



AGENDA

October 11, 2018

PLANNING COMMISSION MEETING
7:00 p.m.
City Council Chambers
311 Vernon Street Roseville, California

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 27, 2018
6. **REQUESTS/PRESENTATIONS**

6.1. NCRSP PCL 35 – GALLERIA SPECIFIC PLAN AMENDMENT – 1151
GALLERIA BL – FILE # PL18-0032

7. BOARD MEMBER / COMMISSIONER / STAFF REPORT

8. ADJOURNMENT



PLANNING COMMISSION COMMUNICATION

Title: MINUTES OF SEPTEMBER 27, 2018

Contact:

Meeting Date: 10/11/2018

Item #: 5.1.

ATTACHMENTS:

Description

MINUTES OF SEPTEMBER 27, 2018



DRAFT MINUTES
September 27, 2018

PLANNING COMMISSION MEETING

7:00 p.m.
City Council Chambers
311 Vernon Street Roseville, California

1. CALL TO ORDER

Chair Krafka called the meeting to order at 7:00 p.m.

2. ROLL CALL

Commissioner Brashears – Present
Commissioner Caporusso – Absent, *Excused*
Commissioner Dohner – Present
Commissioner Houdesheldt – *Arrived at 7:31 p.m.*
Commissioner Jensen - Present
Commissioner Mendonsa – Present
Chair Krafka – Present

3. PLEDGE OF ALLEGIANCE

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

4. PUBLIC COMMENTS

Chair Krafka opened the Public Comment. Hearing none, Chair Krafka closed the Public Comment.

5. CONSENT CALENDAR

5.1. MINUTES OF SEPTEMBER 13, 2018.

MOTION

Motion by Commissioner Mendonsa, seconded by Commissioner Jensen, to approve the Consent Calendar.

The motion passed with the following roll call vote:

Ayes: Brashears, Dohner, Jensen, Mendonsa, Krafka

Noes: None

Abstain: None

6. REQUESTS/PRESENTATIONS

6.1. FY19 BUDGET OVERVIEW AND OUTLOOK.

Acting Development Services Director, Mike Isom, presented the presentation and responded to questions.

Chair Krafka opened public comment and invited comments from the audience.

Public Comment

- None

Commissioner Comments:

- The City's effort to help the public understand this information and the Council's leadership, are appreciated.
- City is preparing two budget scenarios, one with Measure B and one without.
- City would be able to keep 100% of the ½ cent proposed sales tax.
- Residents can find information on Measure B and the City Council's two budget scenarios on the City's website.

Chair Krafka closed public comment. *Information item, no action required.*

6.2. NIPA PCL CO-4, CO-5, CO-15 — 8830 CRIMSON RIDGE WAY – FILE # PL18-0147.

Associate Planner, Charity Gold, presented the staff report and responded to questions.

Commissioner Houdesheldt arrived at 7:31 p.m.

Chair Krafka opened the public hearing and invited comments from the applicant and/or audience.

Stephen Des Jardins, BBC Diamond Creek, LLC, addressed the Commission and responded to questions. He stated he had received a copy of the staff report and was in agreement with staff's recommendation.

Public Comment

- None

Commissioner Comments:

- Will the temporary access, mentioned in the presentation, be constructed up front or phased into the project?
- In reference to bio swells, is this the first time the City has used them?
- What is the size of the bio swells?
- Bio swells are aesthetically pleasing and provide filtration.
- Stormwater planters discussion.
- Appreciate that the City is trying to think outside of the box in regards to stormwater requirements.
- Low Impact Development (LID) measures discussion.

Chair Krafka closed the public hearing and asked for a motion.

MOTION

Commissioner Jensen made the motion, seconded by Commissioner Brashears, to:

- A. Adopt the three (3) findings of fact and approve the Tentative Subdivision Map subject to 67 conditions of approval.
- B. Adopt three (3) findings of fact and approve the Administrative Permit subject to two (2) conditions of approval.
- C. Adopt two (2) findings of fact and approve the Major Project Permit Stage 2 subject to 33 conditions of approval.

The motion passed with the following roll call vote:

Ayes: Brashears, Dohner, Houdesheldt, Jensen, Mendonsa, Krafka

Noes: None

Abstain: None

7. COMMISSIONER / STAFF REPORT

Staff Reports:

- There will be Planning Commission Meetings on October 11, 2018 and October 25, 2018.
- The Campus Oaks Commercial project is tentatively scheduled for the October 25, 2018 Planning Commission Meeting.
- The Diamond Creek Residential project, which was presented and approved at the September 13, 2018 Planning Commission Meeting, has been appealed to the City Council, and the appeal will be placed on the agenda for the November 7, 2018 City Council Meeting.

Commissioner Reports:

- Fiddymment Plaza project lawsuit update requested. Staff responded that the court scheduled oral argument for October 19.

8. ADJOURNMENT

Chair Krafka asked for a motion to adjourn the meeting.

MOTION

Commissioner Mendonsa made the motion, seconded by Commissioner Houdesheldt, to adjourn the meeting.

The motion passed unanimously at 7:49 p.m.



PLANNING COMMISSION COMMUNICATION

Title: NCRSP PCL 35 – GALLERIA SPECIFIC PLAN AMENDMENT – 1151
GALLERIA BL – FILE # PL18-0032

Contact:

Meeting Date: 10/11/2018

Item #: 6.1.

ATTACHMENTS:

Description

PL18-0032; 1151 Galleria; Galleria SPA; 01 Staff Report

PL18-0032; 1151 Galleria; Galleria SPA; 02 A Redline NCRSP

PL18-0032; 1151 Galleria; Galleria SPA; 02 Exhibit B Clean Amended NCRSP

ITEM 6.1: SPECIFIC PLAN AMENDMENT – 1151 GALLERIA BOULEVARD – NCRSP PCL 35 – GALLERIA SPECIFIC PLAN AMENDMENT – PL18-0032

REQUEST

The applicant is requesting a text-only Specific Plan Amendment of the North Central Roseville Specific Plan in order to allow a broader array and mix of uses in the Regional Commercial land use category, as it pertains to the regional mall. The existing use list focuses on typical retail uses, and the definition will be expanded to include some commercial and professional uses, such as offices, entertainment, and manufacturer direct-to-consumer auto sales. The project does not include changes to the land use plan or areas of permitted development. As part of the update to the use list, the overall section will also be updated, as it currently contains outdated information.

Applicant – Marnie Prock, Best Best & Krieger
Owner – Roseville Shoppingtown LLC

SUMMARY RECOMMENDATION

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

- A. Recommend the City Council approve the Specific Plan Amendment.

SUMMARY OF OUTSTANDING ISSUES

The applicant has reviewed and is in agreement with the Specific Plan Amendment language. The Roseville Auto Mall Association (Association) does not support the inclusion of the manufacturer direct-to-consumer auto sales use as it is currently defined in the Specific Plan Amendment. The Association is in support of all other changes to the text of the Specific Plan. The Association and the applicant have recently met to discuss proposed revisions to the language defining manufacturer direct-to-consumer auto sales. If an agreement can be made between the Association and the applicant regarding the definition of manufacturer direct-to-consumer auto sales, staff will provide the Commission with the revisions prior to the public hearing.

BACKGROUND

The Westfield Galleria at Roseville, located at 1151 Galleria Boulevard, is within the North Central Roseville Specific Plan (NCRSP). The NCRSP was adopted on July 5, 1990, and included designation of Specific Plan Parcels 35, 36, and 95 as a Regional Commercial land use. The NCRSP Section 3.8, Regional Commercial Core Area, indicated that either Parcel 35 or Parcel 36 could be developed with a regional mall, and included a list of permitted uses and development standards which would apply.

On July 25, 1995 the Planning Commission approved a Major Project Permit Stage 1 (MPP 95-01) for the development of a regional mall on Parcel 35, and subsequently approved a three-year extension of time

Figure 1: Project Location



for the project. On June 25, 1998 the Planning Commission approved a Major Project Permit Stage 2 (MPP 98-02) for the regional mall. At the time of approval, the mall was to include four anchor stores, an entertainment building (with a movie theater, book store, sporting goods, and arcade), approximately 140 in-line tenants, a food court, and seven pad buildings. A later Major Project Permit Modification to increase the size of the mall was approved by the Planning Commission on June 22, 2006 (MPP 04-02). Although the NCRSP was adopted in 1990 and the mall has been in operation since the year 2000, the portion of the NCRSP which discusses the mall uses has never been updated.

The applicant has requested a Specific Plan Amendment to revise the list of permitted uses. The table below displays the list of existing permitted uses and the list of proposed permitted uses. In general, there are three kinds of updates proposed: including terms which are consistent with the Zoning Ordinance, listing uses more explicitly rather than using an umbrella term, and including new uses which had not previously been permitted. For example, “other uses typical to a regional mall” includes arcades and beauty services, but the term is being eliminated in favor of the Zoning Ordinance terms which cover those uses: “indoor sports and recreation” and “personal services.” The table is organized to show these changes. Existing uses on the left side of the table are aligned with their proposed replacement text on the right side of the table. Where there is no existing use listed on the left, the proposed use listed on the right is new.

Existing Use List	Proposed Use List
Major department stores	Retail sales and services (including major department stores)
Retail shops and services	
Auto service center	Auto service center
Banks	Banks and financial services
Day care	Child care
Movie theaters	Movie theaters
Branch library	Cultural centers, such as libraries and museums
Other uses typical to a regional mall	Indoor sports and recreation, personal services
	Professional offices
	Specialized education and training
	Manufacturer direct-to-consumer auto sales/leasing

In addition to the changes proposed by the applicant, the City has taken this opportunity to update the entirety of Section 3.8 to reflect current conditions, and to correct errors. The redline edits to the Specific Plan area are included as Exhibit A to this staff report, and includes all proposed changes. In general, the text changes focus on the following:

- Removing all references to the regional mall and commercial center as “potential” or “future,” and altering the text to use the present rather than future tense (e.g. the core area “is” characterized by, rather than “will be” characterized by).
- At the time of adoption, Antelope Creek Drive was unnamed and Galleria Boulevard was called Harding Boulevard, so all text and figure references to those roadways are being updated to reflect the current names.
- Deletion of all text which established the process and standards by which the City would accept an application for the original development of a regional mall. All text related to development

standards remain applicable for any future redevelopment or modification, and has therefore been retained.

- Deletion of text which refers to “alternative” mall locations. At the time, the location of the mall was undecided and was permitted on *either* Parcel 35 or Parcel 36.
- An update of text to reflect the City's current processing standards. The existing text refers to the use of a Use Permit with site review to determine building heights, but the City no longer has such a process. Building height is now determined via the Design Review or Major Project Permit process.

SITE INFORMATION

Location: 1151 Galleria Boulevard

Total Size: 94 acres

Topography and Setting: The project site is developed with the Westfield Galleria at Roseville, a regional mall. The existing mall includes more than 1.5 million square feet of developed building area, which is surrounded by parking lots, two parking structures, pedestrian pathways, a loop road, and lighting and landscaping. In addition to the mall, Parcel 36 also includes multiple pad buildings along the Roseville Parkway and Galleria Boulevard frontages. The surrounding properties include a wide array of commercial uses. The property east of the mall, across Galleria Boulevard, is developed with shopping centers, which include pad buildings and in-line tenant space featuring an array of retail, restaurant, service, and other uses. Property to the south is developed with a shopping center designed as an outdoor promenade, called The Fountains, with some vacant land adjacent where a second phase of The Fountains is planned. Property to the south and west includes a park preserve and apartments. Property to the north and west includes a conference center, hotel, restaurant, offices, and a health club which is currently under construction, but the mall is separated from these uses by a creek and open space corridor. Highway 65 is located north of the site.

EVALUATION

There are no specific findings required for adoption of a Specific Plan Amendment. Proposed amendments to a Specific Plan are analyzed for consistency with the goals and policies of the plan, with the City's General Plan, and with the Zoning Ordinance. Excepting the proposed new uses, the remainder of the project merely corrects, updates, or clarifies the existing text; it has no effect on Specific Plan implementation. Therefore, the project analysis focuses on the proposed new uses.

The existing land use and zoning designation of the property is Regional Commercial. The Zoning Ordinance list of permitted uses is more expansive than the more specific list contained in the NCRSP for the regional mall. All of the uses proposed as part of the project are permitted within the Regional Commercial zone and since zoning is used to determine parking, infrastructure, traffic demand, and other demands, the proposed uses have no effect on anticipated infrastructure or service demands.

At the time the list was established, the intent was to accurately describe typical uses at a mall, while excluding uses such as building material stores which would be permitted by the zone but are not suited to a mall. However, the use list was established nearly thirty years ago, and the mall marketplace has changed substantially since that time period. The International Council of Shopping Centers (ICSC) published a report called The Future of the Shopping Center Industry as part of their Envision 2020 project (available here: <https://www.icsc.org/uploads/default/Envision-2020-Report.pdf>). There are many discussion points within this report, but for the purposes of this proposed project the relevant conclusion is that to remain competitive

in the marketplace, regional malls need to pivot their business model from a traditional brick-and-mortar retail-focused center, to a community hub incorporating a mix of uses and accommodating e-commerce business models. To achieve this mix, the applicant has requested the addition of professional offices, specialized education, and manufacturer direct-to-consumer auto sales, which is an e-commerce business model.

The applicant is requesting to add the professional office use in order to provide an opportunity for a mixed use center, which offers professional employment in addition to the existing service-center employment. The specialized education use is requested for similar reasons. Specialized education includes vocational or non-degree schools, such as music, dance, business communications, or other programs. It should be emphasized that the Zoning Ordinance definition of specialized education does *not* include public or private K–12 education. Office and specialty school uses are compatible with retail and entertainment uses; many of the City's commercial centers include retail, office, and specialty school uses, often adjacent to one another in the same in-line tenant buildings.

The applicant is requesting manufacturer direct-to-consumer auto sales and leasing in order to provide opportunity for this specific e-commerce market. The manufacturer direct-to-consumer business model allows customers to view and test-drive vehicles from a storefront operated by the vehicle manufacturer, rather than by a dealer. The applicant has indicated that in rare instances on-site direct purchases could occur. Generally, a customer places an order with the car manufacturer, and the vehicle is then delivered straight to the customer or to the nearest auto repair/service center operated by the vehicle manufacturer. Since this business model does not require storing a large inventory of vehicles for sale, the manufacturer direct-to-consumer business only needs to store enough vehicles to show the range of models available and to provide test-drive opportunities. It is also not necessary to have large street-front displays of inventory. The proposed language for the NCRSP limits display and test drive vehicles to ten spaces and requires that these spaces be in a location not visible from the public street. The parking analysis for the mall expansion (File # MPP 04-02) found that the parking is about 90% occupied during peak times and there are a total of approximately 6,692 parking spaces. This leaves 669 vacant spaces during peak parking demand, which can easily accommodate ten spaces (and up to twenty with approval of a Major Project Permit Modification) for vehicle display.

There are no Specific Plan or General Plan policies which conflict with the proposed new uses, and the proposed uses are consistent with the scope of uses permitted by the Zoning Ordinance Regional Commercial zone. The site has sufficient parking and other infrastructure to support uses consistent with the Regional Commercial zone.

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 (RCONA). No comments were received from RCONA. A public notice of the Planning Commission hearing was published on August 31, 2018, and was distributed to all property owners within 300 feet of the project site. As discussed in the Summary of Outstanding Issues, the Roseville Auto Mall Association does not support the inclusion of the manufacturer direct-to-consumer auto sales use as it is currently defined in the Specific Plan Amendment.

ENVIRONMENTAL DETERMINATION

The project is categorically exempt from the provisions of the California Environmental Quality Act (CEQA) 15305, Minor Alterations in Land Use Limitations, and pursuant to Section 305 of the City of Roseville CEQA Implementing Procedures. The project is consistent with this exemption class because it

is has no effect on the land use (Regional Commercial) or density, occurs on a property with slopes less than 20%, and only changes the text of the Specific Plan as it relates to the types of businesses allowed at the regional mall (land use limitations)—changes which remain consistent with the Regional Commercial land use.

RECOMMENDATION

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

- A. Recommend the City Council approve the **SPECIFIC PLAN AMENDMENT – 1151 GALLERIA BOULEVARD – NCRSP PCL 35 – GALLERIA SPECIFIC PLAN AMENDMENT – PL18-0032.**

Exhibits

- A. Specific Plan Amendment–Redlines
- B. Specific Plan Amendment–Clean

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.

Setback and open areas between future buildings or parking and the freeway right-of-way are to be landscaped with a mix of trees, shrubs and ground covers. The landscape planter shall have a width of 40 feet.

The primary tree along the SR 65 frontage shall be the Bloodgood London Plane tree planted in a staggered pattern at 30 feet on center.

- Where permitted by individual site development plans, tree planting pockets abutting the setback area should be developed between adjoining buildings or clusters of buildings or at "dead spaces" occurring within individual site development plans. The tree planting pockets are intended to introduce a rhythm of intermittent tree groves along the freeway edge.

Approximately one third of the trees planted in the setback and pocket areas should be conifer trees for vertical scale and screening.

- All building elevations visible from the freeway should be designed to incorporate architectural detail that is sensitive to such visibility and that avoids the featureless design typically associated with "backside" facades.

Where this commercial parcel lies adjacent to watershed open space parcels, a landscape buffer is to be installed along the abutting edge of the non-open space parcel. The minimum buffer width is 20 feet for parking and 25 feet for buildings.

- Although highway commercial parcels are not required to be master planned, considerations of internal function shall be addressed in the context of a conceptual site plan at the time a development proposal is initiated for any portion of the individual site. Where a mix of uses is anticipated for the site, particular attention shall be given to site circulation, access and parking. A clearly defined pedestrian link running parallel to the freeway is encouraged.

3.8 Regional Commercial Core Area

The commercial core area is comprised of two ~~potential~~-regional commercial sites ~~totalling~~totaling approximately 188.9 acres, (Parcels 35 and 36), and ancillary parcels adjacent to the two primary parcels (Parcels 33, 37, 38, 39, and 40). The specific policies regulating the development of Parcels 38, 39 and 40 are found under the appropriate use sections of this element. The commercial core parcels ~~will~~ comprise a core retail, services, and leisure activities that ~~will~~ serve the entire South Placer region. Population projections indicate that the region will be able to support one large retail mall and substantial ~~support~~additional commercial activity at this location.

The intent is to provide a mix of land uses within the core area that will support greater diversity and more pedestrian activity than is likely to occur at a single-purpose retail center. A higher level of development intensity is encouraged than would otherwise occur at a suburban shopping center. In order to achieve this mix of uses, one of the two regional commercial sites (~~Parcel~~, ~~(Parcels 35 or 36)~~, ~~will be~~has been developed identified as a ~~conventional~~-regional mall, featuring shopping, services, ~~and~~ leisure, ~~and other~~ activities in a single complex. The remaining ~~site will be developed~~area provides in-line and pad tenant spaces for to ~~provide~~ a complementary mix of uses which may include office, services, ~~additional~~-retail commercial, restaurants, leisure, and cultural facilities. This area is envisioned as the "hub" of activity in the region.~~In combination, the sites will be~~ The core area ~~will be~~is characterized by tall, landmark buildings, public plazas, a distinctive pedestrian circulation system, and a diverse mix of uses.

The parcel developed as the regional mall may include the following -uses:

- retail sales and services (including major department stores)
- eating and drinking establishments
- professional offices

- auto service center

- manufacturer direct-to-consumer automotive sales/leasing and information, supported by a small inventory and limited reserved parking spaces in a location not visible from public streets, and test-drive opportunities for consumers. A maximum of 10 vehicles for test drives may be parked onsite at any one time. This can be increased to up to 20 spaces with the approval of a Major Project Permit modification.

- banks and financial services

- ~~day care~~ child care

- indoor sports and recreation

- movie theaters

- ~~branch library~~ cultural centers, such as libraries and museums

- specialized education and training

- personal services

~~- retail shops and services such as clothing stores, shoe stores, book and stationery stores, eating establishments, pet stores, jewelry stores and other uses typical to a regional mall~~

An alternative land use plan is proposed for the site not developed as the regional mall (Parcel 36). ~~The alternative~~ Parcel 36 site uses may include up to sixty percent (60%) of the total gross building floor area of the site for retail commercial. The balance of the site will be used for non-retail uses such as business-professional office, hotels, restaurants, banks, day care, theaters, and other office and service commercial uses. Multiple family residential use may be considered subject to City approval of a General Plan Amendment and Specific Plan Amendment for additional units. ~~In the event that neither site is developed as a regional mall, the alternative land use provisions will apply to both sites in accordance with Policy 3 of this section. The alternate land use scenario~~ Parcel 36 is subject to regional commercial policies as well as the business-professional and commercial policies that are appropriate to the ultimate land use mix, when such policies are applicable and do not conflict with the goals and policies of this section. ~~A master plan addressing the entire parcel will be required prior to development of any portion of Parcels 35 or 36.~~

The eastern edge of Parcel 36 encompasses slope areas ranging from five (5) to twenty-five percent (25%) gradient and oak woodlands overlooking Antelope Creek. Although the site is adjacent to an area designated as a potential regional commercial center, it is not suitable for conventional office or commercial development due to the slope and tree conditions. Consequently, a majority of the slope will be included in a non-developable slope easement. Approximately 2.6 acres, designated as Parcel 33, will be accessible from a future connection from Parcel 36 (Street E Antelope Creek Drive) ~~to the properties east of Antelope Creek.~~

This parcel is illustrated on Figure 3-20, Slope Easement Area. The site is suitable for a restaurant, small office building, or specialty retail. The building placed on the parcel will require pedestrian access from a parking area at the top of the bluff. The building is required to be of a low profile design, not more than two stories in height on its downhillside, and must be visually integrated with the natural terrain. The height shall not exceed thirty-five feet (35') above the natural grade. Regulations relating to the development of Parcel 33 are contained in Policy 19 of this section.

Parcel 37 is a small commercial site of approximately five (5) acres separated from the regional commercial sites by ~~the planned extension of~~ Roseville Parkway. This site is suited for small freestanding

commercial or service uses such as auto service, bank, restaurant, or small office or retail uses relating to the commercial core area. Much of the site is encumbered by a powerline easement, which limits building locations and coverage. Due to the proximity to the Roseville Parkway/Harding-Galleria Boulevard intersection, the property will be limited to right in/right out vehicular turning movements.

The basic concept of the commercial core area is to make the two sides of Harding-Galleria Boulevard work together as a single urban complex. The features of such a complex include a highly efficient circulation system that accommodates pedestrians as well as vehicles and public transportation. A major emphasis of the core area is on the design of pedestrian spaces and connections.

The creation of an urban scale commercial core area is facilitated by the regional access that has been provided. The access is illustrated in Figure 3-21, Regional Commercial Core Circulation Diagram. The roadway system offers superior circulation for the core area via the Highway 65/Harding-Galleria Boulevard, Atlantic Street/Eureka Road, and Highway 65/I-80 interchanges. The interchanges are supplemented by the major arterial linkages including Harding-Galleria Boulevard, Stanford Ranch Road, and Roseville Parkway. The location also presents opportunities for potential future connections to regional public transit, including light rail. The site offers freeway visibility, proximity to an established and growing population base, a visually dramatic site, and a comprehensive master planning effort by the City. These factors provide a unique opportunity in the Sacramento/South Placer region to establish a "satellite downtown" complex.

The pedestrian circulation system, illustrated in Figure 3-22, Regional Commercial Core Pedestrian Circulation Diagram, will link the entire commercial core area around Harding-Galleria Boulevard. In addition, the walkways will extend to the adjacent business-professional/commercial, business-professional, and multi-family residential uses immediately surrounding the commercial core. A connection will intersect with the planned bike trail along Antelope Creek which will link south into the developed portion of Roseville and north into Rocklin. The pathway system will have the effect of making the commercial core accessible to a larger pedestrian core area by providing safe and convenient connections.

The pedestrian linkages connecting the various elements of the core area are conceived as "promenades" delineated by distinctive paving materials with landscaped edges. The intent is to clearly define and visually separate the pedestrian walkways from the surrounding vehicular circulation and parking areas. Figure 3-23, Sectional View of a Promenade, illustrates this concept. Canopy trees will shade the promenades from afternoon sun, and pedestrian scale lighting will make the areas a comfortable place to be in the evening. Small recessed "bays" along the promenades will provide spaces for rest area benches, for performing artists, and for small food vendor carts or other mobile sales activity licensed by the private commercial core management. Small shops providing flowers, fresh baked goods, and other conveniences may be spotted at irregular intervals along the promenades. The promenades will be designed to allow ready access from adjacent parking areas.

As they approach arterial connections, the promenades may be flanked by restaurants or retail activities typically found on pad sites near the street. This will provide additional pedestrian access to these uses and will enhance the character of the promenades. A conceptual illustrative plan diagram for a portion of a promenade is shown in Figure 3-24, Pedestrian Promenade Conceptual illustrative Plan Diagram.

A primary goal of the promenades will be to connect the uses on opposite sides of the adjacent arterials. Such uses are normally only conveniently and safely accessible from one shopping area to another by automobile. All signalized intersections adjacent to the regional commercial core area are required to provide enhanced pedestrian access.

The following policies and guidelines will be used to guide development of the regional commercial parcels. Additional guidelines contained in the general guidelines section of this element also apply:

1. Only one regional commercial mall (~~as defined by Policy 2~~) shall be developed in the North Central Roseville Specific Plan Area.
2. ~~The City shall not be required to receive an application for a use permit, which contemplates the development of Parcels 35 or 36 as a regional mall, unless the application for such a use permit is the first such application which meets the following three (3) criteria, to the satisfaction of the City:~~
 - a. ~~Provision shall be made for three (3) anchor tenants or owners, each of which shall construct or occupy a store facility with a size of not less than 100,000 square feet.~~
 - b. ~~Each of such three (3) anchor tenants shall be a national marketing retailer. A national marketing retailer is defined as a retailer (including subsidiaries and affiliates owned and managed by such national marketing retailer) with at least ten (10) retail facilities, with a floor area of not less than 100,000 square feet each, in at least four (4) different states or at least ten (10) different Standard Metropolitan Statistical Areas, each with a population in excess of one million (1,000,000).~~
 - c. ~~One of such three (3) anchor tenants must be a national marketing retailer which offers consumer goods to the public of such a type and quality as to create a reasonable expectation, based on the actual prior experience of such national marketing retailer, that the annual sales of such retailer's facility will average two hundred twenty five dollars (\$225) per square foot. Net square foot shall mean a square foot of area in which merchandise is customarily sold or displayed to the general public and shall exclude (i) public restrooms; (ii) storage, employee facilities and similar areas not open to the public.~~
3. The site developed as the regional mall may include any mix of uses typical to a regional commercial facility as specified in Section 3.8.
4. The ~~alternative~~ land use for Parcels ~~35 and~~ 36 may include up to sixty percent (60%) of the total gross building floor area of the site in retail commercial uses. The balance of the site will be used for business-professional offices, restaurants, banks, savings and loans, day-child care, hotels, movie theaters, and other office and non-retail service commercial uses. Multi-family residential use may be considered subject to a General Plan Amendment and Specific Plan Amendment resulting in an additional residential allocation by the City of Roseville.

~~The landowners of Parcels 35 and 36 may elect to develop under the alternative land use scenario. Such election may be made only upon the occurrence of one of the following:~~

- a. ~~The acceptance by the City of an application for a use permit for regional mall on one of the two parcels;~~
- b. ~~The issuance, by an appropriate permitting authority, of a use permit for a commercial development meeting the criteria set forth in Policy 2 on land within three miles of Parcels 35 and 36; or,~~
- c. ~~The third anniversary of the effective date of the development agreements for Parcels 35 and 36.~~

~~The alternative use scenario will be subject to City approval.~~ Business-professional and commercial uses in the alternative scenario on Parcel 36 shall be subject to the business-professional and community commercial policies in this plan respectively, when such policies are applicable and do not conflict with the goals and policies in this section.

5. Parcels 35 and 36 shall be master planned prior to receiving a use permit for development of any portion. The master plan shall indicate building locations, vehicular circulation and parking systems, pedestrian circulation systems, general grading and drainage plans, and the architectural signage and landscaping guidelines for the entire parcel.
6. Parcels 35 and 36 shall have a single design theme for each parcel that is to be reflected in the primary buildings. Such a theme does not require rigid uniformity in all the buildings but does require compatibility between buildings. The theme elements shall include the use of certain colors, materials, certain architectural elements or style, or consistent landscaping treatment.
7. Building height is to be determined on a case-by-case basis ~~subject to the approval of a use permit~~ through the Design Review or Major Project Permit process.
8. Large, single-user freestanding retail commercial buildings which are not integrated in an overall site design are generally discouraged and shall not be the dominant form of commercial use. Such uses shall be incorporated in an overall site master plan in which design measures are applied to visually reduce the bulk and large frontages typically associated with such uses.
9. Each parcel shall provide pedestrian pathway systems that connect to the adjacent parcels as illustrated in Figure 3-22, the Regional Commercial Core Pedestrian Circulation Diagram; 3-23, Sectional View of a Promenade and 3-24, Pedestrian Promenade Conceptual Illustrative Plan Diagram. The pedestrian pathway systems shall be separated from vehicle travelways and shall be designed in such a manner as to guide the pedestrians to the main building access points. Such access shall be coordinated with transit stops. The pedestrian connections shall be incorporated in the design of buildings.
10. The pedestrian pathways throughout the commercial core area shall utilize common design elements. These elements may consist of common paving colors and textures, design elements, or other methods of indicating that the pedestrian network is part of a continuous pathway that extends beyond the individual project. A common pedestrian scale lighting standard shall be selected for the entire length of the commercial core pedestrian pathway system. Common furniture, drinking fountains, trash receptacles, signage and other elements shall be used.
11. In order to strengthen the streetscape, pad sites should be located at the street frontage. Pads or buildings directly fronting roads shall provide direct pedestrian connections from the landscape corridor pathway along the adjacent street.
12. Bicycle parking racks shall be provided in highly visible locations.
13. The design of the regional commercial uses shall consider the possible future extension of light rail including right-of-way and station needs. Pedestrian connections shall be coordinated with transit stops. On-site transit stops, including those for buses, shall be considered during the design review stage. The site design for Parcels 35, 36 and 37 shall consider the possible future construction of a grade separated intersection at Roseville Parkway and ~~Harding~~ Galleria Boulevard.
14. Public plazas, outdoor dining areas, seating areas accessible to pedestrians, fountains, and other outdoor gathering places are strongly encouraged.
15. Gas stations, providing gasoline sales and limited auto service and repair, may be located in any regional commercial land use designation, subject to a use permit. Consideration should be given to orienting the service islands away from the street. The stations are to be designed as an integral part of the commercial site in terms of architectural treatment, materials, colors, building location and orientation, and parking lot circulation.

16. The interface between regional commercial and open space areas, such as the lower watershed (Parcel 82), wetland mitigation area (Parcels 95 and 96), slope easement (Parcel 97), and open space recreation (Parcel 98), shall be carefully considered during design review. The site design should, to the extent possible, incorporate the visual amenity provided by the adjacent open space. A minimum twenty foot (20') setback shall be provided from the edge of the open space areas. The setback shall be landscaped and may include trees, berms, and swales provided to create a boundary and to control urban runoff. Fencing between the regional commercial use and the open space areas is generally discouraged, except as required by the permit issued by the U.S. Army Corps of Engineers pursuant to Section 404 of the Federal Clean Water Act. Where necessary, such fencing should be open type to allow for a view to the open space area. Building design shall consider views from the adjacent open space areas. In general, architectural treatment and materials for those frontages visible from adjacent open space areas shall be similar in treatment and materials to the building frontages visible from public streets.
17. The on-site landscaping for Parcels 35 and 36 shall provide a minimum twenty foot (20') landscape setback from the edge of the Caltrans right-of-way adjacent to Highway 65. Buildings shall not "back" onto the highway frontage.
18. Provide visually separated service entries for the delivery of merchandise.
19. Parcel 97 is designated as a non-developable slope easement. This area is to be protected and maintained as an oak woodland ecosystem in accordance with the tree policies contained in Section 6.2 of this Specific Plan and all applicable ordinances and policies of the City of Roseville. The slope area shall remain in private ownership and shall be maintained by the owners of Parcel 36 in the debris-free and non-fire hazard condition. The following additional activities may be considered as approved by the City:
 - a. Oak tree regeneration.
 - b. Passive recreation such as picnic areas or nature observation areas.
 - c. Pedestrian pathways including the pathway proposed adjacent to Antelope Creek.
 - d. A single access road between Parcel 36 and the parcels east of Antelope Creek.
20. The development of Parcel 33 will be subject to the additional following conditions:
 - a. The parking area design shall minimize the need for grading.
 - b. Buildings shall be low-profile and limited to two stories in height in any vertical plane measured from the downhill side of the building. The height shall not exceed thirty-five feet (35') above the natural grade on the downhill side of the building.
 - c. Buildings shall be visually integrated with the natural terrain in design, style, materials, and color.
 - d. Designs shall be utilized which minimize grading. Any slope banks shall be designed to blend with existing terrain and revegetated with native materials.
 - e. All oak trees are to be protected pursuant to the policies set forth in Section 6.2 of this Specific Plan and all applicable ordinances and policies of the City of Roseville.

- f. All proposed uses and designs will be subject to review by the Project Review and Planning Commission.
- 21. Due to the powerline easements and access limitations, the development of Parcel 37 is limited to small commercial or service uses such as auto service, restaurants, banks, or small office or retail uses relating to the commercial core area.

PC Exhibit B

- Setback and open areas between future buildings or parking and the freeway right-of-way are to be landscaped with a mix of trees, shrubs and ground covers. The landscape planter shall have a width of 40 feet.
- The primary tree along the SR 65 frontage shall be the Bloodgood London Plane tree planted in a staggered pattern at 30 feet on center.
- Where permitted by individual site development plans, tree planting pockets abutting the setback area should be developed between adjoining buildings or clusters of buildings or at “dead spaces” occurring within individual site development plans. The tree planting pockets are intended to introduce a rhythm of intermittent tree groves along the freeway edge.
- Approximately one third of the trees planted in the setback and pocket areas should be conifer trees for vertical scale and screening.
- All building elevations visible from the freeway should be designed to incorporate architectural detail that is sensitive to such visibility and that avoids the featureless design typically associated with “backside” facades.
- Where this commercial parcel lies adjacent to watershed open space parcels, a landscape buffer is to be installed along the abutting edge of the non-open space parcel. The minimum buffer width is 20 feet for parking and 25 feet for buildings.
- Although highway commercial parcels are not required to be master planned, considerations of internal function shall be addressed in the context of a conceptual site plan at the time a development proposal is initiated for any portion of the individual site. Where a mix of uses is anticipated for the site, particular attention shall be given to site circulation, access and parking. A clearly defined pedestrian link running parallel to the freeway is encouraged.

3.8 Regional Commercial Core Area

The commercial core area is comprised of two regional commercial sites totaling approximately 188.89 acres, (Parcels 35 and 36), and ancillary parcels adjacent to the two primary parcels (Parcels 33, 37, 38, 39, and 40). The specific policies regulating the development of Parcels 38, 39 and 40 are found under the appropriate use sections of this element. The commercial core parcels comprise core retail, service, and leisure activities that serve the entire South Placer region. Population projections indicate that the region will be able to support one large retail mall and substantial additional commercial activity at this location.

The intent is to provide a mix of land uses within the core area that will support greater diversity and more pedestrian activity than is likely to occur at a single-purpose retail center. A higher level of development intensity is encouraged than would otherwise occur at a suburban shopping center. In order to achieve this mix of uses, one of the two regional commercial sites, (Parcels 35), has been identified as a regional mall, featuring shopping, services, leisure, and other activities in a single complex. The remaining area provides in-line and pad tenant spaces for a complementary mix of uses which may include office, service, retail commercial, restaurants, leisure, and cultural facilities. This area is

envisioned as the "hub" of activity in the region. The core area is characterized by tall, landmark buildings, public plazas, a distinctive pedestrian circulation system, and a diverse mix of uses.

The parcel developed as the regional mall may include the following uses:

- retail sales and services (including major department stores)
- eating and drinking establishments
- professional offices
- auto service center
- manufacturer direct-to-consumer automotive sales/leasing and information, supported by a small inventory and limited reserved parking spaces in a location not visible from public streets, and test-drive opportunities for consumers. A maximum of 10 vehicles for test-drives may be parked onsite at any one time. This can be increased to up to 20 spaces, with approval of a Major Project Permit modification.
- banks and financial services
- child care
- movie theaters
- cultural centers, such as libraries and museums
- specialized education and training
- personal services

An alternative land use plan is proposed for the site not developed as the regional mall (Parcel 36). Parcel 36 uses may include up to sixty percent (60%) of the total gross building floor area of the site for retail commercial. The balance of the site will be used for non-retail uses such as business-professional office, hotels, restaurants, banks, day care, theaters, and other office and service commercial uses. Multiple family residential use may be considered subject to City approval of a General Plan Amendment and Specific Plan Amendment for additional units. Parcel 36 is subject to regional commercial policies as well as the business-professional and commercial policies that are appropriate to the ultimate land use mix, when such policies are applicable and do not conflict with the goals and policies of this section.

The eastern edge of Parcel 36 encompasses slope areas ranging from five (5) to twenty-five percent (25%) gradient and oak woodlands overlooking Antelope Creek. Although the site is adjacent to an area designated as a potential regional commercial center, it is not suitable for conventional office or commercial development due to the slope and tree conditions. Consequently, a majority of the slope will be included in a non-developable slope easement. Approximately 2.6 acres, designated as Parcel 33, will be accessible from a future connection from Antelope Creek Drive.

This parcel is illustrated on Figure 3-20, Slope Easement Area. The site is suitable for a restaurant, small office building, or specialty retail. The building placed on the parcel will require pedestrian access from a parking area at the top of the bluff. The building is required to be of a low profile design, not more than two stories in height on its downhill side, and must be visually integrated with the natural terrain. The height shall not exceed thirty-five feet (35') above the natural grade. Regulations relating to the development of Parcel 33 are contained in Policy 19 of this section.

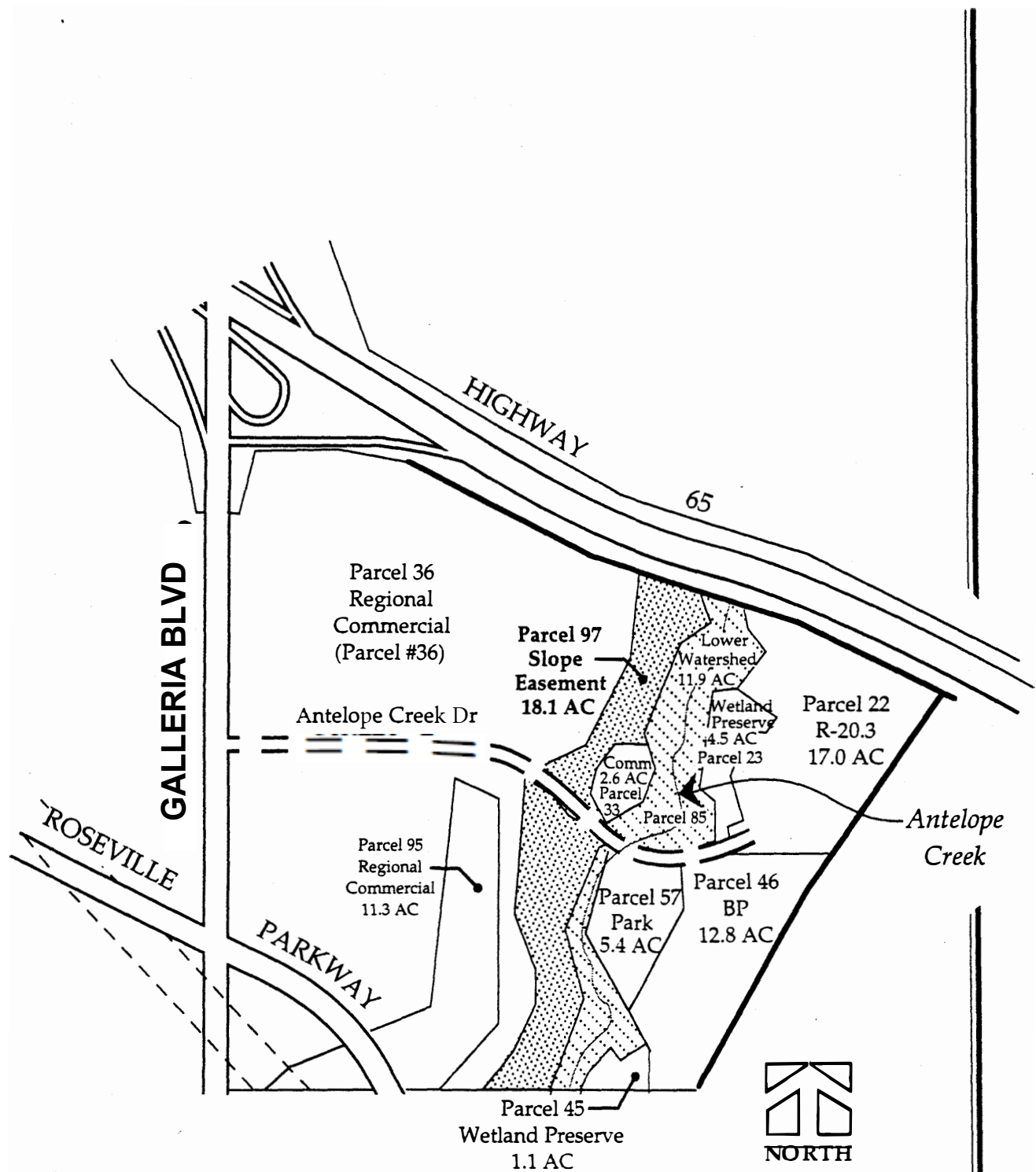


Figure 3-20
Slope Easement Area

Parcel 37 is a small commercial site of approximately five (5) acres separated from the regional commercial sites by Roseville Parkway. This site is suited for small freestanding commercial or service uses such as auto service, bank, restaurant, or small office or retail uses relating to the commercial core area. Much of the site is encumbered by a powerline easement, which limits building locations and coverage. Due to the proximity to the Roseville Parkway /Galleria Boulevard intersection, the property will be limited to right in/ right out vehicular turning movements.

The basic concept of the commercial core area is to make the two sides of Galleria Boulevard work together as a single urban complex. The features of such a complex include a highly efficient circulation system that accommodates pedestrians as well as vehicles and public transportation. A major emphasis of the core area is on the design of pedestrian spaces and connections.

The creation of an urban scale commercial core area is facilitated by the regional access that has been provided. The access is illustrated in Figure 3-21, Regional Commercial Core Circulation Diagram. The roadway system offers superior circulation for the core area via the Highway 65 /Galleria Boulevard, Atlantic Street/Eureka Road and Highway 65 /I-80 interchanges. The interchanges are supplemented by the major arterial linkages including Galleria Boulevard, Stanford Ranch Road and Roseville Parkway. The location also presents opportunities for potential future connections to regional public transit, including light rail. The site offers freeway visibility, proximity to an established and growing population base, a visually dramatic site, and a comprehensive master planning effort by the City. These factors provide a unique opportunity in the Sacramento /South Placer region to establish a "satellite downtown" complex.

The pedestrian circulation system, illustrated in Figure 3-22, Regional Commercial Core Pedestrian Circulation Diagram, will link the entire commercial core area around Galleria Boulevard. In addition, the walkways will extend to the adjacent business-professional/ commercial, business-professional, and multi-family residential uses immediately surrounding the commercial core. A connection will intersect with the planned bike trail along Antelope Creek which will link south into the developed portion of Roseville and north into Rocklin. The pathway system will have the effect of making the commercial core accessible to a larger pedestrian core area by providing safe and convenient connections.

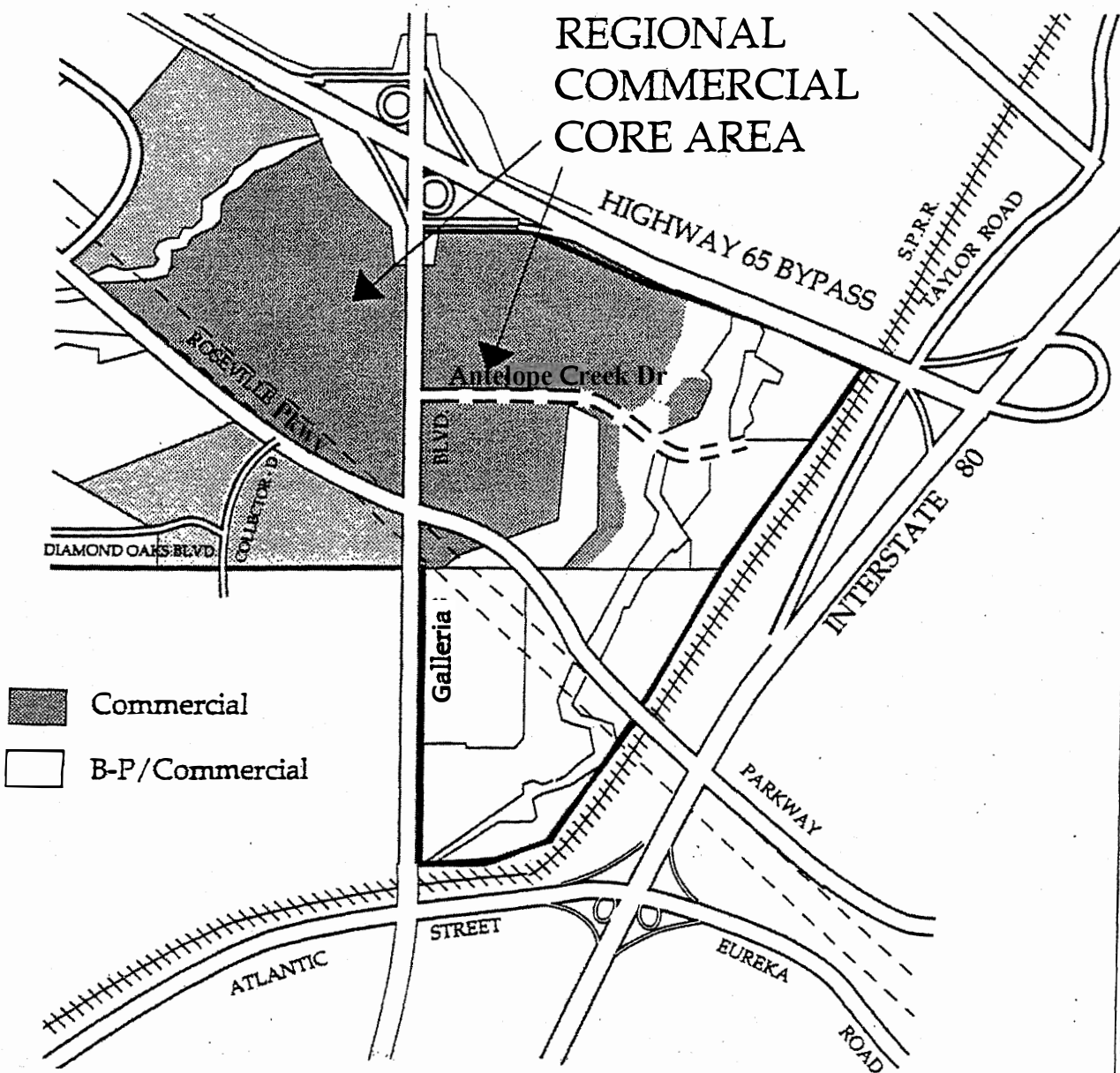


Figure 3-21
Regional Commercial Core Circulation Diagram

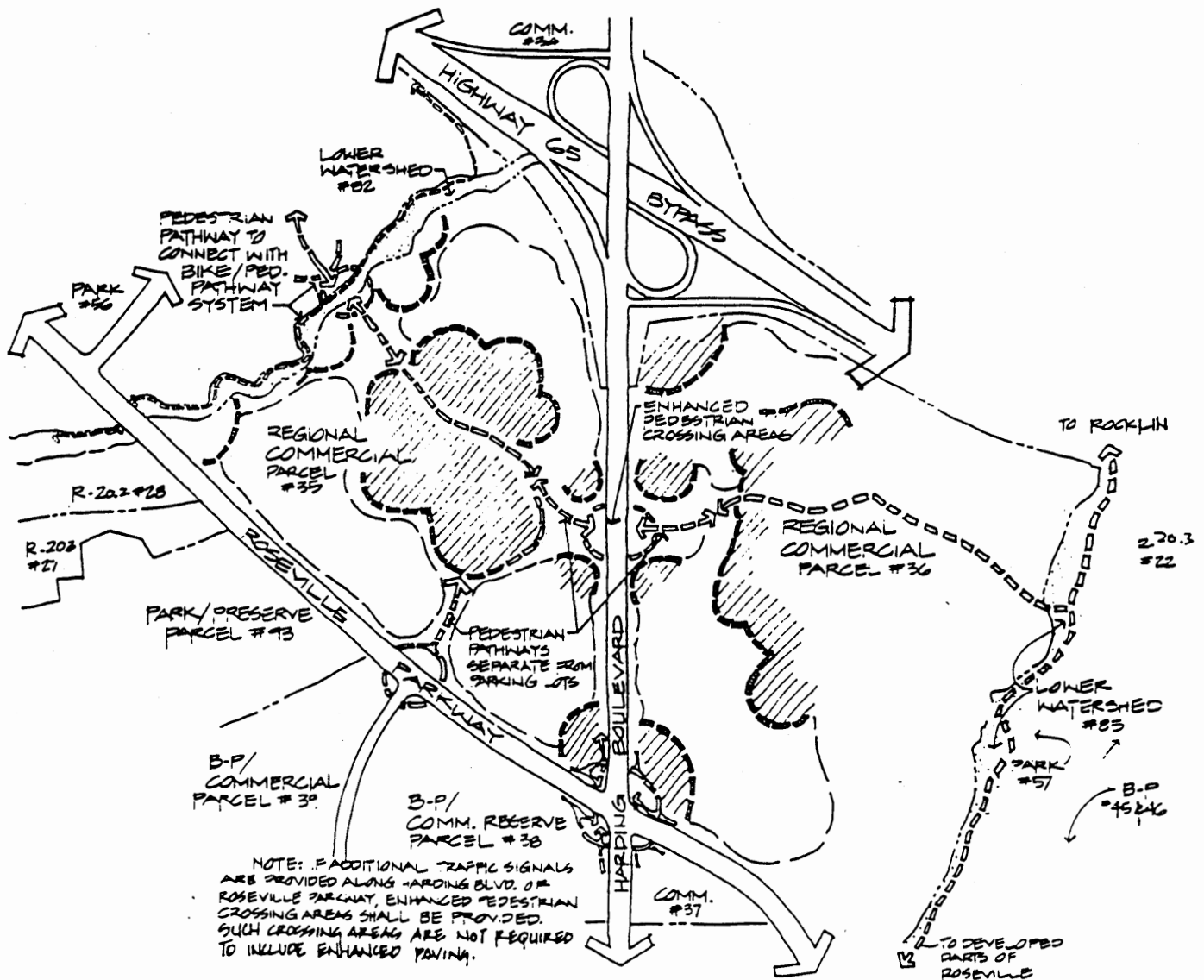


Figure 3-22
Regional Commercial Core Pedestrian Circulation Diagram

The pedestrian linkages connecting the various elements of the core area are conceived as "promenades" delineated by distinctive paving materials with landscaped edges. The intent is to clearly define and visually separate the pedestrian walkways from the surrounding vehicular circulation and parking areas. Figure 3-23, Sectional View of a Promenade, illustrates this concept. Canopy trees will shade the promenades from afternoon sun, and pedestrian scale lighting will make the areas a comfortable place to be in the evening. Small recessed "bays" along the promenades will provide spaces for rest area benches, for performing artists, and for small food vendor carts or other mobile sales activity licensed by the private commercial core management. Small shops providing flowers, fresh baked goods, and other conveniences may be spotted at irregular intervals along the promenades. The promenades will be designed to allow ready access from adjacent parking areas.

As they approach arterial connections, the promenades may be flanked by restaurants or retail activities typically found on pad sites near the street. This will provide additional pedestrian access to these uses and will enhance the character of the promenades. A conceptual illustrative plan diagram for a portion of a promenade is shown in Figure 3-24, Pedestrian Promenade Conceptual Illustrative Plan Diagram.

A primary goal of the promenades will be to connect the uses on opposite sides of the adjacent arterials. Such uses are normally only conveniently and safely accessible from one shopping area to another by automobile. All signalized intersections adjacent to the regional commercial core area are required to provide enhanced pedestrian access.

The following policies and guidelines will be used to guide development of the regional commercial parcels. Additional guidelines contained in the general guidelines section of this element also apply:

1. Only one regional commercial mall shall be developed in the North Central Roseville Specific Plan Area.
2. The site developed as the regional mall may include any mix of uses typical to a regional commercial facility as specified in Section 3.8.
3. The land use for Parcel 36 may include up to sixty percent (60%) of the total gross building floor area of the site in retail commercial uses. The balance of the site will be used for business-professional offices, restaurants, banks, savings and loans, child care, hotels, movie theaters, and other office and non-retail service commercial uses. Multi-family residential use may be considered subject to a General Plan Amendment and Specific Plan Amendment resulting in an additional residential allocation by the City of Roseville.

Business-professional and commercial uses on Parcel 36 shall be subject to the business-professional and community commercial policies in this plan respectively, when such policies are applicable and do not conflict with the goals and policies in this section.

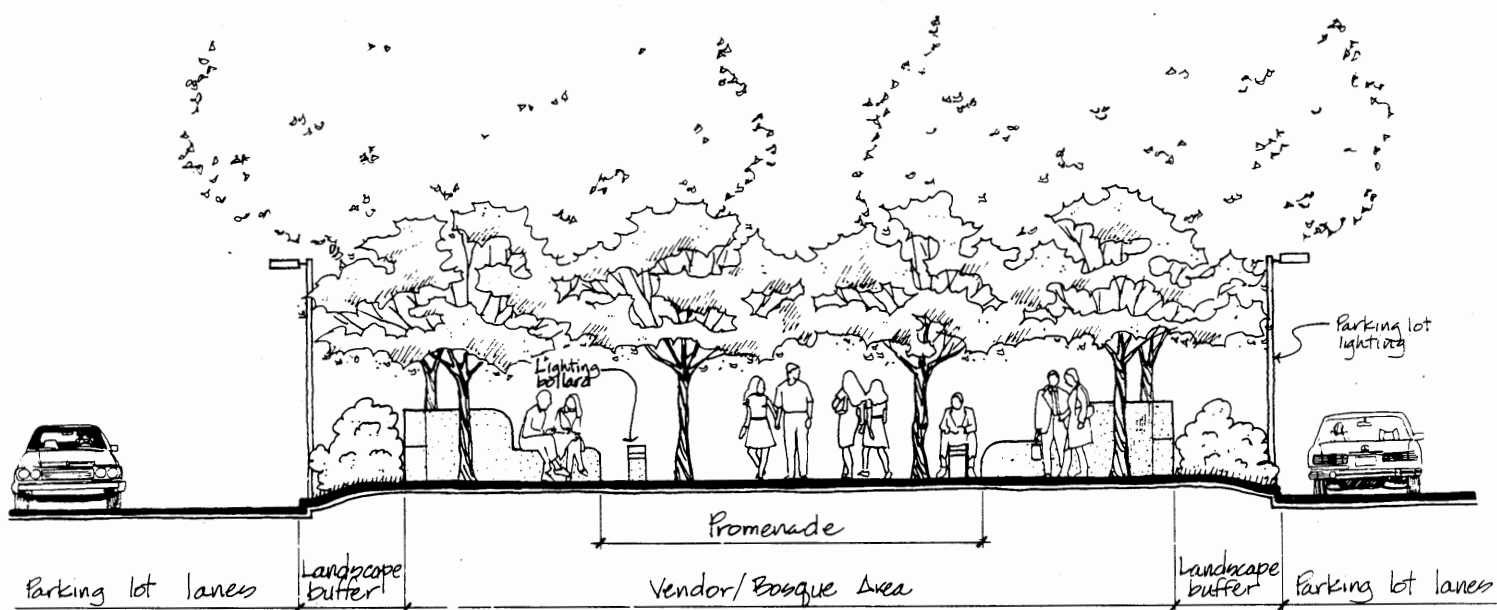


Figure 3-23
Sectional View of Promenade

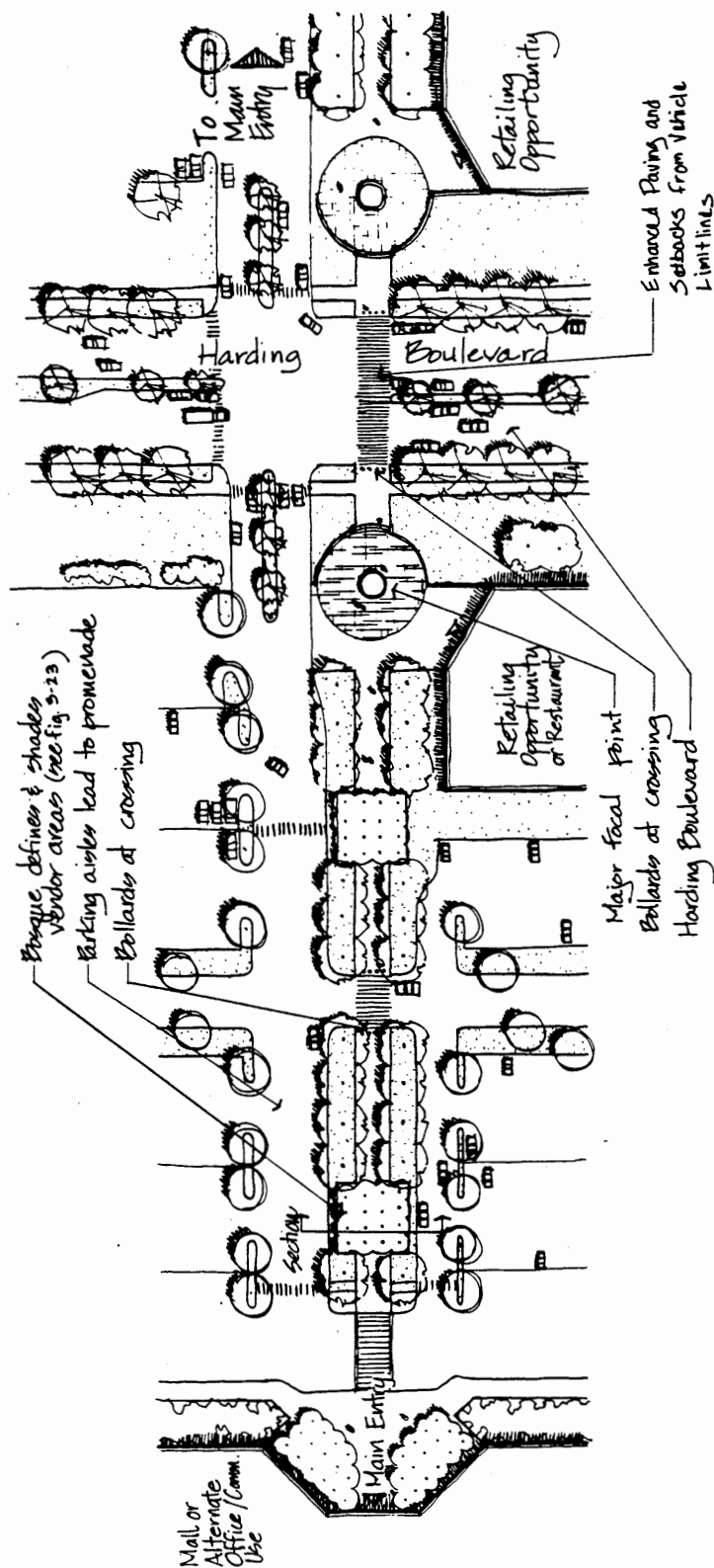


Figure 3-24
Pedestrian Promenade Conceptual Illustrative Plan Diagram

4. Parcels 35 and 36 shall be master planned prior to receiving a use permit for development of any portion. The master plan shall indicate building locations, vehicular circulation and parking systems, pedestrian circulation systems, general grading and drainage plans, and the architectural signage and landscaping guidelines for the entire parcel.

5. Parcels 35 and 36 shall have a single design theme for each parcel that is to be reflected in the primary buildings. Such a theme does not require rigid uniformity in all the buildings but does require compatibility between buildings. The theme elements shall include the use of certain colors, materials, certain architectural elements or style, or consistent landscaping treatment.

6. Building height is to be determined on a case-by-case basis through the Design Review Permit or Major Project Permit process.

7. Large, single-user freestanding retail commercial buildings which are not integrated in an overall site design are generally discouraged and shall not be the dominant form of commercial use. Such uses shall be incorporated in an overall site master plan in which design measures are applied to visually reduce the bulk and large frontages typically associated with such uses.

8. Each parcel shall provide pedestrian pathway systems that connect to the adjacent parcels as illustrated in Figure 3-22, the Regional Commercial Core Pedestrian Circulation Diagram; 3-23, Sectional View of a Promenade and 3-24, Pedestrian Promenade Conceptual Illustrative Plan Diagram. The pedestrian pathway systems shall be separated from vehicle travelways and shall be designed in such a manner as to guide the pedestrians to the main building access points. Such access shall be coordinated with transit stops. The pedestrian connections shall be incorporated in the design of buildings.

9. The pedestrian pathways throughout the commercial core area shall utilize common design elements. These elements may consist of common paving colors and textures, design elements, or other methods of indicating that the pedestrian network is part of a continuous pathway that extends beyond the individual project. A common pedestrian scale lighting standard shall be selected for the entire length of the commercial core pedestrian pathway system. Common furniture, drinking fountains, trash receptacles, signage and other elements shall be used.

10. In order to strengthen the streetscape, pad sites should be located at the street frontage. Pads or buildings directly fronting roads shall provide direct pedestrian connections from the landscape corridor pathway along the adjacent street.

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11. Bicycle parking racks shall be provided in highly visible locations.
12. The design of the regional commercial uses shall consider the possible future extension of light rail including right-of-way and station needs. Pedestrian connections shall be coordinated with transit stops. On-site transit stops, including those for buses, shall be considered during the design review stage. The site design for Parcels 35, 36 and 37 shall consider the possible future construction of a grade separated intersection at Roseville Parkway and Harding Boulevard.
13. Public plazas, outdoor dining areas, seating areas accessible to pedestrians, fountains, and other outdoor gathering places are strongly encouraged.
14. Gas stations, providing gasoline sales and limited auto service and repair, may be located in any regional commercial land use designation, subject to a use permit. Consideration should be given to orienting the service islands away from the street. The stations are to be designed as an integral part of the commercial site in terms of architectural treatment, materials, colors, building location and orientation, and parking lot circulation.
15. The interface between regional commercial and open space areas, such as the lower watershed (Parcel 82), wetland mitigation area (Parcels 95 and 96), slope easement (Parcel 97), and open space recreation (Parcel 98), shall be carefully considered during design review. The site design should, to the extent possible, incorporate the visual amenity provided by the adjacent open space. A minimum twenty foot (20') setback shall be provided from the edge of the open space areas. The setback shall be landscaped and may include trees, berms, and swales provided to create a boundary and to control urban run-off. Fencing between the regional commercial use and the open space areas is generally discouraged, except as required by the permit issued by the U.S. Army Corps of Engineers pursuant to Section 404 of the Federal Clean Water Act. Where necessary, such fencing should be open type to allow for a view to the open space area. Building design shall consider views from the adjacent open space areas. In general, architectural treatment and materials for those frontages visible from adjacent open space areas shall be similar in treatment and materials to the building frontages visible from public streets.

17. The on-site landscaping for Parcels 35 and 36 shall provide a minimum twenty foot (20') landscape setback from the edge of the Caltrans right-of-way adjacent to Highway 65. Buildings shall not "back" onto the highway frontage.

18. Provide visually separated service entries for the delivery of merchandise.

19. Parcel 97 is designated as a non-developable slope easement. This area is to be protected and maintained as an oak woodland ecosystem in accordance with the tree policies contained in Section 6.2 of this Specific Plan and all applicable ordinances and policies of the City of Roseville. The slope area shall remain in private ownership and shall be maintained by the owners of Parcel 36 in the debris-free and non-fire hazard condition. The following additional activities may be considered as approved by the City:

- a. Oak tree regeneration.
- b. Passive recreation such as picnic areas or nature observation areas.
- c. Pedestrian pathways including the pathway proposed adjacent to Antelope Creek.
- d. A single access road between Parcel 36 and the parcels east of Antelope Creek.

20. The development of Parcel 33 will be subject to the additional following conditions:

- a. The parking area design shall minimize the need for grading.
- b. Buildings shall be low-profile and limited to two stories in height in any vertical plane measured from the downhill side of the building. The height shall not exceed thirty-five feet (35') above the natural grade on the downhill side of the building.
- c. Buildings shall be visually integrated with the natural terrain in design, style, materials, and color.
- d. Designs shall be utilized which minimize grading. Any slope banks shall be designed to blend with existing terrain and revegetated with native materials.
- e. All oak trees are to be protected pursuant to the policies set forth in Section 6.2 of this Specific Plan and all applicable ordinances and policies of the City of Roseville.
- f. All proposed uses and designs will be subject to review by the Project Review and Planning Commission.

Resolution 98-310

CREEKSIDE CENTER-REQUEST TO MODIFY NORTH CENTRAL
ROSEVILLE SPECIFIC PLAN SECTION 3.8 POLICY NUMBER 20 (a) AND (b)

On behalf of The Evergreen Company, please accept this as a request to amend the North Central Roseville Specific Plan. Currently Section 3.8 policy 20 prohibits on-site parking and grading of Parcel 33. Potential end users of the parcel have indicated that they must have on-site parking, and parking at the "top of the bluff" would not be feasible to their needs. The Creekside Center conceptual site plan attempts to minimize grading while accommodating an office building with on-site parking. Our request is to modify the language in Section 3.8 policy 20 (a) and (d) to allow on-site parking and an appropriate amount of grading on parcel 33.

North Central Specific Plan Section 3.8 policy 20 (a) and (d) should be amended as follows:

20. The development of Parcel 33 will be subject to the additional following conditions:

~~(a) Parking shall be provided at the top of the bluff on Parcel 36. Parking on Parcel 33 is prohibited with the exception of required handicapped parking and service access. In such instances. The parking area design shall minimize the need for grading. A direct pedestrian connector shall be provided from the bluff parking area to the use.~~

~~(d) Grading of Parcel 33 shall be prohibited with the exception of those areas required for the building pad, access drive, handicapped parking, and service access. In such instances, Designs shall be utilized which minimize grading. Buildings with step down or split level designs are strongly encouraged. Any slopebanks shall be designed to blend with existing terrain and revegetated with native materials.~~

21. Due to the powerline easements and access limitations, the development of Parcel 37 is limited to small commercial or service uses such as auto service, restaurants, banks, or small office or retail uses relating to the commercial core area.

BUSINESS-PROFESSIONAL LAND USES

3.9 Business-Professional Land Uses

The Highway 65 Bypass provides approximately 3 miles of highly visible freeway frontage as it traverses the Plan Area. Variations in topography on Parcels 42 and 43 provide direct freeway visibility and access which is particularly desirable to large, stand-alone users. Parcel 44 could also accommodate a large user. This site provides high visibility frontage along Roseville Parkway within close proximity to the Highway 65 Bypass.

In addition to large stand alone uses, Parcels 42, 42b, 43 and 44 provide an opportunity for an office park environment that would include multi-tenant buildings. Parks of this nature are well suited for research and development facilities and also provide an attractive business environment for unrelated businesses. Typically, projects will not only mix users in a single building, but will also mix business uses on a single site. Common recreation/ open space, landscaping, dining and meeting areas are amenity features which are desirable within all business-professional developments.

Typical uses permitted within the Business-Professional land use include:

- administrative and general office
- corporate or regional headquarters
- research facilities
- medical offices
- professional services such as attorneys, accountants and insurance