Project does not result in the removal of any protected native oak trees and there are no existing wetland features or designated open space areas on the site. Therefore, there are no effects peculiar to the Project nor would the Project result in any new significant effects for this topic, and there is no new information indicating a more severe adverse impact than discussed in the GP EIR.

Mitigation Measures: All of the mitigation measures below were effectuated through inclusion in the City's 2035 General Plan Appendix A: Implementation Measures, but are included here for reference. No additional site-specific measures are required.

Mitigation Measure 4.8-1 The proposed General Plan Update should be amended as follows:

Implementation Measure for Special-Status Plants and Habitat

As appropriate to each individual project or Specific Plan, the following actions or those determined to be equally as effective by the City shall be implemented where there may be an adverse impact on special-status plants or habitat:

a. In conjunction with environmental review pursuant to CEQA, for projects that could directly affect special-status plants or habitat, the City shall require that resource field surveys, including special-status plant surveys, be submitted concurrent with development applications inventorying the type, quantity, and quality of existing open space resources and conditions. This requirement may be waived if determined by the City that the proposed project area is already sufficiently surveyed, is within an adopted specific plan area, or contains resources considered less than significant.

b. The City and project proponents will identify feasible opportunities to preserve special-status plant species occurrences and sensitive habitats through design and planning.

c. If the City determines it is reasonable and feasible to do so, the City will require preservation of occupied special-status plant species habitat and sensitive habitat types as a condition of project approval. If adverse effects cannot be avoided, project proponents shall be required to mitigate all adverse effects in accordance with guidance from the appropriate state or federal agency charged with the protection of the subject species and habitat, including surveys conducted according to applicable standards and protocols, where necessary, implementation of impact minimization measures based on accepted standards and guidelines and best available science, and compensatory mitigation for unavoidable loss of special-status plant species and sensitive habitats.

d. If the project would result in take of state or federally listed species, the City will require project proponent/s to obtain take authorization from the USFWS and/or the CDFW, as appropriate, depending on species status, and comply with all conditions of the take authorization.

e. The City will require project proponents to develop and implement a mitigation and monitoring plan reflective of permit conditions required by State and/or federal regulatory agencies, to compensate for effects to or loss of special-status species and sensitive habitats. The mitigation and monitoring plan will describe in detail how impacts to special-status species or sensitive habitats shall be avoided or offset, including details on restoration and creation of habitat, compensation for the temporal loss of habitat, management and monitoring to avoid indirect habitat degradation (e.g., management of invasive plant species, maintenance of required hydrology), success criteria ensuring that habitat function goals and objectives are met and target special-status species cover and density parameters are established, performance standards to ensure success, and remedial actions if performance standards are not met. The plan will include detailed information on the habitats present within the preservation and mitigation areas, the long-term management and monitoring of these

habitats, legal protection for the preservation and mitigation areas (e.g., conservation easement, declaration of restrictions), and funding mechanism information (e.g., endowment).

f. If available, purchase of mitigation credits at an agency-approved mitigation bank (i.e., approved by the agency with jurisdiction over the affected species or habitat) in Placer County, will be acceptable for compensatory mitigation for special-status species.

Mitigation Measure 4.8-2 – The proposed General Plan Update should be amended as follows:

Implementation Measure for Special-Status Wildlife

If feasible, the City will require preservation of occupied special-status wildlife species habitat and sensitive habitat types as a condition of project approval. If adverse effects cannot be avoided, project proponents shall be required to mitigate all adverse effects in accordance with guidance from the appropriate state or federal agency charged with the protection of the subject species and habitat, including surveys conducted according to applicable standards and protocols, where necessary, implementation of impact minimization measures based on accepted standards and guidelines and best available science, and compensatory mitigation for unavoidable loss of special-status wildlife species and sensitive habitats.

Mitigation Measure 4.8-3 – The proposed General Plan Update should be amended as follows:

Implementation Measure for Riparian Habitat and Sensitive Natural Communities

If a proposed project would result in fill or alteration of a waterway or any body of water supporting riparian forest habitat, the City will require project proponent/s to notify the California Department of Fish and Wildlife, obtain a Lake and Streambed Alteration Agreement if determined necessary by the California Department of Fish and Wildlife, and comply with all conditions of the Lake and Streambed Alteration Agreement. Measures for riparian habitat and sensitive natural communities protection include, but are not limited to, avoid impacts by establishing a buffer zone between adjacent land uses and riparian habitat and sensitive natural communities; protect and preserve riparian habitat and sensitive natural communities to the extent feasible; and compensate for loss of riparian habitat and sensitive natural communities by creating, restoring, or preserving off-site habitat in coordination with the applicable resource agencies.

Mitigation Measure 4.8-4 – The proposed General Plan Update should be amended as follows:

Implementation Measure for Wetlands and Other Waters

If a project would result in ground disturbance on sites containing waterways or other aquatic habitats, the City will require project proponent/s to complete a delineation of waters of the United States according to U.S. Army Corps of Engineers' methods, and to submit the completed delineation to the U.S. Army Corps of Engineers for jurisdictional determination. If the project would result in fill of wetlands or other waters of the United

States, the City will require project proponent/s to obtain a Section 404 Clean Water Act permit from the U.S. Army Corps of Engineers and water quality certification from the Regional Water Quality Control Board pursuant to Section 401 of the Clean Water Act. If the project involves work in areas containing waters disclaimed by the USACE, project applicants shall obtain a Waste Discharge Requirement permit from the Regional Water Quality Control Board pursuant to the Porter Cologne Act. Project applicants shall be required to obtain all needed permits prior to project implementation, to abide by the conditions of the permits, including all mitigation requirements, and to implement all requirements of the permits in the timeframes required therein.

V. Cultural Resources

	Prior EIR Determination	CEQA Section 15183(b) Criteria		
		Effect Peculiar to Project?	New Significant Effect?	New Information, More Severe Adverse Impact?
a. Cause a substantial adverse change in the significance of an historic resource pursuant to Section 15064.5?	SU	No	No	No
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	SU	No	No	No
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	SU	No	No	No

No Impact; LTS = Less than significant; LTSM = Less than significant with mitigation; SU = Significant and unavoidable

Discussion: In order to identify known and potential historical resources to determine whether any buildings, structures, objects, districts, or sites had been previously recorded or evaluated in the Planning Area for the GP EIR, Historic Property Data Files for Placer County were examined, along with the current and previous General Plan, various Specific Plans and their environmental documents and technical appendices, and the City of Roseville Municipal Code. In addition to these standard sources of information, summaries of Record Search results for selected specific plans and projects were also used. A similar process was used for archaeological resources, including the evaluation of studies completed for Specific Plans and other projects.

Impacts related to adverse changes to the significance of a historical resource were found to be significant, as were adverse changes in the significance of an archeological resource and adverse impacts related to the disturbance of human remains because the Planning Area is known to contain resources and is also sensitive for the undiscovered presence of historic resources, archeological resources, and human remains. Although the General Plan, the City's Specific Plans, and the City's Zoning Ordinance contain goals and policies which require identification and assessment of potential resources in advance of development, impacts to resources could nonetheless occur. Grading and site development within the Planning Area has the potential to impact undiscovered subsurface historic and archeological resources, as well as human remains – particularly remains which are interred outside of formal cemeteries. The GP included policy revisions to further strengthen protections and the GP EIR included mitigation measures to address these impacts, but nonetheless impacts could still occur. Therefore impacts to historic resources, archeological resources, and human remains were found to remain significant and unavoidable.

All of the analyses described above are based on the potential impacts of grading and general development within the Planning Area, and the Project neither changes the boundaries of the Planning Area nor the locations of potential grading and development within the Planning Area. Therefore, the GP EIR analyses of cultural resources adequately and appropriately describe the potential impacts of the Project. There are no effects peculiar to the Project nor would the Project result in any new significant effects for this topic, and there is no new information indicating a more severe adverse impact than discussed in the GP EIR.

Mitigation Measures: All of the mitigation measures below were effectuated through inclusion in the City's 2035 General Plan Appendix A: Implementation Measures, but are included here for reference. No additional site-specific measures are required.

Mitigation Measure 4.9-1a – The General Plan Update should be amended as follows:

Implementation Measure

As appropriate to each individual project or Specific Plan, the following actions or those determined to be equally as effective by the City shall be implemented where there may be an adverse impact on potential historical resources:

a. Consult the City's Master List of Historical Resources Inventory and, as necessary, seek updated information from the North Central Information Center or other applicable data repositories to determine whether the project area has been surveyed, and whether historic built environment resources were identified.

b. If a survey of the property or the area in which the property is located has not been conducted, a qualified architectural historian shall conduct a study of the project area for the presence of historic built environment resources.

c. If a study is required, it will evaluate the significance of built environment resources greater than 45 years in age that may be directly or indirectly impacted by project activities. The study may include a field survey; background, archival and historic research; and consultation with local historical societies, museums or other interested parties; as necessary.

d. If necessary, the qualified architectural historian's study will recommend appropriate protection or mitigative treatment, if any, and include recordation of identified built environment resources. Recommended treatment for historical resources identified in the report shall be implemented.

e. If no significant historic built environment resources are identified in the study or prior survey of the project area that may be directly or indirectly impacted by project activities, there is no adverse change to documented built environment historical resources and no further action is required.

f. If a significant built environment historical resource could be directly or indirectly impacted by project activities, avoidance shall be considered the primary mitigation option. If avoidance is not feasible, then the maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation, or reconstruction of the historical resource, conducted in a manner consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties will reduce impacts to an acceptable level. If adherence to the Secretary of the Interior's Standards cannot avoid materially altering in an adverse manner the physical characteristics or historic character of the surrounding environmental setting that contribute to a resource's historic significance, additional mitigation may be required.

g. If avoidance is not feasible and minimizing impacts through adherence to the Secretary of the Interior's Standards for the Treatment of Historic Properties is not feasible, documentation is required using, as appropriate, Historic American Buildings Survey (HABS), Historic American Engineering Record (HAER), and/or Historic American Landscapes Survey (HALS) guidelines before the property is potentially altered during project activities.

Mitigation Measure 4.9-2a – The proposed General Plan Update should be amended as follows:

Implementation Measure

Projects that could have significant adverse impacts to potentially significant archaeological resources shall be required to assess impacts and provide feasible mitigation. The following steps, or those determined to be equally as effective by the City, will be followed:

a. Request information from the California Native American Heritage Commission to obtain a review of the Sacred Lands File and a list of local Native American groups and individuals that may have specific knowledge of cultural resources in the area that could be affected by project implementation. Each Native American group and individual identified by the Native American Heritage Commission will be contacted to obtain any available information on cultural resources in the project area. Additional consultation with relevant tribal representatives may be appropriate, depending on the relative level of cultural sensitivity, as identified by Native American groups or individuals.

b. Request updated information from the North Central Information Center of the California Historical Resources Information System (California State University, Sacramento) to determine whether the project area has been previously surveyed and whether archaeological resources were identified. In the event the records indicate that no previous survey has been conducted or existing survey data is greater than five years old, the applicant will retain the services of a qualified archaeologist to assess the adequacy of the existing data (if any) and assess the archaeological sensitivity of the project area. If the survey did not meet current professional standards or regulatory guidelines, or relies on outdated information, a qualified archaeologist will make a recommendation on whether a survey is warranted based on the sensitivity of the project area for archaeological resources.

c. If a survey is warranted, it will include all necessary background research, including that resulting from consulting with traditionally and culturally affiliated California Native American tribes in addition to an archaeological pedestrian survey. Based on findings of the survey, additional technical studies may be required, such as geoarchaeological sensitivity analysis, or other analysis scaled according to the nature of the individual project. A report will document the results of the survey and provide appropriate management recommendations, and include recordation of identified archaeological resources on appropriate California Department of Parks and Recreation site record forms and cultural resources reports.

d. Management recommendations may include, but are not limited to additional studies to evaluate identified sites or archaeological monitoring at locations determined by a qualified archaeologist in consultation with culturally affiliated California Native American tribes to be sensitive for subsurface cultural resource deposits. The City will determine the need for tribal monitoring based upon the guidance provided in Volume I of the City's Internal Guidance for Management of Tribal Cultural Resources and Consultation.

e. Once approved by the City, provide the North Central Information Center with appropriate California Department of Parks and Recreation site record forms and cultural resources reports for any resources identified. Any subsequent reports completed as a result of additional technical work will likewise be submitted to the Northcentral Information Center.

f. If no archeological resources, including those which are TCRs or are associated with a TCR, are identified that may be directly or indirectly impacted by project activities, mitigation is complete as there would be no adverse change to documented archeological resources. The exception would be in the event of the discovery of a previously unknown archaeological site inadvertently exposed during project implementation. In such an event, a qualified archaeologist will be retained to assess the discovery and provide management recommendations as necessary, in accordance with the City's Internal Guidance for Management of Tribal Cultural Resources and Consultation Section 3.2.

g. When a project will impact a known archaeological site, including those determined to be a TCR, and avoidance is not a feasible option, a qualified archaeologist, in consultation with traditionally and culturally affiliated California Native American tribes, shall evaluate the eligibility of the site for listing in the California Register of Historical Resources. If the archaeological site is found to be a historical resource as per CEQA Guidelines Section 15064.5 (a)(3), the qualified archaeologist shall recommend further mitigative treatment, which could include preservation in place or data recovery, consistent with Internal Guidance for Management of Tribal Cultural Resources and Consultation Section 3.2.4.

h. If a site to be tested is prehistoric, the City should determine the need for tribal monitoring based upon the guidance provided in Volume I of the Internal Guidance for Management of Tribal Cultural Resources and Consultation Section 2.4.4.

i. Appropriate mitigation may include curation of artifacts removed during subsurface testing, consistent with the City's Internal Guidance for Management of Tribal Cultural Resources and Consultation.

j. If significant archaeological resources that meet the definition of historical or unique archaeological resources, including those determined by the City to be TCRs, are identified in the project area, the preferred mitigation of impacts is preservation in place. If impacts cannot be avoided through project design, appropriate and feasible treatment measures are required, which may consist of, but are not limited to actions, such as data recovery excavations. If only part of a site will be impacted by a project, data recovery will only be necessary for that portion of the site. Data recovery will not be required if the implementing agency determines prior testing and studies have adequately recovered the scientifically consequential information from the resources. Studies and reports resulting from

the data recovery shall be deposited with the North Central Information Center. Archaeological sites known to contain human remains shall be treated in accordance with the provisions of Section 7050.5 of the Health and Safety Code, as outlined in the City's Internal Guidance for Management of Tribal Cultural Resources and Consultation.

Mitigation Measure 4.9-2b – The General Plan Update should be amended as follows:

Implementation Measure

Projects that could have significant adverse impacts to undiscovered, potentially significant archaeological resources and/or TCRs which may be discovered during construction shall be required to implement the Post-Review Discovery Procedures within Volume II Part C of the City's Internal Guidance for Management of Tribal Cultural Resources and Consultation, or those determined to be equally as effective by the City.

Mitigation Measure 4.9-3 – The General Plan Update should be amended as follows:

Implementation Measure

Management of Tribal Cultural Resources and Consultation

Projects that could have significant adverse impacts to human remains or potential human remains shall implement the applicable procedures and recommended mitigation within the City's Internal Guidance for Management of Tribal Cultural Resources and Consultation.

Mitigation Measure 4.9-4

Implement Mitigation Measure 4.9-3 (Projects that could have significant adverse impacts to human remains or potential human remains shall implement the applicable procedures and recommended mitigation within the City's Internal Guidance for Management of Tribal Cultural Resources and Consultation).

VI. Energy

	Prior EIR Determination	CEQA Section 15183(b) Criteria		
		Effect Peculiar to Project?	New Significant Effect?	New Information, More Severe Adverse Impact?
a. Result in potentially significant environmental impact due to wasteful, inefficient, or	LTS	No	No	No

unnecessary consumption of energy resources, during project construction or operation?				
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	LTS	No	No	No

No Impact; LTS = Less than significant; LTSM = Less than significant with mitigation; SU = Significant and unavoidable

Discussion: The GP EIR analyzed energy impacts by assessing energy usage associated with the construction and operation of projects developed as part of buildout of the General Plan. Energy demand was calculated consistent with the greenhouse gases (GHG) emissions modeling (see Greenhouse Gases section of this Addendum). The analysis found that fuel consumed by construction would be temporary and would not represent a significant demand, and further concluded that there are no anticipated unusual characteristics of buildout that would necessitate the use of equipment that is less energy-efficient than for other comparable projects. For building energy use, energy efficiency requirements will become more stringent over time, as they have in the past, so new projects will be more efficient than existing projects of the same type on the Planning area. These conclusions remain appropriate to describe the Project, because the Project does not change the location or extent of construction, the Project is consistent with the existing Community Commercial land use designation, and has therefore been assumed for development with commercial uses in the GP EIR. The Project is therefore consistent with the current Citywide assessment of energy demand, and will not result in substantial unplanned demands. Automotive sales and a car wash is a typical land use for a commercial zone that does not result in unusual energy demand characteristics.

The GP EIR found all projects within the Planning Area would be required to comply with the California Energy Code and California Green Building Standards Code in effect at the time of building permit application, and would therefore not conflict with or obstruct a state or local plan for renewable energy or energy efficient. This remains applicable to the Project.

The GP EIR concluded that buildout would not result in significant impacts due to wasteful, inefficient, or unnecessary project construction, and impacts would be less than significant. This conclusion and the supporting analysis remains appropriate and applicable to the Project.

Given the foregoing, there are no effects peculiar to the Project nor would the Project result in any new significant effects for this topic, and there is no new information indicating a more severe adverse impact than discussed in the GP EIR.

Mitigation Measures: None.

VII. Geology, Soils, and Paleontological Resources

	Prior EIR Determination	CEQA Section 15183(b) Criteria		
		Effect Peculiar to Project?	New Significant Effect?	New Information, More Severe Adverse Impact?
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
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.)	No Impact	No	No	No
ii. Strong seismic ground shaking?	LTS	No	No	No
iii. Seismic-related ground failure, including liquefaction?	LTS	No	No	No
iv. Landslides?	No Impact	No	No	No
b. Result in substantial soil erosion or the loss of topsoil?	LTS	No	No	No
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?	LTS	No	No	No
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	LTS	No	No	No
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?	No Impact	No	No	No
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	LTSM	No	No	No
No Impact; LTS = Less than significant; LTSM = Less than significant with mitigation; SU = Significant and unavoidable				

Discussion: The analysis prepared for the GP EIR relied on published geologic literature and maps, NRCS soil survey data, and a records search performed at the University of California Museum of Paleontology (UCMP). The information obtained from those sources was reviewed and summarized to present the existing conditions and to identify potential environmental impacts. The GP EIR indicated impacts due to surface fault rupture, liquefaction, landslides, or the use of septic systems did not require analysis because these risks were not evident (GP EIR page 4.7-27). The Planning Area does not include fault traces, soils subject to liquefaction or landslide hazards, and new development is required to connect to sewer systems.

Impacts due to strong seismic ground shaking were found to be less than significant (GP EIR page 4.7-28) because the evidence indicates strong shaking is unlikely and implementation of existing General Plan Seismic and Geologic Hazards goals and policies, in combination with compliance with the geologic and seismic requirements in the California Building Code (which the City has adopted), and the City's site-specific Design Review process (as set forth in the City's Design Standards Section 2, General Requirements), would reduce the potential for adverse impacts to people or structures related to seismic shaking.

Impacts due to soil erosion were found to be less than significant (GP EIR page 4.7-29) because compliance with existing stormwater, grading, and erosion control regulations and implementation of policies in the existing General Plan and proposed General Plan Update would reduce the soil erosion impact by requiring applicants to implement BMPs based on the City's *Stormwater Quality BMP Guidance Manual for Construction*, develop and implement a SWPPP, comply with the City's Grading Ordinance, comply with the City's Design and Construction Standards, and comply with the avoidance and minimization measures contained in the Open Space Preserve Overarching Management Plan, all of which are specifically designed to minimize construction-related soil erosion and degradation of water quality to the maximum extent feasible.

Impacts due to unstable and expansive soils were found to be less than significant (GP EIR page 4.7-31) because implementation of General Plan Seismic and Geologic Hazards goals and policies and compliance with existing laws and regulations, including Section 111 (Grading) of the City's Design and Construction Standards related to soil testing for earthwork and backfill, would address issues related to unstable and expansive soils by requiring new construction to prepare site-specific geotechnical reports to identify areas of unstable soil and shrink-swell potential, and to follow design specifications contained in the CBC and standard engineering practices to prevent adverse impacts associated with these limitations.

Impacts related to the damage or destruction of unique paleontological resources or unique geologic features were found to be potentially significant (GP EIR page 4.7-32) because the Planning Area contains geologic formations known to be sensitives for paleontological resources and grading could damage these resources. As mitigation, General Plan Goal OS4.1 was revised and Policy OS4.11 was added to provide guidance and protection for paleontological resources. After mitigation, impacts were found to be less than significant.

All of the analyses described above are based on the potential impacts of grading within the Planning Area, and the Project neither changes the boundaries of the Planning Area nor the locations of potential grading within the Planning Area. The Project site has already been graded and developed, and would require minor grading to accommodate the proposed car wash building. Therefore, the GP EIR analyses of geology, soils, and paleontological resources adequately and appropriately describe the potential impacts of the Project. Based on the foregoing, there are no effects peculiar to the Project nor would the Project result in any new significant effects for this topic, and there is no new information indicating a more severe adverse impact than discussed in the GP EIR.

Mitigation Measures: The mitigation measure below was effectuated through inclusion in the City's 2035 General Plan Appendix A: Implementation Measures, but is included here for reference. No additional site-specific measures are required.

Mitigation Measure 4.7-4 – **The proposed General Plan Update should be amended as follows:**

Implementation Measure

Paleontological Resources

Where there is potential for a significant impact to paleontological resources:

1. Consult the Paleontological Sensitivity Map.
2. For projects located in geologic units that are not identified as paleontologically sensitive and which do not involve ground disturbance to a depth greater than 5 feet below the ground surface, no further actions related to paleontological resources shall be required.

For projects that would be located in paleontologically sensitive geologic units, or those that would be located in non-paleontologically sensitive surficial units but would involve ground disturbance to a depth greater than 5 feet, provide a site-specific analysis of the project's potential to damage or destroy unique paleontological resources, and measures designed to protect unique paleontological resources, as needed and appropriate. Such measures may include, but are not limited to, construction worker personnel training, periodic monitoring during construction activities, stopping work within 50 feet of any fossil that is discovered, evaluation of the fossil by a qualified paleontologist, and proper recordation and curation of the specimen.

VIII. Greenhouse Gases

	Prior EIR Determination	CEQA Section 15183(b) Criteria		
		Effect Peculiar to Project?	New Significant Effect?	New Information, More Severe Adverse Impact?
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	SU	No	No	No
b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	SU	No	No	No
No Impact; LTS = Less than significant; LTSM = Less than significant with mitigation; SU = Significant and unavoidable				

Discussion: The GP EIR used CalEEMod to estimate GHG emissions which would result from construction and operation of completed land uses consistent with General Plan buildout. The construction emissions were summed and then amortized over a 30-year operational lifetime and added to the operational emissions associated with buildout. Thresholds of significance were developed for the GP EIR based on statewide demographics and data adjusted for land uses relevant in the City of Roseville. The GP EIR evaluation found existing conditions emissions of 5.13 MT CO_2e per service population (a combination of residents and employees) and that this would be reduced slightly to 5.12 MT CO2e per service population in cumulative buildout conditions. This value exceeds the significance thresholds for the years 2020, 2035, and 2050 (5.07, 2.25, and 0.83 MT CO_2e per service population, respectively). The evaluation further found that mobile emissions from transportation sources account for approximately 67% of citywide emissions and that emissions resulting from the operation of buildings (energy) were the next-largest sector, at approximately 19% of citywide emissions. The GP EIR found that GHG emissions were significant and unavoidable after the application of mitigation. The mitigation measures (Mitigation Measures 4.5-1a, 4.5-1b, and 4.5-1c) were effectuated through inclusion in the City's 2035 General plan Appendix A: Implementation Measures.

There is nothing peculiar to the Project or its site that would result in a conclusion that differs from that found in the GP EIR related to GHG. The Project would include land uses consistent with the General Plan land use designation. Therefore, the conclusions made in the GP EIR remain applicable to the Project and no further analysis is warranted for this topic.

Mitigation Measures: The mitigation measures below were effectuated through inclusion in the City's 2035 General Plan Appendix A: Implementation Measures, but is included here for reference. No additional site-specific measures are required.

Mitigation Measure 4.5-1a: Implement Mitigation Measure 4.4-2a.

Mitigation Measure 4.5-1b: Implement Mitigation Measure 4.3-1.

Mitigation Measure 4.5-1c. The proposed General Plan Update should be amended as follows:

Implementation Measure

Area Sources

- The City shall utilize electric landscape maintenance equipment to the extent feasible on parks and public/quasi-public lands.
- The installation of wood-burning fireplaces or appliances in new development shall not be permitted.

Energy

- The City will pursue within existing and future City facilities and may partner with other public agencies and organizations to promote replacement of appliances and office equipment with energy-efficient models with a priority from highest to lowest in terms of typical GHG reductions, on: water heater, vending machine, copier, refrigerator, printer, dishwasher, water cooler, computer, and clothes washer.

- The City will pursue improvements to existing and future City facilities and may partner with other public agencies and organizations to implement comprehensive building efficiency improvements, inclusive of, but not limited to, implement lighting efficiency upgrades, improved building temperature controls, building air sealing, duct air sealing and duct replacement, upgrading and/or insulating water heaters, ensuring proper functioning and efficiency of heating and air conditioning systems, reducing heat loss through and around windows, installation of cool roofs, and implementing energy conservation education.
- The City will support education and outreach to promote rebates, incentives, and other programs (as they become available) which would promote reductions in greenhouse gas emissions, and use available information on rebates used by consumers to determine where to focus education and outreach, including programs designed to promote electric appliances and replace natural gas appliances, and programs related to lighting.
- The City will promote the U.S. Department of Housing and Urban Development Energy Efficient Mortgage (EEM) program and similar programs that assist buyers in purchasing homes meeting energy-efficiency criteria.
- The City will partner with other agencies and organizations to expand the City's urban forest to promote sequestration, but also with a focus on selection and placement that reduces the need for air conditioning and the urban heat island effect.

Land Use and Transportation

- The City will direct its own investments and review proposed development projects to reduce vehicular travel demand, promote non-vehicular travel, and facilitate local purchase and use of electric vehicles.
- The City will continue to direct its own investments and pursue outside funding for infrastructure and operational programs to promote ease and convenience of pedestrian, bicycle, and transit travel for daily trips.
- The City will integrate its land use and transportation planning and review and condition proposed projects to better situate residents in proximity to workplaces, goods and services, and recreational opportunities, making updates to implementing plans, such as the Capital Improvement Program, Bicycle Master Plan, Pedestrian Master Plan, Transportation Systems Management program, transportation impact fee program, and transit plans.
- The City will support applications for affordable housing funds from agencies that reward and incentivize good planning, such as infill housing and housing built close to jobs, transportation, and amenities.
- The City will partner with other agencies and proposed developments to expand bicycle parking and other facilities, pedestrian facilities and amenities, and electric vehicle charging stations, with a focus on daily destinations.

The City will support a reduction of parking requirements for projects with a location, design, surrounding mix of uses, access to non-vehicular transportation facilities, and/or ongoing travel demand management programs that would reduce the need for vehicular trips.

IX. Hazards and Hazardous Materials

	Prior EIR Determination	CEQA Section 15183(b) Criteria		
		Effect Peculiar to Project?	New Significant Effect?	New Information, More Severe Adverse Impact?
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	LTS	No	No	No
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?	LTS	No	No	No
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	LTS	No	No	No
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?	LTS	No	No	No
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 or excessive noise for people residing or working in the project area?	LTS	No	No	No
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	LTS	No	No	No
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	LTS	No	No	No
No Impact; LTS = Less than significant; LTSM = Less than significant with mitigation; SU = Significant and unavoidable				

Discussion: The GP EIR analyses in this section considered the range and nature of foreseeable hazardous materials use, storage, and disposal resulting from implementation of the General Plan, and identified the primary ways that hazardous materials could expose individuals or the environment to health and safety risks.

The GP EIR included a preliminary review of environmental risk databases, but because the analysis is at the programmatic level it did not include sampling, site-specific review, laboratory analysis, or inspection of buildings or site surfaces. Sites within the Planning Area with potential environmental hazards were identified based on information obtained from the Cortese List (including SWRCB's GeoTracker database and DTSC's EnviroStor database), the Pipeline and Hazardous Materials Safety Administration (PHMSA) Public Map Viewer, and a review of California Important Farmlands mapped by the Department of Conservation. In addition, the Placer County Department of Environmental Health maintains lists of hazardous material sites, releases, and accident occurrences. The methodology for determining wildfire hazards included a review of aerial photographs, and a review of CAL FIRE's fire hazard severity zone maps.

There are no hazardous cleanup sites of record within 1,000 feet of the Project site according to both the State Water Resources Control Envirostor database (http://geotracker.waterboards.ca.gov/) and the Department of Toxic Substances Control Envirostor database (http://www.envirostor.dtsc.ca.gov/public/). The Project is not located on a site where existing hazardous materials have been identified, and the project does not have the potential to expose individuals to hazardous materials.

Impacts related to airport safety and noise hazards were found to be less than significant because the nearest airport is approximately 6.3 miles southwest of the Planning Area. The impacts of the Project are consistent with this conclusion as the Project is not within an airport land use plan or within two miles of a public or public use airport.

Impacts related to the creation of significant hazard through routine transport, use, or disposal or possible release of hazardous materials from upset or accident conditions were found to be less than significant because while population growth and new businesses in the Planning Area would increase the potential for exposure to impacts, implementation of General Plan policies combined with compliance with existing federal and state regulations would ensure impacts would not be substantial. The same conclusion was reached for impacts related to handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Regulations governing the transport, use, disposal, and handling of hazardous materials, substances, or waste, are detailed and stringent at both the federal and state level, and are developed and adopted to ensure that adverse health and safety impacts are prevented. TA Risk Management and Prevention Program (RMPP) is required of uses that handle toxic and/or hazardous materials in quantities regulated by the California Health and Safety Code and/or the City. Businesses that handle toxic or hazardous materials are required to complete a Hazardous Materials Management Program (HMMP) pursuant to local, State, or federal requirements. The impacts of the Project are consistent with these conclusions as the Project will be required to comply with all local, State and federal requirements for the handling of hazardous materials, which will ensure less-than-significant impacts.

Buildout of the General Plan would add additional traffic and residences requiring evacuation in case of an emergency. The GP EIR found implementation of General Plan policies was found to ensure conformance with local emergency-response programs and continued cooperation with emergency-response service providers. In addition, while buildout of the General Plan was found to have a potential to increase risk to fire for both people and property, implementation of General Plan policies and actions, along with existing regulations was found to ensure that people and structures would not be exposed to a significant risk of loss of injury involving fires. Impacts were found to be less than significant. The Project

is located within an area currently receiving City emergency services and has already been incorporated into emergency response plans. The City does not have any areas which are at increased risk of wildfire hazard. Therefore, the GP EIR conclusion related to emergency response plans and wildfire hazard remain appropriate and applicable to describe the impacts of the Project.

Based on the foregoing, there are no effects peculiar to the Project nor would the Project result in any new significant effects for this topic, and there is no new information indicating a more severe adverse impact than discussed in the GP EIR.

Mitigation Measures: None.

X. Hydrology and Water Quality

	Prior EIR Determination	CEQA Section 15183(b) Criteria		
		Effect Peculiar to Project?	New Significant Effect?	New Information, More Severe Adverse Impact?
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	LTS	No	No	No
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	LTS	No	No	No
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. result in substantial erosion or siltation on or off-site;	LTS	No	No	No
ii. substantially increase the rate or amount of surface runoff in a manner	LTS	No	No	No

	which would result in flooding on- or off-site;				
iii.	create or contribute runoff water which would exceed the capacity of existing or planned stormwater systems or provide substantial additional sources of polluted runoff; or	LTS	No	No	No
iv.	impede or redirect flood flows?	LTS	No	No	No
d.	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	LTS	No	No	No
e.	In flood hazard, tsunami, or seiches zones, risk release of pollutants due to project innundation?	LTS	No	No	No

No Impact; LTS = Less than significant; LTSM = Less than significant with mitigation; SU = Significant and unavoidable

Discussion: The GP EIR described potential impacts related to surface and groundwater hydrology and water quality, along with flooding, in the Planning Area. The analysis used the City's floodplain mapping (which includes Federal Emergency Management Agency floodplains); the 303(d) list of waterbodies impaired by pollution according to the State Water Resources Control Board; and a review of applicable watershed management, groundwater management, and restoration plans; and the environmental documentation provided for the City's Specific Plans.

Impacts related to violation of water quality standards or conflict with a water quality control plan were found to be less than significant because while buildout of the Planning Area would introduce uses which could result in additional discharges of pollutants, the policies of the General Plan combined with current land use stormwater, grading, and erosion control laws, along with regulations and permit conditions would ensure that significant impacts associated with violation of standards or conflicts with water quality control plans would not occur.

Impacts related to substantial interference with groundwater recharge or decrease in water supplies that would impede implementation of a sustainable groundwater management plan were found to be less than significant because while buildout of the Planning Area would result in additional impervious surfaces and therefore could reduce infiltration to groundwater, the Planning Area soils are substantially impermeable and only provide low levels of groundwater recharge. In addition, while development would result in the use of additional water, some of which could be from groundwater sources, the City's Urban Water Master Plan and the Western Placer County Groundwater Management Plan provide for sustainable management of groundwater supplies.

Impacts related to substantial alteration of drainage patterns resulting in substantial erosion or siltation were found to be less than significant because while construction and grading could result in runoff of soils and soil erosion, implementation of General Plan policies and existing regulations will ensure that substantial impacts do not result.

Impacts related to substantial alteration of drainage patterns resulting in runoff that would exceed the capacity of stormwater systems, cause an increase in flooding, or provide additional sources of polluted runoff were found to be less than significant because while buildout of the Planning Area would increase impervious surfaces and contribute to increased runoff, which could contribute additional pollutants, result in

hydromodification, or increased flood potential, implementation of General Plan policies combined with current drainage and flood control regulations ensures that impacts are not substantial.

Impacts related to release of pollutants in flood hazard, tsunami, or seiche zones were found to be less than significant because General Plan policy and the City's development regulations do not permit permanent storage of materials within flood hazard zones, and temporary storage is only permitted with a Flood Encroachment Permit, part of the purpose of which is to ensure there will be no impacts to the floodplain or water quality. In addition, the Planning Area is not near any water bodies which pose a tsunami or seiche hazard.

The analyses described above are based on the potential impacts of grading and general development within the Planning Area, and the Project neither changes the boundaries of the Planning Area nor the locations of potential grading and development within the Planning Area. Therefore, the GP EIR analyses of hydrology and water quality adequately and appropriately describe the potential impacts of the Project.

The Project will involve modifications to the existing impervious surfaces (e.g., asphalt paving) to accommodate the proposed car wash building. The developer is required to receive approval of a grading permit and/or improvement plans prior to the start of construction. The permit or plans are required to incorporate mitigation measures for dust and erosion control. In addition, the City has a National Pollutant Discharge Elimination System (NPDES) Municipal Stormwater Permit issued by the Central Valley Regional Water Quality Control Board which requires the City to reduce pollutants in stormwater to the maximum extent practicable. The City does this, in part, by means of the City's 2016 Design/Construction Standards, which require preparation and implementation of a Stormwater Pollution Prevention Plan. All permanent stormwater quality control measures must be designed to comply with the City's Manual for Stormwater Quality Control Standards for New Development, the City's 2016 Design/Construction Standards, Urban Stormwater Quality Management and Discharge Control Ordinance, and Stormwater Quality Design Manual.

The Project does not involve the installation of groundwater wells. The Project includes adequate and appropriate facilities to ensure no net increase in the amount or rate of stormwater runoff from the site, and which will adequately convey stormwater flows. The Project is not located within either the Federal Emergency Management Agency floodplain or the City's Regulatory Floodplain (defined as the floodplain which will result from full buildout of the City). Therefore, the project will not impede or redirect flood flows, nor will it be inundated. The Project is located within an area of flat topography and is not near a waterbody or other feature which could cause a seiche or tsunami.

Based on the foregoing, the Project would not result in any peculiar effects nor would it result in any new significant impacts for this topic, and there is no new information indicating a more severe adverse impact than discussed in the GP EIR.

Mitigation Measures: None.

XI. Land Use and Planning

	Prior EIR Determination	CEQA Section 15183(b) Criteria		
		Effect Peculiar to Project?	New Significant Effect?	New Information, More Severe Adverse Impact?
a. Physically divide an established community?	LTS	No	No	No
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	LTS	No	No	No

No Impact; LTS = Less than significant; LTSM = Less than significant with mitigation; SU = Significant and unavoidable

Discussion: The GP EIR found that buildout of the General Plan would not physically divide the community, because the City's land use designations, roadway locations, transit systems, and pedestrian and bicycle pathways have been and will continue to be planned (per General Plan policy) comprehensively through the Specific Plan process to provide connected communities. Impacts were found to be less than significant. The Project does not include changes to any of the City's existing or planned roads, other paths of travel, or community connectivity.

The GP EIR included an analysis of potential inconsistencies between the General Plan and other land use plans, policies, or regulations, including with the Sacramento Area Council of Governments (SACOG) 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS), SACOG Blueprint, Placer County Local Agency Formation Commission, new Specific Plans, the Zoning Ordinance, and the Roseville/Placer County Memorandum of Understanding. In all cases, it was determined there were no inconsistencies between the General Plan and other plans that would result in significant impacts; impacts were found to be less than significant. The Project is consistent with the existing General Plan land use designation of the subject property. The City's Design Review and Conditional Use Permit standards, as well as City-required Conditions of Approval would ensure that the proposed project would be developed in conformance with all applicable land use plans and ordinances, and would not conflict with any agency's plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect.

Based on the foregoing, the Project would not result in any peculiar effects nor would it result in any new significant impacts for this topic, and there is no new information indicating a more severe adverse impact than discussed in the GP EIR.

Mitigation Measures: None.

XII. Mineral Resources

	Prior EIR Determination	CEQA Section 15183(b) Criteria		
		Effect Peculiar to Project?	New Significant Effect?	New Information, More Severe Adverse Impact?

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?	No Impact	No	No	No
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?	No Impact	No	No	No

No Impact; LTS = Less than significant; LTSM = Less than significant with mitigation; SU = Significant and unavoidable

Discussion: The City of Roseville does not overlie any known deposits of economically valuable mineral resources (Loyd 1995), and the City does not have a Surface Mining and Reclamation Act (SMARA) permit. No mining activities are currently underway nor does the City anticipate that any mining activities will take place in the future. Therefore, mineral resources were not evaluated in the GP EIR.

The project site is not in the area of the City known to include any mineral resources that would be of local, regional, or statewide importance; therefore, the Project would not result in any peculiar effects nor would it result in any new significant impacts for this topic, and there is no new information indicating a more severe adverse impact than discussed in the GP EIR.

Mitigation Measures: None.

XIII. Noise

	Prior EIR Determination	CEQA Section 15183(b) Criteria		
		Effect Peculiar to Project?	New Significant Effect?	New Information, More Severe Adverse Impact?
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	SU	No	No	No
b. Generation of excessive ground borne vibration of ground borne noise levels?	LTS	No	No	No
c. For a project located within the vicinity of a private airstrip or 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	LTS	No	No	No

working in the project area to excessive noise levels?				
No Impact; LTS = Less than significant; LTSM = Less than significant with mitigation; SU = Significant and unavoidable				

Discussion: The GP EIR identified noise conditions for new noise-sensitive developments within areas with the potential to be affected by substantial existing or future transportation noise sources and stationary noise sources. Existing conditions were compared to cumulative buildout conditions, based on existing and future General Plan land uses. The methodology used for this analysis was consistent with approaches recommended by the Federal Transit Administration (FTA), the California Department of Transportation (Caltrans), and the City of Roseville. Noise modeling was conducted using the Federal Highway Administration's (FHWA) traffic noise prediction model (FHWA-RD-77-108) and the FTA's Transit Noise and Vibration Impact Assessment Guidance Manual (2018). Stationary-source noise levels were obtained from manufacturer specifications and industry-standard technical reports. Traffic data from the traffic impact analysis prepared for buildout of the General Plan were used to model existing and future traffic noise levels.

The Planning Area does not intersect with any military bases, special use airspaces, or low-level flightpaths and is not located in safety zones or noise contours associated with airfields or airports that are a concern for land use compatibility planning. The Planning Area is not located within 2 miles of a public or private airstrip. Therefore, impacts due to these issues were found to be less than significant without the need for detailed analysis. This evaluation does not require updating and is adequate for the Project.

The GP EIR evaluated the potential for temporary, short-term noise and vibration impacts due to construction. The analysis found that while buildout of the General Plan would involve noise associated with construction and some level of vibration due to typical construction practices, the City's Noise Ordinance limits construction to daytime hours, because these are outside of the recognized sleep hours for residents and are also outside of evening and early morning hours and time periods when residents are most sensitive to noise and vibration. The analysis recognizes that the City's Noise Ordinance and General Plan policy ensure that the impact of construction is reduced to the extent practicable, given that construction cannot be avoided and is a necessary part of development. The GP EIR concluded that vibration levels from construction were less than significant, because large-scale projects with extensive excavation and pile driving are not contemplated near vibration-sensitive uses. However, construction noise could cause significant impacts, and additional mitigation is not available. Construction noise impacts were found to be significant and unavoidable. The Project does not change the location or intensity of construction activities within the City and does not affect the maximum daily noise generation. Maximum daily noise is based on the maximum amount of land area or building area that can feasibly be developed during any given day, so while the addition of the car wash building may increase the duration of a construction project, it does not change the amount of construction per day or the intensity of construction.

The GP EIR analysis of permanent or long-term noise impacts due to transportation and non-transportation noise included evaluations of roadway noise in existing and cumulative buildout conditions; landscape and building maintenance activities; mechanical equipment; solid waste collection; parking lots; commercial, office, and industrial activities; and residential, school, and recreation activities and events. The evaluation considered the impacts of these noise sources on sensitive receptors, including on residential uses. The analysis evaluated the potential for residential sites to be exposed to undue noise because of proximity to non-residential uses or other noise-generating sources, including an assessment of the cumulative noise generated by all of the City's higher-capacity roadways, and concluded that the City's General Plan includes extensive policies related to noise which are designed to reduce exposure to unacceptable noise volumes to the extent feasible. Nonetheless, the GP EIR concluded impacts would remain significant and unavoidable, since the City cannot demonstrate that adverse noise impacts will be absolutely prevented.

The Project is a reuse of an existing developed commercial site and is consistent with the land use designation. The site is not adjacent to any noise sensitive receptors (e.g., residential uses), however the Project is conditioned to comply with the City's Noise Ordinance. To the east of the site is N. Sunrise Avenue, a major arterial, and to the west of the site is Interstate 80. Both of these roadways are identified as transportation noise sources in the City's General Plan Noise Element. According to the General Plan, the project site is within the 70 dB L_{dn} noise contour for existing and future roadways (City of Roseville General Plan 2035 Section IX, Figure IX-1 and Figure IX-2). The Project would not result in any peculiar effects nor would it result in any new significant impacts for this topic, and there is no new information indicating a more severe adverse impact than discussed in the GP EIR.

Mitigation Measures: None.

XIV. Population and Housing

	Prior EIR Determination	CEQA Section 15183(b) Criteria		
		Effect Peculiar to Project?	New Significant Effect?	New Information, More Severe Adverse Impact?
a. Induce substantial unplanned 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)?	LTS	No	No	No
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	LTS	No	No	No

No Impact; LTS = Less than significant; LTSM = Less than significant with mitigation; SU = Significant and unavoidable

Discussion: The General Plan analyzed in the GP EIR did not include changes to land use, the Sphere of Influence, or new growth. Furthermore, the majority of the vacant land adjacent to the City's boundaries are within existing adopted Specific Plans within Placer County which contemplate urbanization and development. Therefore, the GP EIR concluded the General Plan did not induce substantial population growth either directly or indirectly, and impacts were found to be less than significant.

The Project site is located within the City's Infill planning area. The site has a zoning designation of Community Commercial (CC) and a land use designation of Community Commercial (CC); no residential units are allocated to the Project site nor is there any existing housing on the property. The Project site is currently developed with a 145,743-square foot retail building, with associated parking, lighting, and landscaping. The Project is a reuse of the former building and will be occupied by EchoPark Automotive, a retail automotive sales and reconditioning use. Modifications will be made to the interior and exterior of the building and the Project also includes the construction of an approximate 2,000-square-foot car wash building. According to the General Plan, auto sales and repair is a primary use in the CC zone district. While not listed specifically as a primary use in the General Plan, the City's Zoning Ordinance conditionally permits car wash facilities in the CC zone district. The General Plan relies on

the Zoning Ordinance to determine the appropriate location and design of car wash facilities through the Conditional Use Permit (CUP) process. The project includes a request for a CUP; therefore, the proposed project is consistent with the General Plan. As such, the GP EIR analyses of potential population and housing impacts adequately and appropriately describe the potential impacts of the Project. Based on the foregoing, the Project would not result in any peculiar effects nor would it result in any new significant impacts for this topic, and there is no new information indicating a more severe adverse impact than discussed in the GP EIR.

Mitigation Measures: None.

XV. Public Services

	Prior EIR Determination	CEQA Section 15183(b) Criteria		
		Effect Peculiar to Project?	New Significant Effect?	New Information, More Severe Adverse Impact?
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 government 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 of the following public services:				
a. Fire protection?	LTS	No	No	No
b. Police protection?	LTS	No	No	No
c. Schools?	LTS	No	No	No
d. Parks?	LTS	No	No	No
e. Other public facilities?	LTS	No	No	No
No Impact; LTS = Less than significant; LTSM = Less than significant with mitigation; SU = Significant and unavoidable				

Discussion: The GP EIR evaluated police, fire, school, and park facility/service demands resulting from buildout of the General Plan. The analysis indicated that all of these services would require additional facilities and/or staff, but that each of the City's adopted Specific Plans had anticipated and planned for these needs and had included the identification of sites and financing mechanisms. The EIRs for each Specific Plan had already evaluated the potential physical impacts of constructing the facilities. Therefore, the GP EIR concluded that the General Plan would not result in substantial adverse physical impacts associated with the provision of new or altered facilities, and impacts were found to be less than significant.

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. The proposed project remains consistent with the land use designation of the site, and therefore

this conclusion remains appropriate for this Project. Based on the foregoing, the GP EIR analyses of potential public service impacts adequately and appropriately describe the potential impacts of the Project, and the Project does not result in new or substantial increases in significant effects.

Mitigation Measures: None.

XVI. Recreation

	Prior EIR Determination	CEQA Section 15183(b) Criteria		
		Effect Peculiar to Project?	New Significant Effect?	New Information, More Severe Adverse Impact?
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?	LTS	No	No	No
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?	LTS	No	No	No

No Impact; LTS = Less than significant; LTSM = Less than significant with mitigation; SU = Significant and unavoidable

Discussion: The GP EIR indicated that buildout of the General Plan would add residents to the City, and these residents would increase the use of existing parks and recreational facilities, and would require the construction or expansion of recreational facilities, but that each of the City's adopted Specific Plans had anticipated and planned for these needs and had included the identification of sites and financing mechanisms. The EIRs for each Specific Plan had already evaluated the potential physical impacts of constructing the facilities and the City's policies ensure that adequate parkland acreage is developed and maintained. Therefore, the GP EIR concluded that the General Plan would not result in substantial adverse physical impacts associated with the provision or maintenance of recreation facilities, and impacts were found to be less than significant.

The Project is within the scope of the above GP EIR analysis, and does not add any residential units. Based on the foregoing, the Project would not result in any peculiar effects nor would it result in any new significant impacts for this topic, and there is no new information indicating a more severe adverse impact than discussed in the GP EIR.

Mitigation Measures: None.

XVII. Transportation

	Prior EIR Determination	CEQA Section 15183(b) Criteria		
		Effect Peculiar to Project?	New Significant Effect?	New Information, More Severe Adverse Impact?
a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	LTS	No	No	No
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	SU	No	No	No
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	LTS	No	No	No
d. Result in inadequate emergency access?	LTS	No	No	No

No Impact; LTS = Less than significant; LTSM = Less than significant with mitigation; SU = Significant and unavoidable

Discussion: The City of Roseville has adopted a Pedestrian Master Plan, Bicycle Master Plan, and Short-Range Transit Plan. The Project was reviewed for consistency with these documents. All facilities identified in these plans for this area are already installed, and the Project does not impact or conflict with these planning documents.

For checklist item b, the CEQA Guidelines Section 15064.3 establishes a detailed process for evaluating the significance of transportation impacts. In accordance with this section, the analysis must focus on the generation of vehicle miles traveled (VMT); effects on automobile delay cannot be considered a significant impact. The GP EIR included a transportation analysis which estimated VMT using Roseville's travel forecasting model, and reported VMT both in per capita (per resident) and per service population. The analysis also included the development of a VMT threshold of significance based on a reduction of 15% below baseline conditions. The City's baseline VMT was found to be 15.1 VMT per resident and the resulting threshold was 12.8 VMT per resident. Per resident VMT includes VMT for trips produces by a home's residents, such as to work school or to shop, and any trips where one end of the trip was at the home. The transportation analysis found that the City's buildout VMT would be 15.5 VMT per resident in constrained conditions and 14.9 VMT per person in unconstrained conditions. Constrained conditions assumed a transportation network which only included future facilities with identified funding sources that were certain to be constructed by 2035, and was a worst-case evaluation provided to ensure the GP EIR did not underestimate any impacts. The unconstrained conditions included all facilities included in the SACOG 2020 MTP/SCS project list. Pursuant to the tiering provisions of CEQA, future projects consistent with the General Plan will not require further VMT analysis. The Project is consistent with the General Plan given it is a site that is already developed and designated for commercial uses. Therefore, the Project is within the scope of the GP EIR analysis.

The Project has been reviewed by the City Fire Department staff to ensure the project does not result in inadequate emergency access, and has been found to be consistent with the City's Design Standards. Furthermore, standard conditions of approval added to all City projects require compliance with Fire Codes and other design standards.

Based on the foregoing, the Project would not result in any peculiar effects nor would it result in any new significant impacts for this topic, and there is no new information indicating a more severe adverse impact than discussed in the GP EIR.

Mitigation Measures: The mitigation measure below was effectuated through inclusion in the City's 2035 General Plan Appendix A: Implementation Measures, but is included here for reference. No additional site-specific measures are required.

Mitigation Measure 4.3.1 – The proposed General Plan Update should be amended as follows:

Implementation Measure

Proposed development projects that could have a potentially significant VMT impact shall consider reasonable and feasible project modifications and other measures during the project design and environmental review stage of project development that would reduce VMT effects in a manner consistent with state guidance on VMT reduction. The below list of potential measures is not intended to be exhaustive, and not all measures may be feasible, reasonable, or applicable to all projects. The purpose of this list is to identify options for future development proposals, not to constrain projects to this list, or to require that a project examine or include all measures from this list. Potential measures include:

- improve or increase access to transit;
- increase access to common goods and services, such as groceries, schools, and daycare;
- incorporate affordable housing into the project;
- incorporate neighborhood electric vehicle network;
- orient the project toward transit, bicycle and pedestrian facilities;
- improve pedestrian or bicycle networks, or transit service;
- provide traffic calming;
- provide bicycle parking;
- unbundle parking costs;
- provide parking cash-out programs;
- implement roadway pricing;
- implement or provide access to a commute reduction program;

- provide car-sharing, bike sharing, and ride-sharing programs;
- provide transit passes;
- shifting single occupancy vehicle trips to carpooling or vanpooling, for example providing ride-matching services;
- providing telework options;
- providing incentives or subsidies that increase the use of modes other than single-occupancy vehicle;
- providing on-site amenities at places of work, such as priority parking for carpools and vanpools, secure bike parking, and showers and locker rooms;
- providing employee transportation coordinators at employment sites;
- providing a guaranteed ride home service to users of non-auto modes;
- locate the project near transit;
- increase project density;
- increase the mix of uses within the project or within the project's surroundings;
- increase connectivity and/or intersection density on the project site; and/or
- deploy management strategies (e.g., pricing, vehicle occupancy requirements) on roadways or roadway lanes.

The City shall evaluate the feasibility of a local or regional VMT impact bank or exchange. Such an offset program, if determined feasible, would be administered by the City or a City-approved agency, and would offer demonstrated VMT reduction strategies through transportation demand management programs, impact fee programs, mitigation banks or exchange programs, in-lieu fee programs, or other land use project conditions that reduce VMT in a manner consistent with state guidance on VMT reduction. If, through on-site changes, a subject project cannot demonstrate consistency with state guidance on VMT reduction, the project can contribute on a pro-rata basis to a local or regional VMT reduction bank or exchange, as necessary, to reduce net VMT impacts.

XVIII. Tribal Cultural Resources

	Prior EIR Determination	CEQA Section 15183(b) Criteria		
		Effect Peculiar to Project?	New Significant Effect?	New Information, More Severe Adverse Impact?

Would the project cause a substantial adverse change in the significance of a Tribal Cultural Resource as defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	SU	No	No	No
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1 the lead agency shall consider the significance of the resource to a California Native American tribe.	SU	No	No	No

No Impact; LTS = Less than significant; LTSM = Less than significant with mitigation; SU = Significant and unavoidable

Discussion: For the GP EIR the City of Roseville contacted the Native American Heritage Commission, pursuant to SB 18 and AB 52 consultation requirements, asking for a list of individuals that might have knowledge of the Planning Area. The City used this list to circulate a letter dated April 3, 2017 providing the opportunity to participate in consultation to ensure consideration of Tribal Cultural Resources in the context of local land use policy. The United Auburn Indian Community (UAIC) responded to the request for consultation and provided information on the presence of tribal cultural resources as well as historic resources (cultural resources) within the Planning Area.

Impacts related to substantial adverse changes in the significance of a tribal cultural resources were found to be significant (GP EIR page 4.9-39) because the Planning Area is known to contain these resources and is sensitive for the presence of undiscovered or undocumented resources. In addition, some tribal cultural resources may also be cultural resources. The UAIC has indicated tribal cultural resources of significant value to the tribe are present in the Planning Area and could be impacted by grading, excavation, or other ground-disturbing activities associated with buildout of the Planning Area. The General Plan included policy revisions to further strengthen protections, the GP EIR included mitigation measures to address these impacts, and the City adopted new Internal Guidance for Management of Tribal Cultural Resources and Consultation, all of which were developed within input from the UAIC. Nonetheless, impacts could still occur. After mitigation impacts were found to be significant and unavoidable.

The analysis described above is based on the potential impacts of grading and general development within the Planning Area, and the Project neither changes the boundaries of the Planning Area nor the locations of potential grading and development within the Planning Area. Furthermore,

the Project site is already developed and will require minor grading within the existing developed parking lot to accommodate the proposed car wash building. Therefore, the GP EIR analyses of tribal cultural resources adequately and appropriately describe the potential impacts of the Project. Based on the foregoing, the Project would not result in any peculiar effects nor would it result in any new significant impacts for this topic, and there is no new information indicating a more severe adverse impact than discussed in the GP EIR.

Mitigation Measures: Mitigation consisted of the implementation of Mitigation Measures 4.9-4, previously stated in the Section V. Cultural Resources evaluation. No additional site-specific measures are required.

XIX. Utilities and Service Systems

	Prior EIR Determination	CEQA Section 15183(b) Criteria		
		Effect Peculiar to Project?	New Significant Effect?	New Information, More Severe Adverse Impact?
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	SU	No	No	No
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	LTS	No	No	No
c. 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?	LTS	No	No	No
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	LTS	No	No	No
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	LTS	No	No	No

No Impact; LTS = Less than significant; LTSM = Less than significant with mitigation; SU = Significant and unavoidable

Discussion: The GP EIR evaluation of utility services was based on full buildout of the General Plan, and capacity evaluation used the metrics appropriate to the impact area, as follows: for water, dwelling units or dwelling unit equivalents (edu); for wastewater, demand factors based on

acreage by land use type; and for waste, total population and employees. The GP EIR also evaluated the potential for facility expansions, including the planned expansion of the Dry Creek wastewater treatment plant; off-site construction of the Ophir water treatment plant by the Placer County Water Agency; a new planned substation and 60-kilovolt overhead transmission lines within the Creekview Specific Plan; and construction of water lines, sewer lines, electrical lines, and supporting facilities (e.g. pump stations). Except for the Ophir water treatment plant, expanded and new utilities and service systems would be within the Planning Area, and impacts associated with these facilities have already been identified and mitigated through Specific Plan EIRs. Therefore, with the exception of the Ophir plant, impacts were found to be less than significant. Construction of the Ophir plant was addressed in the Foothill Phase II Water Treatment Plan and Pipeline EIR, discussed in the GP EIR, and it found that construction air quality impacts would be significant and unavoidable. The GP EIR concluded that buildout of the General Plan would indirectly contribute to this significant and unavoidable impact. The Project is within the scope of the GP EIR analyses of capacity (see below) and would not require new facilities beyond those already identified.

Under buildout conditions, the City has a total water demand of 48,762 acre feet per year (afy), and has surplus water supply during normal years and during multiple-dry years 1 and 2. However, during a single-dry year there is an approximate 9,000-afy deficit and during multiple-dry year 3 there is an approximate 2,000-afy deficit. The City's conservation measures are sufficient during dry years to offset the deficit. Therefore, impacts were found to be less than significant.

The City's buildout demands on the wastewater system were reported in Table 4.12-7 of the GP EIR as 8.9 million gallons per day (mgd) of average dry weather flow, while the Pleasant Grove wastewater treatment plant's effective treatment capacity is 9.5 mgd, with plans to expand capacity to 12 mgd and the Dry Creek wastewater treatment plan has a permitted capacity of 18 mgd (note that treatment plants have service boundaries that include the City and other areas). The evaluation found there would be adequate capacity to serve full buildout of the City and impacts were found to be less than significant. The wastewater evaluation was based on the total acreage of citywide land uses, with approximately 13,000 acres of residential land use and 3,100 acres of commercial/office land use. The Project, which is consistent with the existing land use designation, would not require new or expanded water supply entitlements.

The City's additional waste demands were calculated based on the increase in population and employees between existing conditions and buildout conditions, and used CalRecycle solid waste disposal rates of 4.8 pounds per day (ppd) per resident and 8.2 ppd per employee. Based on these rates, buildout of the General Plan was found to generate an additional 428 ppd of solid waste. The EIR noted that this estimate was extremely conservative, as it does not account for recycling or waste diversion. The estimated increase in waste would be within the maximum daily throughput of the Western Regional Sanitary Landfill, and therefore impacts were found to be less than significant. The Project is within the scope of the population and employees analyzed within the GP EIR, and is therefore within the scope of analysis of the waste evaluation; no changes or updates to this analysis are required.

In addition, future development accommodated under the General Plan would be required to comply with applicable federal, State, or local solid waste regulations or statues, including the City's Construction and Demolition and Recycling Ordinance, 2016 CALGreen Code, and AB 1826 (mandatory commercial organics recycling). Furthermore, the City would continue to comply with AB 1601, which requires implementation of a commercial solid waste recycling program. Therefore, impacts related to compliance with regulations pertaining to solid waste were found to be less than significant. The Project has no effect on this analysis or conclusion.

The GP EIR analyses of utility services impacts adequately and appropriately describe the potential impacts of the Project. Based on the foregoing, the Project would not result in any peculiar effects nor would it result in any new significant impacts for this topic, and there is no new information indicating a more severe adverse impact than discussed in the GP EIR.

Mitigation Measures: None.

XX. Wildfire

	Prior EIR Determination	CEQA Section 15183(b) Criteria		
		Effect Peculiar to Project?	New Significant Effect?	New Information, More Severe Adverse Impact?
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	LTS	No	No	No
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	LTS	No	No	No
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	LTS	No	No	No
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	LTS	No	No	No

No Impact; LTS = Less than significant; LTSM = Less than significant with mitigation; SU = Significant and unavoidable

Discussion: The GP EIR concluded that the Planning Area is not located in or near state responsibility areas or land classified as very high fire hazard severity zones. The Planning Area is designated by CAL FIRE as a Local Responsibility Area, and there are no Very High Fire Hazard Severity Zones in or adjacent to the Planning Area. Therefore, the GP EIR concluded the wildfire hazard risk for the City is low. The City's comprehensive planning has ensured that existing and planned fire stations are distributed through the Planning Area, and the City maintains and plans connected transportation networks consistent with the City's Design and Construction Standards to ensure adequate emergency access and evacuation routes. The City maintains a Multi-Hazard Mitigation Plan and Emergency Operations Plan, and the GP EIR found that the General Plan was consistent and supportive of these emergency planning documents. The proposed Project does not affect the foregoing analysis. There

are no effects peculiar to the Project nor would the Project result in any new significant effects for this topic, and there is no new information indicating a more severe adverse impact than discussed in the GP EIR.

Mitigation Measures: None.

XXI. Mandatory Findings of Significance

	Prior EIR Determination	CEQA Section 15183(b) Criteria		
		Effect Peculiar to Project?	New Significant Effect?	New Information, More Severe Adverse Impact?
a. Does the project have the potential to substantially 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?	SU	No	No	No
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.)	SU	No	No	No
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	SU	No	No	No
No Impact; LTS = Less than significant; LTSM = Less than significant with mitigation; SU = Significant and unavoidable				

Discussion: Chapter 5.0 of the GP EIR includes an evaluation of cumulative impacts, growth inducing impacts, significant irreversible environmental changes, and a section on the significant and unavoidable impacts evaluated within the EIR. No new mitigation measures beyond those already identified in the topical sections of Chapter 4.0 were identified. As discussed in the sections above, the GP EIR found that General Plan buildout would result in significant and unavoidable impacts to biological resources, cultural resources, and tribal cultural resources. The

analysis found the following impacts would also be cumulatively considerable: greenhouse gas emissions; VMT; construction and operational air quality emissions; exposure to substantial pollutant concentrations (long-term); operational noise due to traffic and stationary sources; biological resources including special status plants, riparian habitat/sensitive natural communities, wetlands, and loss of habitat and special status wildlife species; both cultural and tribal cultural resources; indirect impacts due to construction of the Ophir water treatment plant; visual quality; and creation of substantial light and glare. These significant cumulative impacts have the potential to cause adverse impacts on human beings. As described in the foregoing analyses, the Project is within the scope of all impacts evaluated by the GP EIR and appropriately describe the potential impacts of the Project. There are no effects peculiar to the Project nor would the Project result in any new significant effects for this topic, and there is no new information indicating a more severe adverse impact than discussed in the GP EIR.

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 15183 concerning the decision that the Project does not need further environmental review can be made. As supported by substantial evidence within this Environmental Checklist, the Lead Agency makes the following findings:

[**X**] The project is consistent with the development density established by existing zoning, community plan or general plan policies for which an EIR was certified.

[**X**] There are no project specific effects which are peculiar to the project or its site, and which the GP EIR failed to analyze as significant effects.

[**X**] There are no potentially significant off-site and/or cumulative impacts which the GP EIR failed to evaluate.

[**X**] There is no substantial new information which results in more severe impacts than anticipated by the GP EIR.

[**X**] The project will undertake feasible mitigation measures specified in the GP EIR.

Environmental Checklist Prepared by:

Kinarik Shallow

Kinarik Shallow, Associate Planner
City of Roseville, Development Services–Planning Division

Attachment:

1. Project Plans

NOTE: Attachment 1 (Project Plans) is not included with the checklist as they are already included as Exhibit B to the Planning Commission staff report.

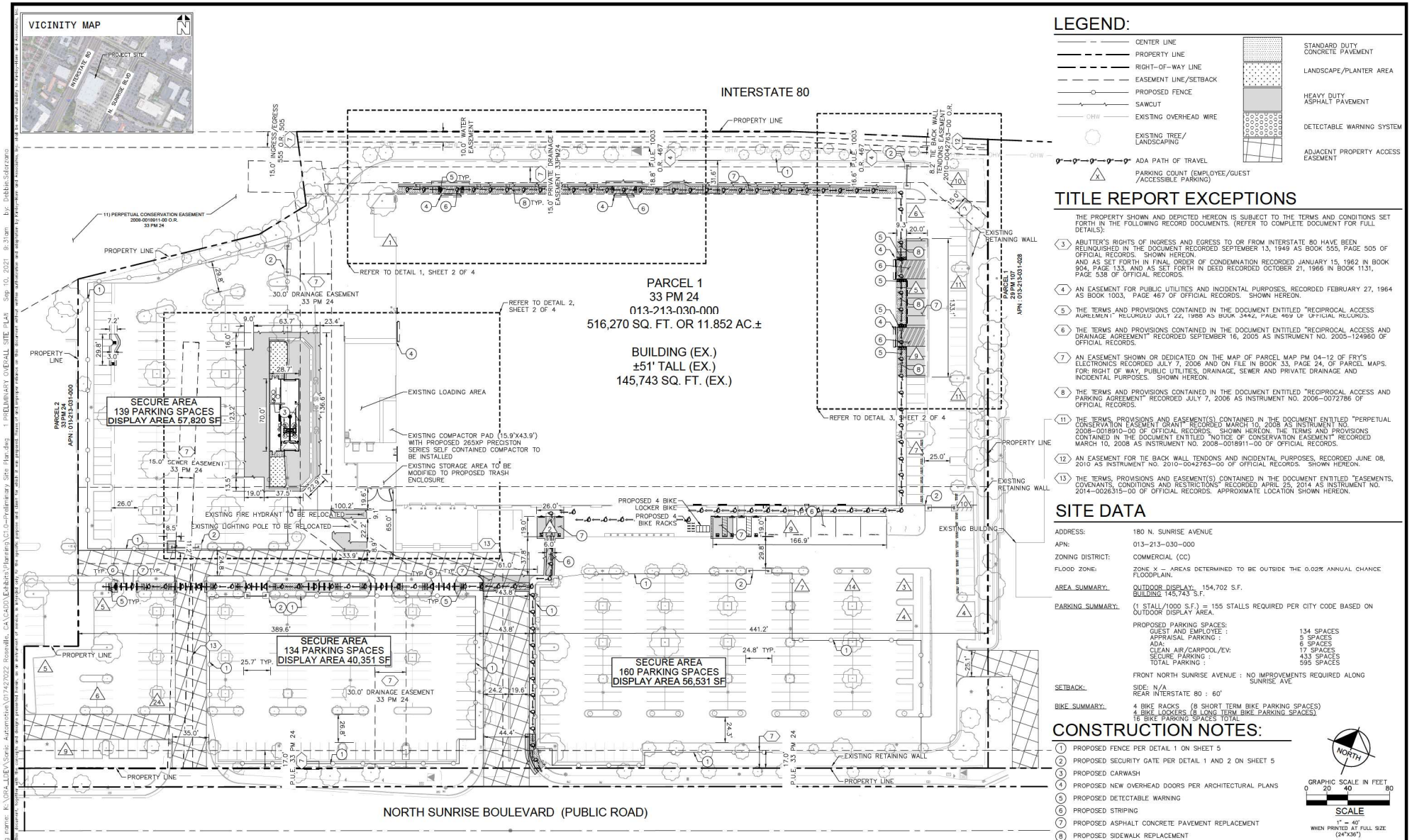
EchoPark Roseville Operational Description

EchoPark Roseville will be a stand alone Pre-Owned business focusing on 1-4 year old vehicles. Our goal for the retail space is to provide a welcoming, enjoyable atmosphere with an open concept and functional zones tailored to specific activities. Our environment empowers guests of EchoPark to shop the way they want at their desired price.

EchoPark Roseville will employ approximately 75 teammates on day 1 of operation. Our goal is to grow to potentially 139 teammates over the next 3 years. The Vehicle Reconditioning team begins operations at 7:00 AM and closes at 6:00 PM Monday -Saturday, we are closed on Sundays. EchoPark only services our inventory, we are not open to the public for vehicle service needs. The Vehicle Reconditioning process includes inspections, vehicle detailing, vehicle maintenance (oil changes, new tires, replacement of parts, etc.), and vehicle painting (bumpers, hoods, etc.). All vehicles will run through our carwash, featuring a reclaim system that reclaims 80% or better of the water used. We will average 600 cars a month through the car wash. Once the vehicles meet our rigorous standards, they are photographed in our photobooths and offered for sale on EchoPark.com.

The Sales team operates from 9:00 AM-9:00 PM Monday-Saturday, we are closed on Sundays. Our retail space provides a guest experience that breaks the stereotype of the used car dealership, we accomplish this with our teammates and technology infused facility. Our sales area outdoors is in secured lots with bollard fencing (3'-4' high) and high security gates. EchoPark Roseville will have approximately 155,000 sq ft of vehicle display area in secured lots. We are excited to bring EchoPark to Roseville.

PC EXHIBIT B



LEGEND:

- CENTER LINE
- PROPERTY LINE
- RIGHT-OF-WAY LINE
- EASEMENT LINE/SETBACK
- PROPOSED FENCE
- SAWCUT
- OHW — EXISTING OVERHEAD WIRE
- EXISTING TREE/ LANDSCAPING
- ADA PATH OF TRAVEL
- PARKING COUNT (EMPLOYEE/GUEST /ACCESSIBLE PARKING)
- STANDARD DUTY CONCRETE PAVEMENT
- LANDSCAPE/PLANTER AREA
- HEAVY DUTY ASPHALT PAVEMENT
- DETECTABLE WARNING SYSTEM
- ADJACENT PROPERTY ACCESS EASEMENT

TITLE REPORT EXCEPTIONS

THE PROPERTY SHOWN AND DEPICTED HEREON IS SUBJECT TO THE TERMS AND CONDITIONS SET FORTH IN THE FOLLOWING RECORD DOCUMENTS. (REFER TO COMPLETE DOCUMENT FOR FULL DETAILS):

3. ABUTTER'S RIGHTS OF INGRESS AND EGRESS TO OR FROM INTERSTATE 80 HAVE BEEN RELINQUISHED IN THE DOCUMENT RECORDED SEPTEMBER 13, 1949 AS BOOK 555, PAGE 505 OF OFFICIAL RECORDS. SHOWN HEREON.
AND AS SET FORTH IN FINAL ORDER OF CONDEMNATION RECORDED JANUARY 15, 1962 IN BOOK 904, PAGE 133, AND AS SET FORTH IN DEED RECORDED OCTOBER 21, 1966 IN BOOK 1131, PAGE 538 OF OFFICIAL RECORDS.
4. AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED FEBRUARY 27, 1964 AS BOOK 1003, PAGE 467 OF OFFICIAL RECORDS. SHOWN HEREON.
5. THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "RECIPROCAL ACCESS AGREEMENT" RECORDED JULY 22, 1958 AS BOOK 3442, PAGE 469 OF OFFICIAL RECORDS.
6. THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "RECIPROCAL ACCESS AND DRAINAGE AGREEMENT" RECORDED SEPTEMBER 16, 2005 AS INSTRUMENT NO. 2005-124960 OF OFFICIAL RECORDS.
7. AN EASEMENT SHOWN OR DEDICATED ON THE MAP OF PARCEL MAP PM 04-12 OF FRY'S ELECTRONICS RECORDED JULY 7, 2006 AND ON FILE IN BOOK 33, PAGE 24, OF PARCEL MAPS. FOR: RIGHT OF WAY, PUBLIC UTILITIES, DRAINAGE, SEWER AND PRIVATE DRAINAGE AND INCIDENTAL PURPOSES. SHOWN HEREON.
8. THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "RECIPROCAL ACCESS AND PARKING AGREEMENT" RECORDED JULY 7, 2006 AS INSTRUMENT NO. 2006-0072786 OF OFFICIAL RECORDS.
11. THE TERMS, PROVISIONS AND EASEMENT(S) CONTAINED IN THE DOCUMENT ENTITLED "PERPETUAL CONSERVATION EASEMENT GRANT" RECORDED MARCH 10, 2008 AS INSTRUMENT NO. 2008-0018910-00 OF OFFICIAL RECORDS. SHOWN HEREON. THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "NOTICE OF CONSERVATION EASEMENT" RECORDED MARCH 10, 2008 AS INSTRUMENT NO. 2008-0018911-00 OF OFFICIAL RECORDS.
12. AN EASEMENT FOR TIE BACK WALL TENDONS AND INCIDENTAL PURPOSES, RECORDED JUNE 08, 2010 AS INSTRUMENT NO. 2010-0042763-00 OF OFFICIAL RECORDS. SHOWN HEREON.
13. THE TERMS, PROVISIONS AND EASEMENT(S) CONTAINED IN THE DOCUMENT ENTITLED "EASEMENTS, COVENANTS, CONDITIONS AND RESTRICTIONS" RECORDED APRIL 25, 2014 AS INSTRUMENT NO. 2014-0026315-00 OF OFFICIAL RECORDS. APPROXIMATE LOCATION SHOWN HEREON.

SITE DATA

ADDRESS:	180 N. SUNRISE AVENUE
APN:	013-213-030-000
ZONING DISTRICT:	COMMERCIAL (CC)
FLOOD ZONE:	ZONE X – AREAS DETERMINED TO BE OUTSIDE THE 0.02% ANNUAL CHANCE FLOODPLAIN.
AREA SUMMARY:	OUTDOOR DISPLAY: 154,702 S.F. BUILDING 145,743 S.F.
PARKING SUMMARY:	(1 STALL/1000 S.F.) = 155 STALLS REQUIRED PER CITY CODE BASED ON OUTDOOR DISPLAY AREA. PROPOSED PARKING SPACES: GUEST AND EMPLOYEE : 134 SPACES APPRAISAL PARKING : 9 SPACES ADA: 6 SPACES CLEAN AIR/CARPOOL/EV: 17 SPACES SECURE PARKING : 433 SPACES TOTAL PARKING : 595 SPACES
SETBACK:	FRONT NORTH SUNRISE AVENUE : NO IMPROVEMENTS REQUIRED ALONG SUNRISE AVE SIDE: N/A REAR INTERSTATE 80 : 60'
BIKE SUMMARY:	4 BIKE RACKS (8 SHORT TERM BIKE PARKING SPACES) 4 BIKE LOCKERS (8 LONG TERM BIKE PARKING SPACES) 16 BIKE PARKING SPACES TOTAL

CONSTRUCTION NOTES:

1. PROPOSED FENCE PER DETAIL 1 ON SHEET 5
2. PROPOSED SECURITY GATE PER DETAIL 1 AND 2 ON SHEET 5
3. PROPOSED CARWASH
4. PROPOSED NEW OVERHEAD DOORS PER ARCHITECTURAL PLANS
5. PROPOSED DETECTABLE WARNING
6. PROPOSED STRIPING
7. PROPOSED ASPHALT CONCRETE PAVEMENT REPLACEMENT
8. PROPOSED SIDEWALK REPLACEMENT

NORTH

GRAPHIC SCALE IN FEET
0 20 40 80
SCALE
1" = 40'
WHEN PRINTED AT FULL SIZE (24"X36")

DIGALERT — DIAL BEFORE YOU DIG — TWO WORKING DAYS BEFORE YOU DIG — TOLL FREE 1-800-227-2600 — A PUBLIC SERVICE BY UNDERGROUND SERVICE ALERT

ISSUE	DATE	DESCRIPTION

DVS — DRAWN BY
AB — DESIGNED BY
AB — CHECKED BY

ENGINEERS SEAL — CHRISTINA M. BELTRAN — C 87468 — PROFESSIONAL ENGINEER — CIVIL — STATE OF CALIFORNIA

DEPT. OF DEVELOPMENT SERVICES
ACCEPTED BY:
CITY ENGINEER DATE

Kimley»Horn
1100 TOWN AND COUNTRY, SUITE 700
ORANGE, CA 92868
(714) 939-1030
PREPARED UNDER THE DIRECT SUPERVISION OF:
DATE:
AMELIA BELTRAN, R.C.E. NO. XXXXX

SONIC AUTOMOTIVE
4401 COLWICK ROAD,
CHARLOTTE, NC 20211

ECHO PARK-ROSEVILLE
180 NORTH SUNRISE AVENUE
ROSEVILLE CA 95661

CITY OF ROSEVILLE

PRELIMINARY OVERALL SITE PLAN

SHEET NO. 1

KH PROJECT NO. 017427022

Drawing name: K:\ORA-LDEV\Sonic Automotive\017427022 Roseville, CA\CADD\Exhibits\Planning\C1.0-Preliminary Site Plan.dwg 1 PRELIMINARY OVERALL SITE PLAN Sep 10, 2021 9:31am by: Debbie Salorzano

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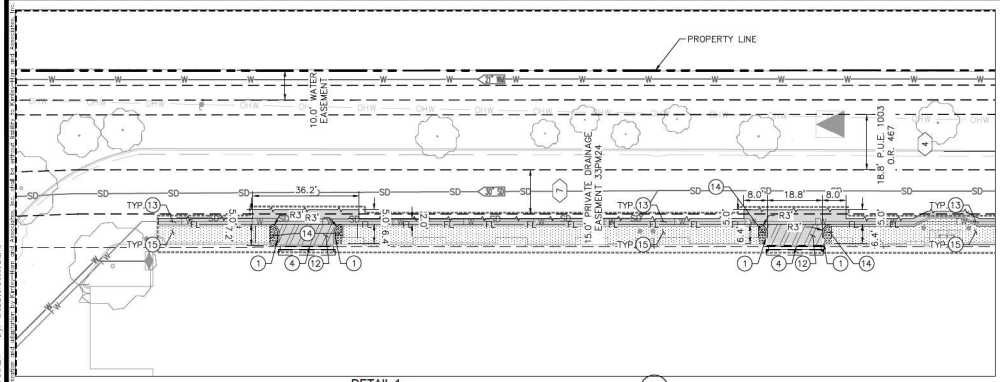
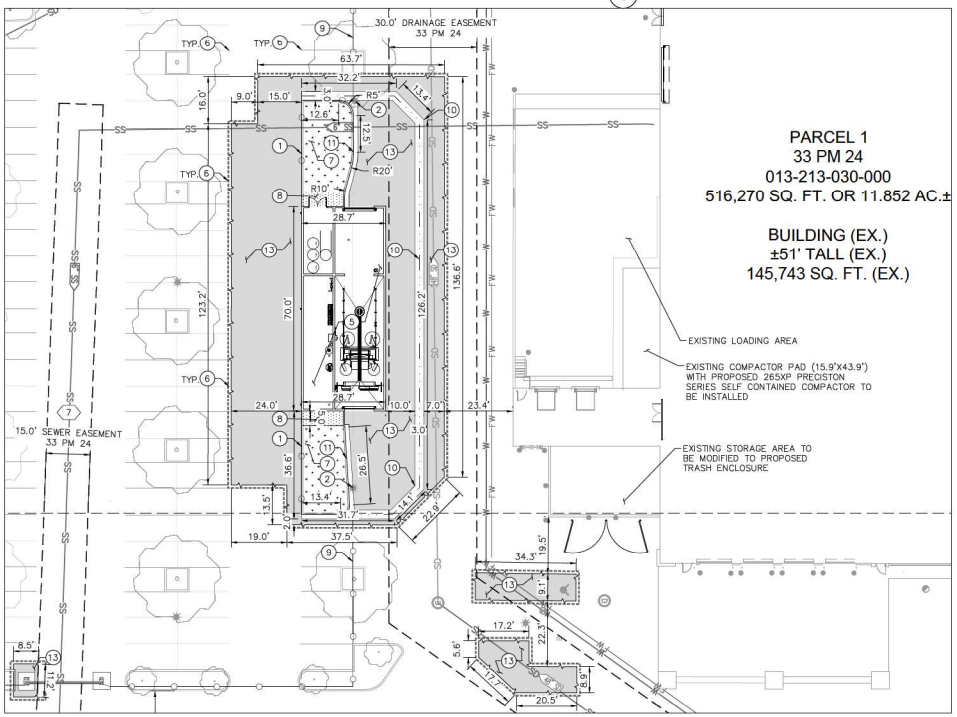
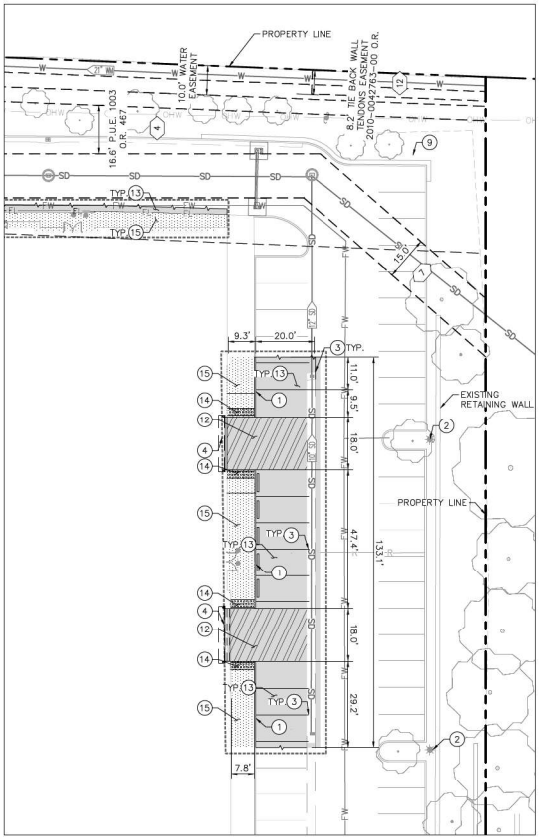


DETAIL 1 (1)



DETAIL 2 (2)



DETAIL 3 (3)

NOTES:

1. PROPOSED CONCRETE CURB
2. LIGHT POLE TO BE RELOCATED.
3. STANDARD 90° PARKING STALL STRIPING.
4. PROPOSED NEW OVERHEAD DOORS PER ARCHITECTURAL PLANS
5. PROPOSED CAR WASH PER ARCHITECTURAL PLANS
6. STANDARD 90° PARKING STALL TO REMAIN
7. PROPOSED LANDSCAPING PER LANDSCAPING PLAN
8. PROPOSED CONCRETE PAD
9. PROPOSED FENCE
10. PROPOSED VALLEY GUTTER
11. PROPOSED CURB AND GUTTER
12. PROPOSED 36" STRIPING
13. PROPOSED ASPHALT CONCRETE PAVEMENT
14. PROPOSED DETECTABLE WARNING DOMES
15. PROPOSED SIDEWALK

LEGEND:

- CENTER LINE
- PROPERTY LINE
- RIGHT-OF-WAY LINE
- EASEMENT LINE/SETBACK
- PROPOSED FENCE
- LIMITS OF WORK
- SAWCUT
- OHW — EXISTING OVERHEAD WIRE
- EXISTING TREE/ LANDSCAPING
- STANDARD DUTY CONCRETE PAVEMENT
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3. ABUTTER'S RIGHTS OF INGRESS AND EGRESS TO OR FROM INTERSTATE 80 HAVE BEEN RELINQUISHED IN THE DOCUMENT RECORDED SEPTEMBER 13, 1949 AS BOOK 555, PAGE 505 OF OFFICIAL RECORDS. SHOWN HEREON.
AND AS SET FORTH IN FINAL ORDER OF CONDEMNATION RECORDED JANUARY 15, 1962 IN BOOK 904, PAGE 133, AND AS SET FORTH IN DEED RECORDED OCTOBER 21, 1966 IN BOOK 1131, PAGE 538 OF OFFICIAL RECORDS.
4. AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED FEBRUARY 27, 1964 AS BOOK 1003, PAGE 467 OF OFFICIAL RECORDS. SHOWN HEREON.
5. THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "RECIPROCAL ACCESS AGREEMENT" RECORDED JULY 22, 1988 AS BOOK 3442, PAGE 469 OF OFFICIAL RECORDS.
6. THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "RECIPROCAL ACCESS AND DRAINAGE AGREEMENT" RECORDED SEPTEMBER 16, 2005 AS INSTRUMENT NO. 2005-124960 OF OFFICIAL RECORDS.
7. AN EASEMENT SHOWN OR DEDICATED ON THE MAP OF PARCEL MAP PM 04-12 OF FRY'S ELECTRONICS RECORDED JULY 7, 2006 AND ON FILE IN BOOK 33, PAGE 24, OF PARCEL MAPS.
FOR: RIGHT OF WAY, PUBLIC UTILITIES, DRAINAGE, SEWER AND PRIVATE DRAINAGE AND INCIDENTAL PURPOSES. SHOWN HEREON.
8. THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "RECIPROCAL ACCESS AND PARKING AGREEMENT" RECORDED JULY 7, 2006 AS INSTRUMENT NO. 2006-0072786 OF OFFICIAL RECORDS.
11. THE TERMS, PROVISIONS AND EASEMENT(S) CONTAINED IN THE DOCUMENT ENTITLED "PERPETUAL CONSERVATION EASEMENT GRANT" RECORDED MARCH 10, 2008 AS INSTRUMENT NO. 2008-0018910-00 OF OFFICIAL RECORDS. SHOWN HEREON. THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "NOTICE OF CONSERVATION EASEMENT" RECORDED MARCH 10, 2008 AS INSTRUMENT NO. 2008-0018911-00 OF OFFICIAL RECORDS.
12. AN EASEMENT FOR TIE BACK WALL TENDONS AND INCIDENTAL PURPOSES, RECORDED JUNE 08, 2010 AS INSTRUMENT NO. 2010-0042763-00 OF OFFICIAL RECORDS. SHOWN HEREON.
13. THE TERMS, PROVISIONS AND EASEMENT(S) CONTAINED IN THE DOCUMENT ENTITLED "EASEMENTS, COVENANTS, CONDITIONS AND RESTRICTIONS" RECORDED APRIL 25, 2014 AS INSTRUMENT NO. 2014-0026315-00 OF OFFICIAL RECORDS. APPROXIMATE LOCATION SHOWN HEREON.

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

SCALE
1" = 20'
WHEN PRINTED AT FULL SIZE (24"X36")

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ISSUE	DATE	DESCRIPTION

DRAWN BY: DVS
DESIGNED BY: AB
CHECKED BY: AB

ENGINEERS SEAL — C 87468 — PROFESSIONAL ENGINEER — CIVIL — STATE OF CALIFORNIA

DEPT. OF DEVELOPMENT SERVICES
ACCEPTED BY:
CITY ENGINEER DATE

Kimley»Horn
1100 TOWN AND COUNTRY, SUITE 700
ORANGE, CA 92868
(714) 939-1030
PREPARED UNDER THE DIRECT SUPERVISION OF:
DATE:
AMELIA BELTRAN, R.C.E. NO. XXXXX

SONIC AUTOMOTIVE
4401 COLWICK ROAD,
CHARLOTTE, NC 20211

ECHO PARK-ROSEVILLE
180 NORTH SUNRISE AVENUE
ROSEVILLE CA 95661

CITY OF ROSEVILLE

PRELIMINARY SITE PLAN

SHEET NO. 2

KH PROJECT NO. 017427022

Drawing name: K:\ORA_LDEV\Sonic Automotive\017427022 Roseville, CA\CADD\Exhibits\Planning\C1.0-Preliminary Site Plan.dwg 2 PRELIMINARY SITE PLAN Sep 10, 2021 9:35am by: Debbie Saforano
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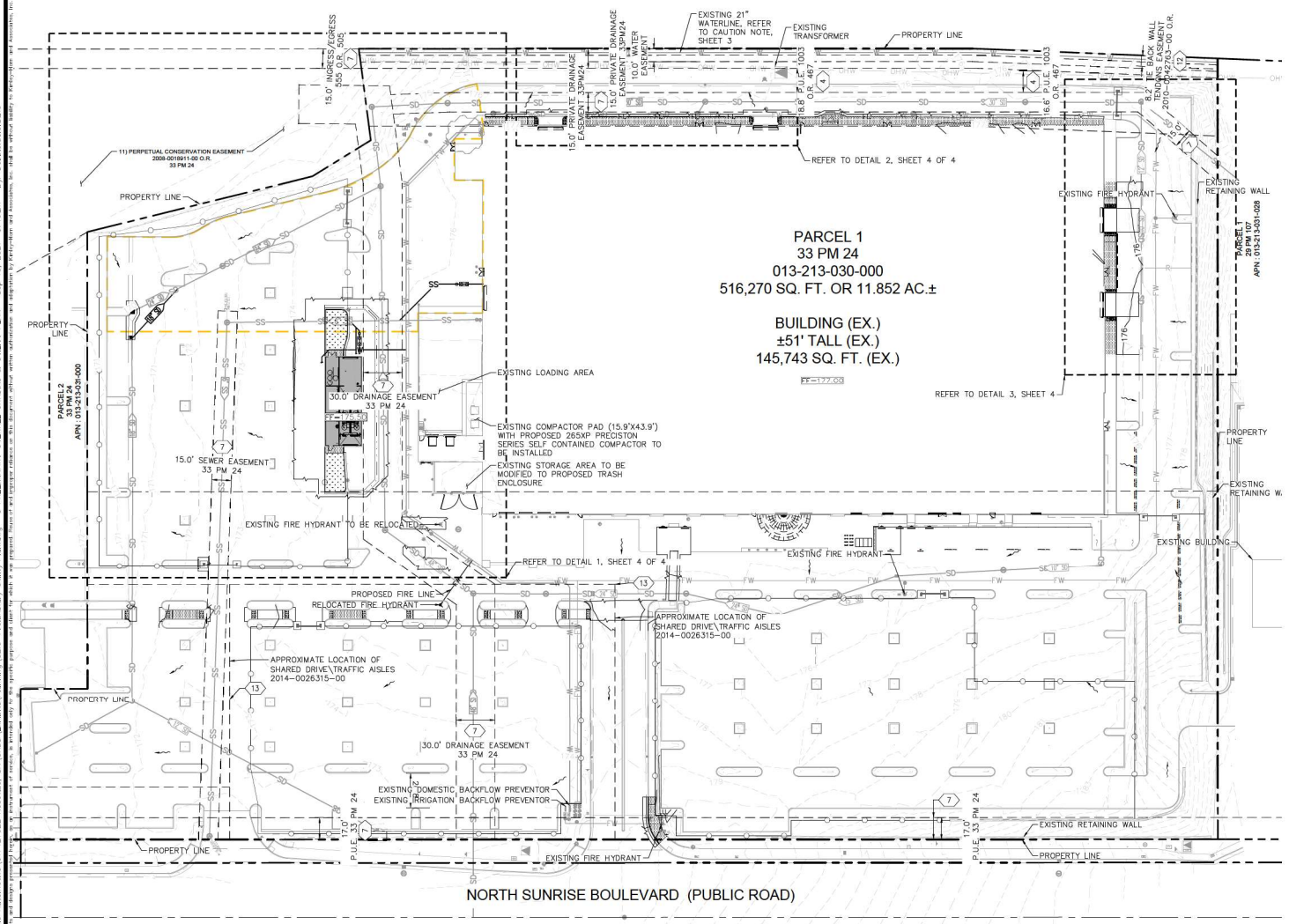

LEGEND

	CENTER LINE
	PROPERTY LINE
	RIGHT OF WAY
	EASEMENT LINE
	PROPOSED FENCE
W	EXISTING WATER LINE
SS	EXISTING SANITARY SEWER LINE
E E	EXISTING UNDERGROUND ELECTRICAL LINE
T	EXISTING UNDERGROUND TELECOMMUNICATIONS LINE
SD	EXISTING STORM DRAIN LINE
W	PROPOSED WATER LINE
SS	PROPOSED SANITARY SEWER LINE
SD	PROPOSED STORM DRAIN LINE
R	PROPOSED RIDGE LINE
GB	PROPOSED GRADE BREAK LINE
899.00 TC 898.50 FS	PROPOSED SPOT ELEVATION
(898.75 TC) (898.25 FS)	EXISTING SPOT ELEVATION
	PROPOSED FLOW LINE
	EXISTING FLOW
100.0'	EXISTING CONTOURS
100.0'	PROPOSED CONTOURS
	SAWCUT

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CAUTION
EXISTING 21" WATER MAIN

NO CONSTRUCTION SHALL BE PERMITTED WITHIN THE 21"WATER MAIN EASEMENT WITHOUT THE PRESENCE OF THE ENVIRONMENTAL UTILITIES INSPECTOR. 48 HOUR NOTICE SHALL BE GIVEN PRIOR TO START OF CONSTRUCTION. HEAVY EQUIPMENT AND VIBRATOR EQUIPMENT ARE NOT PERMITTED. HEAVY EQUIPMENT MAY CROSS THE WATER MAIN WITH A MINIMUM OF 10' COVER OR EQUIVALENT. THE CITY WILL INSPECT THE CONDITION OF THE EXISTING MAIN PRIOR TO PAVING. ONE (1) WEEK NOTICE IS REQUIRED PRIOR TO INSPECTION.

NORTH

GRAPHIC SCALE IN FEET
0 20 40 80

SCALE
1" = 40'
WHEN PRINTED AT FULL SIZE (24"X36")

Drawing name: K:\ORA_L\DEV\Sonic Automotive\017427022 Roseville, CA\CADD\Exhibits\Planning\C2.0-Preliminary Utility Plan.dwg 3 PRELIMINARY OVERALL GRADING & UTILITY PLAN Sep 10, 2021 9:46am by: Debbie Solorzano
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ISSUE	DATE	DESCRIPTION

DVS — DRAWN BY
AB — DESIGNED BY
AB — CHECKED BY

ENGINEERS SEAL — REGISTERED PROFESSIONAL ENGINEER — AMELIA M. BELTRAN — C 87468 — CIVIL — STATE OF CALIFORNIA

DEPT. OF DEVELOPMENT SERVICES
ACCEPTED BY:
CITY ENGINEER DATE

Kimley»Horn
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(714) 939-1030
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DATE:
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SONIC AUTOMOTIVE
4401 COLWICK ROAD,
CHARLOTTE, NC 20211

ECHO PARK-
ROSEVILLE
180 NORTH SUNRISE AVENUE
ROSEVILLE CA 95661

CITY OF ROSEVILLE

PRELIMINARY OVERALL GRADING & UTILITY PLAN

SHEET NO.
3

KH PROJECT NO.
017427022

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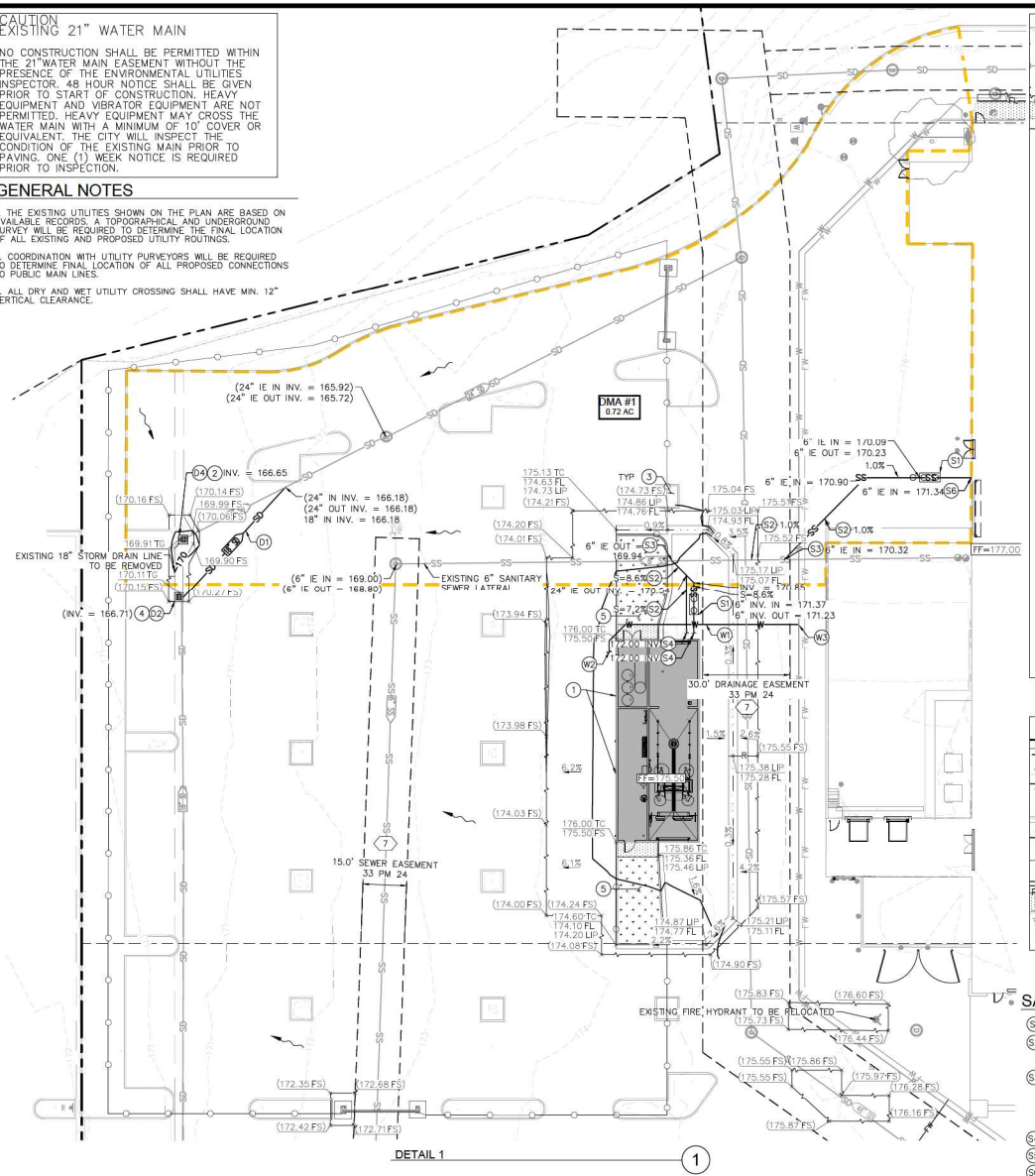
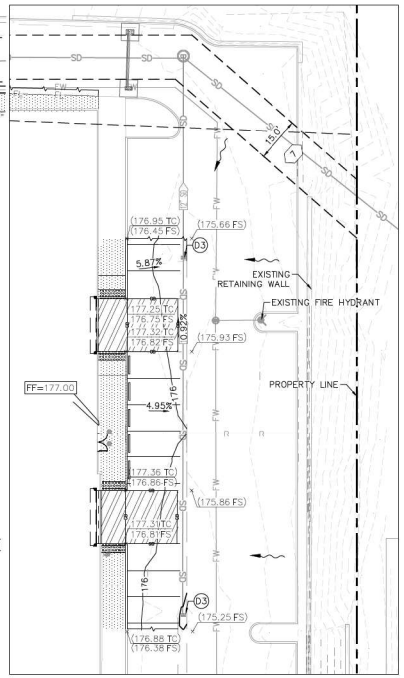
GENERAL NOTES

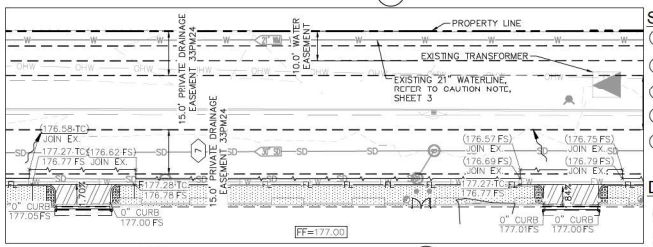
1. THE EXISTING UTILITIES SHOWN ON THE PLAN ARE BASED ON AVAILABLE RECORDS. A TOPOGRAPHICAL AND UNDERGROUND SURVEY WILL BE REQUIRED TO DETERMINE THE FINAL LOCATION OF ALL EXISTING AND PROPOSED UTILITY ROUTINGS.
2. COORDINATION WITH UTILITY PURVEYORS WILL BE REQUIRED TO DETERMINE FINAL LOCATION OF ALL PROPOSED CONNECTIONS TO PUBLIC MAIN LINES.
3. ALL DRY AND WET UTILITY CROSSING SHALL HAVE MIN. 12" VERTICAL CLEARANCE.



DETAIL 1 (1)



DETAIL 3 (3)



DETAIL 2 (2)

LEGEND

- CENTER LINE
- PROPERTY LINE
- RIGHT OF WAY
- EASEMENT LINE / SETBACK LINE
- PROPOSED FENCE
- EXISTING WATER LINE
- EXISTING SANITARY SEWER LINE
- EXISTING UNDERGROUND ELECTRICAL LINE
- EXISTING UNDERGROUND TELECOMMUNICATIONS LINE
- EXISTING STORM DRAIN LINE
- PROPOSED WATER LINE
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- PROPOSED FLOW LINE
- EXISTING FLOW
- 100.0' — EXISTING CONTOURS
- 100.0' — PROPOSED CONTOURS
- SAWCUT
- DMA AREA

DMA TABULAR SUMMARY

DMA #	TOTAL DRAINAGE AREA (SF)	EXISTING IMPERVIOUS AREA (SF)	EXISTING PERVIOUS AREA (SF)	PROPOSED IMPERVIOUS AREA (SF)	PROPOSED PERVIOUS AREA (SF)
1*	31,201	30,018	1,183	29,928	1,273

*DMA 1 WILL CAPTURE AND TREAT UNDISTURBED AREA IN ORDER TO PROVIDE IN-LEU TREATMENT FOR THE PROJECT TOTAL DISTURBED AREA

DISTURBED AREA

	ACRES	SQUARE FEET
TOTAL DISTURBED AREA	0.68	29,469
EXISTING IMPERVIOUS	0.66	28,580
EXISTING PERVIOUS AREA	0.02	889
PROPOSED IMPERVIOUS	0.66	28,548
PROPOSED PERVIOUS AREA	0.02	921

STORMWATER QUALITY NOTES

1. PROPOSED ROOF DRAINS ON CARWASH BUILDING TO SPILL AT GRADE.
2. PROPOSED CONTECH STORMFILTER DEVICE FOR STORMWATER QUALITY TREATMENT
3. PRESERVE ALL EXISTING TREES AND LANDSCAPING THAT IS NOT IMPACTED BY PROPOSED IMPROVEMENTS.
4. STORMDRAIN MESSAGE AND SIGNAGE TO BE INSTALLED AT ALL PROPOSED AND EXISTING INLETS.
5. MINIMIZE IMPERVIOUS AREA

DOMESTIC WATER NOTES

- W1 INSTALL 1.5" DOMESTIC WATER LINE, PIPE BEDDING AND TRENCHING CITY OF ROSEVILLE, CONSTRUCTION STANDARDS, SECTION 31.
- W2 DOMESTIC WATER POINT OF CONNECTION TO PROPOSED CAR WASH
- W3 CONNECTION TO THE EXISTING 2" PRIVATE DOMESTIC WATER LINE

SANITARY SEWER NOTES

- S1 INSTALL SAND AND OIL SEPARATOR GREASE INTERCEPTOR.
- S2 INSTALL 6" DIP SEWER PIPE AT MINIMUM 2% SLOPE OR PER PLAN. PIPE BEDDING AND TRENCHING CITY OF ROSEVILLE, CONSTRUCTION STANDARDS, SECTION 31.
- S3 CONNECT TO EXISTING 6" SEWER LATERAL. CONTRACTOR TO POTHOLE AND VERIFY LOCATION OF EXISTING LATERAL PRIOR TO TRENCHING AND SEWER INSTALLATION. IF DISCREPANCIES ARE FOUND, NOTIFY ENGINEER FOR FURTHER DIRECTION. CONTRACTOR TO SCOPE EXISTING LINE TO VERIFY CONDITION PRIOR TO TRENCHING AND SEWER INSTALLATION. BUILDING POINT OF CONNECTION.
- S4 POINT OF CONNECTION TO PROPOSED CAR WASH
- S5 PROPOSED SANITARY SEWER PUMP STATION
- S6 POINT OF CONNECTION TO EXISTING BUILDING

STORM DRAIN NOTES

- D1 INSTALL 18" STORM DRAIN PIPE AT MINIMUM 0.5% SLOPE PIPE BEDDING AND TRENCHING CITY OF ROSEVILLE, CONSTRUCTION STANDARDS, SECTION 31.
- D2 INSTALL 36"X36" CATCH BASIN
- D3 EXISTING 36"X36" CATCH BASIN TO REMAIN
- D4 EXISTING 36"X36" CATCH BASIN TO BE REMOVED

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

SCALE
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ISSUE	DATE	DESCRIPTION

DRAWN BY: DVS
DESIGNED BY: AB
CHECKED BY: AB

ENGINEERS SEAL — AMELIA M. BELTRAN — No. C 87468 — PROFESSIONAL ENGINEER — CIVIL — STATE OF CALIFORNIA

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SONIC AUTOMOTIVE
4401 COLWICK ROAD,
CHARLOTTE, NC 20211

ECHO PARK-ROSEVILLE
180 NORTH SUNRISE AVENUE
ROSEVILLE CA 95661

CITY OF ROSEVILLE

PRELIMINARY GRADING & UTILITY PLAN

SHEET NO. 4

KH PROJECT NO. 017427022

Drawing name: K:\ORA-L\DEV\Sonic Automotive\017427022 Roseville, CA\CADD\Exhibits\Planning\C2.0-Preliminary Utility Plan.dwg 4 PRELIMINARY GRADING & UTILITY PLAN Sep 10, 2021 9:44am by: Debbie Solarzano
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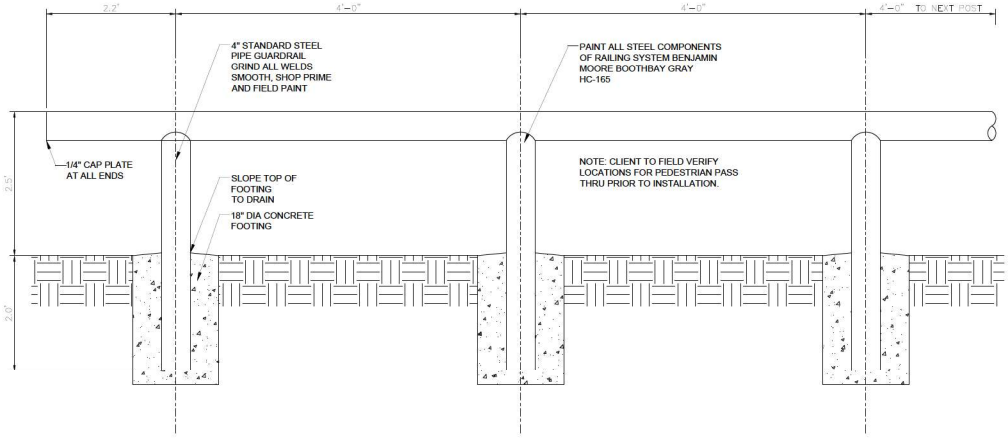
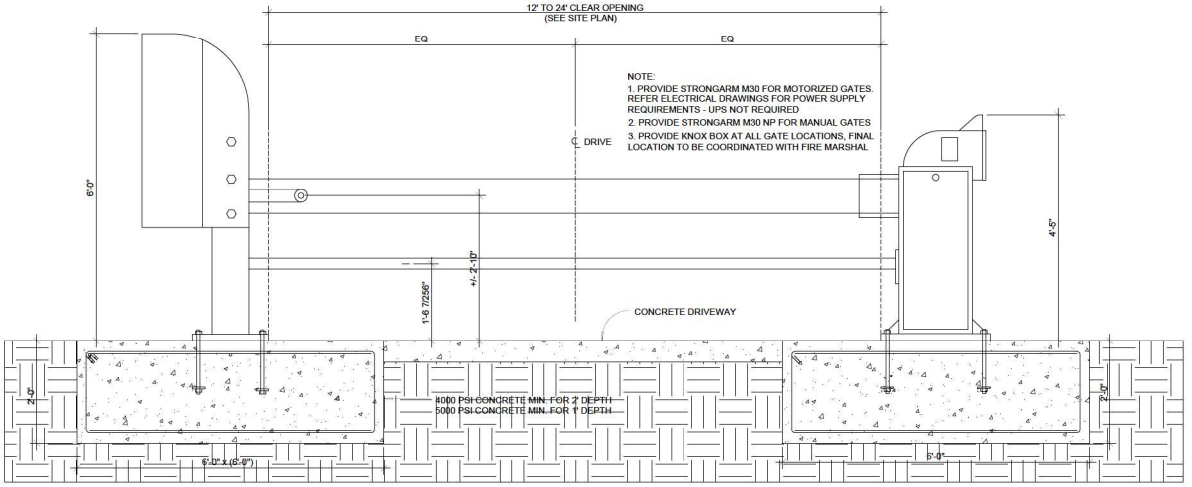


SECURITY GUARD RAIL DETAIL
N.T.S.

1



StrongArm M30 / M30 NP operator, barrier arm and foundation dimensions

BARRIER ARM GATE DETAIL
N.T.S.

2

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A PUBLIC SERVICE BY UNDERGROUND SERVICE ALERT

ISSUE	DATE	DESCRIPTION

DRAWN BY: DVS
DESIGNED BY: AB
CHECKED BY: AB

ENGINEERS SEAL
CHRISTINA M. BELTRAN — PROFESSIONAL ENGINEER — C 87468 — CIVIL — STATE OF CALIFORNIA

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180 NORTH SUNRISE AVENUE
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PRELIMINARY DETAILS

SHEET NO. 5
KH PROJECT NO. 017427022

Drawing name: K:\ORA_LIEV\Sonic Automotive\017427022 Roseville, CA\CADD\Exhibits\Planning\C3.0-Preliminary Details.dwg 5 PRELIMINARY DETAILS Sep 02, 2021 8:01am by: Debbie.Solorzano
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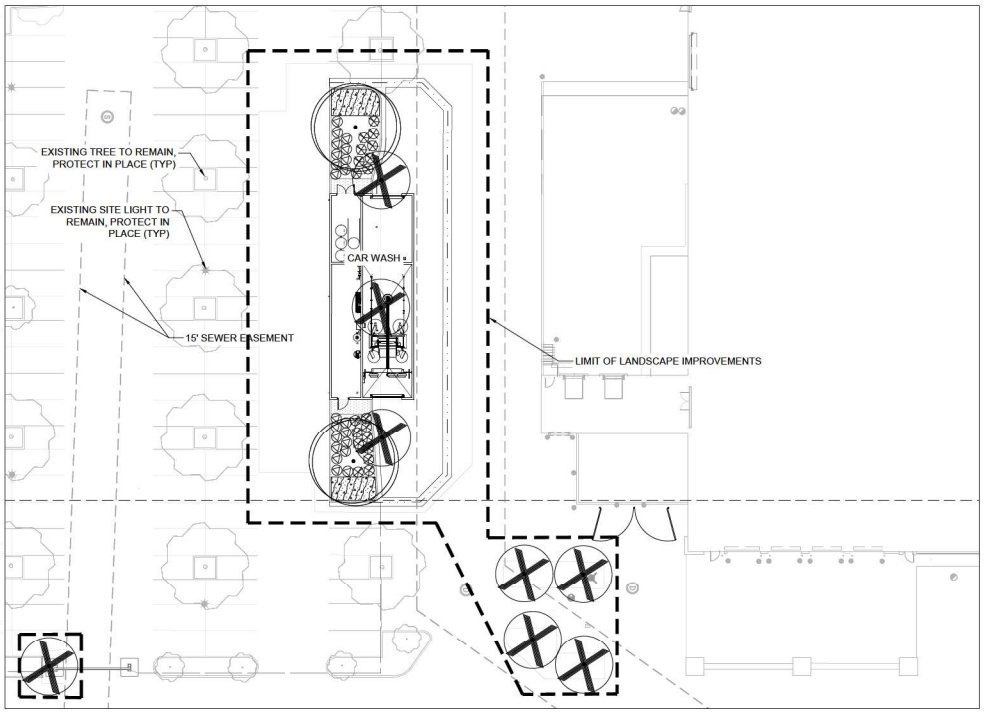
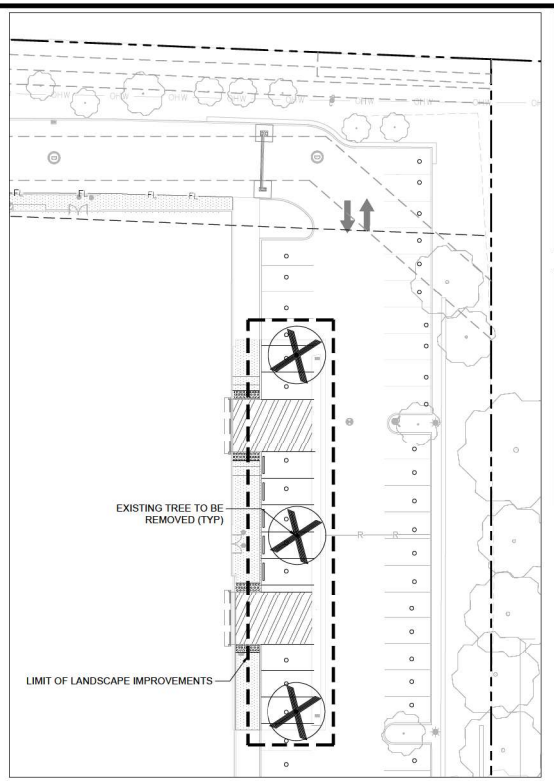


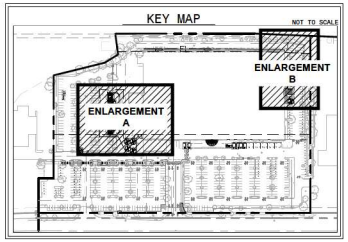
ENLARGEMENT A (A)
1": 20'



ENLARGEMENT B (B)
1": 20'

VICINITY MAP
NOT TO SCALE

KEY MAP
NOT TO SCALE



LANDSCAPE NOTE:

THE SELECTION OF PLANT MATERIAL IS BASED ON CULTURAL, AESTHETIC, AND MAINTENANCE CONSIDERATIONS. ALL PLANTING AREAS SHALL BE PREPARED WITH APPROPRIATE SOIL AMENDMENTS, FERTILIZERS AND APPROPRIATE SUPPLEMENTS BASED UPON A SOILS REPORT FROM AN AGRICULTURAL SUITABILITY SOIL SAMPLE TAKEN FROM THE SITE. DECOMPOSED GRANITE SHALL FILL IN BETWEEN SHRUBS TO SHIELD THE SOIL FROM THE SUN, EVAPOTRANSPIRATION, AND RUN OFF. ALL SHRUB BEDS SHALL BE MULCHED TO A 3" DEPTH TO HELP CONSERVE WATER, LOWER SOIL TEMPERATURE, AND REDUCE WEED GROWTH. THE SHRUBS SHALL BE ALLOWED TO GROW IN THEIR NATURAL FORMS. ALL LANDSCAPE IMPROVEMENTS SHALL FOLLOW THE GUIDELINES SET FORTH BY THE CITY OF ROSEVILLE MUNICIPAL CODE.

IRRIGATION NOTE:

AN AUTOMATIC IRRIGATION SYSTEM SHALL BE INSTALLED TO PROVIDE 100% COVERAGE FOR ALL PLANTING AREAS SHOWN ON THE PLAN. THE WATER SUPPLY FOR THIS SITE IS A POTABLE WATER CONNECTION AND A DEDICATED IRRIGATION METER WILL BE PROVIDED. LOW VOLUME EQUIPMENT SHALL PROVIDE SUFFICIENT WATER FOR PLANT GROWTH WITH NO WATER LOSS DUE TO WATER CONTROLLERS, AND OTHER NECESSARY IRRIGATION EQUIPMENT. ALL POINT SOURCE SYSTEM SHALL BE ADEQUATELY FILTERED AND REGULATED PER THE MANUFACTURER'S RECOMMENDED DESIGN PARAMETERS. ALL IRRIGATION IMPROVEMENTS SHALL FOLLOW THE GUIDELINES SET FORTH BY THE CITY OF ROSEVILLE MUNICIPAL CODE.

I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AB-1881 AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLAN.

CHRISTOPHER I. FREY, LLA 6623

PLANT SCHEDULE

TREES	CODE	QTY	BOTANICAL / COMMON NAME	CONT	HEIGHT/SPREAD	CAL.	WUCOLS
	ER	11	EXISTING TREE TO BE REMOVED	N/A	N/A	N/A	N/A
	UP	2	ULMUS PARVIFOLIA / LACEBARK ELM	24" BOX	7'-8' HT. X 2'-3' SPR.	1" CAL.	MODERATE

SHRUBS	CODE	QTY	BOTANICAL / COMMON NAME	CONT.	SPACING	WUCOLS
	ML	21	MUHLENBERGIA LINDHEIMERI / LINDHEIMER'S MUHLY	5 GAL.	36" O.C.	LOW
	RI	19	RHAPHIOLEPIS INDICA / INDIAN HAWTHORN	5 GAL.	42" O.C.	MODERATE

GROUND COVERS	CODE	QTY	BOTANICAL / COMMON NAME	CONT.	SPACING	WUCOLS
	RH	31	ROSMARINUS OFFICINALIS 'HUNTINGTON CARPET' / HUNTINGTON CARPET ROSEMARY	5 GAL.	36" O.C.	LOW

NORTH

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ENGINEER'S SEAL
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STATE OF CALIFORNIA

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ROSEVILLE CA 95661

CITY OF ROSEVILLE

PRELIMINARY LANDSCAPE PLAN

SHEET NO.
6

KH PROJECT NO.
017427022

Drawing name: K:\ORA_LD\DEV\Sonic Automotive\017427022 Roseville, CA\CADD\Exhibits\Planning\L1.0 – Preliminary Landscape Plan.dwg L1.0 – Preliminary Site Plan Sep 10, 2021 9:47am by: Debbie Solarzano
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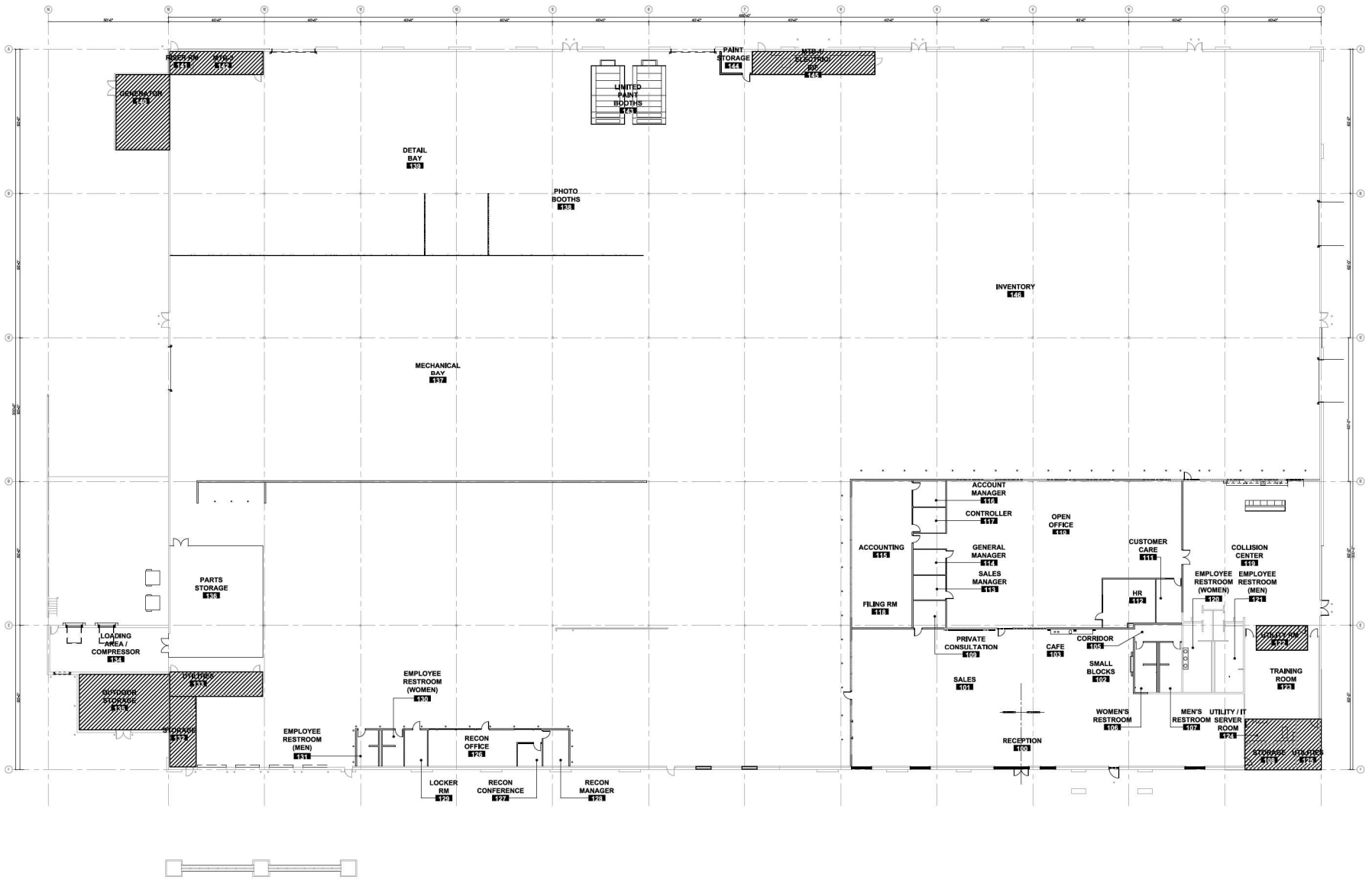


01 noted floor plan - overall plan
SCALE | 1/16" = 1'-0"

architect + engineer

wd innovation at scale

7007 DISCOVERY BLVD
DUBLIN, OH 43017
614.634.7000 T

WDPARTNERS.COM

project no. | SAHCD0170

owner

project info

ECHO PARK - ROSEVILLE
180 N. SUNRISE BLVD.
ROSEVILLE, CA 95661

issue dates

submissions:	date
BUILDING PERMIT	08/30/2021
BID	-
CONSTRUCTION	-

revisions:	date
REV	-
-	-
-	-
-	-
-	-

designed by:
checked by:

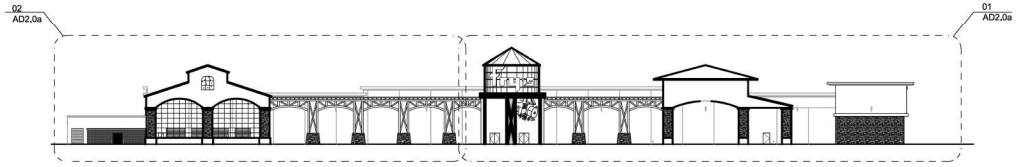
seal

09/01/2021

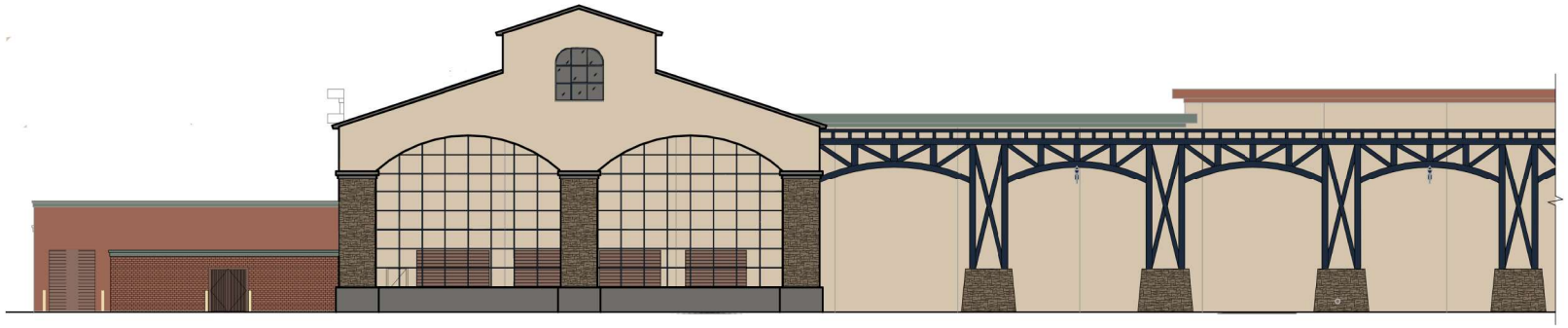
sheet info

OVERALL NOTED FLOOR PLAN

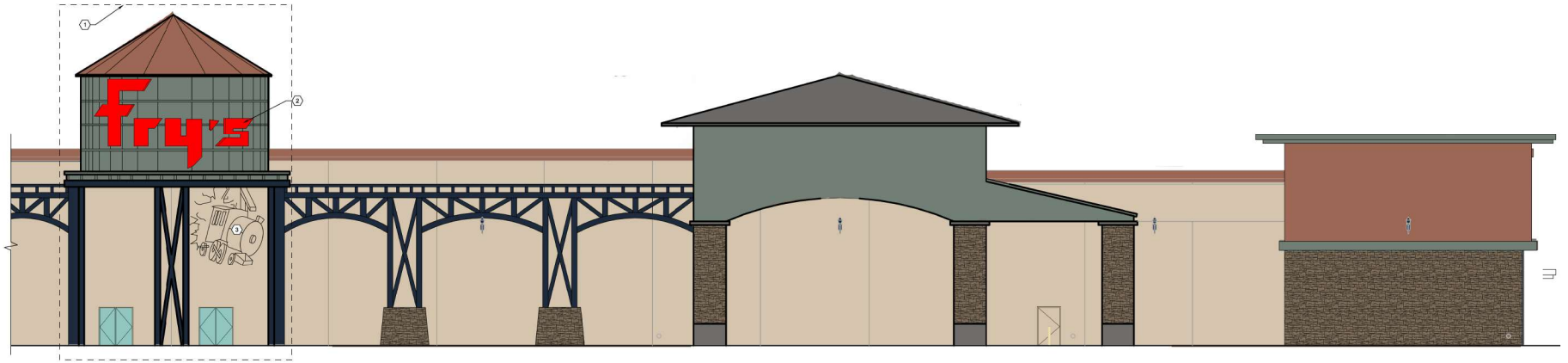
A1.2



03 front elevation (east)
SCALE | NTS.



02 front elevation- left side
SCALE | 1/8" = 1'-0"



01 front elevation - right side
SCALE | 1/8" = 1'-0"

general notes
A. ALL FINISHES AND MATERIALS ARE EXISTING TO REMAIN UNLESS NOTED OTHERWISE.

keyed notes
1. REMOVE ENTRANCE FEATURE.
2. REMOVE SIGNAGE
3. REMOVE TRAIN FEATURE.

architect + engineer

wd innovation at scale

project no. | SAHCD0170

DISCLAIMER:
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owner

EchoPark AUTOMOTIVE

project info

ECHO PARK - ROSEVILLE
180 N SUNRISE AVE,
ROSEVILLE, CALIFORNIA
95661

issue dates

submission:	date
PRE-APPLICATION	06-16-2021
CUP/DRP MOD	09-09-2021

revisions: date

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checked by:

seal

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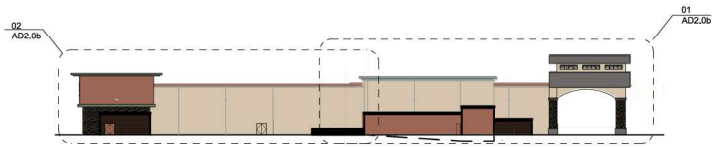
sheet info

EXISTING EXTERIOR ELEVATIONS - COLOR

AD2.0a

demolition | landscape | structural | architectural | equipment | plumbing | mechanical | electrical



03 side elevation (south)
SCALE | N.T.S.

02 side elevation - left side
SCALE | 1/8" = 1'-0"

01 side elevation - right side
SCALE | 1/8" = 1'-0"

general notes
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architect + engineer

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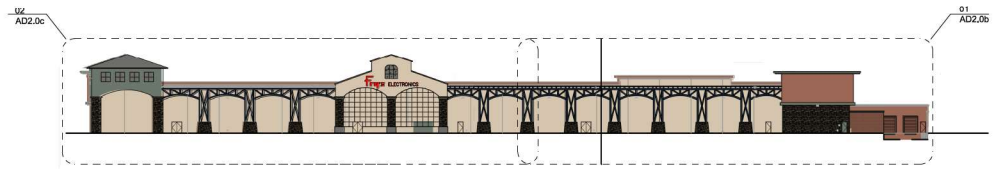
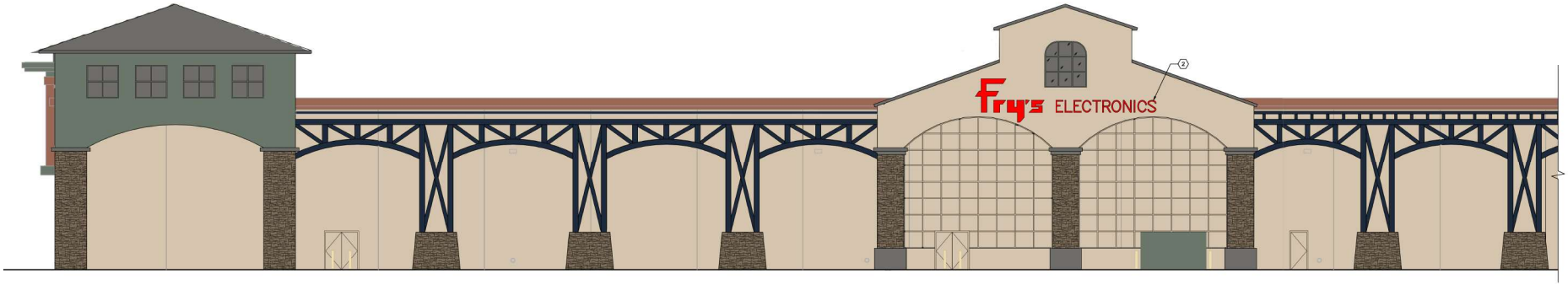
sheet info

EXISTING EXTERIOR ELEVATIONS - COLOR

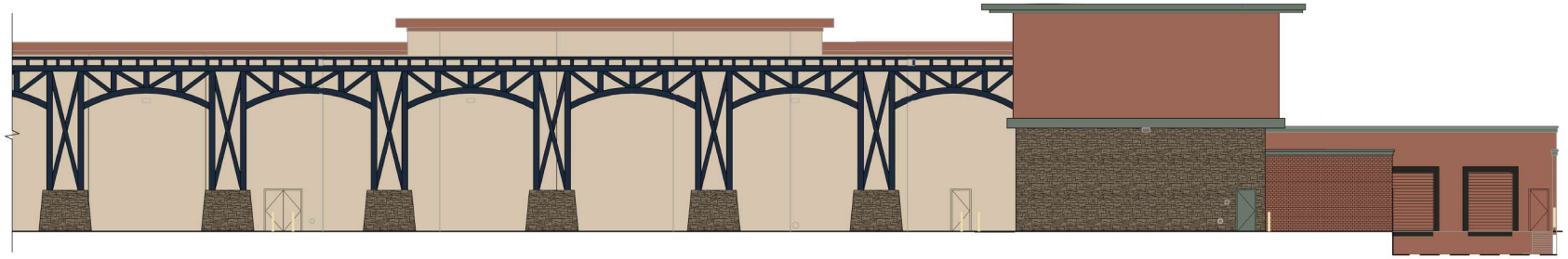
AD2.0b



03 rear elevation (west)
SCALE | N.T.S.



02 rear elevation- left side
SCALE | 1/8" = 1'-0"



01 rear elevation - right side
SCALE | 1/8" = 1'-0"

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keyed notes
1. ~~REMOVE ENTRANCE FEATURE.~~
2. REMOVE SIGNAGE
3. ~~REMOVE TRAIN FEATURE.~~

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wd innovation at scale

project no. | SAHCD0170

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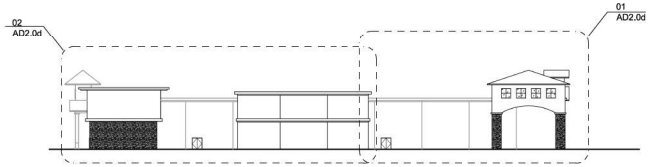
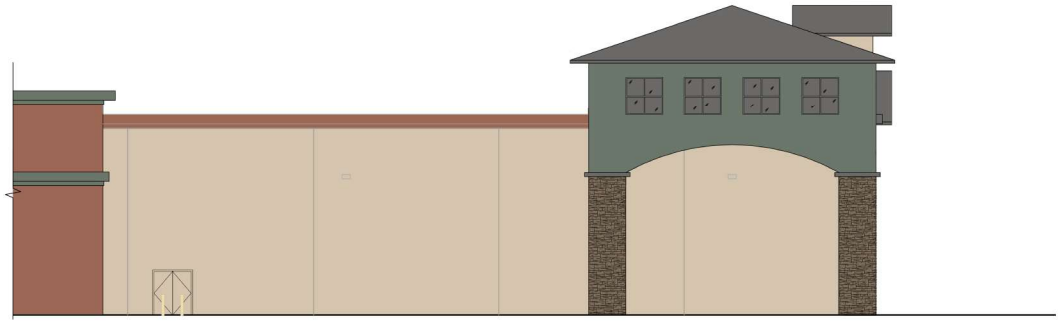
EXISTING EXTERIOR ELEVATIONS - COLOR

AD2.0c



03 right side elevation (north)
SCALE | NLT.±

02 right side elevation- left side
SCALE | 1/8" = 1'-0"



01 right side elevation - right side
SCALE | 1/8" = 1'-0"

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architect + engineer

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project no. | SAHCD0170

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EchoPark AUTOMOTIVE

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180 N SUNRISE AVE,
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issue dates

submissions	date
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CUP&DRP MOD	08-06-2021

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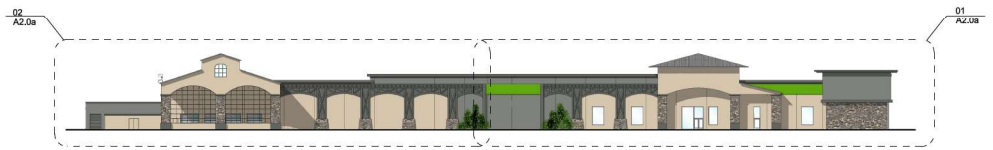
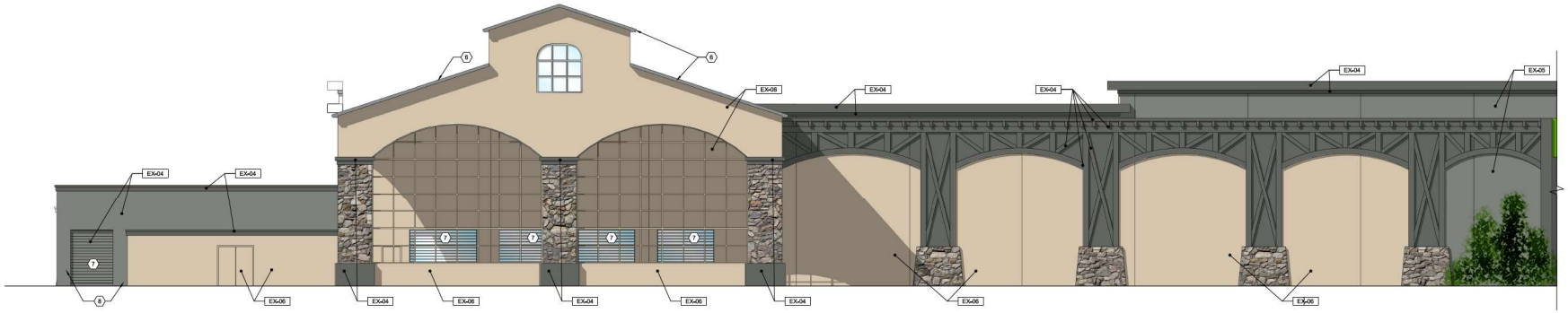
EXISTING EXTERIOR ELEVATIONS - COLOR

AD2.0d



03 front elevation (east)
SCALE | N.T.S.



02 front elevation- left side
SCALE | 1/8" = 1'-0"

01 front elevation - right side
SCALE | 1/8" = 1'-0"

keyplan - main building
SCALE | N.T.S.

material schedule

MARK	DESCRIPTION	MANUFACTURER	MODEL/COLOR
EX-04	PAINT	SHERWIN WILLIAMS	SW7068 GRIZZLE GRAY
EX-05	PAINT	SHERWIN WILLIAMS	SW7067 CITYSCAPE
EX-06	PAINT	SHERWIN WILLIAMS	SW6106 KILIM BEIGE
EX-07	PAINT	BENJAMIN MOORE	HC-165 BOOTHBAY GRAY
EX-09	PAINT	BENJAMIN MOORE	BM427 NAPA VINEYARDS
EX-12	CMU	PER GC	8" INTGRAL COLOR SPLITFACE CMU; COLOR: 2W 6106 KILIM BEIGE
EX-14B	GLAZING SYSTEM	KWANEER OR EQUAL	CHAMPAGNE ANODIZED

general notes

A. ALL FINISHES AND MATERIALS ARE EXISTING TO REMAIN UNLESS NOTED OTHERWISE.

keyed notes

1. NOT USED
2. REMOVE EXISTING WATER TOWER AND TRAIN ENTRANCE FEATURE. PATCH AND REPAIR AND REPAINT WALL AND PARAPET.
3. INSTALL NEW OVERHEAD DOOR - FULL VISION GLASS.
4. INSTALL NEW MAN DOOR. (EX-14B)
5. NEW STOREFRONT (EX-14B)
6. EXISTING STANDING SEAM METAL ROOF TO REMAIN
7. EXISTING OVERHEAD DOOR TO REMAIN.
8. PAINT ALL EXISTING BOLLARDS EX-07.

architect + engineer

wd innovation at scale

project no. | SAHCD0170

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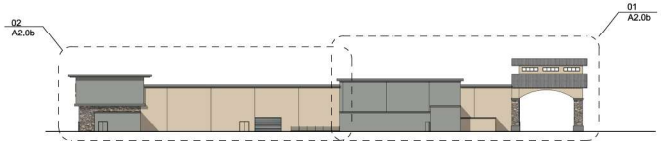
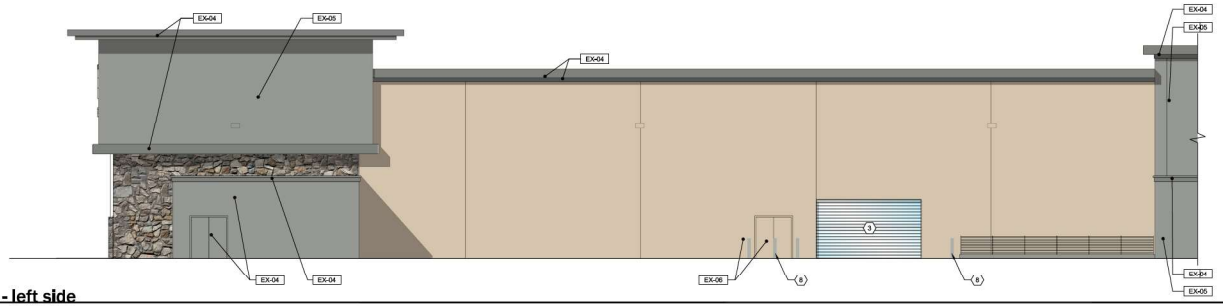
PROPOSED EXTERIOR ELEVATIONS - COLOR

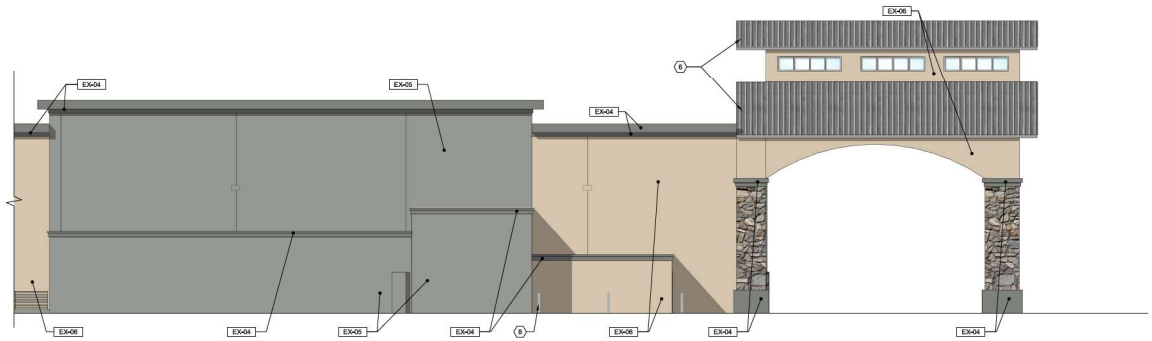
A2.0a



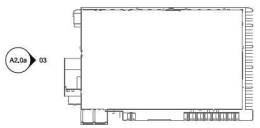
03 side elevation (south)
SCALE | N.T.S.



02 side elevation - left side
SCALE | 1/8" = 1'-0"



01 side elevation - right side
SCALE | 1/8" = 1'-0"



keyplan - main building
SCALE | N.T.S.

material schedule

MARK	DESCRIPTION	MANUFACTURER	MODEL/COLOR
EX-04	PAINT	SHERWIN WILLIAMS	SW7068 GRIZZLE GRAY
EX-05	PAINT	SHERWIN WILLIAMS	SW7067 CITYSCAPE
EX-06	PAINT	SHERWIN WILLIAMS	SW6105 KILIM BEIGE
EX-07	PAINT	BENJAMIN MOORE	HC-165 BOOTHBAY GRAY
EX-09	PAINT	BENJAMIN MOORE	BM427 NAPA VINEYARDS
EX-12	CMU	PER GC	8" INTGRAL COLOR SPLITFACE CMU; COLOR: 2W 6106 KILIM BEIGE
EX-14B	GLAZING SYSTEM	KWANEER OR EQUAL	CHAMPAGNE ANODIZED

general notes
A. ALL FINISHES AND MATERIALS ARE EXISTING TO REMAIN UNLESS NOTED OTHERWISE.

keyed notes
1. INSTALL NEW ECHO PARK SIGNAGE. REFER TO SIGNAGE SHEET FOR MORE INFORMATION.
2. REMOVE EXISTING WATER TOWER AND TRAIN ENTRANCE FEATURE. PATCH AND REPAIR AND REPAINT WALL AND PARAPET.
3. INSTALL NEW OVERHEAD DOOR - FULL VISION GLASS.
4. INSTALL NEW MAN DOOR, (EX-14B)
5. NEW STOREFRONT (EX-14B)
6. EXISTING STANDING SEAM METAL ROOF TO REMAIN
7. EXISTING OVERHEAD DOOR TO REMAIN.
8. PAINT ALL EXISTING BOLLARDS EX-07.

architect + engineer
wd innovation at scale
project no. | SAHCD0170

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Echo Park AUTOMOTIVE

project info
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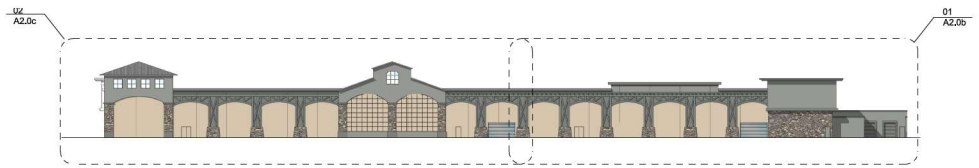
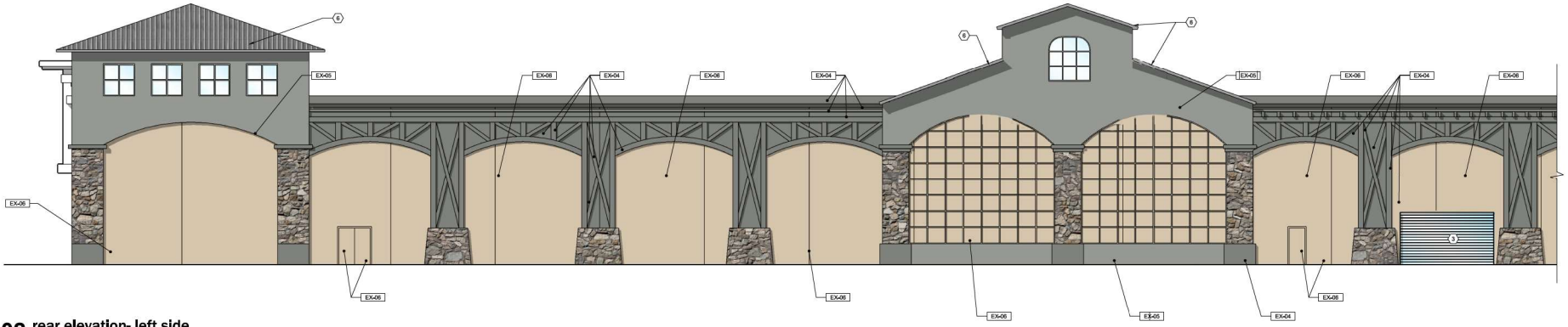
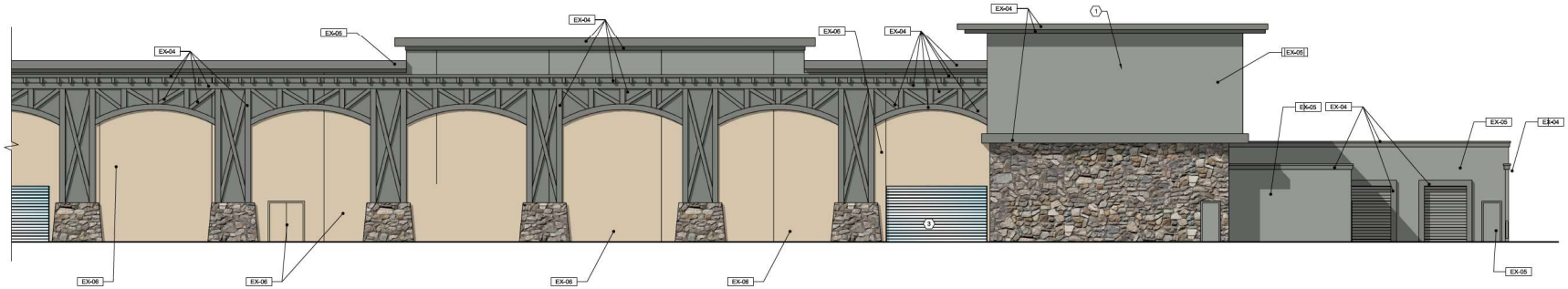
sheet info
PROPOSED EXTERIOR ELEVATIONS - COLOR
A2.0b



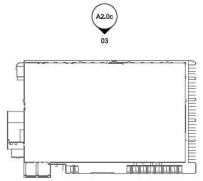
03 rear elevation (west)
SCALE | N.T.S.



02 rear elevation- left side
SCALE | 1/8" = 1'-0"



01 rear elevation - right side
SCALE | 1/8" = 1'-0"



keyplan - main building
SCALE | N.T.S.

material schedule

MARK	DESCRIPTION	MANUFACTURER	MODEL/COLOR
EX-04	PAINT	SHERWIN WILLIAMS	SW7068 GRIZZLE GRAY
EX-05	PAINT	SHERWIN WILLIAMS	SW7067 CITYSCAPE
EX-06	PAINT	SHERWIN WILLIAMS	SW6106 KILIM BEIGE
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1. NOT USED
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3. INSTALL NEW OVERHEAD DOOR - FULL VISION GLASS.
4. ~~INSTALL NEW MAN DOOR.~~
5. ~~NEW STOREFRONT~~
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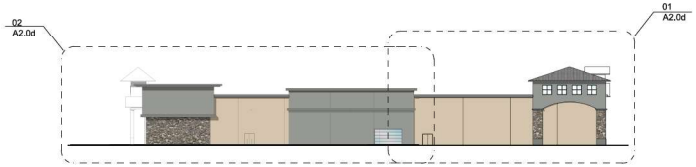
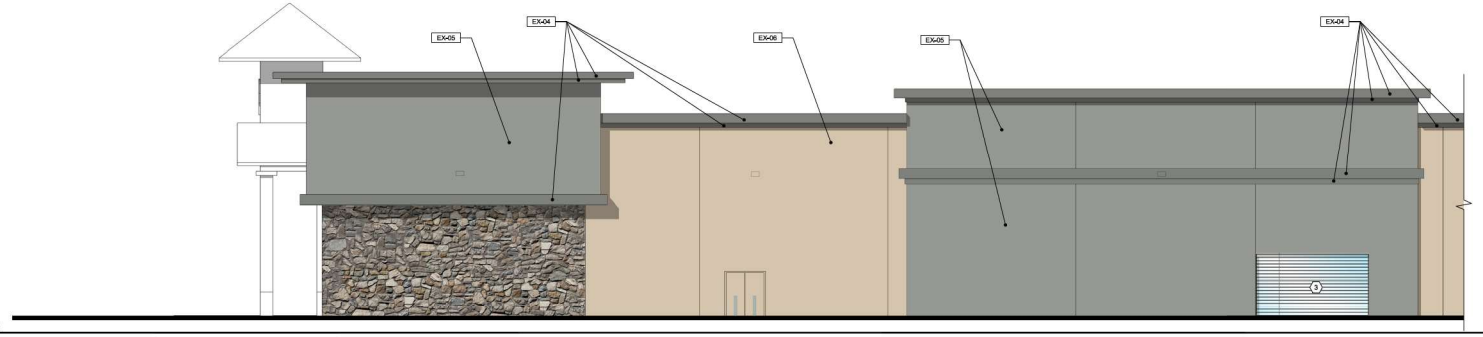
PROPOSED EXTERIOR ELEVATIONS - COLOR

A2.0c



03 right side elevation (north)
SCALE | N.T.S.



02 side elevation- left side
SCALE | 1/8" = 1'-0"

01 side elevation - right side
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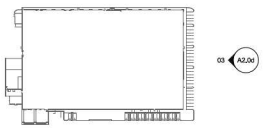

keyplan - main building
SCALE | N.T.S.

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EX-09	PAINT	BENJAMIN MOORE	BM427 NAPA VINEYARDS
EX-12	CMU	PER GC	8" INTGRAL COLOR SPLITFACE CMU; COLOR: 2W 6106 KILIM BEIGE
EX-14B	GLAZING SYSTEM	KWANEER OR EQUAL	CHAMPAGNE ANODIZED

general notes

A. ALL FINISHES AND MATERIALS ARE EXISTING TO REMAIN UNLESS NOTED OTHERWISE.

keyed notes

1. ~~INSTALL NEW ECHO PARK SIGNAGE;~~
2. ~~REMOVE EXISTING WATER TOWER AND TRAIN ENTRANCE FEATURE;~~
3. INSTALL NEW OVERHEAD DOOR - FULL VISION GLASS.
4. ~~INSTALL NEW MAN DOOR;~~
5. ~~NEW STOREFRONT~~
6. EXISTING STANDING SEAM METAL ROOF TO REMAIN

architect + engineer

wd innovation at scale

project no. | SAHCD0170

7007 DISCOVERY BLVD
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owner

EchoPark AUTOMOTIVE

project info

ECHO PARK - ROSEVILLE
180 N SUNRISE AVE,
ROSEVILLE, CALIFORNIA
95661

issue dates

submissions	date
PRE-APPLICATION	06-16-2021
CUP/ADRP MOD	08-06-2021

revisions: date

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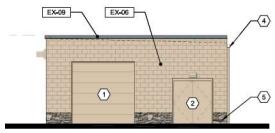
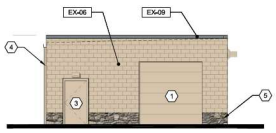
sheet info

PROPOSED EXTERIOR ELEVATIONS - COLOR

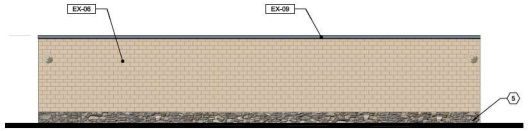
A2.0d



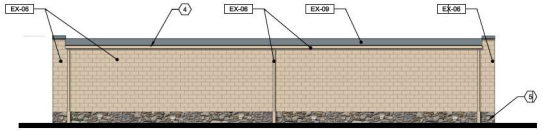
03 carwash elevation - north
SCALE | 1/8" = 1'-0"



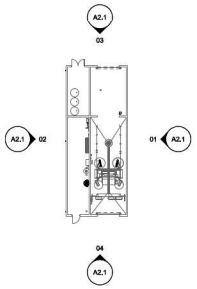
04 carwash elevation (south)
SCALE | 1/8" = 1'-0"



01 carwash elevation - right side
SCALE | 1/8" = 1'-0"



02 car elevation - left side
SCALE | 1/8" = 1'-0"



keyplan - carwash
SCALE | N.T.S.

material schedule

MARK	DESCRIPTION	MANUFACTURER	MODEL/COLOR
EX-04	PAINT	SHERWIN WILLIAMS	SW7068 GRIZZLE GRAY
EX-05	PAINT	SHERWIN WILLIAMS	SW7067 CITYSCAPE
EX-06	PAINT	SHERWIN WILLIAMS	SW6106 KILIM BEIGE
EX-07	PAINT	BENJAMIN MOORE	HC-165 BOOTHBAY GRAY
EX-09	PAINT	BENJAMIN MOORE	BM427 NAPA VINEYARDS
EX-12	CMU	PER GC	8" INTGRAL COLOR SPLITFACE CMU; COLOR 2W 6106 KILIM BEIGE
EX-14B	GLAZING SYSTEM	KWANEER OR EQUAL	CHAMPAGNE ANODIZED

general notes

A. ALL FINISHES AND MATERIALS ARE TO MATCH EXISTING BUILDING UNLESS NOTED OTHERWISE.

keyed notes

1. INSTALL NEW OVERHEAD DOOR
2. INSTALL NEW MAN DOOR, (EX-06)
3. INSTALL NEW DOUBLE DOOR (EX-06)
4. INSTALL NEW GUTTER AND DOWNSPOUT (EX-06)
5. NEW CULTURED STONE CLADDING TO MATCH CLADDING ON EXISTING BUILDING.

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EchoPark AUTOMOTIVE

project info

ECHO PARK - ROSEVILLE
180 N SUNRISE AVE,
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95661

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CARWASH ELEVATIONS - COLOR

A2.1

EX-4

Description: Paint
Manufacturer: Sherwin Williams
Product: Per GC dependent on substrate
Color: SW 7068 Grizzle Gray
Finish: Eggshell
Contact: Roger Hall
roger.hall@sherwin.com

EX-5

Description: Paint
Manufacturer: Sherwin Williams
Product: Per GC dependent on substrate
Color: SW 7067 Cityscape
Finish: Eggshell
Contact: Roger Hall
roger.hall@sherwin.com

EX-6

Description: Paint
Manufacturer: Sherwin Williams
Product: Per GC dependent on substrate
Color: SW 6106 Kilim Beige
Finish: Eggshell
Contact: Roger Hall
roger.hall@sherwin.com

EX-7

Description: Paint
Manufacturer: Benjamin Moore
Product: Per GC dependent on substrate
Color: HC-165 Boothbay Gray
Finish: Semi-gloss
Location: Perimeter Security Bollards
Contact: Roger Hall
roger.hall@sherwin.com

Description: Overhead door
Manufacturer: Rytec
Product: Spiral FV High Performance Door

EX-9

Description: Paint
Manufacturer: Benjamin Moore
Product: Per GC dependent on substrate
Color: BM 427 Napa Vineyards
Finish: Eggshell
Contact: Dorothy Hazinski
dorothy.hazinski@benjaminmoore.com

EX-12

Description: CMU
Manufacturer: Per GC
Product: 8" Integral Color Splitface CMU
Color: SW 6106 Kilim Beige
Location: Trash enclosure
Contact: Per GC

EX-14B

Description: Glazing System
Manufacturer: Kawneer or Equal
Product: Front Set w/Cap Glazed w/1" Insulated Solarban Glass
Color: Champagne Anodized
Location: All Glazing
Contact: Ivan Rue, (440) 446-9000

architect + engineer

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7007 DISCOVERY BLVD
DUBLIN, OH 43017
614.634.7000 T

WDPARTNERS.COM

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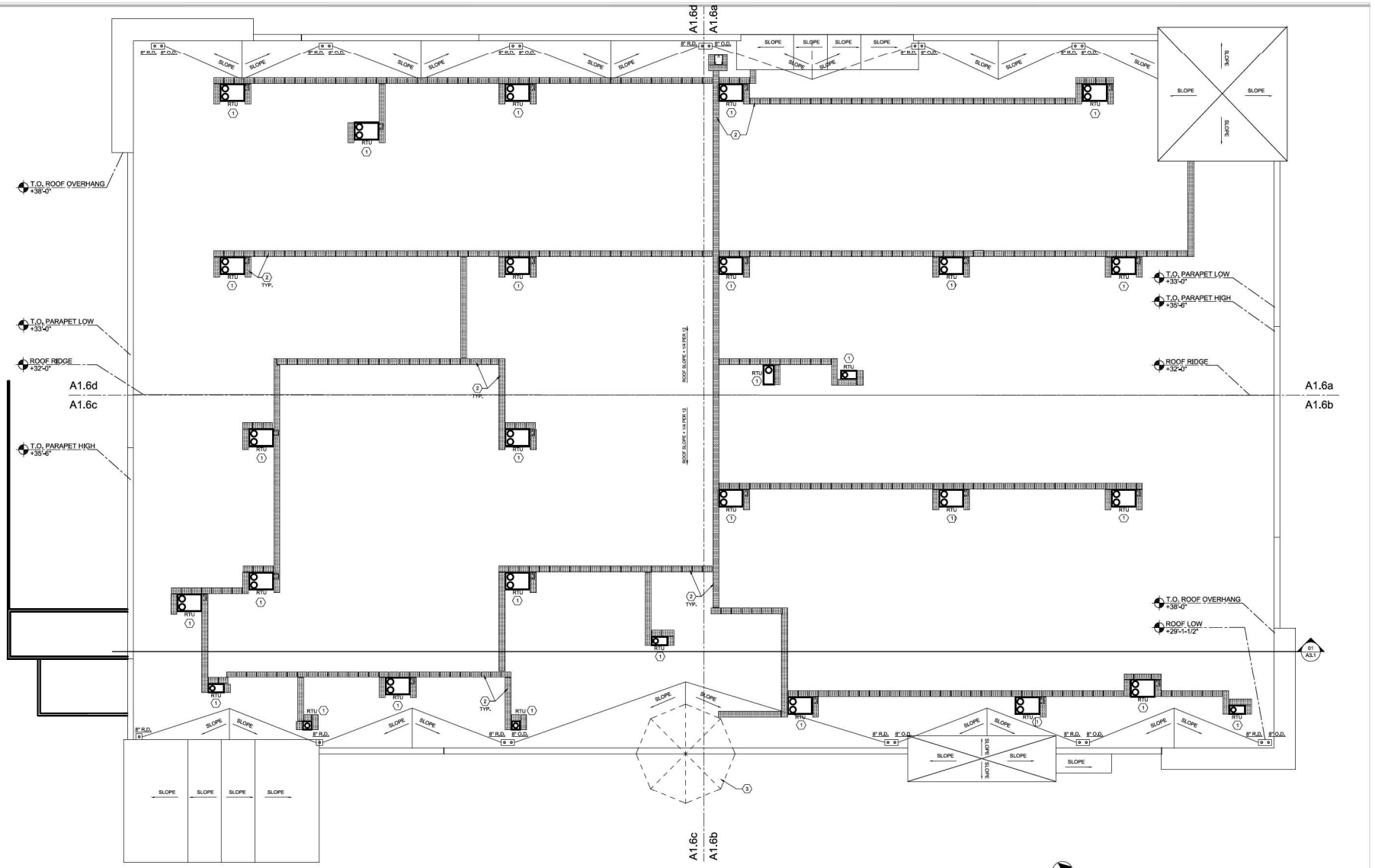
Material

A6.4



01 overall roof plan

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

keyed notes

1. EXISTING RTU MOUNTED ON EXISTING ROOF CURB.
2. EXISTING NON-SLIP ROOF WALKING SURFACE.
3. EXISTING "WATER TOWER" FEATURE AND ASSOCIATED STRUCTURAL CONNECTIONS TO BE REMOVED IN ENTIRETY FROM EXISTING ROOF. ROOF TO BE PATCHED AND FLASHED TO MATCH EXISTING ROOFING. PARAPET TO BE CONSTRUCTED CONTINUOUS WITH EXISTING.
4. EXISTING ROOF ACCESS HATCH.

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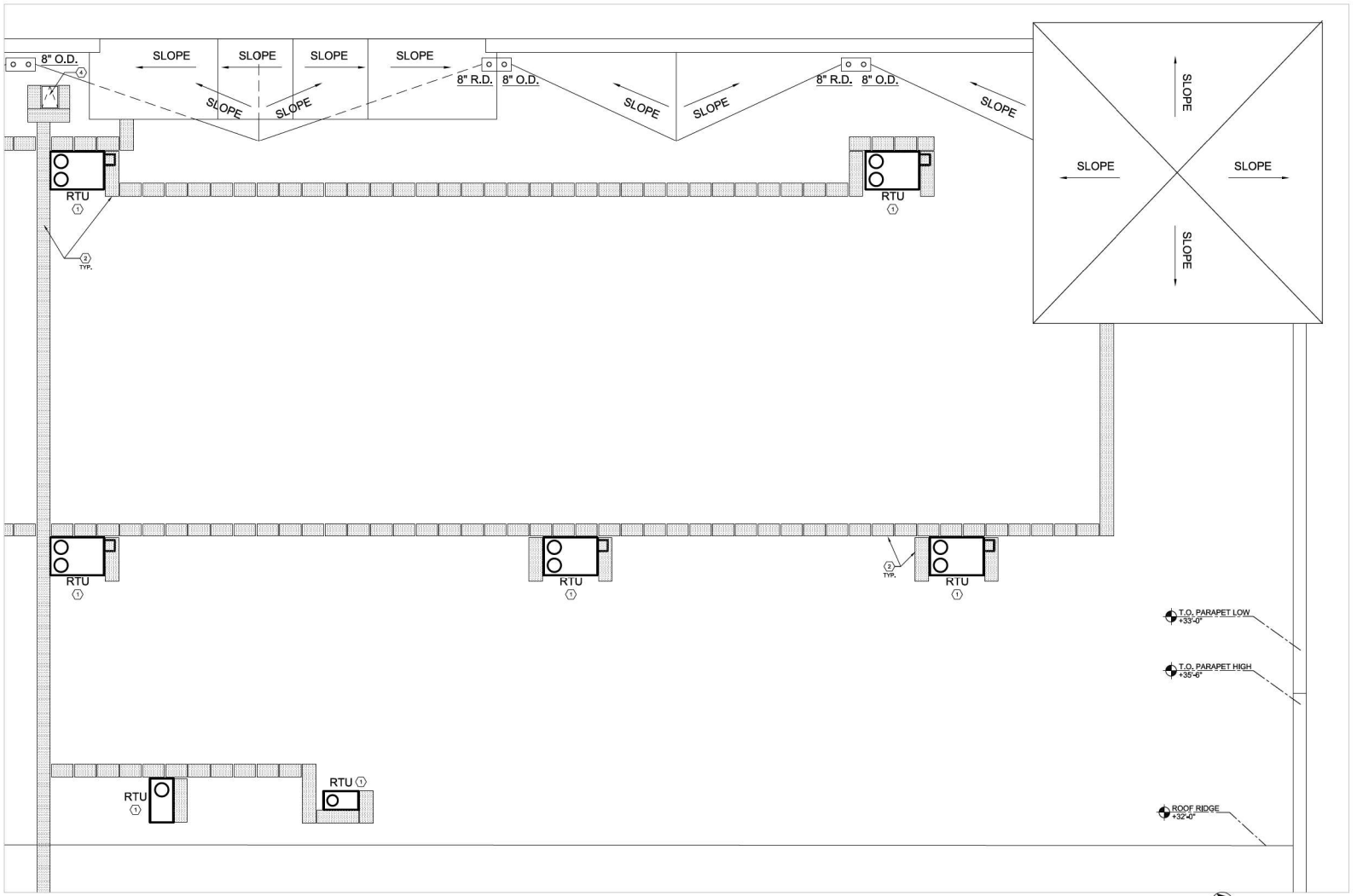
OVERALL ROOF PLAN

A1.6

civil | landscape | structural | architectural | equipment | planning | residential | electrical



01 roof plan

SCALE 1/8" = 1'-0"

keyed notes

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4. EXISTING ROOF ACCESS HATCH.

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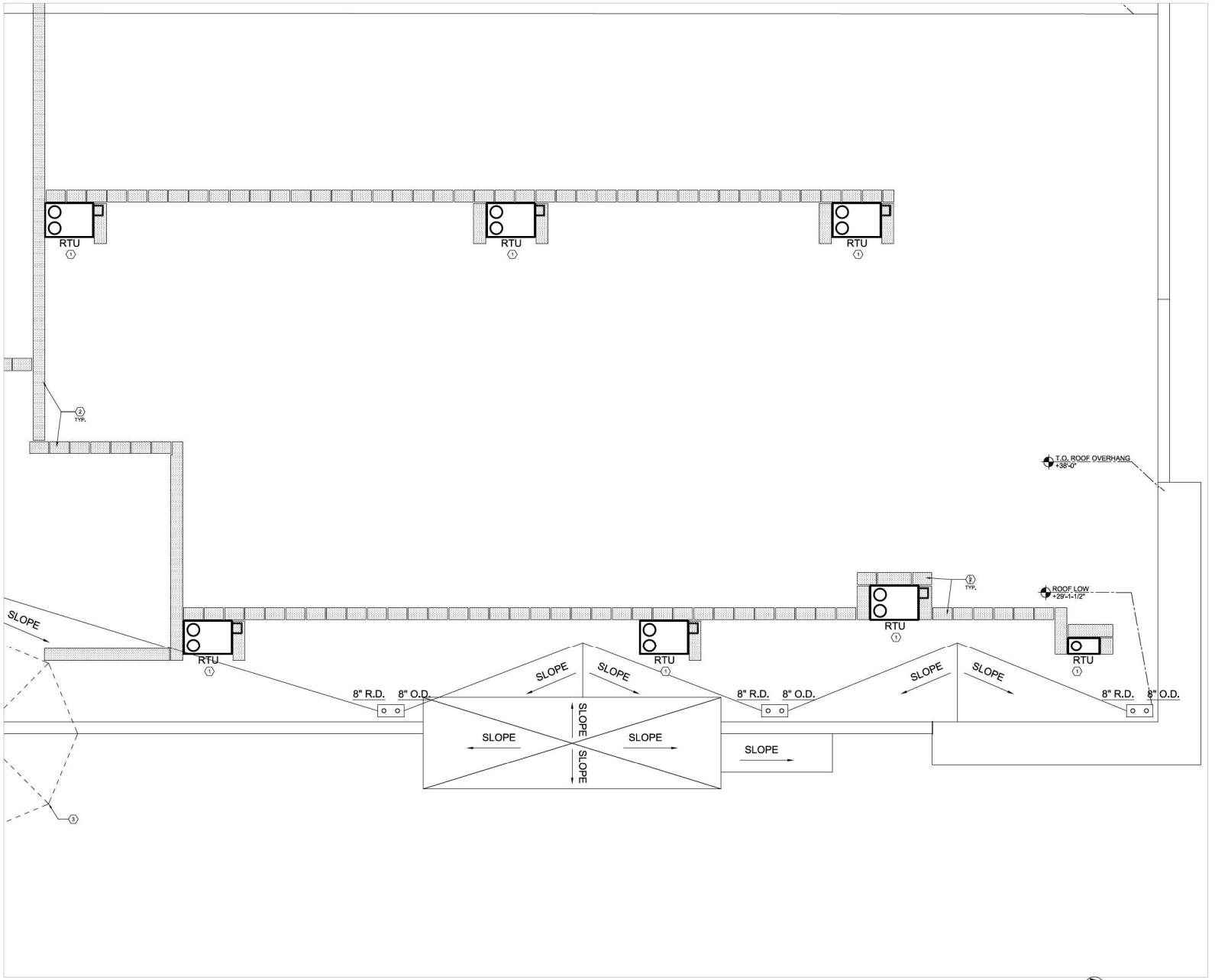
ROOF PLAN

A1.6a



01 roof plan

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

keyed notes

1. EXISTING RTU MOUNTED ON EXISTING ROOF CURB.
2. EXISTING NON-SLIP ROOF WALKING SURFACE.
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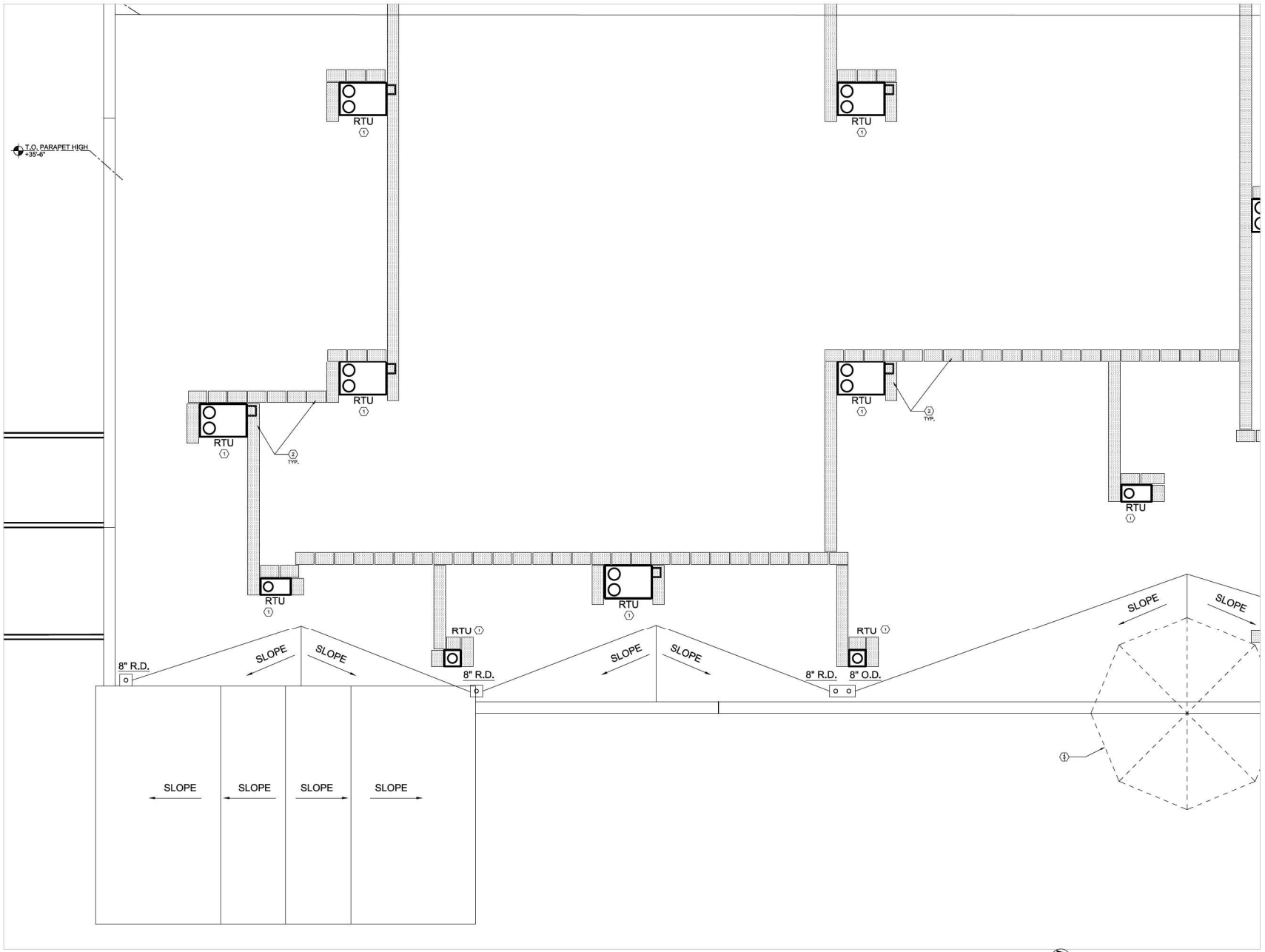
ROOF PLAN

A1.6b



01 roof plan

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

keyed notes

1. EXISTING RTU MOUNTED ON EXISTING ROOF CURB.
2. EXISTING NON-SLIP ROOF WALKING SURFACE.
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4. EXISTING ROOF ACCESS HATCH.

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wd innovation at scale

project no. | SAHCD0170

7007 [illegible] BLVD
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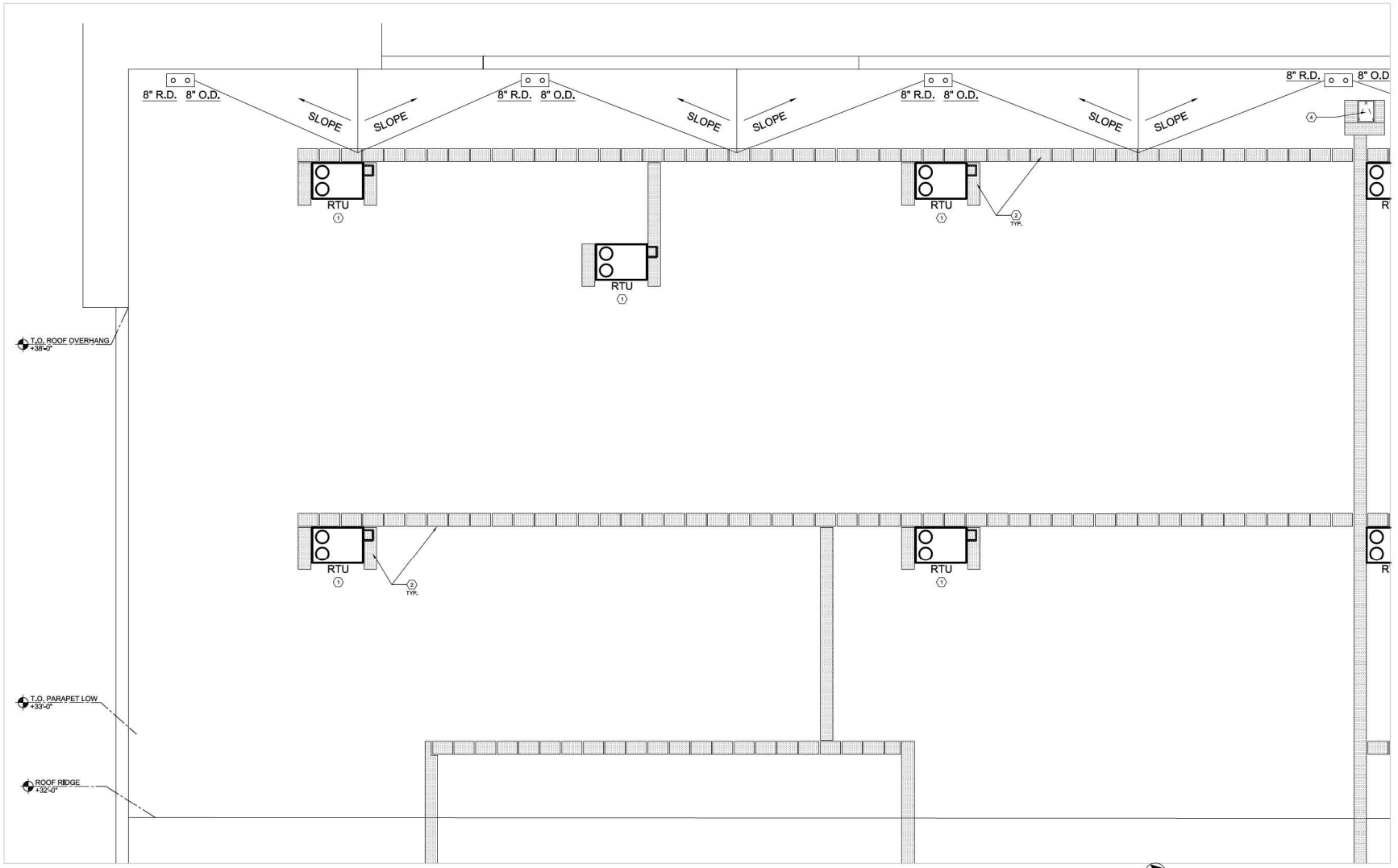
ROOF PLAN

A1.6c

demolition | mechanical | plumbing | equipment | architectural | structural | landscape | civil



01 roof plan

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

keyed notes

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4. EXISTING ROOF ACCESS HATCH.

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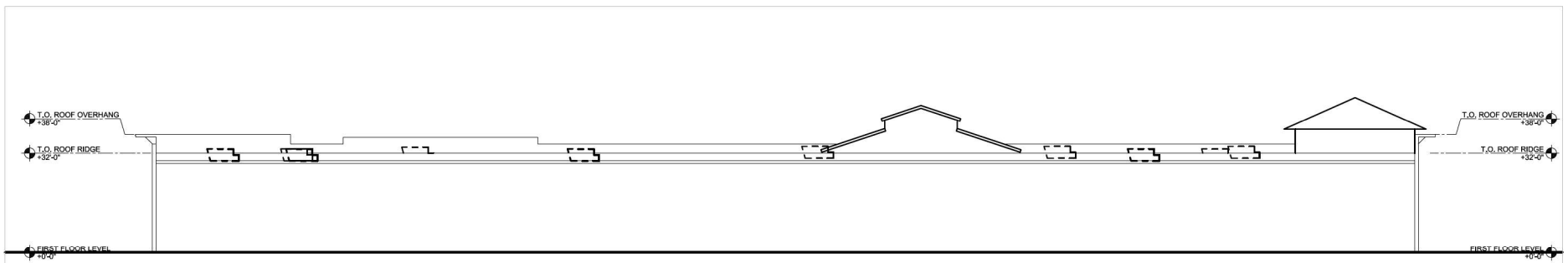
ROOF PLAN

A1.6d

civil | landscape | structural | architectural | equipment | plumbing | mechanical | electrical



01 building section
SCALE | 1/16" = 1'-0"

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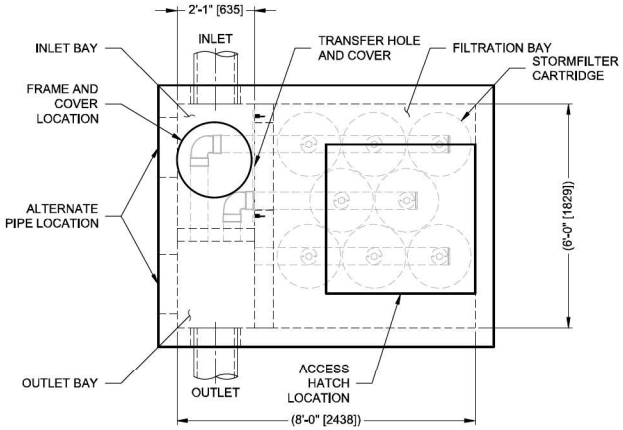
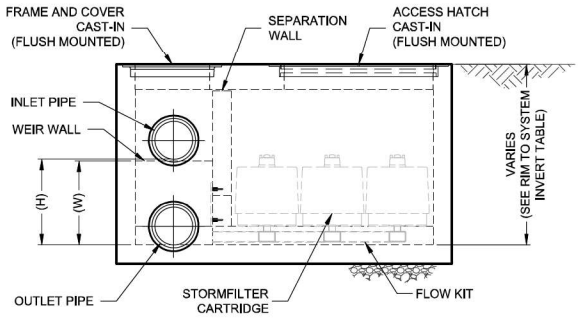
BUILDING SECTION

A3.1



PLAN



ELEVATION

The Stormwater Management StormFilter®

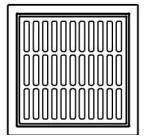
THIS PRODUCT MAY BE PROTECTED BY ONE OR MORE OF THE FOLLOWING U.S. PATENTS: 5,322,629; 5,524,576; 5,707,527; 5,985,157; 6,027,639; 6,649,048; RELATED FOREIGN PATENTS, OR OTHER PATENTS PENDING.

STORMFILTER DESIGN NOTES

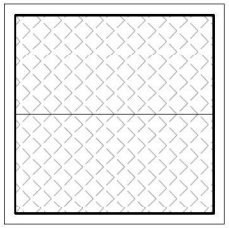
- STORMFILTER TREATMENT CAPACITY VARIES BY CARTRIDGE COUNT AND LOCALLY APPROVED SURFACE AREA SPECIFIC FLOW RATE. PEAK CONVEYANCE CAPACITY TO BE DETERMINED BY ENGINEER OF RECORD
- A 6' x 8' [1829 x 2438] PEAK DIVERSION STYLE STORMFILTER IS SHOWN WITH THE MAXIMUM NUMBER OF CARTRIDGES (8) AND IS AVAILABLE IN A LEFT INLET (AS SHOWN) OR A RIGHT INLET CONFIGURATION
- ALL PARTS AND INTERNAL ASSEMBLY PROVIDED BY CONTECH UNLESS NOTED OTHERWISE

CARTRIDGE SIZE (in. [mm])	27 [686]			18 [457]			LOW DROP		
RECOMMENDED HYDRAULIC DROP (H) (ft. [mm])	3.05 [930]			2.3 [701]			1.8 [549]		
HEIGHT OF WEIR (W) (ft. [mm])	3.00 [914]			2.25 [686]			1.75 [533]		
SPECIFIC FLOW RATE (gpm/sf [L/s/m^2])	2 [1.36]	1.67* [1.13]*	1 [0.68]	2 [1.36]	1.67* [1.13]*	1 [0.68]	2 [1.36]	1.67* [1.13]*	1 [0.68]
CARTRIDGE FLOW RATE (gpm [L/s])	22.5 [1.42]	18.79 [1.19]	11.25 [0.71]	15 [0.95]	12.53 [0.79]	7.5 [0.47]	10 [0.63]	8.35 [0.53]	5 [0.32]

* 1.67 gpm/sf [1.13 L/s/m^2] SPECIFIC FLOW RATE IS APPROVED WITH PHOSPHOSORB® (PSORB) MEDIA ONLY



FRAME AND GRATE
(24" SQUARE)
(NOT TO SCALE)



ACCESS HATCH
(48" SQUARE)
(NOT TO SCALE)

FRAME AND COVER
(24" ROUND)
(NOT TO SCALE)

SITE SPECIFIC DATA REQUIREMENTS

STRUCTURE ID	
WATER QUALITY FLOW RATE (cfs [L/s])	
PEAK FLOW RATE (cfs [L/s])	
RETURN PERIOD OF PEAK FLOW (yrs)	
CARTRIDGE FLOW RATE	
CARTRIDGE SIZE (27, 18, LOW DROP (LD))	
MEDIA TYPE (PERLITE, ZPG, PSORB)	
NUMBER OF CARTRIDGES REQUIRED	
FILTER BAY RIM ELEVATION	

PIPE DATA:	INVERT	MATERIAL	DIAMETER
INLET PIPE 1			
INLET PIPE 2			
OUTLET PIPE			

NOTES/SPECIAL REQUIREMENTS:

RIM TO SYSTEM INVERT

CARTRIDGE SIZE	MIN. HEIGHT	MAX. HEIGHT
LOW DROP / 18"	3'-6"	4'-10"
27"	4'-2"	4'-10"

PERFORMANCE SPECIFICATION
FILTER CARTRIDGES SHALL BE MEDIA-FILLED, PASSIVE, SIPHON ACTUATED, RADIAL FLOW, AND SELF CLEANING. **RADIAL MEDIA DEPTH SHALL BE 7-INCHES.** FILTER MEDIA CONTACT TIME SHALL BE AT LEAST **38 SECONDS.** SPECIFIC FLOW RATE SHALL BE **2 GPM/SF (MAXIMUM).** SPECIFIC FLOW RATE IS THE MEASURE OF THE FLOW (GPM) DIVIDED BY THE MEDIA SURFACE CONTACT AREA (SF). MEDIA VOLUMETRIC FLOW RATE SHALL BE **6 GPM/CF OF MEDIA (MAXIMUM).**

GENERAL NOTES
1. CONTECH TO PROVIDE ALL MATERIALS UNLESS NOTED OTHERWISE.
2. DIMENSIONS MARKED WITH ( ) ARE REFERENCE DIMENSIONS. ACTUAL DIMENSIONS MAY VARY.
3. FOR FABRICATION DRAWINGS WITH DETAILED STRUCTURE DIMENSIONS AND WEIGHTS, PLEASE CONTACT YOUR CONTECH REPRESENTATIVE. www.ContechES.com
4. STORMFILTER WATER QUALITY STRUCTURE SHALL BE IN ACCORDANCE WITH ALL DESIGN DATA AND INFORMATION CONTAINED IN THIS DRAWING. CONTRACTOR TO CONFIRM STRUCTURE MEETS REQUIREMENTS OF PROJECT.
5. STRUCTURE SHALL MEET AASHTO HS-20 LOAD RATING, ASSUMING EARTH COVER OF 0'-0", AND GROUNDWATER ELEVATION AT, OR BELOW, THE OUTLET PIPE INVERT ELEVATION. ENGINEER OF RECORD TO CONFIRM ACTUAL GROUNDWATER ELEVATION. CASTINGS SHALL MEET AASHTO M306 AND BE CAST WITH THE CONTECH LOGO.

INSTALLATION NOTES
A. ANY SUB-BASE, BACKFILL DEPTH, AND/OR ANTI-FLOTATION PROVISIONS ARE SITE-SPECIFIC DESIGN CONSIDERATIONS AND SHALL BE SPECIFIED BY ENGINEER OF RECORD.
B. CONTRACTOR TO PROVIDE EQUIPMENT WITH SUFFICIENT LIFTING AND REACH CAPACITY TO LIFT AND SET THE STORMFILTER STRUCTURE.
C. CONTRACTOR TO ASSEMBLE STRUCTURE.
D. CONTRACTOR TO PROVIDE, INSTALL, AND GROUT PIPES. MATCH OUTLET PIPE INVERT WITH OUTLET BAY FLOOR.
E. CONTRACTOR TO TAKE APPROPRIATE MEASURES TO PROTECT CARTRIDGES FROM CONSTRUCTION-RELATED EROSION RUNOFF.
F. CONTRACTOR TO REMOVE THE TRANSFER HOLE COVER WHEN THE SYSTEM IS BROUGHT ONLINE.

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SFPD0608-S
6' x 8' PEAK DIVERSION STORMFILTER
SHALLOW STANDARD DETAIL