



AGENDA

August 12, 2021

PLANNING COMMISSION MEETING

6:30 P.M.

Council Chamber
311 Vernon Street
Roseville, California
www.roseville.ca.us

Members of the public may attend the meeting in-person, or view the meeting on Comcast Channel 14, Consolidated Communications Channel 73 and AT&T U-verse. Planning Commission meetings are also video streamed live and are available on the City's website and YouTube channel.

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

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 July 22, 2021

6. **REQUESTS/PRESENTATIONS**

6.1. NIPA PCL CO-3 - Tentative Subdivision Map, 570 Roseville Pw., File # PL21-0070

REQUEST

The applicant requests a Tentative Subdivision Map for the Campus Oaks Master Plan Parcel CO-3 to include 62 single-family residential lots. A tree permit is also requested to allow an 11% encroachment into the protected zone of an existing Blue Oak tree on proposed Lot A within the subdivision.

Owner: BBC ROSEVILLE OAKS LLC

Applicant: Ken Topper, Morton & Pitalo, Inc.

RECOMMENDATION

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

- A. Adopt the three (3) findings of fact and approve the Tentative Subdivision Map subject to sixty-four (64) conditions of approval.
- B. Adopt the two (2) findings of fact and approve the Tree Permit subject to nineteen (19) conditions of approval.

6.2. HRNSP PCL 45A - Dutch Bros, 10051 Fairway Dr., File # PL21-0015

REQUEST

Request for a Design Review Permit to allow construction of a 930-square foot Dutch Bros coffee house with drive-thru in the northwest corner of an existing parking lot along Fairway Drive.

Applicant: Robert E. Wood, Millennium Planning & Engineering

Owner: Farrukh Saeed and Shabnum Saeed Trust

RECOMMENDATION

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

- A. Adopt the four (4) findings of fact and approve the Design Review Permit subject to seventy-two (72) conditions of approval.

7. **BOARD MEMBER / COMMISSIONER / STAFF REPORT**

8. **ADJOURNMENT**



PLANNING COMMISSION COMMUNICATION

Title: Minutes of July 22, 2021
Contact: Lupe Nelson, lnelson@roseville.ca.us, (916) 774-5281

Meeting Date: 8/12/2021
Item #: 5.1.

ATTACHMENTS:

Description

Minutes of July 22, 2021



DRAFT MINUTES

July 22, 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

Chair Jensen called the meeting to order at 6:30 p.m.

2. ROLL CALL

Present: Caporusso, Haggenjos, Prior, Jensen

Absent: Brashears, Covington, Martin

3. PLEDGE OF ALLEGIANCE

Chair Jensen led those in attendance in the Pledge of Allegiance.

4. PUBLIC COMMENTS

Chair Jensen opened the public comment period. Hearing none, Chair Jensen closed the public comment period.

5. CONSENT CALENDAR

Motion by Commissioner Caporusso, seconded by Commissioner Prior, to approve the Consent Calendar with the following edit to Minutes of July 8, 2021, Item 7. Staff Report.

- There were 1,806 single family permits issued 7/1/2020 through 6/30/~~2020~~ 2021.

Roll call vote:

Ayes: Prior, Haggenjos, Caporusso, Jensen

Noes: None

Motion passed.

5.1. Minutes of July 8, 2021

5.2. NCRSP PCL 49 – Lot 7, 1720 Freedom Wy., File # PL20-0226

REQUEST

The applicant requests approval of a Major Project Permit (MPP) Stage 1 Modification to change the approved site development plan for Lot 7 within the North Central Roseville Specific Plan (NCRSP) Parcel 49 project site. The MPP Stage 1 would allow for a 6,000 square foot restaurant on proposed Parcel 1 (Pad N); a 12,000 square foot, two-story office building on Parcel 2 (Pad O); and two (2) 11,400 square foot, two-story office buildings on Parcel 3 (Pads V and W), resulting in an increase in the overall square footage for the Parcel 49 site of 26,800 square feet (from 436,889 square feet to 463,689 square feet), with a reduction of 16,000 square feet for restaurant uses and an increase of 42,800 square feet for office uses. A MPP Stage 2 is requested to evaluate the architecture and design for the proposed buildings on Pads N, O, V, and W. Additionally, the project proposes a Tentative Parcel Map to subdivide Lot 7 into three parcels.

5.3. NIPA PCL CO-3 – Tentative Subdivision Map, 570 Roseville Pw., File # PL21-0070 - WITHDRAWN BY STAFF

6. REQUESTS/PRESENTATIONS

6.1. CSP PCL C-1 TO C-7, C-20 TO C-22, C-40, C-43, C-50, C-52, C-60 & C-80 – Creekview Amendments, 3764 Westbrook Bl., File # PL20-0201

REQUEST

The project includes a General Plan Amendment and Specific Plan Amendment to the Creekview Specific Plan (CSP) to transfer 36 units from Medium Density Residential parcels C-20 and C-22 to Low Density Residential parcels C-1 through C-4, and to establish modified development standards. No changes will be made to the overall unit count for the CSP. The project will make minor adjustments to the acreages of large lot parcels, which will require minor revisions to the General Plan and Specific Plan land use designations. The project includes a Rezone to adjust the acreages of zoning designations consistent with the acreage adjustments proposed with the map modifications. The CSP Development Agreement will be amended to reflect the change in units, acreages, and affordable housing allocations. In addition, a Large Lot Tentative Subdivision Map Modification is proposed for Parcels C-1 through C-7, C-20 and C-21, C-50, C-52, C-60 and C-80; a Small Lot Tentative Subdivision Map Modification is proposed for Parcels C-2 through C-4, and C-6 C-7; and a Small Lot Tentative Subdivision Map is proposed for Parcels C-20 to C-22.

Associate Planner, Kinnie Shallow, presented the staff report.

Chair Jensen opened the Public Hearing and invited comments from the applicant and/or audience.

Applicant/Property Owner, Brian Moore, Anthem United Creekview Development Limited Partnership, stated he was in agreement with staff's recommendation.

Chair Jensen opened the public comment period. Hearing none, Chair Jensen closed the public comment period and Public Hearing.

Motion by Commissioner Prior, seconded by Commissioner Caporusso, to:

- A. Consider the 2nd Addendum to the Creekview Specific Plan Environmental Impact Report (EIR);
- B. Recommend the City Council approve the General Plan Amendment (Land Use Map);
- C. Recommend the City Council approve the Specific Plan Amendment (Text and Land Use Map);
- D. Recommend the City Council adopt the two (2) findings of fact and approve the Rezone;
- E. Recommend the City Council approve the Second Amendment of the Creekview Development Agreement;
- F. Adopt the three (3) findings of fact and approve the Small Lot Tentative Subdivision Map subject to eighty-six (86) conditions of approval;
- G. Adopt the three (3) findings of fact and approve the Large Lot Tentative Subdivision Map Modification subject to four (4) conditions of approval; and,
- H. Adopt the three (3) findings of fact and approve the Small Lot Tentative Subdivision Map Modification subject to six (6) conditions of approval.

Roll call vote:

Ayes: Prior, Caporusso, Haggenjos, Jensen

Noes: None

Motion passed.

6.2. 2021 Housing Element, 311 Vernon St., File # PL20-0178

REQUEST

Staff requests the Planning Commission consider the Addendum to the 2035 General Plan Environmental Impact Report (SCH #2019080418, certified on August 5, 2020) and review and make a recommendation to City Council on the proposed updated 2021 Housing Element. The purpose of the Housing Element is to identify current and projected housing needs, and set goals, policies, and programs to address those needs. The updated 2021 Housing Element covers the planning period of 2021 to 2029.

Senior Planner, Lauren Hocker, presented the staff report.

Commissioner Discussion:

- Appreciation extended for a thorough presentation.

- A Commissioner requested clarification on property owners volunteering to “intensify” their sites. Staff responded that property owners have expressed interest in rezoning non-residential properties to high density residential with affordable housing due to recent changes to affordable housing tax credits. Staff stated it was within the City’s best interest to accommodate these requests.
- A Commissioner asked if it was achievable to obtain the 600 units through the “Opportunity Sites” portion of the Rezone Program. Staff responded that this goal should be achieved over the next three (3) years.
- A Commissioner requested clarification on the relationship of affordability and density. The Commissioner asked if there is an assumption that low income housing will be provided through high density projects. Staff responded that in order to be placed on the affordable housing inventory a property needs to have a density of 23 units per acre or greater and that affordable housing is most often provided by developers through multi-family high density projects. A Commissioner asked for clarification on the term “inclusive housing”. Staff responded that “inclusive housing” means that more people in the population are able to use the housing product. For example, accessibility modification such as roll-in showers or wider door frames, etc., are incorporated.
- A Commissioner asked how objective design standards would be implemented. Staff responded that the objective design standards were approved by City Council in April and that qualifying affordable housing projects are eligible for this ministerial review. The objective design review process has been implemented in order to facilitate the processing of affordable housing projects and to make this process more predictable. A Commissioner commented on the amount of red-line in the sections dealing with homelessness and public outreach. The Commissioner asked if this was an opportunity to clean-up these sections of the Housing Element. Staff responded that State requirements on content regarding homelessness and public outreach had changed dramatically since the 2013 Housing Element cycle. The current section on public outreach described the 2013 public outreach efforts, so that section was completely revised. The modifications to the section on homelessness were made in response to comments received requesting additional data on housed versus unhoused populations and demographics of the homeless versus the general population.
- A Commissioner expressed concern on the third strategy, opportunity sites. The Commissioner asked if the property owners whose properties are depicted in the Housing Element had been contacted. Staff has responded that they have been contacted and notified that the Housing Element update would not lead to any direct changes to the status of these properties.
- A Commissioner stated that part of the Housing Element is to education stakeholders on housing needs and issues that are present in the community.
- A Commissioner asked for clarification on the implementation timeframe. Staff responded that the City has three (3) years to make up for the affordable housing deficit within the Housing Element.

- A Commissioner asked what the proper forum for addressing historic properties is. Staff responded that the majority of historic properties are in the Downtown Specific Plan and that the Downtown Specific Plan has policies specific to historic preservation and historic buildings. Also, the Zoning Ordinance has a section listing significant buildings that have been identified by City Council. Policies are in place, but there is not a formal preservation ordinance nor program. This has not been identified by City Council as a City priority. Staff also indicated that SB330, the Housing Crisis Act of 2019, outlines a process for identification of historic sites.

Chair Jensen opened the Public Hearing and public comment period. Hearing none, Chair Jensen closed the public comment period and Public Hearing.

Commissioner Discussion:

- The Commission expressed appreciation to staff for their diligent work on the 2021 Housing Element.
- The Commission was impressed with the quality of the report.

Motion by Commissioner Caporusso, seconded by Commissioner Haggenjos, to:

- Consider the Addendum to the 2035 General Plan Environmental Impact Report (SCH #2019080418, certified on August 5, 2020) and,
- Recommend City Council approve the 2021 Housing Element.

Roll call vote:

Ayes: Caporusso, Haggenjos, Prior, Jensen

Noes: None

Motion passed.

7. BOARD MEMBER / COMMISSIONER / STAFF REPORT

Staff Report

- Welcome to Commissioner Haggenjos was extended.
- Congratulations was extended to Rob Jensen on his election as Chair.
- Thank you to Lauren Hocker and Trisha Isom for their work on the Housing Element.
- There will be a Planning Commission meeting on August 12, 2021.

Commissioner Report

- None

8. ADJOURNMENT

Motion by Commissioner Prior, seconded by Commissioner Caporusso, to adjourn the meeting. The Motion passed unanimously at 7:16 p.m. with a voice vote.



PLANNING COMMISSION COMMUNICATION

Title: NIPA PCL CO-3 - Tentative Subdivision Map, 570 Roseville Pw., File # PL21-0070
Contact: Sean Morales, smorales@roseville.ca.us, (916) 774-5282

Meeting Date: 8/12/2021
Item #: 6.1.

ATTACHMENTS:

Description

Staff Report

Attachment 1 HPCO Applicable Mitigation Measures

Attachment 2 Bike Plan

Exhibit A Plans

Exhibit B Arborist Report

ITEM 6.1: **Tentative Subdivision Map – 570 Roseville Parkway – NIPA PCL CO-3 – Tentative Subdivision Map – PL21-0070**

REQUEST

The applicant requests a Tentative Subdivision Map for the Campus Oaks Master Plan Parcel CO-3 to include 62 single-family residential lots. A tree permit is also requested to allow an 11% encroachment into the protected zone of an existing Blue Oak tree on proposed Lot A within the subdivision.

Owner – BBC ROSEVILLE OAKS LLC
Applicant -- Ken Topper, Morton & Pitalo, Inc.

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 Tentative Subdivision Map subject to sixty-four (64) conditions of approval.
- B. Adopt the two (2) findings of fact and approve the Tree Permit subject to nineteen (19) 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 proposed project is located on Parcel CO-3 within the Campus Oaks portion of the Hewlett Packard Campus Oaks Master Plan Area (Master Plan). The 15.88-acre site has a land use designation of Low-Density Residential at 3.8 units/acre (LDR-3.8) and a zoning designation of Single Family Residential/Development Standard Overlay (R1/DS). The property is bounded to the north by LDR parcel CO-2, to the west by Open Space parcel OS-93, to the south by a baseball field associated with the Hewlett Packard Campus, and to the east by future Hewlett Packard Greenway Park on parcels CO-64 and HP-2. The site has been rough graded and is currently undeveloped.

The Master Plan, adopted in 2015 (File #PL14-0373), consists of a mix of residential, commercial, and office uses within an undeveloped portion of the former Hewlett Packard campus, formerly designated for light industrial uses. The Master Plan is the guiding document for future development of the plan area. Subsequent to the adoption of the Master Plan, the Campus Oaks Design Standards and Guidelines document was adopted (File #PL15-0340). The document ensures that the area is developed in a manner consistent with the character envisioned in the Master Plan. Much of the Campus Oaks area is either under construction or has been rough graded. The Campus Oaks Town Center, the commercial portion of the plan is partially operating with some buildings and tenant spaces still under construction.

Subdivision CO-3 is the last remaining unmapped residential subdivision in the plan area and is located in the south of the Master Plan (Figure 1). The current request is for a small lot tentative subdivision map to create 62 single-family lots. A tree permit is also requested to evaluate construction encroachment impacts on one native oak tree.

Figure 1. Project Site



EVALUATION: SMALL LOT TENTATIVE SUBDIVISION MAP

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

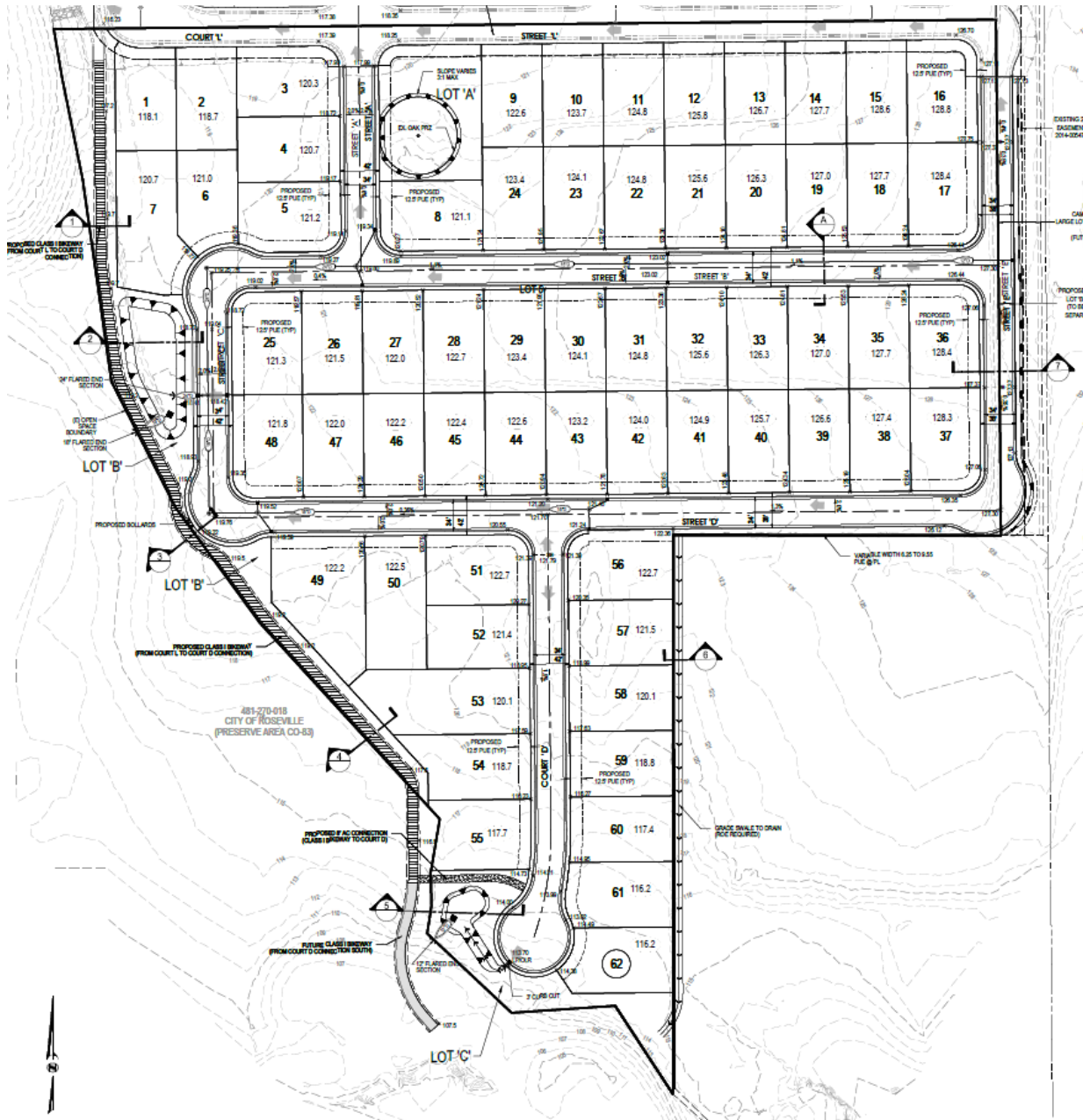
1. The size, design, character, grading, location, orientation, and configuration of lots, roads, and all improvements for the Tentative Subdivision Map are consistent with the density, uses, circulation, and open space systems, applicable policies and standards of the General Plan or Campus Oaks Master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

Consistent with the Campus Oaks Master Plan, the proposed subdivision configuration will create 62 practical lots for the development of residential and public facility uses. Adequate access and circulation is provided to the subdivision to facilitate development of the small lots. Two entrance points are available for the subdivision on Street A and Street E. Access to each lot within the neighborhood will be provided from a residential street. The subdivision layout and street design was reviewed by the City's Engineering Division and the Fire Department to ensure that there are adequate street widths for circulation and emergency response.

The homes within the subdivision will be subject to the development standards in the Campus Oaks Master Plan for Single Family Residential/ Development Standard Overlay (R1/DS) properties with attached sidewalks. CO-3 is the only subdivision within the Master Plan area with an R1/DS zoning designation. The other single-family subdivisions are zoned RS/DS. The R1/DS designation anticipates lower densities with larger lot sizes. The R1/DS standards in the Master Plan refer to the Zoning Ordinance standards for the R1 zone. Interior lots must have a minimum area of 6,000 square feet and corner lots must have an area of 7,500 square feet. The typical lot dimensions in this subdivision are 65' wide by 110' long, which is consistent with the R1 standard. As no building footprints are included with this application, consistency with other standards such as height and setbacks will be evaluated at the

time plot plans are submitted for Building permit review. The proposed project is consistent with the applicable development standards.

Figure 2: Subdivision Map



The homes within the subdivision will be subject to the development standards in the Campus Oaks Master Plan for Single Family Residential/ Development Standard Overlay (R1/DS) properties with attached sidewalks. CO-3 is the only subdivision within the Master Plan area with an R1/DS zoning designation. The other single-family subdivisions are zoned RS/DS. The R1/DS designation anticipates lower densities with larger lot sizes. The R1/DS standards in the Master Plan refer to the Zoning Ordinance standards for the R1 zone. Interior lots must have a minimum area of 6,000 square feet and corner lots must have an area of 7,500 square feet. The typical lot dimensions in this subdivision are 65'

wide by 110' long, which is consistent with the R1 standard. As no building footprints are included with this application, consistency with other standards such as height and setbacks will be evaluated at the time plot plans are submitted for Building permit review. The proposed project is consistent with the applicable development standards.

Bicycle and pedestrian paths are planned throughout the Master Plan area. The project site is bordered on the west by a Class 1 off-street path that will travel from the open space along Pleasant Grove Creek to the south up to Crimson Ridge Drive as shown in the Master Plan (Attachment 2). The path will separate CO-3 from CO-83, which is the open space parcel that occupies the southwest corner of the Master Plan area. The proposed path was reviewed by the Alternative Transportation division and is 10 feet wide with 2 foot shoulders on each side as specified in the Master Plan.

Staff finds that the proposed design for CO-3 adheres to the General Plan and design guidelines of the Campus Oaks Master Plan.

2. *The subdivision will result in lots which can be used or built upon. The Subdivision will not create lots which are impractical for improvement or use due to the steepness of terrain or location of watercourses in the area; the size or shape of the lots or inadequate building area; inadequate frontage or access, or some other physical condition of the area.*

The proposed parcels are of sufficient size and shape to accommodate development that is consistent with the applicable zoning and design requirements. As mentioned above, the lots meet the minimum lot size standards for R1/DS designated parcels with attached sidewalks. The R1/DS standards have been determined to be of adequate size and shape to support development consistent with the Master Plan guidelines.

The subdivision is located on relatively flat land and a master drainage plan has been approved for the area. The project has been reviewed by the City's Engineering Division and no conflicts with the master drainage plan have been identified.

3. *The design and density of the Subdivision will not violate the existing requirements prescribed by the Regional Water Quality Control Board for the discharge of waste into the sewage system, pursuant to Division 7 of the Water Code.*

Anticipated water quality impacts and discharge of waste are not affected by the proposed map. The Tentative Subdivision Map is consistent with the Master Plan and the Campus Oaks Master Plan Addendum to the Hewlett Packard Master Plan EIR, which anticipated the required infrastructure necessary to support a development of this intensity on the project site. The project has been reviewed by the Engineering division to ensure that adequate facilities will be provided. The City's sewage treatment plant has adequate conveyance and capacity to accommodate development on the parcels created by the Tentative Subdivision Map.

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

EVALUATION: TREE PERMIT

Pursuant to Zoning Ordinance Section 19.66.030, a Tree Permit is required for any removal of native oak trees, or for more than 20% encroachment into the protected zone of a native oak tree, or where the regulated activity is related to a discretionary project. The proposed project includes an encroachment of

11% into the protected zone of an existing Blue Oak tree and is related to the proposed grading for the Tentative Subdivision Map. The required findings to approve a Tree Permit are listed below.

- 1. Approval of the Tree Permit will not be detrimental to the public health, safety or welfare, and approval of the Tree Permit is consistent with the provisions of Chapter 19.66.**
- 2. Measures have been incorporated into the project or permit to mitigate impacts to remaining trees or to provide replacement for trees removed.**

An arborist report was prepared for the project by Tree Care Incorporated (Exhibit B). The report includes a tree inventory summary that identifies the one (1) affected tree (tree #3) located in the project area. Table 1, below, summarizes the impact to the tree.

Table 1: Tree Summary

Tree #	Species	Diameter at Breast Height (DBH)	Structural Rating	Arborist Recommendations
3	Blue Oak	72"	Fair	Have a Certified Arborist present to direct any work in the protected zone

Based on the arborist's recommendations, the applicant is proposing to retain tree #3 and limit the encroachment within the protected zone to 11%. The applicant is required to post a \$10,000 cash deposit or bond to ensure preservation and retention of tree #3 during construction. The tree will be retained on landscape Lot A within the subdivision. The impacts to the tree will come from any work that takes place within the Public Utility Easement (PUE) around the lot frontage. The lot will include native grasses around the tree for the foreseeable future. However, inclusion of the PUE around the property allows for potential future development of the lot should the tree fail. Development of lot A would require an amendment to the Master Plan, as the subdivision is currently proposed to be developed at the maximum allowed density.

The Tree Permit contains all of the standard conditions of approval, which includes a requirement to follow all of the recommendations of the Arborist Report. The encroachment into the protected zone of tree #3 will not be detrimental to the public health, safety, or welfare, and measures have been incorporated to mitigate impacts.

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 July 30, 2021 and was distributed to all property owners within 300 feet of the project site. To date, no comments have been received.

ENVIRONMENTAL DETERMINATION

An Addendum to the Hewlett-Packard Master Plan Environmental Impact Report (HPMP EIR) was prepared as part of the analysis for the Campus Oaks Master Plan project (Hewlett-Packard Campus Oaks Addendum), which was approved by City Council on August 5, 2015. The addendum is available for review at <https://www.roseville.ca.us/cms/One.aspx?portalId=7964922&pageId=8775121>. This activity is within the scope of the Addendum to the HPMP EIR; therefore, pursuant to the California Environmental Quality Act,

Sections 15168 and 15162, no further analysis is required. The project is subject to the mitigation measures identified in the Addendum, as provided in Attachment 1.

RECOMMENDATION

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

- A. Adopt the three (3) findings of fact and approve the **TENTATIVE SUBDIVISION MAP – 570 ROSEVILLE PW. – NIPA PCL CO-3 – TENTATIVE SUBDIVISION MAP – PL21-0070** subject to sixty-four (64) conditions of approval.
- B. Adopt the two (2) findings of fact and approve the **TREE PERMIT – 570 ROSEVILLE PW. – NIPA PCL CO-3 – TENTATIVE SUBDIVISION MAP – PL21-0070** subject to nineteen (19) conditions of approval.

CONDITIONS OF APPROVAL FOR TENTATIVE SUBDIVISION MAP #PL21-0070

1. The approval of a Tentative Map and/or tentative site plan does not constitute approval of proposed improvements as to size, design, materials, or location, unless specifically addressed in these conditions of approval. The Developer shall submit civil drawings to the Department of Development Services – Engineering Division for review and approval. (Engineering)
2. The design and construction of all improvements shall conform to the Design and Construction Standards of the City of Roseville, or as modified by these conditions of approval, or as directed by the City Engineer. (Engineering)
3. The applicant shall not commence with any on-site improvements or improvements within the right-of-way until such time as grading and/or improvement plans have been submitted for review and are approved with grading and/or encroachment permits issued by the Department of Development Services – Engineering Division. (Engineering)
4. The applicant shall pay City's actual costs for providing plan check, mapping, GIS, and inspection services. This may be a combination of staff costs and direct billing for contract professional services. Project billing may occur up to two (2) months after the end of warranty or the Notice of Termination date for the SWPPP, whichever occurs later. (Engineering, Environmental Utilities, Finance)
5. The project shall comply with all required environmental mitigation identified in the Campus Oaks Master Plan Addendum to the Hewlett Packard Master Plan EIR, and shall include all applicable mitigation measures as notes on the grading plans. (All Departments)

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

6. Landscape Plans for all landscape corridors and all landscaped common areas shall be approved with the improvement plans. Landscaping shall be installed for Substantial Completion of the subdivision improvements. Landscape corridors shall also successfully complete the required establishment period. The landscape plan shall comply with the Campus Oaks Master Plan Design Guidelines and the City of Roseville Water Efficient Landscape Ordinance. (Planning, Engineering, Parks, Fire, Environmental Utilities)
7. Grading around the native oak tree (tree #3) shall be as shown on the tentative map or as approved in these conditions (Planning)

8. The grading and improvement plans shall be designed in accordance with the City's Improvement Standards and Construction Standards and shall reflect the following:
 - a) Street improvements including, but not limited to, curb, gutter, sidewalk, pavement, drainage systems, traffic striping, signing, medians and markings, etc. along all existing and proposed City streets, as required by Engineering.
 - b) Grading shall comply with the City grading ordinance. Erosion control devices (sediment traps, ditches, straw bales, etc.) shall be shown on the grading plans. All erosion control shall be installed prior to the onset of wet weather. Erosion control is installed to minimize silt discharge from the project site. It is incumbent upon the applicant to ensure that necessary measures are taken to minimize silt discharge from the site. Therefore modification of the erosion control plan may be warranted during wet weather conditions.
 - c) A rough grading permit may be approved by the Engineering Department prior to approval of the improvement plans.
 - d) Access to the floodplain as required by Engineering and the Streets Department.
 - e) Standard Accessible ramps shall be installed at all curb returns per City Standards. (Engineering)
9. For all work to be performed off-site, permission to enter and construct shall be obtained from the property owner, in the form of a notarized right-of-entry. Said notarized right-of-entry shall be provided to the Engineering Division prior to approval of any plans. (Engineering)
10. The Improvement Plans shall include a complete set of Landscape Plans. The Landscape Plans shall be approved with the Improvement Plans. (Planning, Engineering, Fire, Environmental Utilities, Electric) (Engineering)
11. Applicant must complete right of way dedication for future Street "E" (east boundary of CO-64 -Future Park) prior to improvement plan approval. (Engineering)
12. The applicant shall apply for and obtain an encroachment permit from the Engineering Department prior to any work conducted within the City right-of-way. (Engineering)
13. The applicant shall remove and reconstruct any existing damaged curb, gutter, and sidewalk along the property frontage. During site inspection Engineering will designate the exact areas to be reconstructed. (Engineering)
14. All Lots/Parcels shall conform to Class 1 drainage, pursuant to the adopted City of Roseville Improvement Standards, except as shown on the tentative map or as approved in these conditions. (Engineering)
15. The following note shall be added to the Grading and/or Improvement Plans:

To minimize dust/grading impacts during construction the applicant shall:

 - a) *Spray water on all exposed earth surfaces during clearing, grading, earth moving and other site preparation activities throughout the day.*
 - b) *Use tarpaulins or other affective covers on all stockpiled earth material and on all haul trucks.*

- c) *Sweep the adjacent streets frontages at least once a day or as needed to remove silt and other dirt which is evident from construction activities.*
 - d) *Ensure that construction vehicles are cleaned prior to leaving the construction site to prevent dust and dirt from being tracked off site.*
 - e) *The City shall have the authority to stop all grading operations, if in the opinion of city staff, inadequate dust control measures are being practiced or excessive wind conditions contribute to fugitive dust emissions. (Engineering)*
16. Prior to the approval of the improvement plans, it will be the project proponent's responsibility to pay the standard City Trench Cut Recovery Fee for any cuts within the City streets that are required for the installation of underground utilities. (Engineering)
17. A note shall be added to the grading plans that states:
- "Prior to the commencement of grading operations, the contractor shall identify the site where the **excess/borrow** earthen material shall be imported/deposited. If the **borrow/deposit** site is within the City of Roseville, the contractor shall produce a report issued by a geotechnical engineer to verify that the exported materials are suitable for the intended fill, and shall show proof of all approved grading plans. Haul routes to be used shall be specified." (Engineering)*
18. Per the Development Agreement, the Landowner shall be responsible for design and construction of the Class I bike path along the open space between Court "L" and Court "D" as shown on the Tentative Map. The trail shall include signs, striping, fencing and access control measures as needed and meet City and Caltrans standards.(Alternative Transportation)
19. The grading plans for the site shall be accompanied with a shed map that defines that area tributary to this site. All drainage facilities shall be designed to accommodate the tributary flow. All on-site storm drainage shall be collected on site and shall be routed to the nearest existing storm drain stub of natural drainage coarse. (Engineering)
20. All streets shall be designed and constructed as a Minor residential street as identified in the HP Campus Oaks Master Plan.
21. All storm drainage, including roof drains, shall be collected on site and treated with Best Management Practices (BMP's) per the City's Stormwater Quality Design Manual. All storm water shall be routed to the nearest existing storm drain system or natural drainage facility. Drain outfalls shall extend down to the receiving water and shall be constructed with adequate velocity attenuation devices. The grading/improvement plans for the site shall be accompanied with a shed map that defines that area tributary to this site and all drainage facilities shall be designed to accommodate the tributary flow. If located within a private subdivision, the storm drain system and proposed BMP's shall be privately owned and maintained by the property owner, unless otherwise identified on the approved tentative map. Prior to the issuance of any permits, the owner shall provide a plan for the maintenance of the proposed BMP's. (Engineering)
22. The grading plans shall be accompanied with engineered structural calculations for all retaining walls greater than 4 feet in height. All retaining walls shall be of either split faced masonry units, keystone type construction, or cast in place concrete with fascia treatment. (Engineering)

23. Sight distances for all driveways shall be clearly shown on the improvement plans to verify that minimum standards are achieved. It will be the responsibility of the project proponent to provide appropriate landscaping and improvement plans, and to relocate and/or modify existing facilities as needed to meet these design objectives. (Engineering)
24. Improvement plans shall show the Preserve boundary and label it as a protected area. The Pre-Construction meeting shall address the presence of the Preserve, the sensitive habitats present and minimization of disturbance to the Preserve. During grading and construction the preserve area shall be avoided and shall not be used for parking, storage, or project staging. The contractor shall remove all trash blown into the preserve from adjacent construction on a daily basis. After construction is complete, the temporary fencing shall be removed from the preserve, along with all temporary erosion control measures (e.g., straw bales, straw waddles and stakes, silt fencing). (Engineering, Development Services, Planning)
25. Prior to construction within any phase of the project, high visibility temporary construction fencing shall be installed along the parcel adjacent to the Preserve. Fencing shall be maintained daily until permanent fencing is installed, at which time the temporary fencing shall be removed from the project site. (Engineering, Development Services, Planning)
26. With the exception of access required for maintenance and/or emergency vehicles, the project shall be designed to prevent vehicle access into the Preserve. Post and cable fencing or other improvements shall be utilized to meet this requirement. (Engineering, Development Services, Planning)
27. Landscaping adjacent to the Preserve shall be California native, drought-tolerant groundcover, shrubs, plants, and trees. (Development Services, Planning)
28. **Prior to the approval of the Improvement Plans**, the project proponent shall provide proof of preparation and submittal of a Storm Water Pollution Prevention Plan (SWPPP) to the Regional Water Quality Control Board (RWQCB). Proof shall be in the form of the Waste Discharge Identification Number (WDID#), provided to the applicant from RWQCB, placed on the coversheet of the improvement plans. Upon approval of the improvement plans, a copy of the SWPPP shall be required onsite and available for viewing by City inspection staff upon request. (Engineering)
29. Prior to the issuance of a grading permit or approval of Improvement Plans, the grading plans shall clearly identify all existing water, sewer and recycled water utilities within the boundaries of the project (including adjoining public right of way). Existing utilities shall be identified in plan-view and in profile-view where grading activities will modify existing site elevations over top of or within 15 feet of the utility. Any utilities that could potentially be impacted by the project shall be clearly identified along with the proposed protection measures. The developer shall be responsible for taking measures and incurring costs associated with protecting the existing water, sewer and recycled water utilities to the satisfaction of the Environmental Utilities Director. (Environmental Utilities)
30. Water and sewer infrastructure shall be designed and constructed pursuant to the adopted City of Roseville Improvement Standards and Construction Standards and shall reflect the following:
 - a) Sewer and water service laterals shall not be allowed off of water and sewer mains larger than 12 inches in diameter.
 - b) Utilities or permanent structures shall not be located within the area which would be disturbed by an open trench needed to expose sewer trunk mains deeper than 12 feet unless approved

by Environmental Utilities in these conditions. The area needed to construct the trench is a sloped cone above the sewer main. The cone shall have 1:1 side slopes.

- c) Water and sewer mains shall not exceed a depth of 12 feet below finished grade, unless authorized in these conditions.
 - d) All sewer manholes shall have all-weather 10-ton vehicular access unless authorized by these conditions. (Environmental Utilities)
31. Recycled water infrastructure shall be designed pursuant to the adopted City of Roseville Improvement Standards and the City of Roseville Construction Standards. The applicant shall pay all applicable recycled water fees. Easements shall be provided as necessary for recycled water infrastructure. (Environmental Utilities)
32. Any backflow preventers visible from the street shall be painted green to blend in with the surrounding landscaping. The backflow preventers shall be screened with landscaping and shall comply with the following criteria:
- a) There shall be a minimum clearance of four feet (4'), on all sides, from the backflow preventer to the landscaping.
 - b) For maintenance purposes, the landscaping shall be installed on a maximum of three sides and the plant material shall not have thorns.
 - c) The control valves and the water meter shall be physically unobstructed.
 - d) The backflow preventer shall be covered with a green cover that will provide insulation. (Environmental Utilities)
33. A note shall be added to the Improvement Plans stating that all water backflow devices shall be tested and approved by the Environmental Utilities Department prior to the Notice of Completion for the improvements. (Environmental Utilities)
34. Fire hydrants shall be located as required by the Fire Department. The maximum distance between fire hydrants shall not exceed 500' on center. (Fire)
35. Minimum fire flow is 1,500 gallons per minute with 20 pounds of residual pressure. The fire flow and residual pressure may be increased, as determined by the Fire Marshall, where the project utility lines will serve non-residential uses. (Fire)
36. Any facilities proposed for placement within public/electric utility easements shall be subject to review and approval by the Electric Department before any work commences in these areas. This includes, but is not limited to, landscaping, lighting, paving, signs, trees, walls, and structures of any type. (Electric)
37. All Electrical Department facilities, including street lights where applicable, shall be designed and built to the "City of Roseville Specifications for Residential Trenching". (Electric)
38. The design for electrical service for this project will begin when the Electric Department has received a full set of improvement plans for the project. (Electric)

39. All landscaping in areas containing electrical service equipment shall conform to the “Electric Department Landscape Design Requirements” as outlined in Section 7.00 of the Electric Department’s “Specifications for Residential Trenching.” (Electric)
40. The location and design of the gas service shall be determined by PG&E. The design of gas service for this project shall not begin until PG&E has received a full set of City approved improvement plans for the project. (PG&E)
41. It is the developer's responsibility to notify PG&E of any work required on PG&E facilities. (PG&E)

PRIOR TO OR UPON RECORDATION OF FINAL/PARCEL MAP

42. The following easements shall be provided and shown on the Final Map or by separate instrument, unless otherwise provided for in these conditions:
- a) A 12.5’ foot wide public utilities easement along all road frontages, or as identified on the tentative map.
 - b) The applicant shall dedicate a separate easement to the City of Roseville for future bus stops at the following locations:
- Easement widths shall comply with the City’s Improvement Standards and Construction Standards. The easement documents shall be drafted for approval and acceptance by the City of Roseville and recorded at the Placer County Recorder’s Office. (Environmental Utilities, Electric, Engineering)
43. All existing easements shall be maintained, unless otherwise provided for in these conditions. (Environmental Utilities, Electric, Engineering)
44. Separate document easements required by the City shall be prepared in accordance with the City’s “Policy for Dedication of Easements to the City of Roseville”. All legal descriptions shall be prepared by a licensed land Surveyor. (Alternative Transportation, Environmental Utilities, Electric, Engineering)
45. A declaration of Conditions, Covenants and Restrictions (CC&Rs), in a form approved by the City Attorney, shall be recorded on the entire property concurrently with the Final/Parcel Map. The CC&Rs shall include the following items: (Attorney, Planning)
- a) A clause prohibiting the amendment, revision or deletion of any sections in the CC&Rs required by these conditions of approval without the prior written consent of the City Attorney.
 - b) A clause excluding any property owned by the City from the terms of the CC&Rs.
46. The City shall not approve the Final Map for recordation until either:
- a) A subdivision agreement is entered into along with the necessary bonds and insurance as required by the City. Said agreement shall be in a form acceptable to the City Attorney.
 - i) OR
 - b) The improvement plans are approved, and the improvements are constructed and accepted as complete. In this case, the subdivider shall enter into a one-year maintenance agreement concurrent with the recordation of the Final Map. (Engineering)

47. Lot/Parcel B & C (or other description of area) shall be dedicated as an easement (or in fee) to the City for the purposes of (floodplain, open space, or public access). (Engineering)
48. Street names shall be approved by the City of Roseville. (Engineering)
49. *City records show that the land being subdivided is within the HP Campus Oaks CFD1 Assessment District. The subdivider shall either pay to the City's Finance Department the outstanding assessment in full prior to map recordation, or segregate the bond when the map records. The subdivider shall pay to the Engineering Division the segregation processing fees of \$150.00 per each newly created Lot/Parcel if it chooses to segregate the bond. (Engineering)
50. The Final/Parcel Map shall include an irrevocable offer to dedicate public rights-of-way and public and/or private easements as required by the City. Lettered Lot//Parcel along major roads shall be dedicated as landscape/pedestrian/public utility easements and in fee to the City as open space. (Engineering)
51. The words "traffic control appurtenances" shall be included in the list of utilities allowed in public utilities easements (PUE's) located along public roadways. (Engineering)
52. The Final/Lot/Parcel/Parcel Map shall be submitted per, "The Digital Submittal of Cadastral Surveys". Submittal shall occur after Engineering approval but prior to Council approval. (Engineering)
53. Electric construction costs incurred by the City of Roseville Electric Department for this project shall be paid for by the developer per the applicable policy. (Electric)
54. The Environmental Utilities Department shall make a determination that there is adequate conveyance and treatment capacity in the City sewer system to handle the newly created Lot/Parcels. (Environmental Utilities)
55. The applicant shall pay all applicable water and sewer fees. (Environmental Utilities)

OTHER CONDITIONS OF APPROVAL

56. The applicant shall pay City's actual costs for providing plan check, installation and inspection services. This may be a combination of staff costs and direct billing for contract professional services. (Environmental Utilities, Engineering)
57. Any relocation, rearrangement, or change to existing electric facilities due to this development shall be at the developer's expense. (Electric)
58. It is the responsibility of the developer to insure that all existing electric facilities remain free and clear of any obstructions during construction and when the project is complete. (Electric)
59. 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)

60. Existing public facilities damaged during the course of construction shall be repaired by the applicant, at the applicant's expense, to the satisfaction of the City. (Engineering)
61. *The right-of-way along CO-64 shall be obtained by the developer prior to approval of improvement plans or Final/Parcel map. If the developer is unable to obtain the needed right-of-way, the City shall initiate condemnation proceedings pursuant to California Government Code Section 66462.5 at the developer's expense and developer shall defend and hold City harmless for any liability which may result as a result of the condemnation. (Engineering)
62. 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. (Engineering)
63. If site survey or earth moving work results in the discovery of hazardous materials in containers or what appears to be hazardous wastes released into the ground, the contractor shall notify the Roseville Fire Department immediately. A representative from the Fire Department will make a determination as to whether the incident is reportable or not and if site remediation is required. Non-emergency releases or notifications about the presence of containers found shall be reported to the Fire Department. (Fire)
64. All plant material shall be maintained under a 30 calendar day establishment period after initial planting. Upon completion of the establishment period, all plant material shall remain under warrantee for an additional 9 months minimum. Any plant material which does not survive during the establishment period shall be immediately replaced. Any trees or shrubs which do not survive during the warrantee period shall be replaced one month prior to the end of the warrantee period. Tree or shrub replacement made necessary due to acts of God, neglect or vandalism shall be exempt from the warrantee. (Parks, Recreation, and Libraries)

CONDITIONS OF APPROVAL FOR THE TREE PERMIT – FILE #PL21-0070

PRIOR TO ISSUANCE OF ANY PERMITS OR ANY CONSTRUCTION ON-SITE

1. All recommendations contained in the Arborist Report(s) (**Exhibit B**) are incorporated by reference into these conditions, except as modified herein. (Planning)
2. No trees are approved for removal with this tree permit. All native oak trees shall remain in place. (Planning)
3. No activity shall be permitted within the protected zone of any native oak tree beyond those identified by this report. Encroachment into the protected zone of Tree #3 as shown in **Exhibit B** and described in the staff report is permitted. (Planning)
4. A \$10,000 cash deposit or bond (or other means of security provided to the satisfaction of the Planning Division) shall be posted to ensure the preservation of all remaining trees during construction. The cash deposit or bond shall be posted in a form approved by the City Attorney. Each occurrence of a violation

on any condition regarding tree preservation shall result in forfeiture of all or a portion of the cash deposit or bond. (Planning)

5. A violation of any of the conditions of this Tree Permit is a violation of the Roseville Municipal Code, the Zoning Ordinance (Chapter 19.74) and the Tree Preservation Ordinance (Chapter 19.66). Penalties for violation of any of the conditions of approval may include forfeiture of the bond, suspension or revocation of the permit, payment of restitution, and criminal penalties. (Planning)
6. A fencing plan shall be shown on the approved site plan and/or improvement plans demonstrating the Protected Zone for the affected trees. A maximum of three feet beyond the edge of the walls, driveways, or walkways will be allowed for construction activity and shall be shown on the fencing plan. The fencing plan shall be reviewed and approved by the Planning Division prior to the placement of the protective fencing. (Planning)
7. The applicant shall install a minimum of a five-foot high chain link fence (or acceptable alternative) at the outermost edge of the Protected Zone of the oak tree. Where encroachment is permitted pursuant to Condition 3, above, the fencing for encroachments shall be installed at the limit of construction activity. The applicant shall install signs at two equidistant locations on the temporary fence that are clearly visible from the front of the lot and where construction activity will occur. The size of each sign shall be a minimum of two feet (2') by two feet (2') and must contain the following language: "WARNING THIS FENCE SHALL NOT BE REMOVED OR RELOCATED WITHOUT WRITTEN AUTHORIZATION FROM THE PLANNING DIVISION". (Planning)
8. Once the fencing is installed, the applicant shall schedule an appointment with the Planning Division to inspect and approve the temporary fencing before beginning any construction. (Planning)
9. The applicant shall arrange with the arborist to perform, and certify in writing, the completion of deadwooding, fertilization, and all other work recommended for completion prior to the approval of improvement plans. Pruning shall be done by an Arborist or under the direct supervision of a Certified Arborist, in conformance with International Society of Arboriculture (I.S.A.) standards. Any watering and deep root fertilization which the arborist deems necessary to protect the health of the trees as noted in the arborist report or as otherwise required by the arborist shall be completed by the applicant. (Planning)
10. A utility trenching pathway plan shall be submitted depicting all of the following systems: storm drains, sewers, water mains, and underground utilities. The trenching pathway plan shall show the proposed locations of all lateral lines. (Planning)
11. A Site Planning Meeting shall be held with the applicant, the applicant's primary contractor, the Planning Division and the Engineering Division to review this permit, the approved grading or improvement plans, and the tree fencing prior to any grading on-site. The Developer shall call the Planning Division and Engineering Division two weeks prior to the start of grading work to schedule the meeting and fencing inspection. (Planning)
12. The following information must be located on-site during construction activities: Arborist Report, approved site plan/improvement plans including fencing plan, and conditions of approval for the Tree Permit. All construction must follow the approved plans for this tree permit without exception. (Planning)

13. All preservation devices (aeration systems, oak tree wells, drains, special paving, etc.) shall be designed and installed as required by these conditions and the arborist's recommendations, and shall be shown on the improvement plans or grading plans. (Planning)
14. If any native ground surface fabric within the Protected Zone must be removed for any reason, it shall be replaced within forty-eight (48) hours. (Planning)
15. Storage or parking of materials, equipment, or vehicles is not permitted within the Protected Zone of any oak tree. Vehicles and other heavy equipment shall not be operated within the Protected Zone of any oak tree. (Planning)
16. Where recommended by the arborist, portions of the foundation shall be hand dug under the direct supervision of the project arborist. The certified arborist shall immediately treat any severed or damaged roots. Minor roots less than one (1) inch in diameter may be cut, but damaged roots shall be traced back and cleanly cut behind any split, cracked or damaged area. Major roots over one (1) inch in diameter may not be cut without approval of an arborist and any arborist recommendations shall be implemented. (Planning)
17. The temporary fencing shall remain in place throughout the entire construction period and shall not be removed without obtaining written authorization from the Planning Division. In no event shall the fencing be removed before the written authorization is received from the Planning Division. (Planning)

PRIOR TO ISSUANCE OF FINAL

18. Within 5 days of the completion of construction, a Certification Letter from a certified arborist shall be submitted to and approved by the Planning Division. The certification letter shall attest to all of the work (regulated activity) that was conducted in the protected zone of the tree, either being in conformance with this permit or of the required mitigation still needing to be performed. (Planning)
19. The approval of this Tree Permit shall expire on the same date as the Tentative Subdivision Map. (Planning)

Attachments

1. HPCO Applicable Mitigation Measures
2. COMP Figure 3-13: Bicycle and Pedestrian Network

Exhibits

- A. Plans
- B. Arborist Report

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.

**TABLE OF APPLICABLE MITIGATION MEASURES
HEWLETT PACKARD CAMPUS OAKS MASTER PLAN AMENDMENT MITIGATION MONITORING PROGRAM**

Mitigation Measure	Implementation	Timing	Reviewing Party	Documents to be Submitted to City	Staff Use Only
1996 Mitigation Measure 4.10-1: Provide Dust Controls. In order to reduce construction-generated PM10 emissions, the contractor shall comply with the dust control strategies developed by the Placer County APCD. The developer shall include in construction contracts the following requirements or measures shown to be equally effective: a) The contractor shall water as indicated by City inspectors to keep all earth surfaces moist during clearing, grading, earthmoving and other site preparation activities. b) The contractor shall use tarpaulins or other effective covers for haul trucks that travel on public streets. c) The contractor shall sweep streets within and adjacent to the project as needed or as directed by City inspectors. d) The contractor shall schedule clearing, grading and earthmoving activities during periods of low wind speeds, and restrict those construction activities during high wind conditions with wind speeds greater than 20 mph average during an hour. e) The contractor shall control construction and site vehicle speed to 15 mph on unpaved roads. f) The contractor shall minimize open burning of wood and vegetative waste materials from both construction and operation of the project. No open burning shall occur unless it can be demonstrated to the Placer County APCD that alternatives have been explored. These alternatives may include, but are not limited to, chipping, mulching and conversion of biomass fuel. For any open burning, an APCD permit must be obtained in conformance with APCD Regulation 3 (Open Burning), Rules 301-325.	The applicants shall submit construction management plans as part of the Grading Permit or Improvement Plan application. Engineering will review plans for inclusion of these measures prior to issuance of permits or approval of plans.	<i>Pre-Construction:</i> Prior to issuance of Grading Permits or Improvement Plans. Add as note on Improvement Plans.	Engineering	Dust Control Plan and proof of submittal to PCAPCD	
1996 Mitigation Measure 4.10-2(a): Maintain construction equipment and vehicles. The contractor shall reduce NOx, ROG and CO emissions by complying with the construction vehicle air pollutant control strategies developed by the Placer County APCD.	The applicants shall submit construction management plans as part of the Grading Permit application. Engineering will review grading plans for inclusion of these measures prior to issuance of grading permits.	<i>Pre-Construction:</i> Prior to issuance of Grading Permits. Add as note on Improvement Plans.	Engineering	None	
1996 Mitigation Measure 4.10-2(b): Develop and Implement Construction Employee Trip Reduction Plan. Consistent with the City's TSM Ordinance, the construction contractor shall develop and implement a trip reduction plan designed to reduce construction-phase employee vehicle trips. Elements of this plan could include the following: 1. Providing all construction employees with information relating to public transit facilities serving the site, such as bus routes and schedules; 2. Carpooling incentives, including incentives for carpool participants such as preferred on-site parking; and 3. Carpool rider matching services.	The applicants shall submit construction management plans as part of the Grading Permit application. Engineering will review grading plans for inclusion of these measures prior to issuance of grading permits.	<i>Pre-Construction:</i> Prior to issuance of Grading Permits. Add as note on Improvement Plans.	Engineering	None	
2015 Mitigation Measure 3-1. Participation in Mitigation Program. The Applicant shall participate in the District's Offsite Mitigation Program by paying the equivalent amount of money, which is equal to the projects contribution of pollutants (ROG and NOx), which exceeds the cumulative threshold of 10 lbs per day. The estimated payment for the proposed project is \$65,274 based on \$16,640 per ton for a one year period. The actual amount to be paid shall be determined, and satisfied per current California Air Resource Board guidelines, at the time of recordation of the Final Map (residential projects), or issuance of a Building Permit (non-residential projects).	The applicants shall submit proof of payment as part of the Grading Permit application.	<i>Pre-Construction:</i> Prior to issuance of Grading Permits.	Engineering	Proof of payment.	

1996 Mitigation Measure 4.5-5 – Develop and implement construction protocols. The Proposed Project shall include policies that require the implementation of construction protocols that include, but may not be limited to, the following: - Restrict construction activities to areas away from preserved oak and riparian habitat Construction activities in the vicinity of oak trees shall be minimized. Laydown, staging, refueling and parking areas shall not be located adjacent to open space oak or riparian zones. Construction activities that by necessity occur in the vicinity of oak woodlands and riparian zones to be preserved. Encroachments or damage that have not been authorized by a tree permit shall be implemented as detailed in the Tree Preservation Ordinance. - Provide for construction parking away from sensitive habitat resources. Parking areas for construction personnel shall be located a minimum of 350 feet from the drip line of any mature oak tree intended for preservation, where parking will not compact or contaminate soils, damage tree roots, or otherwise degrade trees intended for open space or landscape preservation. - Erect temporary barrier fencing to delimit protected areas. Temporary fencing, consisting of five-foot orange construction drift fence, flagging, signs or other markings shall be erected around open space areas and restricted areas, and maintained for the duration of construction, to prevent inadvertent damage to natural resources. Fencing shall be maintained bi-weekly, and shall be the responsibility of an on-site compliance officer designated by the developer. The Applicant shall monitor and prepare annual reports as required by USCOE.	The applicants shall submit construction management plans as part of the Grading Permit or Improvement Plan application. Planning and Engineering will review plans for inclusion of these measures prior to issuance of permits or approval of plans.	<i>Pre-Construction:</i> Prior to issuance of Grading Permits. Add as note on Improvement Plans and Grading Plans.	Planning and Engineering	None	
1996 Mitigation Measure 4.5-7 – Conduct pre-construction survey and implement restrictions. To ensure that fully protected and raptor species are not injured or disturbed, the Applicant shall implement one of the three following measures: A. All tree removal shall occur between August 30 and March 15 to avoid the breeding season of any raptor species that could be using the area. This period may be modified with the authorization of the DFG [DFW]. -OR- B. Prior to the beginning of construction during the period between March 15 to August 30, all trees within 350 feet of any grading or earthmoving activity shall be surveyed for active raptor nests by a qualified biologist. If active raptor nests are found, a fence or equally effective demarcation shall be erected around the tree at a distance of 350 feet from the edge of the canopy to prevent construction disturbance and intrusions on the nest area. -OR- C. The Applicant shall confer with CDFG [CDFW] and develop measures that satisfy the requirements of CDFG [CDFW] and the City. Any raptor nest should be relocated according to CDFG [CDFW] protocol, or in consultation with CDFG [CDFW], to the nearest suitable nest tree. Alternatively, the Applicant could develop protocol to the satisfaction of CDFG [CDFW] and the City.	Results of preconstruction surveys shall be submitted prior to the issuance of a grading permit or Improvement Plans. Applicable construction restrictions shall be reflected within plans. The applicants shall prepare annual reports on the status and success of mitigation and shall submit these reports to USFWS and CDFG. The applicants shall coordinate with USFWS and CDFG to modify as necessary any mitigation plans in an effort to attain mitigation success.	<i>Pre-Construction and Construction:</i> Surveys required prior to construction. If surveys are positive for birds, then remainder of mitigation steps are required prior to construction. Add as note on Improvement Plans and Grading Plans.	Planning and Engineering	Nesting bird Survey	
1996 Mitigation Measure 4.6-1. Unidentified Cultural Resources. In the event of the discovery of buried archaeological deposits it is recommended that project activities in the vicinity of the find should be temporarily halted and a qualified archaeologist consulted to assess the resource and provide proper management recommendations. Possible management recommendations for important resources could include resource avoidance or data recover excavations.	The applicants shall submit construction management plans as part of the Grading Permit or Improvement Plan application. Planning and Engineering will review plans for inclusion of these measures prior to issuance of permits or approval of plans.	Add as note on Improvement Plans and Grading Plans.	Planning and Engineering	None	

1996 Mitigation Measure 4.3-2. Site-specific geotechnical evaluation to assess development on soils characterized by slow permeability, low strength and high shrink-swell potential. To comply with General Plan Policies SA-2 and SA-3, a site-specific geotechnical evaluation shall be conducted as part of the development review process per the determination of the Public Works Director. Additionally, the site-specific geotechnical evaluations shall provide recommendations for development in areas with identified soil constraints, which shall be implemented during construction.	The applicants shall be responsible for conducting soil testing and/or recommendation of the Phase I environmental site assessments, if conditions are encountered which warrant such studies.	<i>Construction:</i> Applies if conditions found which warrant assessment (e.g. stained soils, underground tanks). Add as note on Improvement Plans.	Engineering and Fire	Phase I environmental assessment, if conditions warrant	
1996 Mitigation Measure 4.4-4. Implement erosion control plan. Mitigation Measure 4.4-4 requires that for any construction activities that would disturb fewer than five acres of land, all contractors must prepare and retain on site an erosion control plan that includes a description of post-construction sediment, erosion control measures and maintenance responsibilities, and non-storm water management controls. The State General Permit requires implementation of BMPs. BMPs include schedules of activities, prohibitions of practices, maintenance procedures, and other management practices to prevent or reduce pollution (e.g., straw bales, dikes, silt fences, sediment traps, or similar methods). These measures would reduce water quality impacts associated with construction activities to a less-than-significant level.	The developer shall create a SWPPP, submit it to the City, and comply with its provisions.	<i>Pre-Construction and Construction:</i> Submit SWPPP and ensure that BMPs remain in place during construction. Add as note on Improvement Plans and Building Plans.	Engineering	SWPPP	
2015 Mitigation Measure 12.1a: Construction contractors shall be required to limit construction activities to daytime hours from 7:00 a.m. to 7:00 p.m., Monday through Friday, and 8:00 a.m. to 8:00 p.m. on Saturday and Sunday.	The applicants shall submit construction management plans as part of the Grading Permit application. Engineering will review grading plans for inclusion of these measures prior to issuance of grading permits.	<i>Pre-Construction:</i> Prior to issuance of Grading Permits. Add as note on Improvement Plans and Grading Plans.	Engineering	None	
2015 Mitigation Measure 12.1b: Construction contractors shall post signs at construction sites that include information on permitted construction days and hours, a day and evening contact number for the job site, and a contact number in the event of problems. An onsite complaint and enforcement manager shall respond to and track complaints and questions related to noise.	The applicants shall submit construction management plans as part of the Grading Permit application. Engineering will review grading plans for inclusion of these measures prior to issuance of grading permits.	<i>Pre-Construction:</i> Prior to issuance of Grading Permits. Add as note on Improvement Plans and Grading Plans.	Engineering	None	
2015 Mitigation Measure 12.1c: The applicant shall require construction contractors working within 800 feet of an occupied residence to implement the following measures: • Equipment and trucks used for proposed project construction shall use the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically-attenuating shields or shrouds, wherever feasible). • Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for proposed Project construction shall be hydraulically or electrically powered where feasible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used where feasible; this could achieve a reduction of 5 dBA. Quieter procedures, such as use of drills rather than impact tools, shall be used whenever feasible. • Stationary construction noise sources shall be located as far from adjacent receptors as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or other measures to the extent this does not interfere with construction purposes.	The applicants shall submit construction management plans as part of the Grading Permit application. Engineering will review grading plans for inclusion of these measures prior to issuance of grading permits.	<i>Pre-Construction:</i> Prior to issuance of Grading Permits. Add as note on Improvement Plans and Grading Plans.	Engineering, Code Enforcement	None	

NOTE: This table is provided as a courtesy to the developer, to highlight the text of measures which are required to be placed on Improvement Plans and/or Building Plans. Refer to the applicable environmental document (e.g. Environmental Impact Report) for a full list of measures, and for context. Other measures may be applicable, but are not included here because they have already been completed or they are addressed via other mechanisms (e.g. development fees).

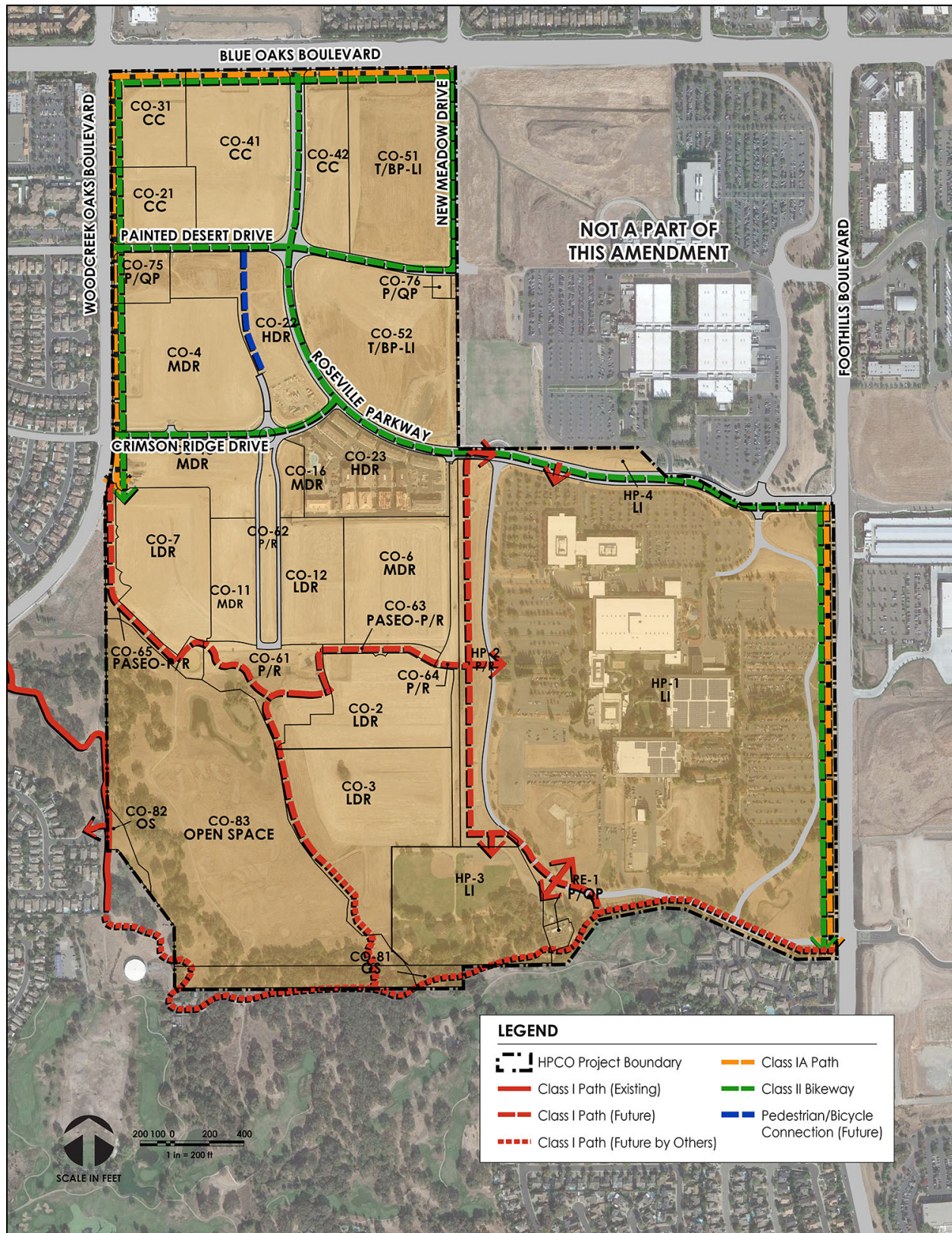


FIGURE 3-13: Pedestrian and Bicycle Network

CONSULTANT

APPROVALS

SMALL-LOT
TENTATIVE SUBDIVISION MAP
CAMPUS OAKS
MASTER PLAN - 3
LOT 5 OF FF MAPS 42
SHEET 1 OF 3

VICINITY MAP

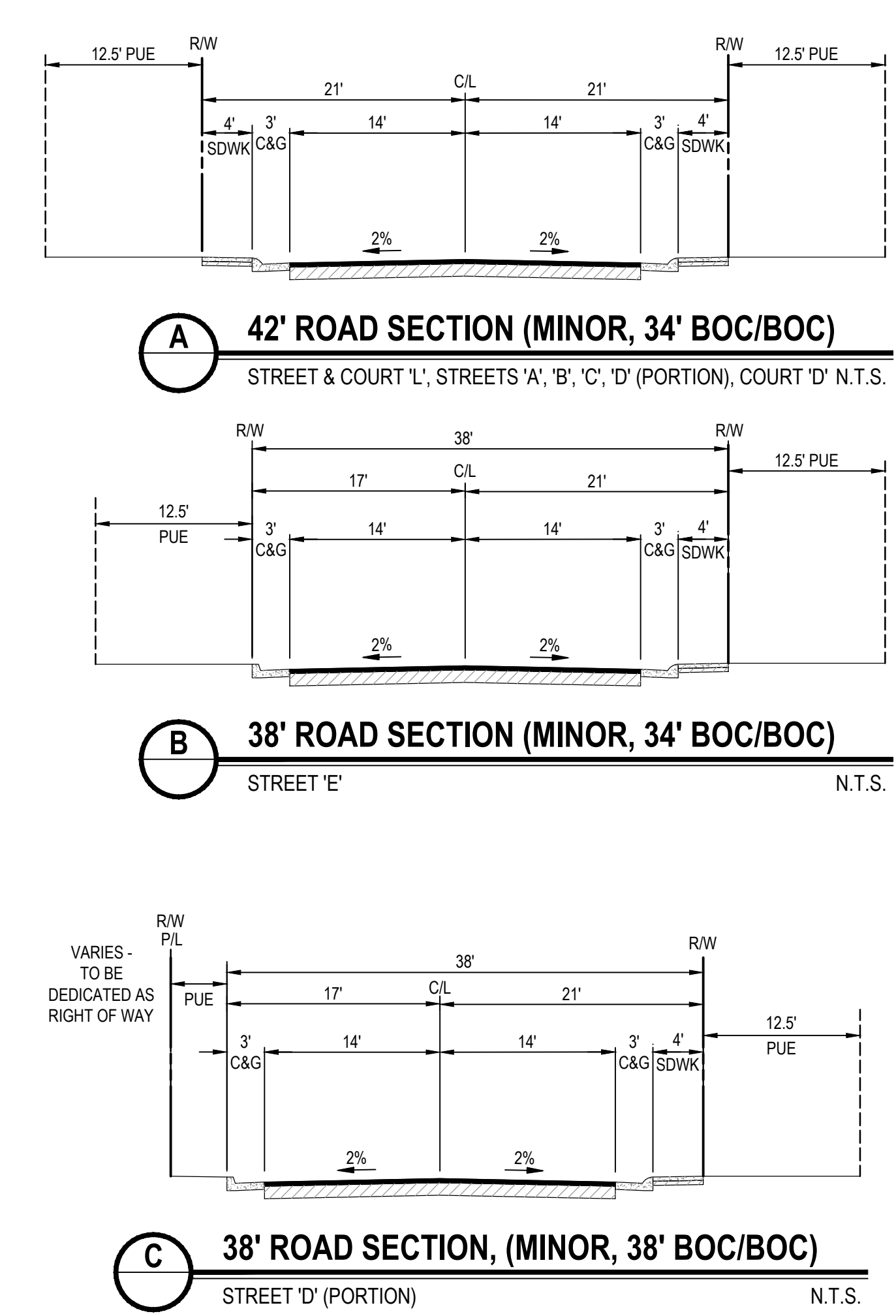
KEY MAP

OWNER / APPLICANT BBC ROSEVILLE OAKS, LLC CONTACT: STEPHEN DES JARDINS 130 DIAMOND CREEK PLACE ROSEVILLE, CALIFORNIA 95747 PHONE: (916) 786-8158	ENGINEER / PLANNER MORTON & PITALO, INC. 600 COOLIDGE DRIVE, SUITE 140 FOLSOM, CA 95630 CONTACT: SCOTT PEDERSEN / KEN TOPPER PHONE: (916) 496-8763 EMAIL: SPEDERSEN@MPENGR.COM KTOPPER@MPENGR.COM																					
UTILITY PROVIDERS WATER: CITY OF ROSEVILLE WASTE: CITY OF ROSEVILLE GAS: PG&E ELECTRIC: ROSEVILLE ELECTRIC TELEPHONE: ROSEVILLE TELEPHONE CABLE TV: COMCAST																						
SERVICE PROVIDERS SCHOOL DISTRICT: ROSEVILLE JOINT UNION HIGH SCHOOL DISTRICT FIRE PROTECTION: ROSEVILLE ELEMENTARY SCHOOL DISTRICT POLICE PROTECTION: CITY OF ROSEVILLE STORM DRAINAGE: CITY OF ROSEVILLE SOLID WASTE: CITY OF ROSEVILLE																						
PROJECT INFORMATION ASSESSOR PARCEL NUMBERS: 481-270-017 USE: VACANT EXISTING ZONING: R1/D3 PROPOSED ZONING: R1/D3 GENERAL PLAN: LDR																						
<table><tr><td>EXISTING</td><td>#</td><td>ACRES</td></tr><tr><td>EXISTING NUMBER OF PARCELS</td><td>1</td><td>15.88 ± AC</td></tr><tr><td>PROPOSED</td><td>#</td><td>TYPE</td></tr><tr><td>PROPOSED NUMBER OF LOTS</td><td>62</td><td>RESIDENTIAL LOTS</td></tr><tr><td></td><td>1</td><td>COMMON AREALANDSCAPE LOT (CITY)</td></tr><tr><td></td><td>1</td><td>OPEN SPACE/BIKEWAY/DRAINAGE/WATER QUALITY LOT (CITY)</td></tr><tr><td></td><td>1</td><td>OPEN SPACE/DRAINAGE/WATER QUALITY LOT (CITY)</td></tr></table>		EXISTING	#	ACRES	EXISTING NUMBER OF PARCELS	1	15.88 ± AC	PROPOSED	#	TYPE	PROPOSED NUMBER OF LOTS	62	RESIDENTIAL LOTS		1	COMMON AREALANDSCAPE LOT (CITY)		1	OPEN SPACE/BIKEWAY/DRAINAGE/WATER QUALITY LOT (CITY)		1	OPEN SPACE/DRAINAGE/WATER QUALITY LOT (CITY)
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	1	OPEN SPACE/BIKEWAY/DRAINAGE/WATER QUALITY LOT (CITY)																				
	1	OPEN SPACE/DRAINAGE/WATER QUALITY LOT (CITY)																				

1. THIS EXHIBIT IS FOR TENTATIVE MAP PURPOSES ONLY. ALL SITE CHARACTERISTICS ARE TO BE VERIFIED PRIOR TO FINAL MAP.
2. MINOR MODIFICATION MAY BE MADE TO LOT LINES AT FINAL MAP.
3. FOR PRELIMINARY PLANNING PURPOSES ONLY. BOUNDARY, TOPO, EASEMENTS AND SITE CONDITIONS TO BE VERIFIED PRIOR TO FINAL MAP AND ENGINEERING.
4. PURSUANT TO GOVERNMENT CODE SECTION 66456.1 THE SUBDIVIDER MAY FILE MULTIPLE FINAL MAPS BASED UPON THIS TENTATIVE MAP. THE FILING OF A FINAL MAP ON A PORTION OF THIS TENTATIVE MAP SHALL NOT INVALIDATE ANY PART OF THIS TENTATIVE MAP. INCLUDING THE AUTHORITY OF THE LOCAL AGENCY TO IMPOSE REASONABLE CONDITIONS RELATING TO THE FILING OF MULTIPLE FINAL MAPS.
5. ALL UTILITY SYSTEMS ILLUSTRATED ON THE TENTATIVE MAP ARE SUBJECT TO CHANGE AT THE TIME OF FINAL DESIGN.
6. GRADING SHOWN ON THIS TENTATIVE MAP ILLUSTRATES A GENERAL GRADING CONCEPT AND IS SUBJECT TO CHANGE AT THE TIME OF FINAL DESIGN.
7. COMMON AREA LOTS
- 7.1 LOT 'A' IS A COMMON AREALANDSCAPE LOT TO BE DEDICATED TO THE CITY AS AN IOD IN FEE.
- 7.2 LOT 'B' IS A OPEN SPACE/BIKEWAY/DRAINAGE/WATER QUALITY LOT TO BE DEDICATED TO THE CITY AS IOD IN FEE AND INCLUDES A PUE.
- 7.3 LOT 'C' IS A OPEN SPACE/DRAINAGE/WATER QUALITY LOT TO BE DEDICATED TO THE CITY AS IOD IN FEE AND INCLUDES A PUE.
8. PUBLIC UTILITY EASEMENTS OVER, ON, UNDER AND ACROSS THE LAND DESIGNATED ON THESE PLANS AS "P.U.E." FOR THE INSTALLATION AND MAINTENANCE OF ANY AND ALL UTILITY SERVICE FACILITIES INCLUDING BUT NOT LIMITED TO POLES, WIRES, AND CONDUITS FOR ELECTRICAL, TELEPHONE, GAS, SANITARY, AND WATER SERVICES, AND ALL APPURTENANCES THERE TO TOGETHER WITH THE RIGHT TO CONSTRUCT, PLACE, TRAFFIC CONTROL, AND TRIM AND REMOVE TREES AND VEGETATION.
9. ALL PUBLIC ROADS (STREETS L (PORTION), A, B, C, D, E AND COURTS L (PORTION), D SHALL BE DEDICATED TO THE CITY AS AN IOD IN FEE.

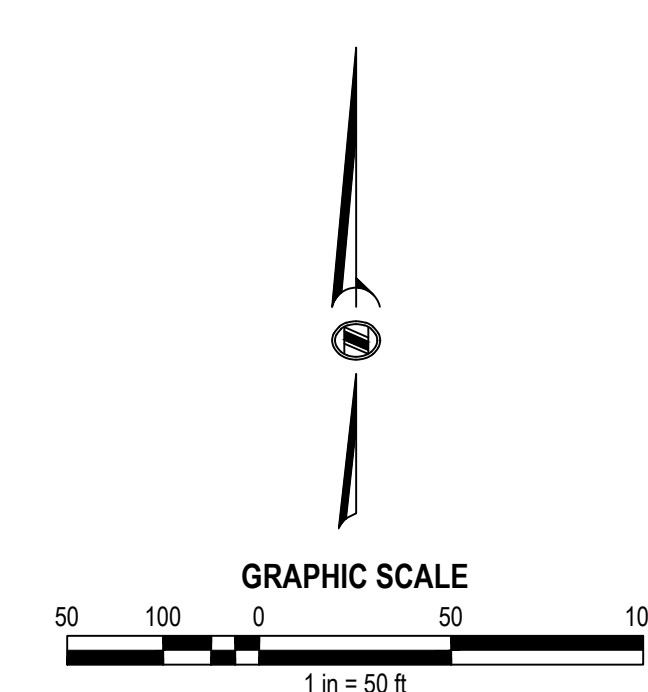
LOTS	AREA	LAND USE
A	.36 ± AC	COMMON AREALANDSCAPE LOT (CITY)
B	.85 ± AC	OPEN SPACE/BIKEWAY/DRAINAGE/ DRAINAGE/WATER QUALITY LOT (CITY)
C	.37 ± AC	OPEN SPACE/DRAINAGE/ WATER QUALITY LOT (CITY)
LOTS	11.08 ± AC	RESIDENTIAL
STREET R/W	3.22 ± AC	PUBLIC R/W (CITY)
TOTAL AREA:	15.88 ± AC	

NOTING



DE	DRAINAGE EASEMENT
IOD	IRREVOCABLE OFFER OF DEDICATION
PUE	PUBLIC UTILITY EASEMENT
PE	PEDESTRIAN EASEMENT
ROW	RIGHT OF WAY

ABBREVIATIONS



Drawn by: J. Smith, Date: 02/01/2021, Scale: 1" = 50' ft, Sheet: 1 of 3, Project: Campus Oaks Master Plan - 3, Lot 5 of FF Maps 42, Sheet 1 of 3

NO DATE DESCRIPTION

REVISIONS

BENCH MARK

ELEV = 112.83

3-1/4" BRASS DISC STAMED L55614, TOP OF CURB WEST SIDE OF DI @ SE CORNER OF WASHINGTON BLVD. & ROSEVILLE PARKWAY @ NE END OF CURB RETURN

COMPUTED BY

DESIGNED BY

DRAWN BY

PROJECT ENGINEER

PROJECT

ENTITLEMENT DRAWINGS FOR

CAMPUS OAKS MASTER PLAN

CO - 3

ROSEVILLE, CA

DRAWING

TENTATIVE SUBDIVISION MAP

DATE

SHEET

JUNE 4, 2021

1

SCALE

1" = 50'

JOB NUMBER

OF

13-0076-06

3

City of Roseville Approval

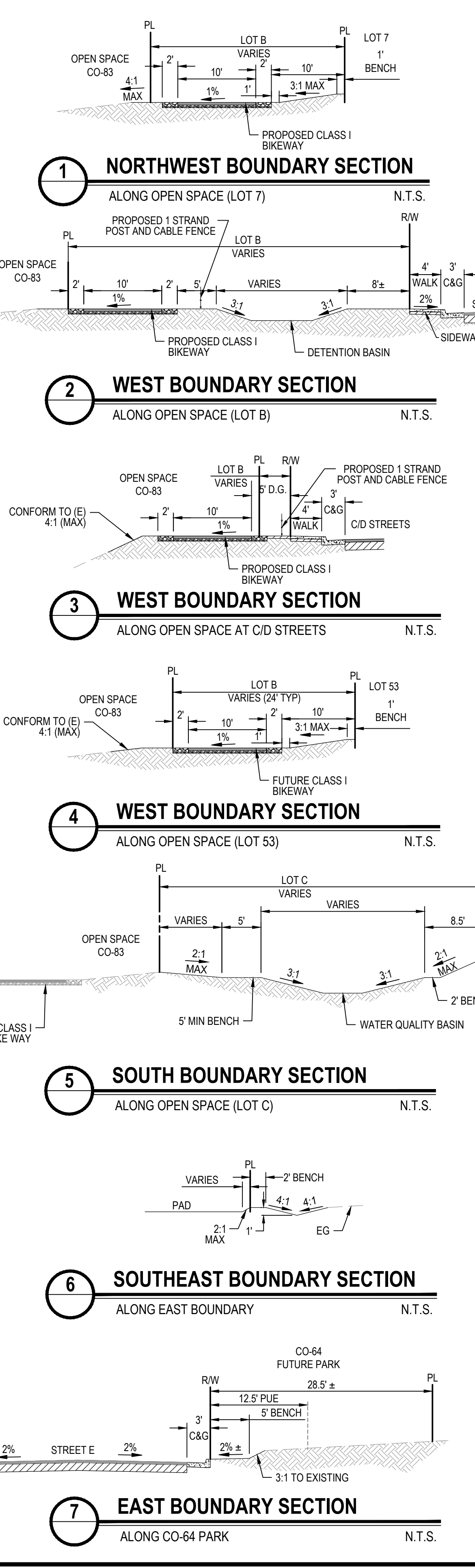
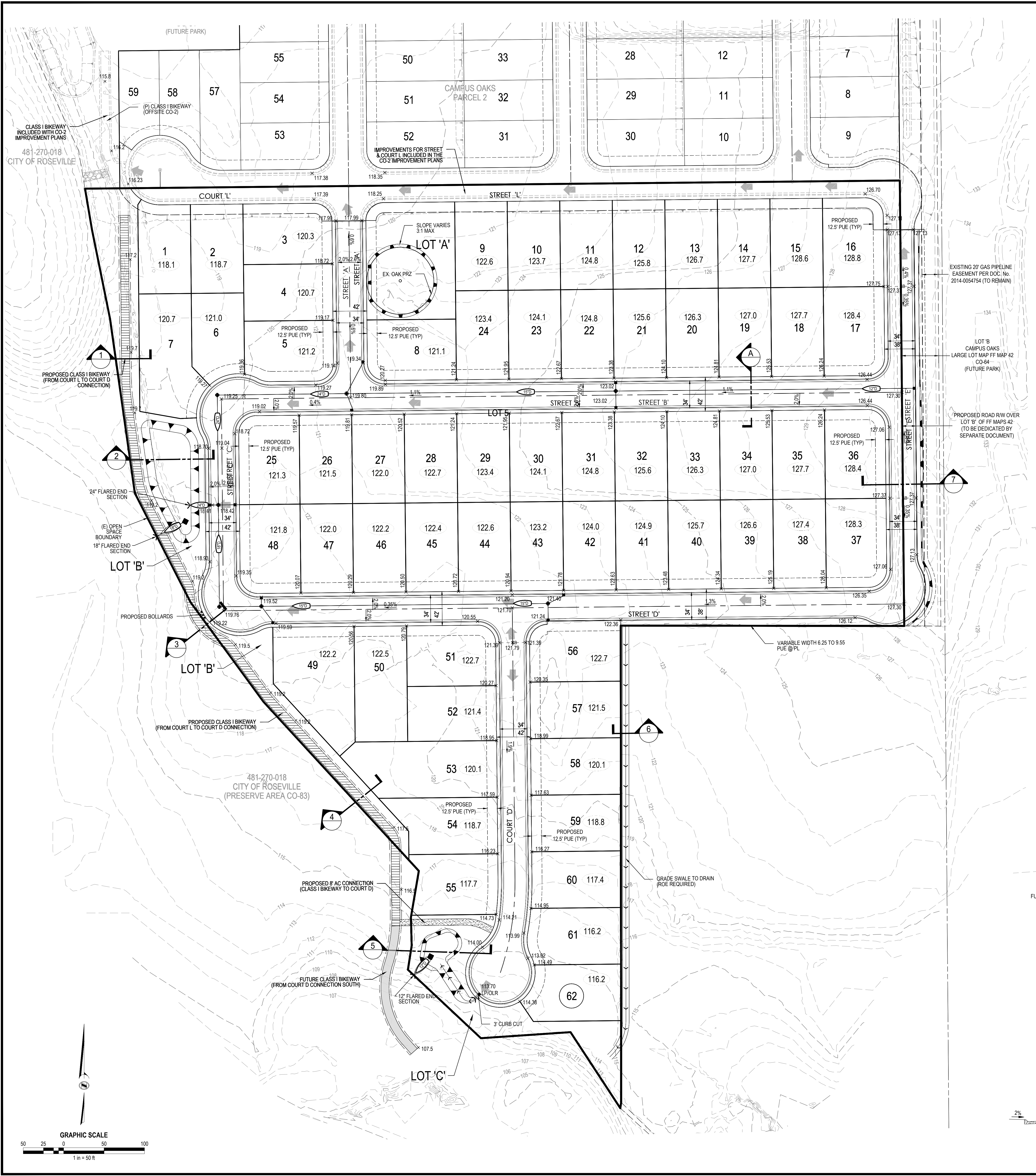
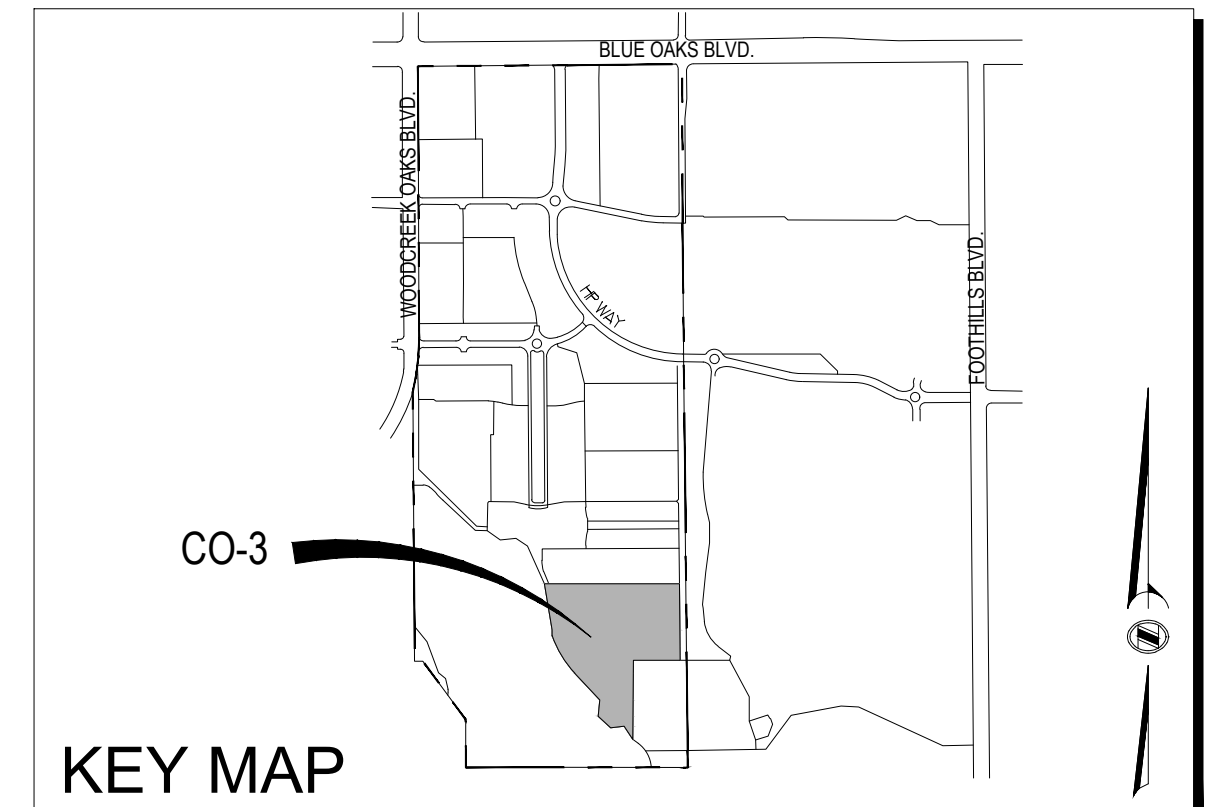
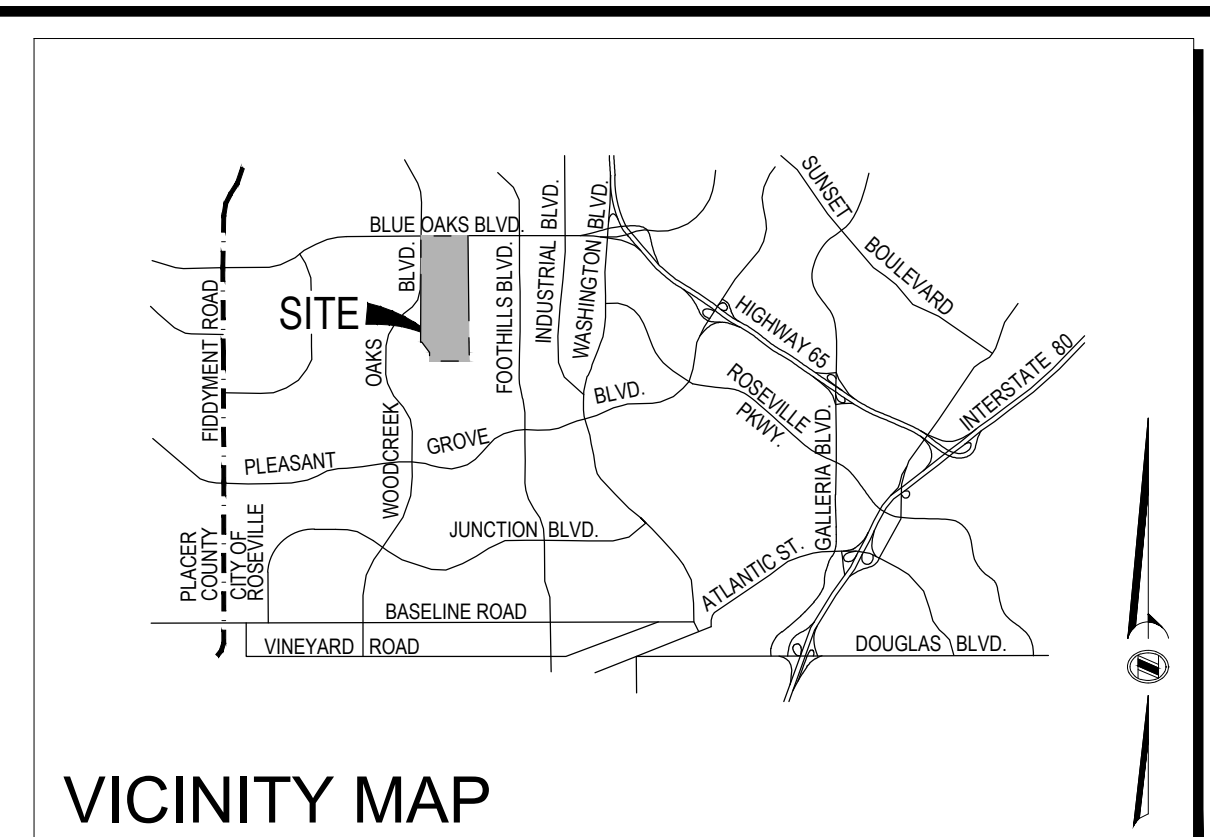
NOT FOR CONSTRUCTION - PL21-0070



MORTON & PITALO, INC.
CIVIL ENGINEERING • LAND PLANNING • LAND SURVEYING
Folsom • Fresno
75 Iron Point Circle, Suite #120
Folsom, CA 95630
phone: (916) 984-7221
web: www.mpeingr.com

CONSULTANT

APPROVALS



NO	DATE	DESCRIPTION

REVISIONS
BENCH MARK

ELEV = 112.83
3-1/4" BRASS DISC STAMED LS5614, TOP OF CURB
WEST SIDE OF DI @ SE CORNER OF WASHINGTON BLVD. &
ROSEVILLE PARKWAY @ NE END OF CURB RETURN

COMPUTED BY
DESIGNED BY
DRAWN BY
PROJECT ENGINEER
PROJECT

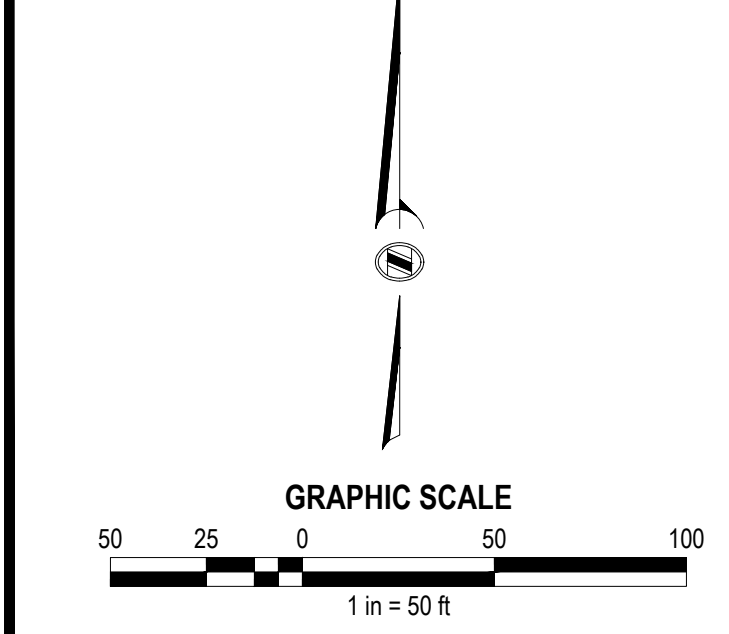
ENTITLEMENT DRAWINGS FOR
**CAMPUS OAKS
MASTER PLAN**

CO - 3
ROSEVILLE, CA

DRAWING
**PRELIMINARY
GRADING PLAN**

DATE	JUNE 9, 2021	SHEET	2
SCALE	1" = 50'	OF	
JOB NUMBER	13-0076-06		3

City of Roseville Approval



Drawn by: J. Pitalo, P.E. Date: 6/9/2021

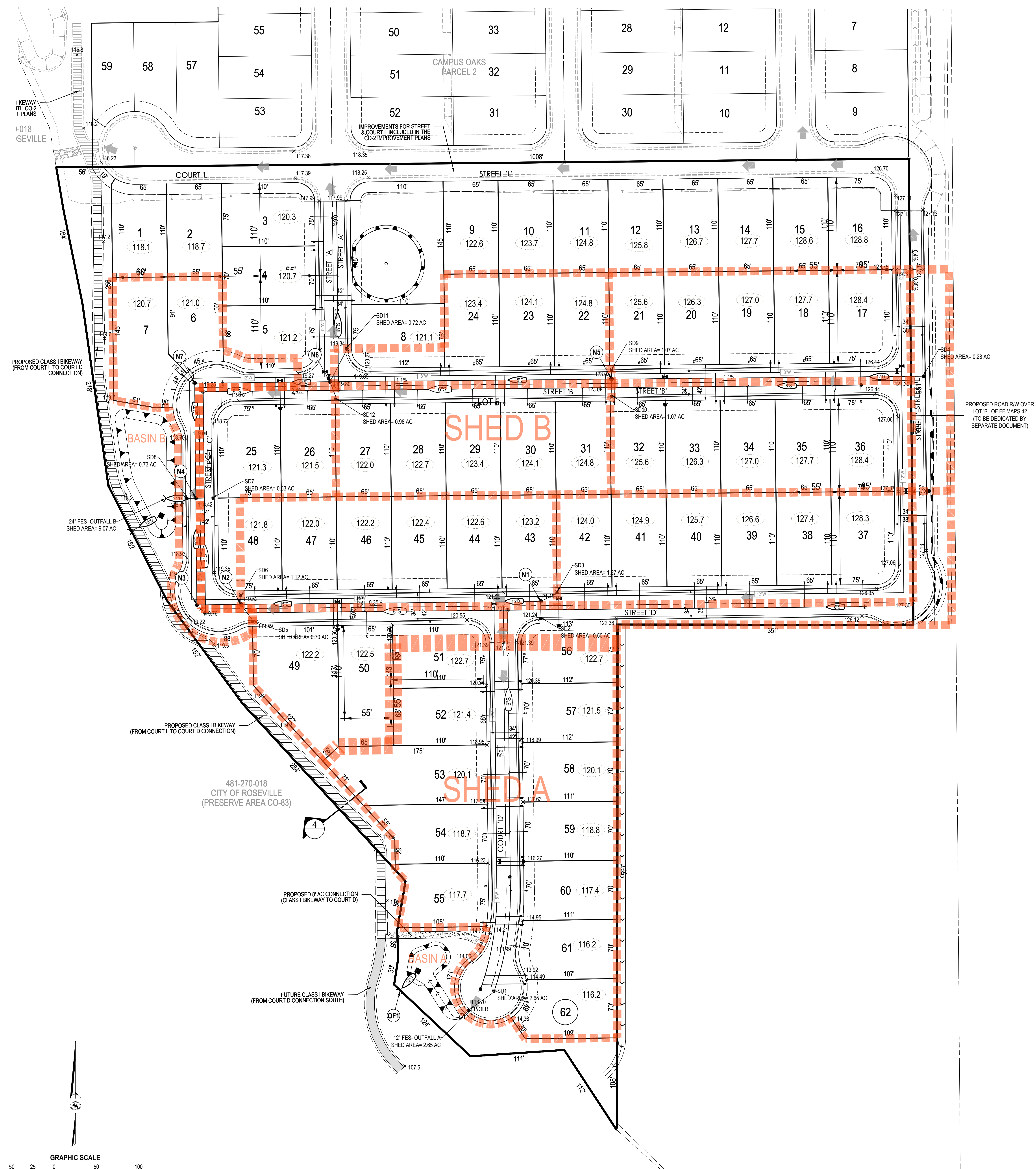
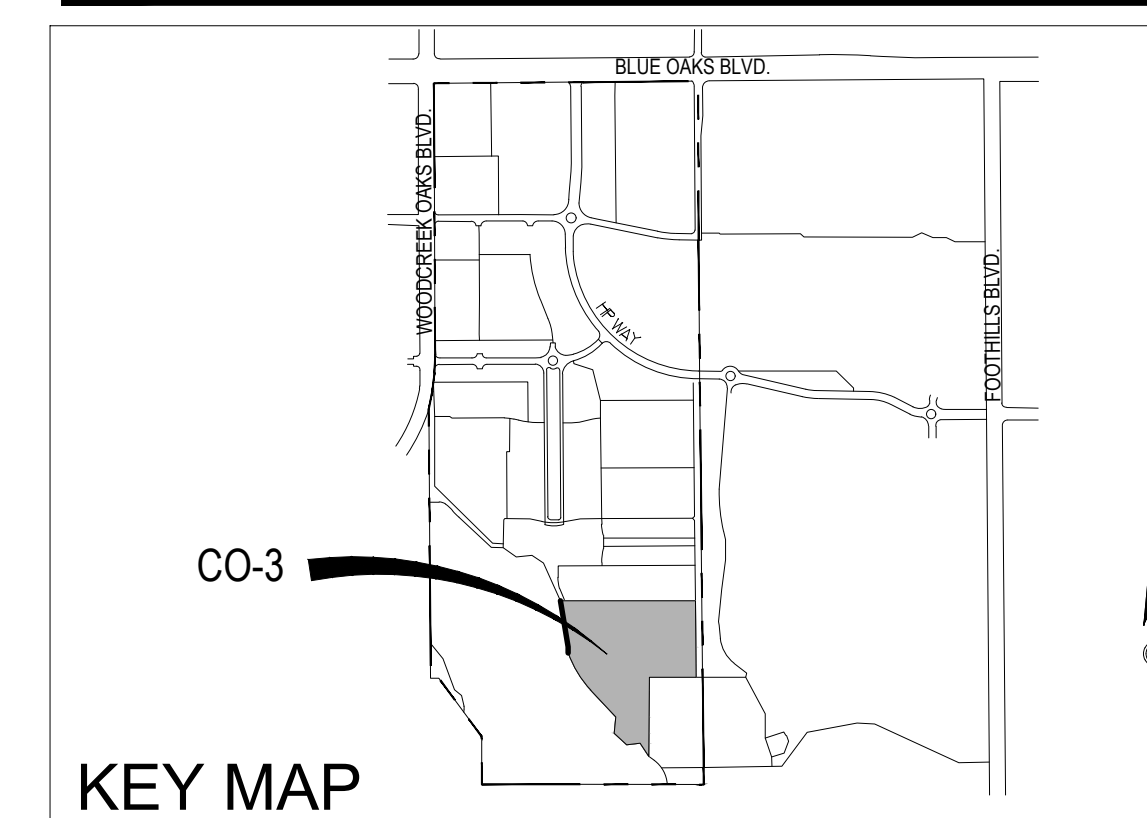
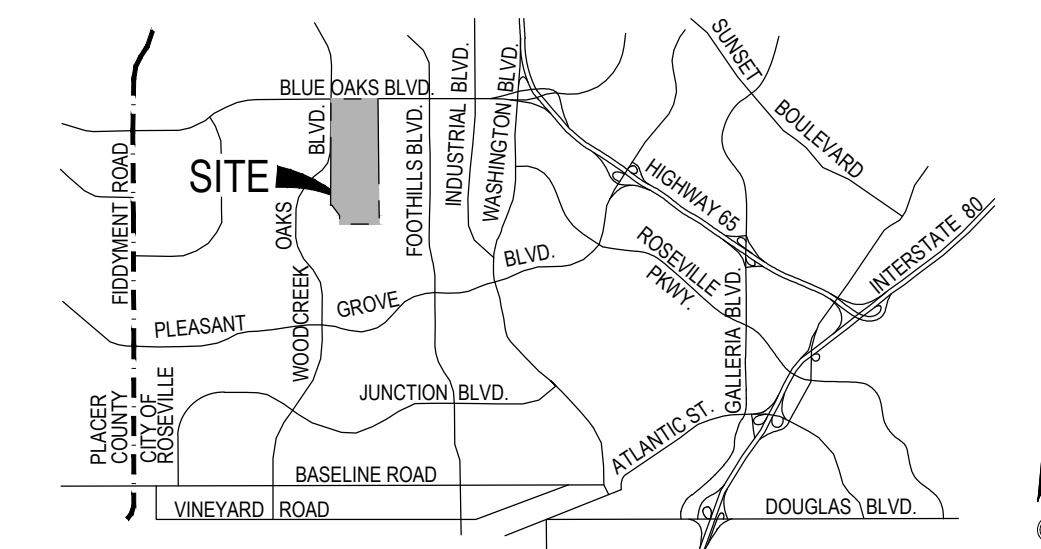
NOT FOR CONSTRUCTION-PL21-0070



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 web: www.mpengr.com

CONSULTANT

APPROVALS

[illegible]

REVISION

BENCH MARK

ELEV = 112.83

3-1/4" BRASS DISC STAMED LS5614, TOP OF CURB
WEST SIDE OF DI @ SE CORNER OF WASHINGTON BLVD. &
ROSEVILLE PARKWAY @ NE END OF CURB RETURN

COMPUTED BY _____

DESIGNED BY

DRAWN BY

PROJECT ENGINEER

PROJECT

ENTITLEMENT DRAWINGS FOR
**CAMPUS OAKS
MASTER PLAN**

CO - 3

ROSEVILLE, CA

DRAWING

SHED MAP

DATE	JUNE 9, 2021	SHEET	1
SCALE	1" = 50'	OF	1
JOB NUMBER	13-0076-06		

Exhibit B



Austin B. Carroll & Son
Tree Care Incorporated
A Complete Tree Care Company Since 1962



July 16, 2021

BBC Roseville Oaks, LLC
130 Diamond Creek Blvd, Ste 1
Roseville, Ca 95747

(916) 786-5750 Phone

RE: Large Oak tree located at Campus Oaks 3

Regarding the above referenced tree, I previously provided an arborist report after a limited inspection of conditions present. This tree is currently growing in an empty undeveloped field at original grade with natural plant material far beyond the dripline. After reviewing the provided grading plans, distance of protected root zone, and tree location identified in the attached documents I have determined that less than 25% of the protected root zone will be impacted. This is well within limits of allowable root loss of the tree without causing any impacts to the health or stability of the tree, provided that it is not at the base of the tree which would cause stability issues. Without being present at the time or prior to backfill it is impossible to determine exact amount of root loss that will occur. I recommend that a Certified Arborist be present during any excavation and/or grading within the protective root zone to direct any root cutting, covering and watering recommendations, and provide an updated assessment of impacts and recommendations at that time if needed. All work is to be done in accordance with ISA "recommendations for protecting native Oaks in areas to be developed" which I have provided.

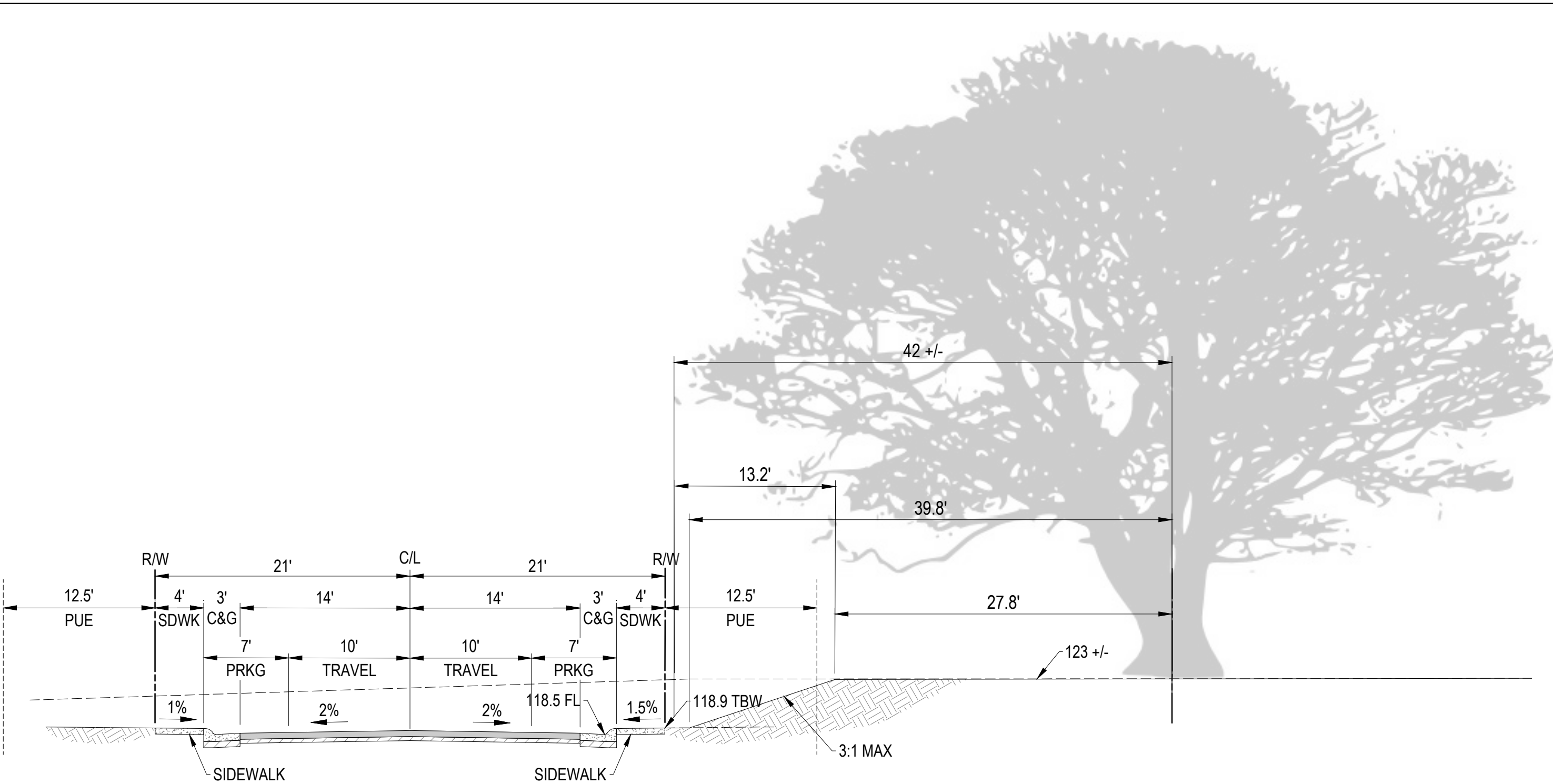
If I can be of any further assistance in this matter, please contact my office.

Cordially,

William O'Neil
Isa Certified Arborist WE-6163A

BPO/tc

Dwg: Y:\2013\13-0076-06 (CO 3)\DWG\PLAN\DETAILS\TREE ENCROACHMENT EXHIBIT (42' ROAD SECTION).DWG | Saved: 07-02-21 05:55pm SPEDERSEN

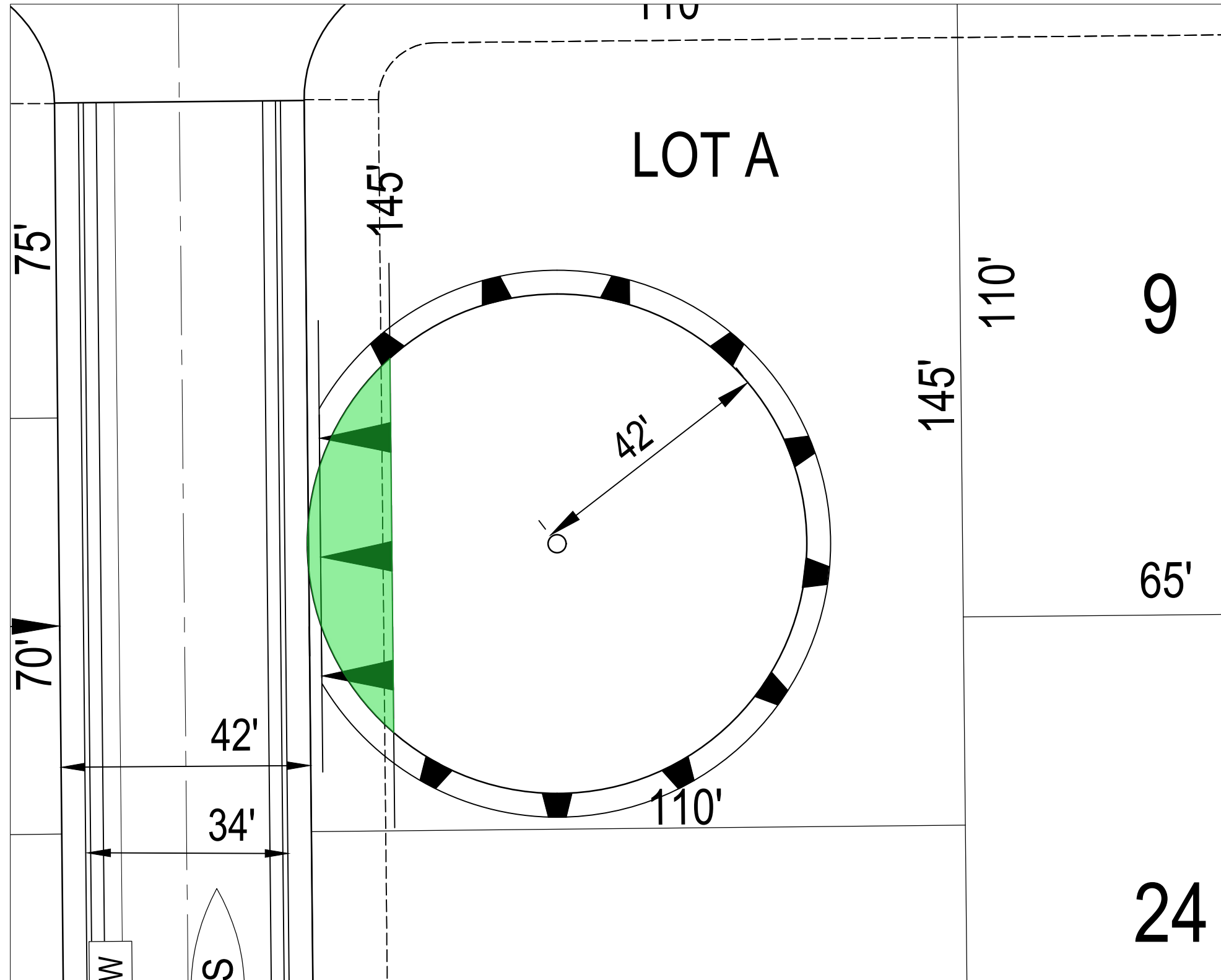


TREE ENCROACHMENT SECTION (1 of 2)

42' ROAD SECTION (KNIGHTSBRIDGE LANE)

NTS

Dwg. Y:\2013\13-0076-06 (CO 3)\DWG\PLANDETALS\TREE ENCROACHMENT EXHIBIT (42' ROAD SECTION).DWG | Saved: 07-02-21 05:55pm SPEDERSEN



Tree Canopy Area
 (@ 42' D.L.R)
 5,542 sf
 Full Impact =
 622 sf (11.2%)

 Canopy Impact Area

TREE ENCROACHMENT (2 of 2)

1"=20'



May 15, 2021

BBC Diamond Creek, LLC
130 Diamond Creek Blvd, Ste 1
Roseville, Ca 95747

(916) 786-8158 Phone
sld@dcpltd.com Email

RE: Large Blue Oak, located on the lot under construction at the S/E corner of Blue Oaks Blvd and Woodcreek Blvd

Attn: Stephen DesJardins

As requested I inspected the above referenced tree, the following are my findings and recommendation:

TREE # 3 – Blue Oak (*Quercus douglasii*)

Diameter	: 72 inches
Dripline Radius	: 42 feet
Trunk flare	: Fair – numerous callusing wounds at ground level likely caused by farm equipment in the past. 1 large wound at base extending deep under tree, and it appears there is/was an animal living under the tree.
Trunk	: Fair to Poor – numerous primary limb failures between 6'-15' above grade. Wounds from limb failures have developed callus roll. Appears to have decay on interior extending from ground up through primary scaffolding.
Primary Limbs	: Fair – Numerous callusing stubs in upper canopy from previous limb failures. Excessive weight on large low limb to South. Cable system was pulled loose in past from limb failure. Large limb has crack from rotational force which has formed callus. Normal amount large deadwood.
Foliage	: Good - Canopy has good color and vigor.
Dripline Environment	: Natural vegetation, farm land
Recommendations	: See paragraph below and at tree management plan

This tree is estimated to be over 200 years old. The tree is in fair health and condition, and still shows good signs of vigor. Protection of the dripline is highly recommended to isolate this tree from human activity before, during and after construction. There is extensive decay in the trunk and primary limbs, which make this tree a potential for future failures. It should also be noted that this tree is only receiving ground water up until this point, additional water will be needed in drought years and watering conditions need to be closely monitored as to not change radically during and after construction. I recommend considering a growth regulator product to slow growth and increase drought resistance and impact of future construction. See updated tree management plan following.



BBC Diamond Creek, LLC
12/18/15
Page 2 of 2

Tree Management Plan is as follows:

- 1) Certified Arborist to re-evaluate annually and provide updated report and recommendations, if any
- 2) Weed eat grass within the dripline
- 3) Spread arbor mulch within dripline and repair or replace protective fencing as needed
- 4) Apply fertilizer with combination of Essential minerals Fall/early Winter
- 5) One application of systemic insecticide in Spring/early Summer
- 6) Drench dripline with 600-1,000 gallons of water, once monthly when temperatures are consistently over 90-95 degrees.
- 7) Prune to reduce crown approximately 25%, remove large deadwood, raise canopy, and minor shaping
- 8) Consider growth regulator to improve resistance to drought and insects, and promote fibrous root growth to reduce impact of construction

If I can be of any further assistance to you in this matter please do not hesitate to contact my office.

Cordially,

William O'Neil
ISA Certified Arborist WE-6163A

Enclosure: photos

BPO/tc



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RECOMMENDATIONS FOR PROTECTING NATIVE OAKS IN AREAS TO BE DEVELOPED

(GENERAL RECOMMENDATIONS)

DAMAGE AND MITIGATION

The most common causes of injuries to native oaks during construction are grading (fills and cuts), trenching, compaction, bark and limb wounding from equipment, chemical (oil, hydraulic fluid and gasoline) spills and soil moisture changes.

The approach used in the following text is to identify the problem, explain why it is a problem and recommend how to avoid it or how to mitigate for it.

1. Grading Cuts: The roots of a mature oak can extend much beyond its dripline. Roots have been found as far away as three and one half times the dripline radius. The closer to the tree, the more critical is root damage. The more roots that are left intact the better for the tree. Cutting the roots means a moisture and nutrient loss for the tree. California native oaks develop “sinker” roots that grow downward to obtain the water requirements during our hot, dry summers. Severing any lateral roots means the loss of any sinker roots that are attached beyond the point of severance.

Another reason why root injury from grading cuts is a problem is that it allows a point of entry for pathogens and decay-causing organisms. It is important to minimize the surface area of the damaged roots. An aid to this end is to make a clean, perpendicular cut on the root portion still attached to the tree.

Another way that grading cuts can reduce the amount of moisture available to the tree is that they expose a greater soil surface area from which evaporation takes place. The remaining roots then have less than normal moisture available.

When so many roots are cut or so much soil surface is exposed that the tree's water needs cannot be met naturally it is necessary to supply sufficient irrigation until the tree is able to survive on its own. Immediately after any such excessive cuts are made they should be covered with opaque plastic, mulch or a retaining wall to avoid unnatural moisture loss. Fertilizing can help stimulate root growth and is recommended in most cases for root-damaged trees. In fact, fertilizing a tree before construction begins, in expectation of grading damage, can be very beneficial and is a recommended practice.

2. Trenching: Grading cuts and trenching essentially have the same negative effects when roots are cut. Whenever possible boring, rather than trenching, under the roots should be done to minimize damage.



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3. Grading Fills: The main problem that is caused by grading fills within the root zone is root suffocation, roots need oxygen. There is a need for a natural gas exchange to take place within the root zone. When lower than normal levels of oxygen are available roots are unable to effectively absorb nutrients and water. Fills over a root zone can form a barrier which prevents the normal supply and exchange of gases in the soil where the roots have developed. In many cases it is possible to install an aeration system under fill to provide the roots with adequate gas exchange.

4. Compaction: Compaction can have the same effect as fill as well as physically crush roots and root hairs. Keeping equipment and materials away from the root zone as much as possible will avoid soil compaction. Aerating the soil may be necessary if the soil becomes compacted.

Another form of compaction is the addition of paving over a root zone. Depending upon the amount of surface area affected, it may be necessary to install an aeration system under the paving. Logically, this should be done before the paving is installed. Interlocking pavers should not be used due to the fact that they compact under use.

5. Chemical Spills: Chemical spills can be directly toxic to the roots or can indirectly affect them. The best way to avoid this type of damage is to prevent vehicles from being parked near a tree and not to store any materials under or near a tree. In cases where this type of damage occurs as much of the affected soil as possible should be removed. The addition of organic matter, including charcoal, can be helpful.

6. Excessive Moisture: Excessive moisture in the root zone can have the same affect as fill. It is important to avoid allowing the root zone to become water saturated for any length of time. In addition to cutting normal gas exchange excessive moisture, especially in the summer months, can promote the development of pathogenic fungi. Where water applications are necessary it is important to allow the soil to thoroughly drain and partially dry between irrigation's.

7. Mechanical Damage: Mechanical damage to the trunk or limbs is very detrimental especially to older, less vigorous trees. Any wounds that remove bark and penetrate the cambium layer allow an opening for decay-causing organisms. This can weaken a tree to the point that its structure fails. The best cure in this case is prevention. The method proven to be most effective is to provide a tree protection zone around each tree or group of trees with a chain link fence at least six feet high. The fence should be placed as far outside the dripline as possible. The standard recommended minimum is to install the fence using a radius of one foot outside the dripline of the longest limb. If damage does occur fertilizing can help stimulate the growth and callus formation rates.

Exhibit B



Exhibit B



Exhibit B



Exhibit B



Exhibit B





PLANNING COMMISSION COMMUNICATION

Title: HRNSP PCL 45A - Dutch Bros, 10051 Fairway Dr., File # PL21-0015

Contact: Sean Morales, smorales@roseville.ca.us, (916) 774-5282

Meeting Date: 8/12/2021

Item #: 6.2.

ATTACHMENTS:

Description

Staff Report

Attachment 1 Traffic Study

Exhibit A Plans



***Planning Division Staff Report
Planning Commission Meeting***

August 12, 2021

Prepared by: Sean Morales, Assistant Planner

ITEM 6.2: Design Review Permit – 10051 Fairway Dr. – HRNSP PCL 45A – Dutch Bros – PL21-0015

REQUEST

Request for a Design Review Permit to allow construction of a 930-square foot Dutch Bros coffee house with drive-thru in the northwest corner of an existing parking lot along Fairway Drive.

Applicant – Robert E. Wood, Millennium Planning & Engineering
Owner – Farrukh Saeed and Shabnum Saeed Trust

SUMMARY RECOMMENDATION

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

- A. Adopt the four (4) findings of fact and approve the Design Review Permit subject to seventy-two (72) 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 at 10051 Fairway Dr. and is identified as Parcel 45A in the Highland Reserve North Specific Plan. The site is approximately 0.7 acres in area and has a zoning designation of Community Commercial/Special Area-Highland Reserve North (CC/SA-HR) and a land use designation of Community Commercial (CC). The project site is within an existing parking lot and is surrounded on three sides by the parking lot which has a Community Commercial land use designation and to the north by Fairway Drive (Figure 1). The parking lot was created with development of the Home Depot, which was approved by the Planning Commission in 1999 (File # DRP 99-01 and CUP 99-02). The subject parcel was created with a Tentative Parcel Map on February 25, 2016 (file# PL16-0069).

The current project proposes the construction of a 930-square foot Dutch Bros coffee house with drive-through in the northwest corner of the existing parking lot along Fairway Drive. The project includes one drive-through coffee kiosk and associated landscaping, lighting, and parking. There are twelve parking spaces total including one accessible space. The entitlement requested includes a Design Review Permit to evaluate the proposed building elevations and site improvements.

Figure 1 – Project Location



SITE INFORMATION

Location: 10051 Fairway Dr.

Total Size: 0.7 acres

Topography and Setting: The project site is generally flat and is developed with a portion of an existing parking lot. The site includes frontage on Fairway Dr., which is a four-lane roadway that includes a left and right turn lane in the eastbound direction, and includes an attached sidewalk.

EVALUATION: DESIGN REVIEW PERMIT

Section 19.78.060(B) of the City of Roseville Zoning Ordinance requires four findings of fact be made in order to approve a Design Review Permit. The four findings for approval of the Design Review Permit are listed below and are followed by an evaluation.

- 1. The project as approved preserves and accentuates the natural features of the property, such as open space, topography, trees, wetlands and water courses, provides adequate drainage for the project, and allows beneficial use to be made of the site for development.***
- 2. The project site design as approved provides open space, access, vehicle parking, vehicle, pedestrian and bicycle circulation, pedestrian walks and links to alternative modes of transportation, loading areas, landscaping and irrigation and lighting which results in a safe, efficient, and harmonious development and which is consistent with the applicable goals, policies and objectives set forth in the General Plan, the Community Design Guidelines and the West Roseville Specific Plan.***
- 3. The building design, including the materials, colors, height, bulk, size and relief, and the arrangement of the structures on the site, as approved is harmonious with other development and buildings in the vicinity and which is consistent with the applicable goals, policies and objectives set forth in the General Plan, the Community Design Guidelines and the West Roseville Specific Plan.***

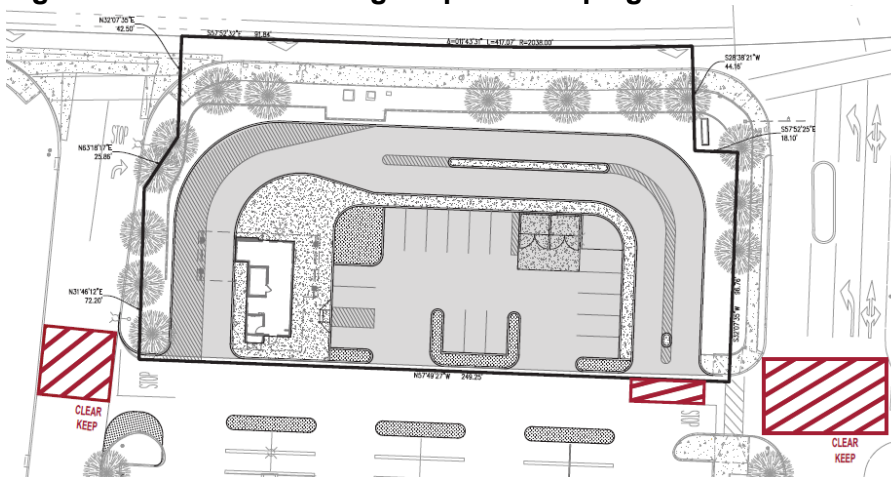
- 4. The design of the public services, as approved, including, but not limited to, trash enclosures and service equipment are located so as not to detract from the appearance of the site, and are screened appropriately and effectively using construction materials, colors and landscaping that are harmonious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

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

Site Planning & Building Siting: The project consists of a 930-square-foot coffee kiosk building with two drive-through lanes. The building will be situated approximately 85 feet from Fairway Drive on the south portion of the parcel and the drive-through lanes will travel along the west, north, and the east edge of the parcel leading to the building. A walk-up order window will be located along the southeastern building elevation. The project will be located on a parcel with existing streetscape improvements and landscaping along Fairway Drive and the applicant does not propose to modify the area along the street. The project site sits approximately 6 feet above Fairway Drive in the northwestern corner and one foot above in the northeastern corner of the site. The existing retaining wall along Fairway Drive with 4-foot metal fence above will remain. Key guidelines related to site planning and building siting within the CDG include direction to consider the orientation of drive-through lanes and pick-up windows (CC-35). The CDG requires drive-through lanes that are adjacent to the street be screened through the use of low walls and/or landscaping. Consistent with this requirement, a durable horizontal cladding will be fastened to the length of the existing fence along Fairway Drive for screening. Existing mature trees along Fairway Drive will provide additional screening.

Vehicle Access & Circulation: The proposed access and circulation was designed based on the recommendations made in the traffic study (Attachment 1). Access to the site will be provided by existing driveways on Fairway Drive. CDG Policy CC-30 requires a minimum of 180 feet of stacking space from the entrance of a drive-through lane to the pick-up window to prevent conflict with other vehicle circulation on the project site. The proposed double drive-through lanes provide approximately 425 feet of stacking, which is well above the minimum stacking requirement and would accommodate approximately 21 vehicles. As recommended in the traffic study (Attachment 1), striping will also be added at three locations leading to the project site to discourage drivers from idling in intersections of drive aisles within the Home Depot parking lot. City Engineering staff reviewed the vehicle stacking design and determined it to be adequate based on similar drive-through establishments in the City. No impacts from overflow parking or vehicle queuing are anticipated on the adjacent roadways. The project was also reviewed by the City Fire Department staff and was found to comply with emergency circulation requirements.

Figure 2. Site Plan Including Proposed Striping



Parking: Parking for the project is based on the City's Zoning Ordinance parking standard for a fast food with drive through use, which is one (1) space per 100 square feet of building area. The proposed building is 930 square feet; thus, the project is required to provide a total of 9 parking spaces. The project proposes a total of 12 parking spaces, which exceeds the parking requirement. The parking lot is designed with the spaces located in easily accessible areas at the center of the site that would not be impeded by the path of travel from vehicles circulating around the border of the project. Approximately 85 existing parking spaces are anticipated to be removed with the site improvements. Including the 12 spaces that will be added with the project, there will be an overall elimination of 73 spaces. There are currently 544 spaces that are shared among the buildings in the shopping center. This will leave a total of 471 spaces. The proposed Dutch Bros on parcel 1, Home Depot, and Parcel 2 (9951 Fairway Drive) create an overall parking demand of 415 spaces per the Zoning Ordinance standards. Therefore, a surplus of 56 spaces will remain in the center. The required parking is evaluated in Table 1 below.

Table 1: Shopping Center Parking Summary

Tenant	Use	Area	Ratio	Required Spaces
Dutch Bros (Parcel1)	Drive-Thru Restaurant	930 sf	1 per 100 sf	9
Home Depot	Retail	114,943 sf	1 per 300 sf	383
Parcel 2	Retail & Personal Services	7,023 sf	1 per 300 sf	23
Total Required				415 spaces
Total Provided				471 spaces
Surplus Spaces				56 spaces

Architecture: The applicant has included conceptual building elevations (see Figure 3 below). The proposed building is generally rectangular in shape with a protrusion on the northwest corner for the drive-through pick-up window. The elevations are designed with modern elements such as flat roof parapets that vary in height from 20' to 24'. A 14'-tall canopy surrounds a majority of the building to provide shelter for walk-up and drive-through customers. The building materials consist of architectural panels in two textures that mimic vintage wood and industrial concrete. The canopy is metal and will be painted in a complementary tan to the wood panel. Consistent with CDG CC-40, a stone veneer is proposed on the canopy columns to complement the existing stone veneer on the columns of Home Depot and other buildings in the center. The tan colors on the majority of the building are complementary to the rest of the shopping center and the blue accent color allows for brand identity.

Figure 3: Northwest Elevation Rendering



Trash Enclosures: Current state and local codes updated in 2020 require that restaurants utilize three separate refuse bins for trash, recycling, and organic material. In order to meet the Refuse Division requirements for access to the refuse bins, the enclosures are located with over 65 feet of clear approach for trucks. The organics enclosure is separate from the trash and recycling enclosure to improve vehicle circulation within the parking area and allow for additional landscape areas around the enclosures.

Landscaping: The property has existing frontage improvements which includes landscape along Fairway Drive above and below the existing retaining wall. These landscape areas will remain. The project will add new landscaping on the interior of the site consisting of a mix of trees, shrubs and groundcover. Chinese Hackberry and Flowering Pear trees, which are found in the Highland Reserve North Landscape Design Guidelines, are used in the parking lot area to achieve the City's minimum requirement of at least 50% shading in parking lots. Staff finds the landscape plan meets the intent of the CDG and the HRNSP design guidelines, and is also consistent with the City's Water Efficient Landscape Ordinance.

CONCLUSION

As demonstrated by the analyses in the foregoing sections, the proposed project is consistent with the objectives and overall intent of the General Plan, Zoning Ordinance, and Community Design Guidelines. The required findings can be made for each requested entitlement, and staff requests that the Planning Commission take the actions listed in the Recommendation section of this report.

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. Early notice of the application was also distributed to the Roseville Coalition of Neighborhood Associations. A public notice of the Planning Commission hearing was published on July 30, 2021, and was distributed to all property owners and residents within 300 feet of the project site. No concerns were reported by the time of staff report publication.

ENVIRONMENTAL DETERMINATION

The project is categorically exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15332, which exempts commercial in-fill projects meeting the following conditions:

a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations. The drive-through restaurant use is consistent with the Community Commercial land use and zoning designations.

(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses. The project site is 0.7 acres in area.

(c) The project site has no value as habitat for endangered, rare or threatened species. The project site is currently developed with a parking lot and has no value as habitat.

(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality. The project site is located in a commercial zone on developed property, and staff review has not identified any potential impacts relating to traffic, noise, air quality, or water quality exceeding a typical commercial project.

(e) The site can be adequately served by all required utilities and public services. A review of the project has determined that there are adequate utilities and public services to serve the site.

RECOMMENDATION

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

- A. Adopt the four (4) findings of fact and approve the **DESIGN REVIEW PERMIT – 10051 FAIRWAY DR. – HRNSP PCL 45A – DUTCH BROS – PL21-0015** subject to seventy-two (72) conditions of approval.

CONDITIONS OF APPROVAL FOR A DESIGN REVIEW PERMIT, FILE # PL21-0015

1. This Design Review Permit approval shall be effectuated within a period of two (2) years from **August 12, 2021** and if not effectuated shall expire on **August 12, 2023**. Prior to said expiration date, the applicant may apply for an extension of time, provided this approval does not extend the expiration beyond **August 12, 2024**. (Planning)
2. The project is approved as shown in **Exhibit A** and as conditioned or modified below. (Planning)
3. The project shall comply with all required environmental mitigation identified in the Highland Reserve North Specific Plan EIR, and shall include all applicable mitigation measures as notes on the grading plans. (All Departments)
4. The project shall be addressed as 10051 Fairway Dr. All projects with multi-tenants or buildings must submit a site plan with building footprint(s) to the Development Services Department (Business Services – Addressing) for building/suite addressing. (Business Services)
5. The applicant shall pay City's actual costs for providing plan check, mapping, GIS, and inspection services. This may be a combination of staff costs and direct billing for contract professional services. Project billing may occur up to two (2) months after the end of warranty or the Notice of Termination date for the SWPPP, whichever occurs later. (Engineering, Environmental Utilities, Electric, Finance)
6. The design and construction of all improvements shall conform to the Design and Construction Standards of the City of Roseville, or as modified by these conditions of approval, or as directed by the City Engineer. (Engineering)
7. The applicant shall not commence with any on-site improvements or improvements within the right-of-way until such time as grading and/or improvement plans have been submitted for review and are approved with grading and/or encroachment permits issued by the Department of Development Services – Engineering Division. (Engineering)
8. The approval of this project does not constitute approval of proposed improvements as to size, design, materials, or location, unless specifically addressed in these conditions of approval. The Developer shall submit civil drawings to the Department of Development Services – Engineering Division for review and approval. (Engineering)

PRIOR TO ISSUANCE OF BUILDING PERMITS:

9. Parking lot design shall conform to the City's design standards, including the following minimum standards for parking stalls:
 - a. All parking stalls shall be double-striped. Parking stalls adjacent to sidewalks, landscaped areas or light fixtures, and all Accessible stalls shall abut a 6-inch raised curb or concrete bumper. (Planning)

- b. Standard – 9 feet x 18 feet; Compact – 9 feet x 16 feet; Accessible – 14 feet x 18 feet (a 9-foot-wide parking area plus a 5-foot-wide loading area) and a minimum of one (1) parking space shall be Accessible van accessible – 17 feet x 18 feet (9-foot-wide parking area plus an 8-foot-wide loading area). (Planning)
- c. An 'exterior routes of travel' site accessibility plan incorporating slope, cross-slope, width, pedestrian ramps, curb ramps, handrails, signage, detectable warnings or speed limit signs or equivalent means shall comprise part of the site improvement plans submitted to City for review, prior to building plan check approvals. This site accessibility plan shall also include:
 - i. Accessible parking stalls shall be dispersed and located closest to accessible entrances. The total number of accessible parking spaces shall be established by Table 11B-208.2 of the CBC.
 - ii. Accessible Parking spaces and crosswalks shall be signed, marked and maintained as required by Chapter 11 of the CBC.
 - iii. Accessible parking and exterior route of travel shall comply with CBC, Sections 11B-206 and 11B-208. (Building)
- 10. Signs and/or striping shall be provided on-site as required by the Planning Department to control on-site traffic movements. Parking lot striping and signage shall be maintained in a visible and legible manner. (Planning)
- 11. The plans submitted to the Building Division for permits shall indicate all approved revisions/alterations as approved by the Commission including all conditions of approval. (Planning)
- 12. The project Landscape Plans shall comply with the following:
 - a. The Landscape Plan shall indicate the location of, and be designed to avoid conflicts with, all pole-mounted light fixtures and utility equipment including (but not limited to) electric transformers, switchgear, and overhead lines; backflow preventers; fire department connections; and public water, sewer, and storm drain facilities. (Planning, Fire, Environmental Utilities, Electric, Public Works)
 - b. The tree plantings in the parking lot shall be designed to provide a minimum of 50% shade coverage after 15 years. (Planning)
 - c. At a minimum, landscaped areas not covered with live material shall be covered with a rock, (3") bark (no shredded bark) or (3") mulch covering. (Planning)
 - d. The landscape plan shall comply with the Landscape Guidelines for Highland Reserve North Specific Plan and the City of Roseville Water Efficient Landscape Ordinance. (Planning, Environmental Utilities)
 - e. All landscaping in areas containing electrical service equipment shall conform to the Electric Department's Landscape Requirements and Work Clearances as outlined in Section 10.00 of the Departments "Specification for Commercial Construction." (Electric)
 - f. Slopes within landscape planters shall be no more than 3:1. A two-foot flat bench located at back-of-walk shall be included in the landscape area to slow or allow absorption of nuisance run-off from the planters. (Parks, Recreation, and Libraries)

- g. All landscaping shall conform to the standards of crime prevention through environmental design with the intent to create natural surveillance, controlling access, and territorial reinforcement to property boundaries. (Police)
- 13. Any roof-mounted equipment and satellite dishes proposed shall be shown on the building plans. The equipment shall be fully screened from public streets and the surrounding properties. (Planning)
- 14. A separate Architectural Site Accessibility Plan which details the project's site accessibility information as required by California Title 24, Part 2 shall be submitted as part of the project Building Permit Plans. (Building)
- 15. For Multiple Building Complexes: As part of the required Architectural Site Accessibility Plan, the developer shall delineate the extent of the site accessibility improvements being installed as part of the initial improvements for the project, and those that are planned to be developed as part of subsequent phases (i.e. around future pad buildings). (Building)
- 16. Building permit plans shall comply with all applicable code requirements (California Building Code – CBC – based on the International Building Code, California Green Building Standards Code–CGBSC, California Mechanical Code – CMC – based on the Uniform Mechanical Code, California Plumbing Code – CPC – based on the Uniform Plumbing Code, California Fire Code – CFC – based on the International Fire Code – with City of Roseville Amendments – RFC, California Electrical Code – CEC – based on the National Electrical Code, and California Energy Standards – CEC T-24 Part 6), California Title 24 and the American with Disabilities Act - ADA requirements, and all State and Federally mandated requirements in effect at the time of submittal for building permits (contact the Building Division for applicable Code editions). (Building)
- 17. For restaurants, other food services, or commercial swimming pools: The developer shall obtain all required approvals and permits from the Placer County Health Department. (Building)
- 18. For restaurants, other food services, or commercial swimming pools: The developer shall obtain all required approvals and permits from the Placer County Health Department and the City of Roseville Industrial Waste Division. (Building, Environmental Utilities)
- 19. Maintenance of copy of building plans: Health and Safety Code section 19850 requires the building department of every city or county to maintain an official copy of the building plans for the life of the building. As such, each individual building shall be submitted as a separate submittal package. Building plan review, permit issuance and archiving is based on each individual building address. (Building)
- 20. For all work to be performed off-site, permission to enter and construct shall be obtained from the property owner, in the form of a notarized right-of-entry. Said notarized right-of-entry shall be provided to Development Engineering prior to approval of any plans. (Engineering)
- 21. The Improvement Plans shall include a complete set of Landscape Plans. The Landscape Plans shall be approved with the Improvement Plans. (Planning, Engineering, Fire, Environmental Utilities, Electric)
- 22. A note shall be added to the grading plans that states:

*“Prior to the commencement of grading operations, the contractor shall identify the site where the **excess/borrow** earthen material shall be imported/deposited. If the **borrow/deposit** site is within the City of Roseville, the contractor shall produce a report issued by a geotechnical engineer to verify that the exported materials are suitable for the intended fill, and shall show proof of all approved grading plans. Haul routes to be used shall be specified.”* (Engineering)

23. Per the Traffic Evaluation performed by Kimley-Horn January 20th, 2021, the applicant shall provide “KEEP CLEAR” pavement markings in case of spillback to the public right-of-way. In addition, pavement markings shall be added to keep the entrance to the drive-thru clear and running efficiently. See Exhibit 5 of the Traffic Evaluation for the needed pavement marking limits.
24. Bike parking and clean air vehicle spaces shall be provided per the California Green Building Standards. Bike rack/locker design and location shall be approved by Alternative Transportation. Clean air parking stall(s) shall be labeled “CLEAN AIR/CARPOOL/EV”. (Alternative Transportation, Building).
25. The project shall incorporate all proposed recommendations from the Traffic Evaluation prepared by Kimley-Horn, dated January 20th, 2021, in particular Exhibit 5 – Pavement Markings Concept.
26. All storm drainage, including roof drains, shall be collected on site and treated with Best Management Practices (BMP’s) per the City’s Stormwater Quality Design Manual. All storm water shall be routed to the nearest existing storm drain system or natural drainage facility. Drain outfalls shall extend down to the receiving water and shall be constructed with adequate velocity attenuation devices. The grading/improvement plans for the site shall be accompanied with a shed map that defines that area tributary to this site and all drainage facilities shall be designed to accommodate the tributary flow. The storm drain system and proposed BMP’s shall be privately owned and maintained by the property owner. Prior to the issuance of any permits, the owner shall provide a plan for the maintenance of the proposed BMP’s. (Engineering)
27. Sight distances for all driveways shall be clearly shown on the improvement plans to verify that minimum standards are achieved. It will be the responsibility of the project proponent to provide appropriate landscaping and improvement plans, and to relocate and/or modify existing facilities as needed to meet these design objectives. (Engineering)
28. Prior to the approval of the improvement plans, it will be the project proponent’s responsibility to pay the standard City Trench Cut Recovery Fee for any cuts within the City streets that are required for the installation of underground utilities. (Engineering)
29. 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)
30. The applicant/developer shall participate in the Transportation Systems Management (TSM) Plan for the Home Depot site (TSM #99-07). (Alternative Transportation, Engineering)
31. Prior to the issuance of a grading permit or approval of Improvement Plans, the grading plans shall clearly identify all existing water, sewer and recycled water utilities within the boundaries of the project (including adjoining public right of way). Existing utilities shall be identified in plan-view and in profile-view where grading activities will modify existing site elevations over top of or within 15 feet of the utility. Any utilities that could potentially be impacted by the project shall be clearly identified along with the proposed protection measures. The developer shall be responsible for taking measures and incurring costs associated with protecting the existing water, sewer and recycled water utilities to the satisfaction of the Environmental Utilities Director. (Environmental Utilities)
32. The applicant shall pay all applicable water and sewer fees. (Environmental Utilities)
33. Water and sewer infrastructure shall be designed pursuant to the adopted City of Roseville Improvement Standards and the City of Roseville Construction Standards and shall include:

- a. Utilities or permanent structures shall not be located within the area which would be disturbed by an open trench needed to expose sewer trunk mains deeper than 12 feet unless approved by Environmental Utilities in these conditions. The area needed to construct the trench is a sloped cone above the sewer main. The cone shall have 1:1 side slopes.
 - b. Water, sewer and recycled mains shall not exceed a depth of 12 feet below finished grade, unless authorized in these conditions of approval.
 - c. All sewer manholes shall have all-weather, 10-ton vehicle access unless otherwise authorized by these conditions of approval. (Environmental Utilities)
34. Trash enclosures, recycling areas, and enclosure approaches shall be designed to current Refuse Division specifications, the materials and colors shall match the building, and the location of such facilities shall be reviewed and approved by the Refuse Division, Planning and the Fire Department. The enclosure must have inside dimensions of 12 feet wide and 9 feet deep and be built to the specifications of the Solid Waste Department's Enclosure Description. (Refuse, Planning, Fire)
35. Access to trash enclosures shall have an inside turning radius of 25 feet and an outside turning radius of 45 feet must be maintained to allow the refuse truck access to and from the enclosure. Enclosures must have a clear approach of 65 feet in front of the enclosure to allow servicing bins. (Refuse)
36. A trash enclosure and recycling enclosure is required for each building and each tenant, otherwise, the building owner is responsible for the trash service. (Refuse)
37. 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)
38. 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)
39. The Electric Department requires the submittal of the following information in order to complete the final electric design for the project:
- a. one (1) set of improvement plans
 - b. load calculations
 - c. electrical panel one-line drawings
40. This project shall be annexed into the Highland Reserve North CFD 2 for services related to neighborhood park and streetscape maintenance. (Parks, Recreation, and Libraries)
41. All on-site external lighting shall be installed and directed to have no off-site glare. Lighting within the parking areas and pedestrian walkways shall provide a maintained minimum of one (1) foot-candle, and 0.5 foot-candle of light, respectively. All exterior light fixtures shall be vandal resistant. (Planning, Police)
42. The parking lot shall have properly posted signs that state the use of the parking area is for the exclusive use of employees and customers of this project. (See California Vehicle Code Sections 22507.8, 22511.5, 22511.8, 22658(a), and the City of Roseville Municipal Code Section 11.20.110). The location of the signs shall be shown on the approved site plan. (Planning, Police)
43. It is the developer's responsibility to notify PG&E of any work required on PG&E facilities. (PG&E)

DURING CONSTRUCTION & PRIOR TO ISSUANCE OF OCCUPANCY PERMITS:

44. Any backflow preventers visible from the street shall be painted green to blend in with the surrounding landscaping. The backflow preventers shall be screened with landscaping and shall comply with the following criteria:
- a. There shall be a minimum clearance of four feet (4'), on all sides, from the backflow preventer to the landscaping.
 - b. For maintenance purposes, the landscaping shall only be installed on three sides and the plant material shall not have thorns.
 - c. The control valves and the water meter shall be physically unobstructed.
 - d. The backflow preventer shall be covered with a green cover that will provide insulation. (Planning, Environmental Utilities)
45. The following easements shall be provided by separate instrument and shown on the site plan, unless otherwise provided for in these conditions:
- a. Additional internal easements will be required to cover primary electrical facilities to the project when the final electrical design is completed. (Electric)
46. Easement widths shall comply with the City's Improvement Standards and Construction Standards. Separate document easements required by the City shall be prepared in accordance with the City's "Policy for Dedication of Easements to the City of Roseville". All legal descriptions shall be prepared by a licensed land Surveyor. All existing public utility, electric, water, sewer and reclaimed water easements shall be maintained unless otherwise authorized by these conditions of approval. (Engineering, Environmental Utilities, Electric)
47. Inspection of the potable water supply system on new commercial/industrial/office projects shall be as follows:
- a. The Environmental Utilities Inspector will inspect all potable water supply up to the downstream side of the backflow preventer.
 - b. The property owner/applicant shall be responsible for that portion of the water supply system from the backflow preventer to the building. The builder/contractor shall engage a qualified inspector to approve the installation of this portion of the water supply. The Building Division will require from the builder/contractor, a written document certifying that this portion of the potable water supply has been installed per improvement plans and in accordance with the Uniform Plumbing Code. This certificate of compliance shall be submitted to the Building Division before a temporary occupancy or a building final is approved.
 - c. The building inspectors will exclusively inspect all potable water supply systems for the building from the shutoff valve at the building and downstream within the building. (Building, Environmental Utilities)
48. All improvements being constructed in accordance with the approved grading and improvement plans shall be accepted as complete by the City. (Engineering)
49. The words "traffic control appurtenances" shall be included in the list of utilities allowed in public utilities easements (PUE's) located along public roadways. (Engineering)

50. Water, sewer and reclaimed water shall be constructed pursuant to the adopted City of Roseville Improvement Standards and the City of Roseville Construction Standards. (Environmental Utilities)
51. All water backflow devices shall be tested and approved by the Environmental Utilities Department. (Environmental Utilities)
52. **Restaurants or other Food Service Establishment (FSE).** The applicant shall design for installation and/or install an exterior grease interceptor if the proposed business could potentially discharge substances containing fats, oils and grease (FOG) into the sewer system. The grease interceptor shall be adequate to separate and remove FOG contained in the wastewater from FSE's prior to discharge to the public sewer. (Environmental Utilities)
53. In the event an exterior grease interceptor cannot be installed due to space limitation, the developer shall install a grease trap, per City Standards, that will mechanically separate the FOG contained in the wastewater from the FSE prior to discharge to the public sewer. (Environmental Utilities)
54. Pursuant to the Municipal Code, the applicant shall apply for and obtain a FOG waste discharge permit (FOG WDP) from the Environmental Utilities Industrial Waste Division prior to occupancy or prior to discharging waste to the public sewer. The applicant shall submit information required by the Environmental Utilities Department for evaluation, including but not limited to: site plans, floor plans, mechanical and plumbing plans, and details to show all sewers, FOG control device, grease interceptor or other pretreatment equipment and appurtenances by size, location and elevation. Additional information related to the applicant's business operations and potential discharge may be requested to properly evaluate the FOG WDP application. (Environmental Utilities)
55. All Electric Department facilities, including streetlights where applicable, shall be designed and built to the "City of Roseville Specifications for Commercial Construction." (Electric)
56. The City of Roseville Electric Department has electrical construction charges which are to be paid by the developer and which are explained in the City of Roseville "Specification for Commercial Construction." These charges will be determined upon completion of the final electrical design. (Electric)
57. Any relocation, rearrangement, or change of existing electric facilities due to this development shall be at the developer's expense. (Electric)
58. Any facilities proposed for placement within public/electric utility easements shall be subject to review and approval by the Electric Department before any work commences in these areas. This includes, but is not limited to, landscaping, lighting, paving, signs, trees, walls, and structures of any type. (Electric)
59. All electric metering shall be directly outside accessible. This can be accomplished in any of the following ways:
 - a. Locate the metered service panel on the outside of the building.
 - b. Locate the metered service panel in a service room with a door that opens directly to the outside. The developer will be required to provide a key to the door for placement in a lock box to be installed on the outside of the door. Any doors leading from the service room to other areas of the building shall be secured to prohibit unauthorized entry. (Electric)
60. One ¾-inch conduit with a 2-pair phone line shall be installed from the building's telephone service panel to the meter section of the customer's electrical switchgear or panel. (Electric)

61. 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:

62. Signs shown on the elevations are not approved as part of the Design Review Permit. A Sign Permit is required for all project signs. (Planning)
63. 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)
64. The City reserves the right to restrict vehicle turning movements within the public right-of-way in the future if deemed necessary by the City Engineer. (Public Works)
65. 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)
66. 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)
67. If site survey or earth moving work results in the discovery of hazardous materials in containers or what appears to be hazardous wastes released into the ground, the contractor or person responsible for the building permit must notify the Roseville Fire Department immediately. A representative from the Fire Department will make a determination as to whether the incident is reportable or not and if site remediation is required. (Fire)
68. 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)
69. All commercial air conditioning units 5 tons or less (<65,000 btu/ h) shall meet the current Consortium for Energy Efficiency ("CEE") Tier I specifications. The SEER/EER ratings will be specified on building plans and Title 24 compliance certificates at the time building permits are requested. 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 any building permit for any commercial building in the Plan Area. Any variances, with the exception of Tier 2 compliance, must be approved by the Electric Department's Retail Energy Services Department. (Electric)
70. The project is subject to the noise standards established in the City's Noise Ordinance. In accordance with the City's Noise Ordinance, project construction is exempt between the hours of seven a.m. and seven p.m. Monday through Friday, and between the hours of eight a.m. and eight p.m. Saturday and Sunday, provided that all construction equipment shall be fitted with factory installed muffling devices and be maintained in good working order. (Building)
71. The developer (or designated consultant) shall certify that the building foundation location has been placed according to all approved setback requirements shown on the approved site plan. The developer shall prepare a written statement confirming building placement and provide an original

copy to the City Building Division Field Inspector at the time of or prior to the foundation inspection. (Building)

72. Prior to Certificate of Occupancy, the applicant may apply for a Temporary Certificate of Occupancy (TCO) of the building. If a TCO is desired, the applicant must submit a written request to the Building Division a minimum of thirty (30) days prior to the expected temporary occupancy date and shall include a schedule for occupancy and a description of the purpose for the Temporary Certificate of Occupancy. (Building)

Attachments

1. Traffic Study

Exhibits

- A. Plans

<u>Note to Applicant and/or Developer:</u> 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.
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Memorandum

To: Jack Varozza, P.E., QSD
Senior Engineer, City of Roseville

From: Olivia Potash, EIT
Matt Weir, P.E., T.E., PTOE, RSP₁

Re: *Fairway Drive Coffee Kiosk*
Traffic Evaluation
Roseville, California

Date: January 20, 2021

Per your request and authorization, we have prepared this traffic evaluation for the above referenced project.

Project Understanding

Kimley-Horn understands that a drive-thru coffee kiosk is proposed as an outparcel at 10001 Fairway Drive (Home Depot) (see **Exhibit 1**). The proposed project consists of an approximately 860-square foot building, 16 onsite parking stalls, and a drive-thru lane that is indicated to accommodate approximately 425-feet (21 vehicles, 20-feet per vehicle) of storage (see **Exhibit 2**). Immediately adjacent access to the proposed project will be from one right-in/right-out driveway and one full-access signalized intersection along Fairway Drive. Additional access is achieved through the existing shopping center and its broader connectivity to Fairway Drive, Five Star Boulevard, and Stanford Ranch Road.

The purpose of this analysis is to evaluate the proposed project's access, to determine the amount of storage and/or access modifications that are necessary to ensure safe and efficient operations, and to approximate and confirm adequate drive-thru storage. This analysis largely relies on a trip generation study (unique trip generation rate, drive-thru queuing rate, etc.) for similar coffee kiosk businesses previously developed by Kimley-Horn.

Study Facilities and Evaluation Parameters

The following two intersections (see **Exhibit 3**) are included in this access evaluation. **Exhibit 3** details the study intersections' geometries while **Exhibit 4** details the peak-hour volumes. Traffic counts are provided in **Attachment A**. For each location, traffic/access control and the primary evaluation parameter(s) are also specified.

1. Fairway Drive @ Site Access Driveway
 - Access is right-in/right-out only
 - Primary considerations are the interaction between on- and off-site vehicle queuing and access, general driveway operations, the influence of the downstream intersection with the Home Depot Driveway, and the minimum required throat depth (MRTD)
2. Fairway Drive @ Home Depot Driveway
 - Existing traffic signal
 - Primary consideration is anticipated mix of volumes with project volumes, with a focus on the left-turn movements associated with the project site, interaction between on- and off-site vehicle queuing and access, and general driveway operations

The access evaluation was conducted for the weekday AM and PM peak-hours for the following conditions:

A. Existing (2020 pre-COVID) Conditions plus Proposed Project

Methods defined in the *Highway Capacity Manual (HCM)*, 2000 and 2016, using appropriate traffic analysis software, were applied. *Highway Capacity Manual*, 2000 was used to analyze the signal timing parameters at the intersection of Fairway Drive with the Home Depot Driveway (Intersection #2) due to the intersection operation's incompatibility with *HCM* 2016.

Assessment of Proposed Project

Trip Generation

In support of this traffic evaluation, Kimley-Horn completed a trip generation study in a manner consistent with the methodology contained the *Trip Generation Manual*, 10th Edition, published by the Institute of Transportation Engineers (ITE). According to ITE, five sites are preferred (three minimum) to complete this study. Using the square footages (gross floor area) for three sample locations with drive-thru facilities (Dutch Bros., 3450 Sunset Boulevard – Rocklin; Dutch Bros., 1225 Baseline Road – Roseville; Dutch Bros., 715 Sunrise Avenue – Roseville), we developed a unique local trip generation rate (trips per thousand square feet). Furthermore, we collected 15-hour (6:00 AM – 9:00 PM) drive-thru queuing traffic data which enabled us to identify the sample sites' actual peak-hour of generator volumes to be more conservative in the subsequent analysis of the weekday AM and PM peak-hour operations (layering the sites' peak-hour of generator on the weekday AM and PM peak-hours as if they occurred at the same time). The data associated with this evaluation are presented in **Table 1**.

Table 1 – 2020 Trip Generation Data

Location	Size (ksf)	Peak-Hour of Generator				Max Queue
		Ins	Outs	Total	Peak-Hour	
Dutch Bros, Sunset Blvd (2020)	0.45	89	80	169	1:40pm - 2:40pm	10
Dutch Bros, Baseline Rd (2020)	0.86	66	69	135	8:15am - 9:15am	19
Dutch Bros, Sunrise Ave (2020)	1.25	61	59	120	2:40pm - 3:40pm	13
<i>Calculated Rate (#trips/ksf):</i>		105	105	210		
Proposed Project	0.86	90	90	180		
<i>Pass-by Reduction (70%):</i>		-63	-63	-126		
Net new trips:		27	27	54		

Note: Pass-by reduction is per City of Roseville

The aforementioned data used in the previous trip generation study for similar coffee kiosk businesses is presented in **Table 2**. In 2016, the Baseline Road site had a peak-hour of 8:00 AM – 9:00 am. Similarly, in 2020, the Baseline Road site has a peak-hour of 8:15 AM – 9:15 AM. Of note, the 2020 data indicates the drive-thru ins and outs have decreased since 2016 (presumably as a result of the on-going COVID-19 pandemic), while the maximum queue length has increased.

Table 2 – 2016 Trip Generation Data

Location	Size (ksf)	AM Peak-Hour				Max Queue
		Ins	Outs	Total	Peak Hour	
Dutch Bros, Sunset Blvd (2016)	0.45	110	117	227	7:00am - 8:00am	12
Dutch Bros, Baseline Rd (2016)	0.86	84	92	176	8:00am - 9:00am	13
Starbucks, Pleasant Grove Blvd (2016)	0.50	73	70	143	7:30am - 8:30am	17
<i>Calculated Rate (#trips/ksf):</i>		166	166	332		
Proposed Project	0.80	133	133	266		
<i>Pass-by Reduction (70%):</i>		-93	-93	-186		
Net new trips:		40	40	80		

Note: Pass-by reduction is per City of Roseville

We recognize that the sample sites' data collected in 2020 is during the COVID-19 global pandemic and the associated governmental restrictions on business operations and personal travel. As shown above, we have data from 2016 and 2020. The 2016 data presented in **Table 2** is limited to the weekday AM peak-hour. The 2020 data spans 15-hours of a typical weekday. We calculated the 2020 AM, PM, and peak-hour of generator trip rates and selected the 2020 peak-hour of generator for use in this study to be conservative. In addition to enabling the identification of the sites' peak-hour of generator, the 15-hours of data enabled the identification of weekday maximum drive-thru queues. This strategy (applying the peak-hour of generator trip data and observing 15-hours of drive-thru operations) is considered to be an appropriate approach to using 2020 COVID-19 condition data in this evaluation.

The data contained in **Table 1** indicate that the weighted average of the sample sites' data (weighted by the sites' square footage) is 210 total peak-hour of generator trips (105 in and 105 out) per thousand square feet (ksf). Using this unique, local rate and an appropriate pass-by reduction as provided by the City of Roseville¹, the proposed project is anticipated to generate 27 new in, and 27 new out trips during the peak-hour of generator. However, the proposed project's 180 total peak-hour trips are used to approximate driveway volumes and intersection operations in this analysis. Finally, the data collected show an average maximum drive thru queue of 14 vehicles (approximated to be 280-feet, assuming each vehicle is 20-feet in length). This average maximum drive-thru queue length of 280-feet is less than the project's proposed vehicle storage of 425-feet.

Trip Distribution

The distribution of project traffic was developed based on existing project area roadway volumes, general knowledge of project area traffic patterns, and engineering judgement. Project trips were assigned to the study intersections and the surrounding roadway network according to this distribution. Weekday AM and PM peak-hour volumes for Existing and Existing (2020) plus Proposed Project Conditions are reflected in **Exhibit 4**.

Traffic Assessment

As previously discussed, the purpose of this analysis is to evaluate the proposed project's access points, to determine the amount of storage and/or driveway treatments that are necessary to ensure safe and efficient operations, and to approximate and confirm adequate drive-thru storage.

This traffic evaluation included consideration of vehicle queuing entering the site and the Minimum Required Throat Depth (MRTD) at the Fairway Drive site driveway (right-in/right-out). For this evaluation, the City's guidelines² were referenced to determine the driveway's MRTD for egressing vehicles.

¹ Email from Jack Varozza, City of Roseville, January 14, 2021.

² Section 4 Traffic Impact Studies, City of Roseville Design Standards, January 2016.

Additionally, Synchro was used to evaluate the anticipated operations at the adjacent signalized study intersection of Fairway Drive and the Home Depot Driveway (Intersection #2).

Minimum Required Throat Depth (MRTD)

The MRTD was calculated for the Fairway Drive right-in/right-out site driveway (Intersection #1). **Table 3** summarizes the findings of the MRTD evaluation based on the City's guidelines².

Table 3 – MRTD for Fairway Drive @ Site Access Driveway (Intersection #1)

INT	Peak-Hour	TS	ConflVol (Left)	ConflVol (Right)	AppVol (RT In)	RT%	Minimum Required Throat Depth (MRTD)	Available Storage
1	AM	1	0	510	45	100%	75	100
	PM	1	0	889	152	100%	125	

Note: All volumes come from the Existing plus Proposed Project scenario

The existing, available throat depth for Intersection #1 is observed to be approximately 100-feet. As shown in **Table 3**, the MRTD is 75-feet and 125-feet in the AM and PM peak-hours, respectively. Thus, Intersection #1 does not satisfy the MRTD during the weekday PM peak-hour. To assist in mitigating this deficiency, it is recommended that "KEEP CLEAR" and/or other pavement markings and signage be installed to discourage egressing vehicles from blocking the adjacent drive aisle. **Exhibit 5** indicates the approximate location of the "KEEP CLEAR" pavement marking and pavement hatching. Vehicles may queue in the additional storage area located on the site access driveway south of the first drive aisle (farther away from Fairway Drive).

In order to mitigate the potential for the 125-feet of vehicle queuing to wrap around and block the drive-thru output lane, it is recommended that similar signing and striping be added to keep this area clear as well. It is noted that, if there is no available egress storage at Intersection #1, vehicles exiting the drive-thru would likely continue straight (away from Fairway Drive) and then navigate to Intersection #1 or Intersection #2 to exit the Home Depot parking lot.

Signalized Intersection Queuing and Operations

In an effort to assess onsite operations and to confirm if the operations at the intersection of Fairway Drive with the Home Depot Driveway (Intersection #2) affect the project's Fairway Drive site driveway (Intersection #1), Synchro was used to determine the anticipated delay, Level of Service (LOS), and 95th percentile vehicle queues under Existing plus Project Conditions. **Table 4** summarizes the delay and LOS at the intersection while summarizes the queuing for select movements. Analysis worksheets are provided in **Attachment B**.

Table 4 – Intersection Level of Service for Existing plus Proposed Project Conditions

ID	Intersection	Control	Peak Hour	Existing (2020) plus Proposed Project	
				Delay (sec)	LOS
2	Fairway Drive @ Home Depot Driveway	Signal	AM	22.6	C
			PM	23.0	C

Table 5 – Intersection Queuing for Existing plus Proposed Project Conditions

Intersection / Analysis Scenario	Movement	Available Storage (ft)	95th % Queue (ft)	
			AM Peak-Hour	PM Peak-Hour
#2, Fairway Drive @ Home Depot Driveway	NBL			
Existing (2020) plus Proposed Project		115	91	142
	EBR			
Existing (2020) plus Proposed Project		205	49	53
	WBL			
Existing (2020) plus Proposed Project		240	70	80

Source: Highway Capacity Manual (HCM) methodology per Synchro[®] v10

As shown in **Table 4**, the intersection operates acceptably according to the City's guidelines. **Table 5** indicates that the northbound left queuing extends past the first drive aisle in the Home Depot Driveway. In addition, the City provided videos of the intersection of Fairway Drive with the Home Depot Driveway from 10:00 AM – 12:00 PM on December 5, 2020 to confirm this onsite queuing activity. Over the course of the two-hour span, the northbound left-turn queue extended past the first drive aisle 11 total times. However, in that two-hour span, vehicles on Fairway Drive were able to enter the Home Depot Driveway without apparent spillback onto Fairway Drive. It is anticipated with the addition of the proposed project, entering vehicles that would use the Home Depot driveway would not cause spillback into the public right-of-way. Nevertheless, it is recommended that "KEEP CLEAR" and/or other pavement markings and signage be installed to discourage egressing vehicles from blocking the adjacent drive aisles. Furthermore, it is recommended to mark the area at the entrance to the drive-thru with pavement hatching to emphasize the need to keep this area clear and maintain efficient drive-thru operations. **Exhibit 5** provides the approximate location of the "KEEP CLEAR" pavement marking and pavement hatching.

Emergency Vehicle and Refuse Service Access

The site plan in **Exhibit 2** was qualitatively reviewed for emergency vehicle and refuse service access. The project site appears to include adequate access around the building to accommodate emergency vehicles. Adequate access and circulation is provided for refuse services to access the onsite refuse location depicted in **Exhibit 2**. The project is considered to allow for adequate general access and circulation for emergency vehicles and refuse services within the broader shopping center based on the site's location within the existing Home Depot parking lot.

Conclusions

The following are the primary conclusions based on the analyses discussed herein:

- *City of Roseville MRTD standards are not achieved at the site access driveway along Fairway Drive (Intersection #1)* – It is recommended that "KEEP CLEAR" and/or other pavement markings and signage be installed to discourage egressing vehicles from blocking the adjacent drive aisle. In order to mitigate the potential for the 125-feet of vehicles to wrap around and block the drive-thru output lane, it is recommended that similar signing and striping be added to keep this area clear as well.
- *The drive-thru length is expected to be adequate for typical queues* – based on the sample sites' observed queuing data, it is expected that the provided drive-thru queue length will be adequate. Any queue spillbacks are expected to be contained within the immediate site's facilities.
- *Queueing past the drive aisle at the Home Depot Driveway* – queueing along the Home Depot Driveway was noted as often extending past the first drive aisle in the AM and PM peak-hours.

Based on video observation, it is anticipated with the addition of the proposed project, entering vehicles that would use the Home Depot driveway, would not cause spillback into the public right-of-way. Nevertheless, it is recommended that “KEEP CLEAR” and/or other pavement markings and signage be installed to discourage egressing vehicles from blocking the adjacent drive aisles. Furthermore, it is recommended to mark the area at the entrance to the drive-thru with pavement hatching to emphasize the need to keep this area clear and maintain efficient drive-thru operations.

- *Emergency vehicle and refuse service access is provided* – based on the project’s site plan and location in the existing Home Depot parking lot, adequate access for emergency vehicles and refuse service appear to be provided onsite.

Attachments:

Exhibit 1 – Vicinity Map

Exhibit 2 – Preliminary Site Plan

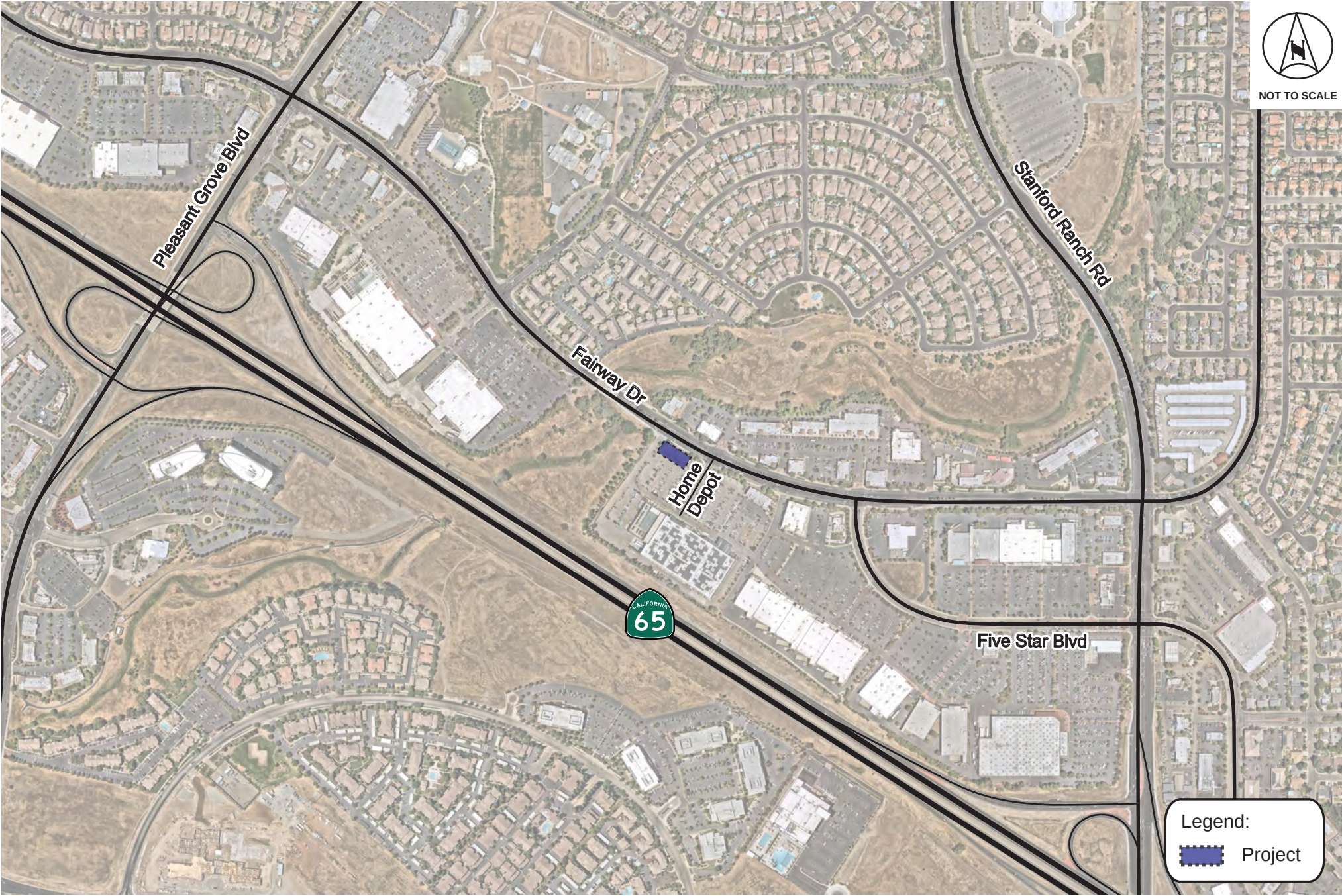
Exhibit 3 – Study Intersections, Traffic Control, and Lane Geometries

Exhibit 4 – Existing (2020) and Existing (2020) plus Proposed Project Peak-Hour Volumes

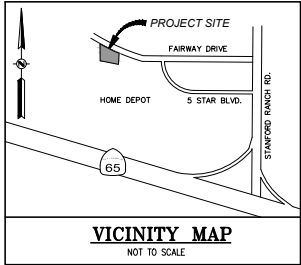
Exhibit 5 – Pavement Markings Concept

Attachment A – Traffic Count Data Sheets

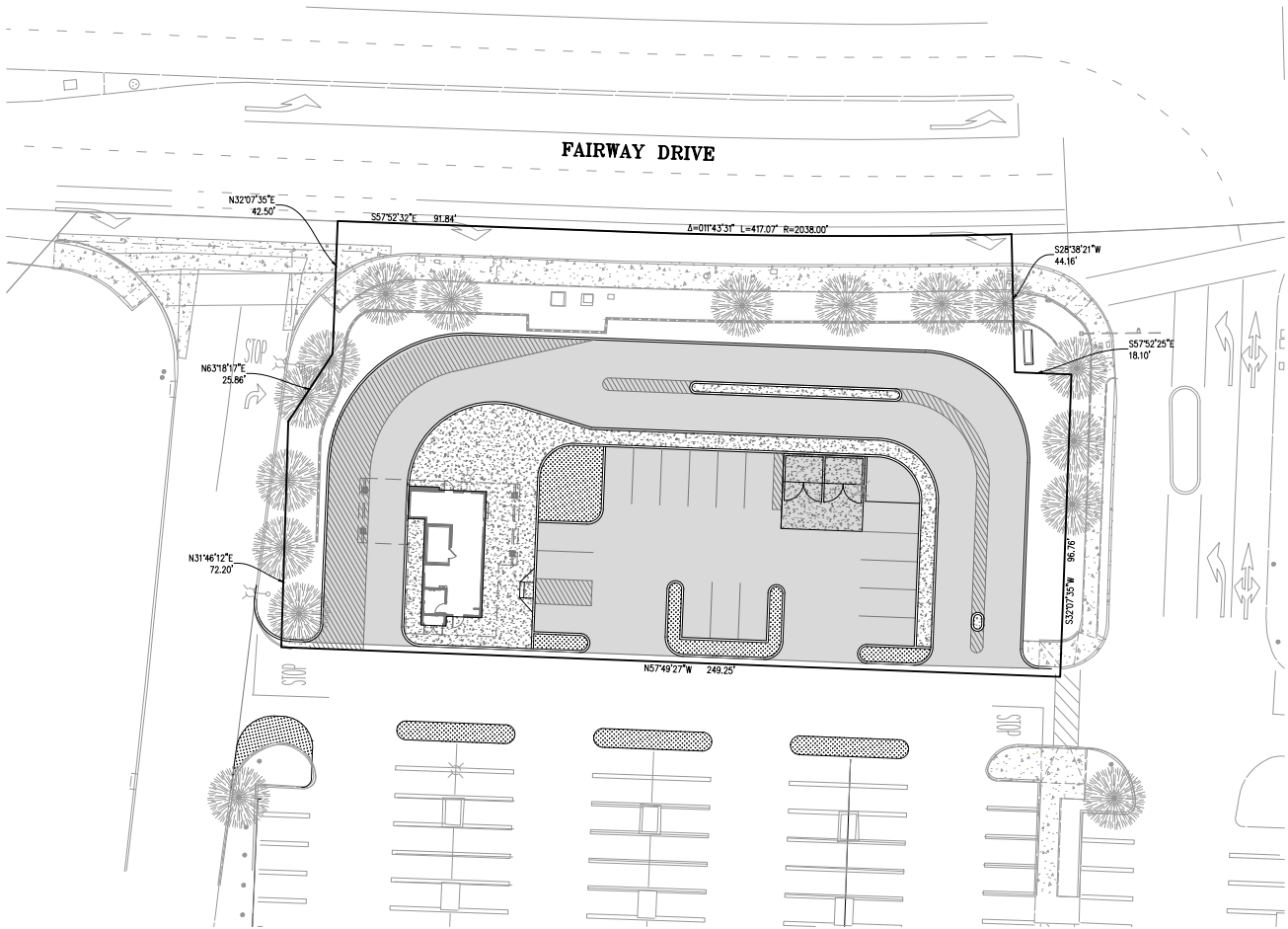
Attachment B – Analysis Worksheets



PRELIMINARY SITE PLAN FOR:
Dutch Bros
CITY OF ROSEVILLE, CALIFORNIA
NOVEMBER 10, 2020

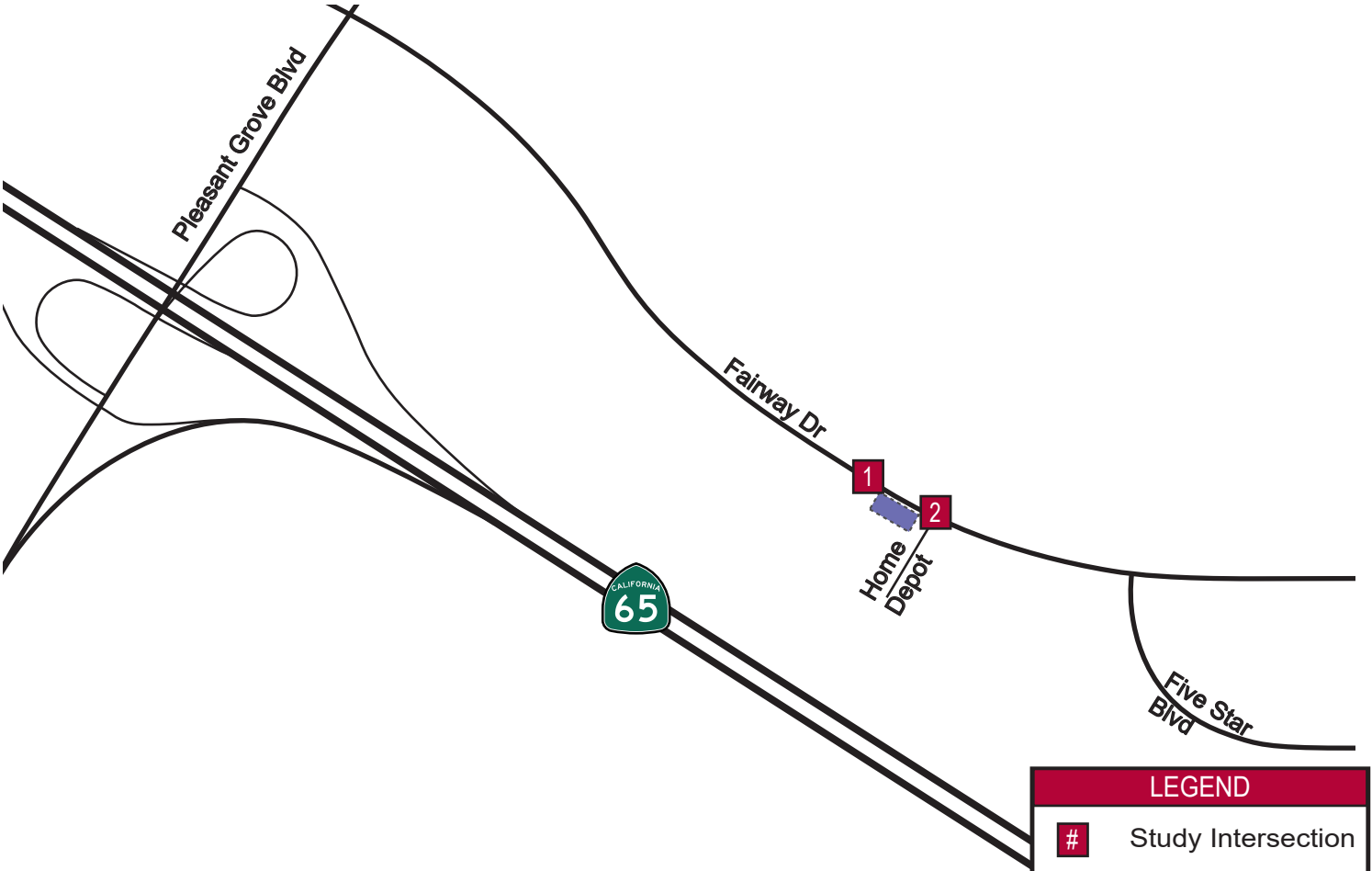
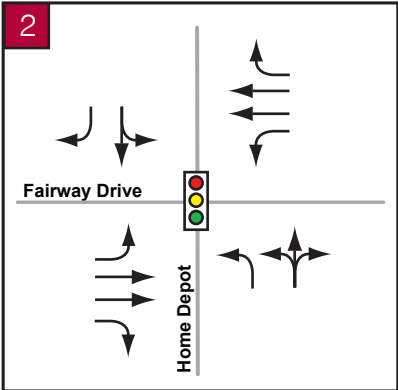
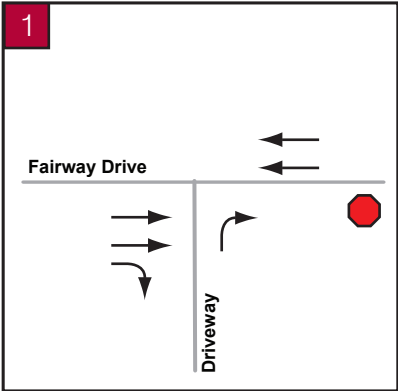


LEGEND	
	PROPERTY LINE
	PROPOSED SIDEWALK
	PROPOSED ASPHALT PAVEMENT
	PROPOSED LANDSCAPE AREA



SITE STATISTICS

LAND AREA	AREA	% OF SITE	PARKING	
			EXISTING SPACES	PROPOSED SPACES
ASPHALT PAVEMENT			STANDARD	STANDARD
CONCRETE SIDEWALK			ADA	ADA
BUILDING (FOOTPRINT)			EV	EV
LANDSCAPING			TOTAL	TOTAL



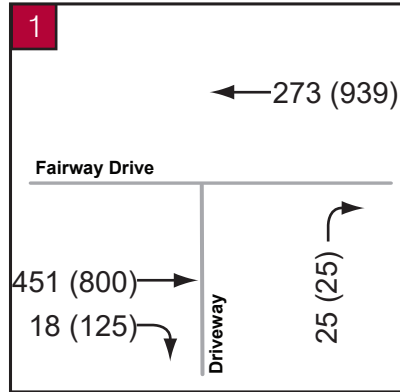
LEGEND

#	Study Intersection
[Blue dashed rectangle]	Project
[Traffic light symbol]	Signalized Study Intersection
[Red octagon]	Stop-controlled Approach

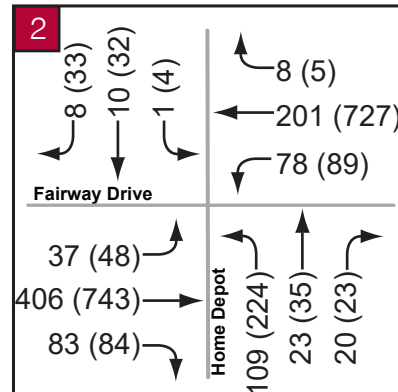
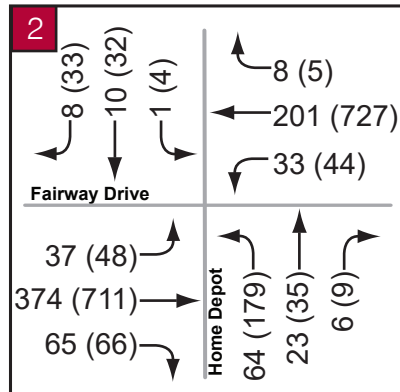
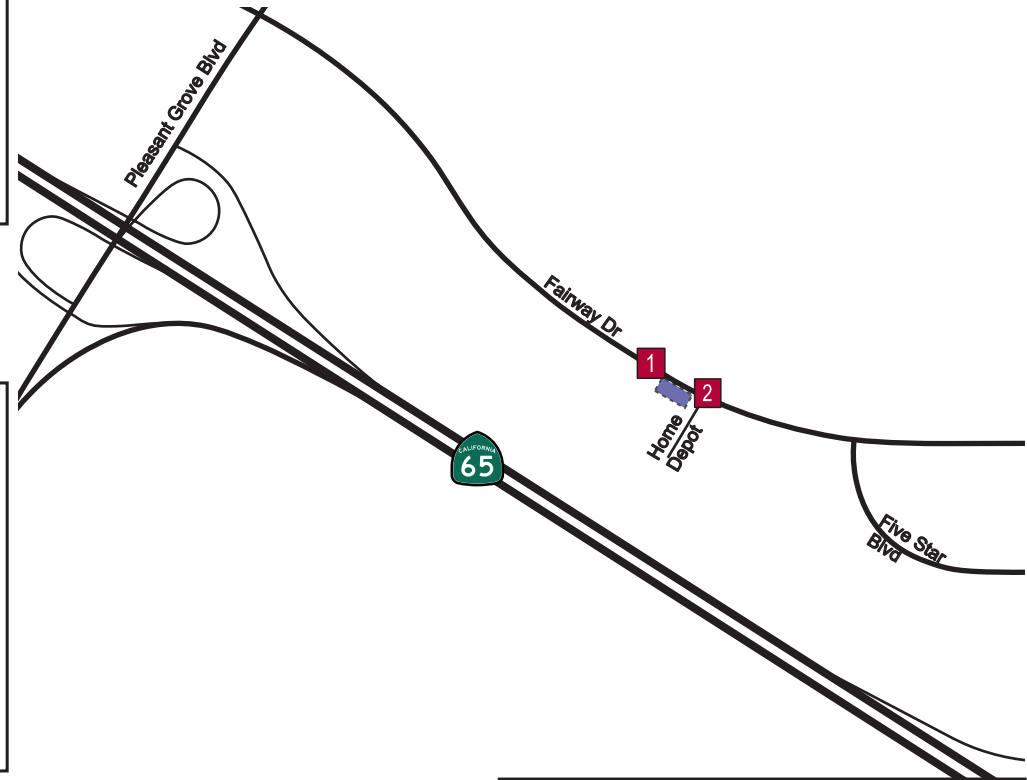
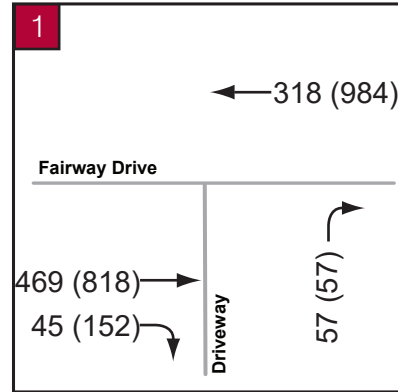


NOT TO SCALE

Existing (2020)



Existing (2020)
plus Proposed Project



LEGEND

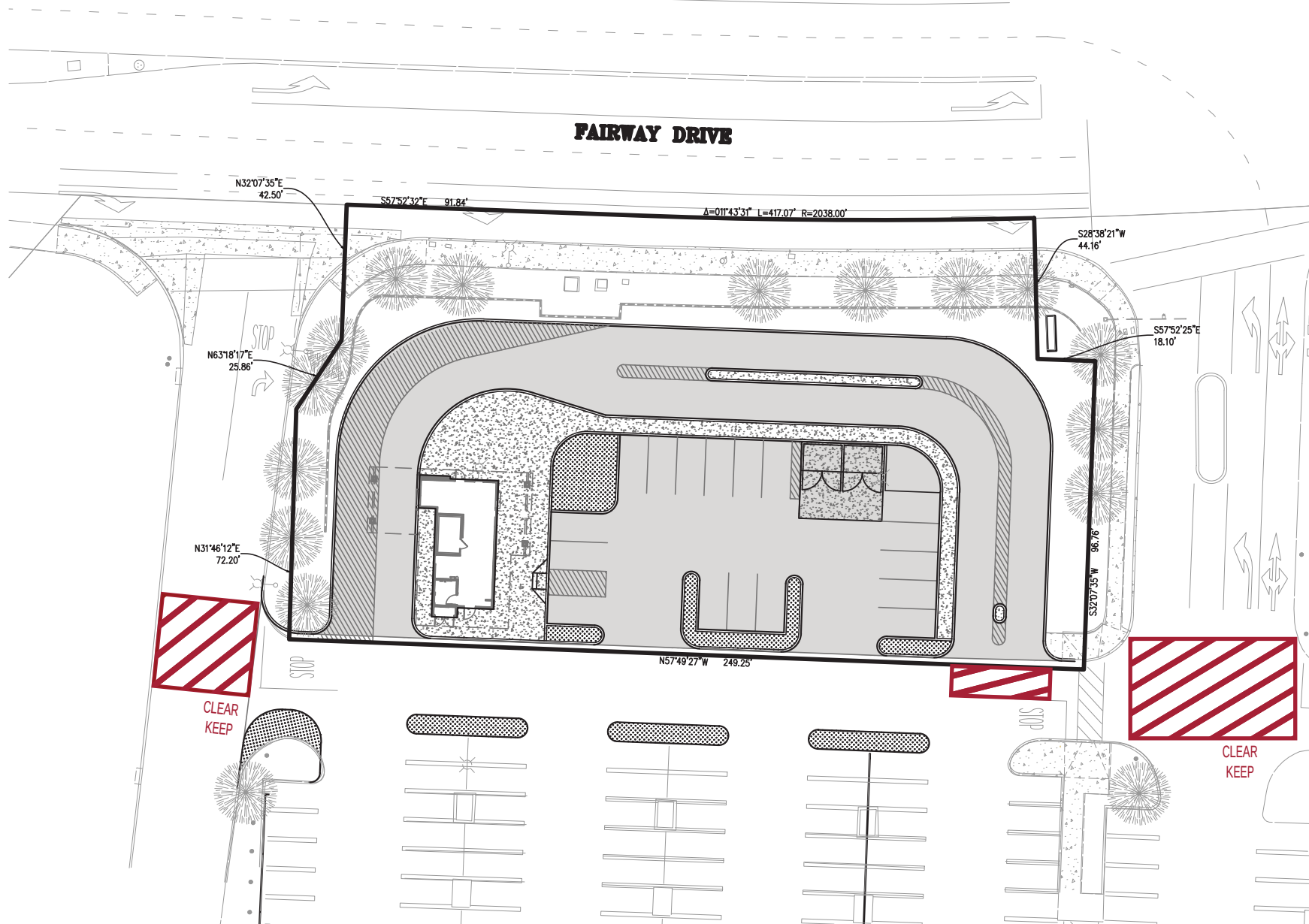


Study Intersection



Project

(##) AM (PM) Peak-Hour Volume



Note: Concept is provided for illustrative purposes only.

Attachment A

Traffic Count Data Sheets

Attachment 1

Turning Movement Volume Report

Report Date: 12/18/2020 7:52:13 AM

From 2/18/2020 to 2/20/2020

Fairway & Home Depot
(332)

Intersection: 111

Time	NW				SE				NE				SW				Int Total
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	
18/02/20 00:00-01:00	0	23	0	23	1	20	0	21	0	0	0	0	0	3	0	3	47
18/02/20 01:00-02:00	0	12	0	12	1	13	0	14	0	0	0	0	0	2	2	4	30
18/02/20 02:00-03:00	0	7	0	7	1	6	0	7	0	0	0	0	0	1	1	2	16
18/02/20 03:00-04:00	3	12	0	15	0	18	0	18	0	0	0	0	0	1	1	2	35
18/02/20 04:00-05:00	0	10	0	10	1	19	2	22	1	1	0	2	0	2	0	2	36
18/02/20 05:00-06:00	4	26	0	30	0	32	6	38	1	2	0	3	0	0	0	0	71
18/02/20 06:00-07:00	9	70	0	79	3	98	11	112	13	2	1	16	0	1	0	1	208
18/02/20 07:00-08:00	16	128	3	147	13	209	32	254	21	4	1	26	0	4	4	8	435
18/02/20 08:00-09:00	31	200	7	238	37	368	42	447	69	16	4	89	1	8	7	16	790
18/02/20 09:00-10:00	55	283	5	343	46	556	91	693	109	23	6	138	3	22	28	53	1227
18/02/20 10:00-11:00	83	474	4	561	72	640	95	807	160	42	11	213	4	34	30	68	1649
18/02/20 11:00-12:00	90	598	10	698	67	735	91	893	202	58	16	276	5	37	32	74	1941
18/02/20 12:00-13:00	75	601	6	682	58	774	108	940	223	50	13	286	6	48	46	100	2008
18/02/20 13:00-14:00	83	666	11	760	66	760	102	928	226	60	16	302	6	44	43	93	2083
18/02/20 14:00-15:00	82	647	7	736	50	702	96	848	228	53	14	295	5	38	34	77	1956
18/02/20 15:00-16:00	62	609	6	677	43	748	74	865	202	44	12	258	5	44	40	89	1889
18/02/20 16:00-	64	586	3	653	46	739	74	859	167	45	12	224	5	44	56	105	1841

Page:

1/5

Attachment 1

Turning Movement Volume Report

Report Date: 12/18/2020 7:52:13 AM

From 2/18/2020 to 2/20/2020

Fairway & Home Depot
(332)

Intersection: 111

Time	NW				SE				NE				SW				Int Total
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	
17:00																	
18/02/20 17:00-18:00	44	649	6	699	28	731	86	845	215	36	10	261	4	28	31	63	1868
18/02/20 18:00-19:00	33	551	3	587	40	623	66	729	147	34	9	190	3	26	38	67	1573
18/02/20 19:00-20:00	32	385	10	427	24	406	46	476	124	23	6	153	3	25	27	55	1111
18/02/20 20:00-21:00	12	277	1	290	18	213	30	261	65	12	3	80	3	20	21	44	675
18/02/20 21:00-22:00	8	153	4	165	7	127	19	153	32	7	2	41	1	9	7	17	376
18/02/20 22:00-23:00	0	60	0	60	3	74	3	80	21	5	1	27	1	4	4	9	176
18/02/20 23:00-00:00	0	34	1	35	3	45	1	49	3	1	0	4	0	2	2	4	92
19/02/20 00:00-01:00	1	28	0	29	0	25	0	25	1	0	0	1	0	2	1	3	58
19/02/20 01:00-02:00	0	10	0	10	1	10	0	11	1	0	0	1	0	3	3	6	28
19/02/20 02:00-03:00	0	2	0	2	0	7	0	7	0	0	0	0	0	0	0	0	9
19/02/20 03:00-04:00	0	10	0	10	0	15	0	15	1	0	0	1	0	1	1	2	28
19/02/20 04:00-05:00	0	11	0	11	1	19	2	22	0	1	0	1	0	1	0	1	35
19/02/20 05:00-06:00	4	31	0	35	2	39	6	47	3	1	0	4	0	0	0	0	86
19/02/20 06:00-07:00	7	67	1	75	5	93	24	122	10	5	1	16	0	2	3	5	218
19/02/20 07:00-08:00	18	130	1	149	20	215	24	259	37	7	2	46	0	3	4	7	461
19/02/20 08:00-09:00	28	195	3	226	28	354	47	429	56	15	4	75	1	12	12	25	755

Page:

2/5

Attachment 1

Turning Movement Volume Report

Report Date: 12/18/2020 7:52:13 AM

From 2/18/2020 to 2/20/2020

Fairway & Home Depot
(332)

Intersection: 111

Time	NW				SE				NE				SW				Int Total
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	
19/02/20 09:00-10:00	45	303	4	352	48	533	66	647	95	21	6	122	2	18	22	42	1163
19/02/20 10:00-11:00	61	407	8	476	63	629	96	788	166	47	13	226	5	37	29	71	1561
19/02/20 11:00-12:00	90	590	9	689	66	700	106	872	214	47	13	274	4	35	38	77	1912
19/02/20 12:00-13:00	83	672	12	767	68	789	113	970	248	54	14	316	4	35	42	81	2134
19/02/20 13:00-14:00	95	615	5	715	78	722	84	884	235	62	17	314	5	42	60	107	2020
19/02/20 14:00-15:00	84	625	8	717	46	747	83	876	204	54	15	273	5	42	33	80	1946
19/02/20 15:00-16:00	58	584	7	649	43	753	81	877	235	65	18	318	3	26	33	62	1906
19/02/20 16:00-17:00	47	624	7	678	47	759	85	891	177	35	9	221	5	40	34	79	1869
19/02/20 17:00-18:00	54	646	6	706	43	739	81	863	163	43	11	217	5	37	44	86	1872
19/02/20 18:00-19:00	35	565	6	606	34	644	54	732	171	31	8	210	4	35	30	69	1617
19/02/20 19:00-20:00	23	392	4	419	18	441	41	500	117	19	5	141	3	22	27	52	1112
19/02/20 20:00-21:00	16	282	4	302	17	253	27	297	72	10	3	85	2	17	12	31	715
19/02/20 21:00-22:00	11	225	0	236	12	143	11	166	39	8	2	49	2	16	15	33	484
19/02/20 22:00-23:00	1	65	0	66	1	73	1	75	14	5	1	20	1	5	2	8	169
19/02/20 23:00-00:00	0	24	0	24	2	23	1	26	5	2	0	7	0	2	2	4	61
20/02/20 00:00-01:00	0	19	1	20	1	21	0	22	0	0	0	0	0	2	2	4	46
20/02/20 01:00-	0	11	0	11	0	17	0	17	0	1	0	1	0	1	0	1	30

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Attachment 1

Turning Movement Volume Report

Report Date: 12/18/2020 7:52:13 AM

From 2/18/2020 to 2/20/2020

Fairway & Home Depot
(332)

Intersection: 111

Time	NW				SE				NE				SW				Int Total
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	
02:00																	
20/02/20 02:00-03:00	0	7	0	7	1	8	0	9	0	0	0	0	0	1	1	2	18
20/02/20 03:00-04:00	1	6	0	7	0	14	0	14	1	0	0	1	0	0	0	0	22
20/02/20 04:00-05:00	1	14	0	15	1	19	2	22	2	1	0	3	0	1	1	2	42
20/02/20 05:00-06:00	5	27	0	32	2	32	6	40	3	1	0	4	0	0	0	0	76
20/02/20 06:00-07:00	5	56	2	63	8	98	18	124	19	3	1	23	0	4	4	8	218
20/02/20 07:00-08:00	17	154	3	174	16	228	38	282	30	5	1	36	1	9	8	18	510
20/02/20 08:00-09:00	33	201	8	242	37	374	65	476	64	23	6	93	1	10	8	19	830
20/02/20 09:00-10:00	54	273	3	330	52	521	66	639	101	20	5	126	3	27	28	58	1153
20/02/20 10:00-11:00	68	443	11	522	62	570	82	714	151	46	12	209	3	27	27	57	1502
20/02/20 11:00-12:00	73	577	13	663	52	701	107	860	200	43	12	255	5	44	37	86	1864
20/02/20 12:00-13:00	80	641	13	734	90	815	111	1016	227	56	15	298	7	54	52	113	2161
20/02/20 13:00-14:00	71	697	8	776	83	814	91	988	224	54	15	293	7	56	51	114	2171
20/02/20 14:00-15:00	83	645	7	735	58	709	99	866	219	57	15	291	5	37	33	75	1967
20/02/20 15:00-16:00	60	600	2	662	55	742	70	867	203	47	13	263	4	31	29	64	1856
20/02/20 16:00-17:00	49	623	7	679	60	757	91	908	178	43	11	232	3	26	39	68	1887
20/02/20 17:00-18:00	44	727	5	776	48	711	66	825	179	35	9	223	4	32	33	69	1893

Attachment 1

Turning Movement Volume Report

Report Date: 12/18/2020 7:52:13 AM

From 2/18/2020 to 2/20/2020

Fairway & Home Depot
(332)

Intersection: 111

Time	NW				SE				NE				SW				Int Total
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	
20/02/20 18:00-19:00	44	546	3	593	39	642	41	722	157	25	7	189	5	38	33	76	1580
20/02/20 19:00-20:00	24	408	7	439	24	397	49	470	107	18	5	130	3	22	22	47	1086
20/02/20 20:00-21:00	21	298	2	321	15	277	29	321	64	17	5	86	2	14	17	33	761
20/02/20 21:00-22:00	8	186	0	194	10	155	13	178	37	6	2	45	1	12	11	24	441
20/02/20 22:00-23:00	4	62	2	68	2	69	4	75	21	4	1	26	0	2	3	5	174
20/02/20 23:00-00:00	1	28	0	29	4	38	0	42	5	1	0	6	0	3	4	7	84
Summary	2293	21413	269	23975	1991	26110	3156	31257	6685	1556	414	8655	160	1333	1344	2837	66724

Attachment 1

Prepared by National Data & Surveying Services

Max Queue Study

Location: Dutch Bros Drive Thru at Sunset Blvd/Springview Dr

City: Rocklin

Day: Wed

Date: 12/2/2020

Interval	From Sunset Blvd Dwy to Drive Thru Exit	From Springview Dr Dwy to Drive Thru Exit
6:00:00	0	0
6:05:00	0	1
6:10:00	2	2
6:15:00	2	2
6:20:00	1	2
6:25:00	4	3
6:30:00	4	3
6:35:00	2	3
6:40:00	4	4
6:45:00	4	4
6:50:00	2	3
6:55:00	2	2
7:00:00	3	5
7:05:00	3	5
7:10:00	1	1
7:15:00	2	2
7:20:00	3	2
7:25:00	5	6
7:30:00	4	5
7:35:00	4	5
7:40:00	3	4
7:45:00	2	3
7:50:00	2	6
7:55:00	4	7
8:00:00	4	7
8:05:00	5	4
8:10:00	5	6
8:15:00	5	6
8:20:00	5	5
8:25:00	4	6
8:30:00	4	4
8:35:00	2	4
8:40:00	5	3
8:45:00	3	2
8:50:00	4	1

Attachment 1

Prepared by National Data & Surveying Services

Max Queue Study

Location: Dutch Bros Drive Thru at Sunset Blvd/Springview Dr

City: Rocklin

Day: Wed

Date: 12/2/2020

Interval	From Sunset Blvd Dwy to Drive Thru Exit	From Springview Dr Dwy to Drive Thru Exit
8:55:00	3	3
9:00:00	2	3
9:05:00	3	3
9:10:00	5	4
9:15:00	6	5
9:20:00	9	4
9:25:00	9	7
9:30:00	9	7
9:35:00	8	6
9:40:00	8	6
9:45:00	8	9
9:50:00	8	7
9:55:00	5	3
10:00:00	4	3
10:05:00	4	5
10:10:00	4	5
10:15:00	7	3
10:20:00	8	3
10:25:00	4	4
10:30:00	5	5
10:35:00	6	6
10:40:00	6	5
10:45:00	1	2
10:50:00	2	1
10:55:00	3	1
11:00:00	2	3
11:05:00	3	3
11:10:00	4	5
11:15:00	4	6
11:20:00	3	6
11:25:00	4	7
11:30:00	4	5
11:35:00	4	6
11:40:00	5	6
11:45:00	5	8

Attachment 1

Prepared by National Data & Surveying Services

Max Queue Study

Location: Dutch Bros Drive Thru at Sunset Blvd/Springview Dr

City: Rocklin

Day: Wed

Date: 12/2/2020

Interval	From Sunset Blvd Dwy to Drive Thru Exit	From Springview Dr Dwy to Drive Thru Exit
11:50:00	4	8
11:55:00	5	6
12:00:00	6	7
12:05:00	6	6
12:10:00	3	6
12:15:00	3	6
12:20:00	2	4
12:25:00	6	3
12:30:00	6	5
12:35:00	6	5
12:40:00	3	5
12:45:00	5	6
12:50:00	5	6
12:55:00	4	5
13:00:00	3	2
13:05:00	3	2
13:10:00	4	4
13:15:00	4	4
13:20:00	8	5
13:25:00	8	5
13:30:00	5	5
13:35:00	3	4
13:40:00	7	5
13:45:00	6	7
13:50:00	7	8
13:55:00	5	3
14:00:00	6	6
14:05:00	5	4
14:10:00	3	4
14:15:00	3	6
14:20:00	3	6
14:25:00	3	4
14:30:00	5	5
14:35:00	7	6
14:40:00	4	6

Attachment 1

Prepared by National Data & Surveying Services

Max Queue Study

Location: Dutch Bros Drive Thru at Sunset Blvd/Springview Dr

City: Rocklin

Day: Wed

Date: 12/2/2020

Interval	From Sunset Blvd Dwy to Drive Thru Exit	From Springview Dr Dwy to Drive Thru Exit
14:45:00	3	3
14:50:00	3	1
14:55:00	3	2
15:00:00	3	3
15:05:00	5	3
15:10:00	5	5
15:15:00	5	6
15:20:00	5	5
15:25:00	5	5
15:30:00	4	5
15:35:00	4	5
15:40:00	5	2
15:45:00	3	3
15:50:00	5	3
15:55:00	7	3
16:00:00	6	4
16:05:00	5	4
16:10:00	4	4
16:15:00	3	2
16:20:00	4	2
16:25:00	4	4
16:30:00	6	4
16:35:00	6	4
16:40:00	4	4
16:45:00	3	3
16:50:00	3	3
16:55:00	2	2
17:00:00	2	3
17:05:00	3	1
17:10:00	6	2
17:15:00	4	2
17:20:00	2	4
17:25:00	6	5
17:30:00	8	4
17:35:00	7	5

Attachment 1

Prepared by National Data & Surveying Services

Max Queue Study

Location: Dutch Bros Drive Thru at Sunset Blvd/Springview Dr

City: Rocklin

Day: Wed

Date: 12/2/2020

Interval	From Sunset Blvd Dwy to Drive Thru Exit	From Springview Dr Dwy to Drive Thru Exit
17:40:00	8	7
17:45:00	8	6
17:50:00	7	5
17:55:00	6	3
18:00:00	6	4
18:05:00	5	3
18:10:00	5	4
18:15:00	5	5
18:20:00	4	7
18:25:00	2	6
18:30:00	4	7
18:35:00	4	3
18:40:00	3	0
18:45:00	3	2
18:50:00	2	3
18:55:00	5	4
19:00:00	4	5
19:05:00	4	7
19:10:00	6	8
19:15:00	8	9
19:20:00	7	7
19:25:00	7	5
19:30:00	7	8
19:35:00	7	8
19:40:00	6	6
19:45:00	5	4
19:50:00	6	6
19:55:00	4	7
20:00:00	4	5
20:05:00	8	4
20:10:00	8	3
20:15:00	6	3
20:20:00	10	3
20:25:00	9	5
20:30:00	7	6

Attachment 1

Prepared by National Data & Surveying Services

Max Queue Study

Location: Dutch Bros Drive Thru at Sunset Blvd/Springview Dr

City: Rocklin

Day: Wed

Date: 12/2/2020

Interval	From Sunset Blvd Dwy to Drive Thru Exit	From Springview Dr Dwy to Drive Thru Exit
20:35:00	7	8
20:40:00	6	8
20:45:00	7	3
20:50:00	7	3
20:55:00	8	3
21:00:00	10	2

Attachment 1

Prepared by National Data & Surveying Services

Drive Thru Volume Study

Location: Dutch Bros Drive Thru at Sunset Blvd/Springview Dr

City: Rocklin

Day: Wed

Date: 12/2/2020

Interval	East Facing Drive Thru Pickup Window		West Facing Drive Thru Pickup Window	
	In	Out	In	Out
6:00:00	0	0	0	0
6:05:00	0	0	1	0
6:10:00	2	1	2	1
6:15:00	0	1	2	2
6:20:00	0	0	1	0
6:25:00	2	1	4	2
6:30:00	0	2	1	2
6:35:00	1	2	4	2
6:40:00	4	1	1	2
6:45:00	0	2	3	2
6:50:00	0	2	3	4
6:55:00	1	1	2	1
7:00:00	2	2	6	1
7:05:00	0	2	0	4
7:10:00	0	2	3	1
7:15:00	2	2	2	1
7:20:00	4	1	3	2
7:25:00	2	2	6	4
7:30:00	4	4	3	2
7:35:00	1	3	3	5
7:40:00	3	3	2	4
7:45:00	3	3	2	2
7:50:00	1	2	6	2
7:55:00	5	2	4	1
8:00:00	1	7	2	6
8:05:00	5	2	2	4
8:10:00	5	0	3	0
8:15:00	2	4	3	3
8:20:00	3	4	5	2
8:25:00	3	4	2	4
8:30:00	1	2	4	2
8:35:00	2	2	4	4
8:40:00	3	4	2	3
8:45:00	2	2	1	2
8:50:00	2	3	1	1
8:55:00	2	3	4	0
9:00:00	2	1	0	2
9:05:00	2	2	3	1

Attachment 1

Prepared by National Data & Surveying Services

Drive Thru Volume Study

Location: Dutch Bros Drive Thru at Sunset Blvd/Springview Dr

City: Rocklin

Day: Wed

Date: 12/2/2020

Interval	East Facing Drive Thru Pickup Window		West Facing Drive Thru Pickup Window	
9:10:00	4	4	3	2
9:15:00	5	2	3	3
9:20:00	4	2	1	1
9:25:00	2	1	6	3
9:30:00	1	2	4	5
9:35:00	3	2	4	3
9:40:00	2	5	4	1
9:45:00	3	0	2	3
9:50:00	2	8	2	6
9:55:00	5	2	2	4
10:00:00	3	4	2	0
10:05:00	1	2	2	1
10:10:00	2	2	2	3
10:15:00	5	1	3	2
10:20:00	2	5	4	3
10:25:00	1	3	2	1
10:30:00	4	2	4	1
10:35:00	3	1	4	6
10:40:00	2	5	2	3
10:45:00	1	2	0	2
10:50:00	1	1	2	0
10:55:00	2	2	0	1
11:00:00	1	2	3	0
11:05:00	2	2	3	2
11:10:00	2	1	4	2
11:15:00	2	3	3	1
11:20:00	0	2	2	2
11:25:00	3	3	5	5
11:30:00	1	3	5	3
11:35:00	5	4	4	2
11:40:00	2	1	5	2
11:45:00	2	3	4	3
11:50:00	1	2	2	4
11:55:00	3	2	2	0
12:00:00	3	1	2	2
12:05:00	2	6	3	4
12:10:00	1	3	5	4
12:15:00	1	2	3	3
12:20:00	2	2	0	2

Attachment 1

Prepared by National Data & Surveying Services

Drive Thru Volume Study

Location: Dutch Bros Drive Thru at Sunset Blvd/Springview Dr

City: Rocklin

Day: Wed

Date: 12/2/2020

Interval	East Facing Drive Thru Pickup Window		West Facing Drive Thru Pickup Window	
12:25:00	5	2	4	2
12:30:00	2	5	5	4
12:35:00	4	3	2	0
12:40:00	1	3	4	4
12:45:00	4	3	6	2
12:50:00	0	2	1	3
12:55:00	3	4	4	5
13:00:00	1	2	2	3
13:05:00	2	1	3	2
13:10:00	2	3	3	1
13:15:00	3	3	3	3
13:20:00	9	2	3	3
13:25:00	2	5	4	3
13:30:00	0	2	4	2
13:35:00	1	3	3	3
13:40:00	6	3	6	2
13:45:00	1	2	4	0
13:50:00	4	4	1	6
13:55:00	2	3	4	3
14:00:00	5	4	7	4
14:05:00	0	3	3	3
14:10:00	3	2	3	3
14:15:00	3	4	4	0
14:20:00	1	4	1	6
14:25:00	4	1	4	1
14:30:00	3	3	4	3
14:35:00	5	4	6	4
14:40:00	4	2	1	6
14:45:00	1	2	4	2
14:50:00	3	3	1	1
14:55:00	1	2	4	3
15:00:00	2	3	4	2
15:05:00	2	2	5	3
15:10:00	3	4	6	4
15:15:00	1	0	6	5
15:20:00	2	3	3	4
15:25:00	3	2	3	2
15:30:00	2	2	4	5
15:35:00	3	3	2	4

Attachment 1

Prepared by National Data & Surveying Services

Drive Thru Volume Study

Location: Dutch Bros Drive Thru at Sunset Blvd/Springview Dr

City: Rocklin

Day: Wed

Date: 12/2/2020

Interval	East Facing Drive Thru Pickup Window		West Facing Drive Thru Pickup Window	
15:40:00	1	2	1	2
15:45:00	1	3	4	3
15:50:00	7	2	3	2
15:55:00	4	3	3	3
16:00:00	1	2	3	2
16:05:00	2	4	2	1
16:10:00	1	1	3	6
16:15:00	1	2	2	2
16:20:00	4	2	1	2
16:25:00	4	4	5	1
16:30:00	4	3	1	4
16:35:00	0	1	4	1
16:40:00	0	3	1	3
16:45:00	3	3	3	2
16:50:00	1	1	1	1
16:55:00	1	1	2	3
17:00:00	1	1	4	3
17:05:00	3	2	1	1
17:10:00	2	1	2	1
17:15:00	1	5	3	2
17:20:00	0	1	6	3
17:25:00	5	1	4	3
17:30:00	3	1	2	3
17:35:00	1	3	3	1
17:40:00	4	2	3	4
17:45:00	3	3	4	5
17:50:00	0	3	2	2
17:55:00	4	2	2	4
18:00:00	2	3	4	1
18:05:00	0	2	1	4
18:10:00	6	2	4	4
18:15:00	2	3	4	2
18:20:00	1	4	3	3
18:25:00	2	2	6	4
18:30:00	2	2	4	5
18:35:00	1	2	1	4
18:40:00	1	3	0	0
18:45:00	2	2	3	1
18:50:00	2	3	4	2

Attachment 1

Prepared by National Data & Surveying Services

Drive Thru Volume Study

Location: Dutch Bros Drive Thru at Sunset Blvd/Springview Dr

City: Rocklin

Day: Wed

Date: 12/2/2020

Interval	East Facing Drive Thru Pickup Window		West Facing Drive Thru Pickup Window	
18:55:00	4	2	4	2
19:00:00	1	2	4	3
19:05:00	3	3	3	0
19:10:00	6	3	3	1
19:15:00	4	4	2	4
19:20:00	2	2	2	5
19:25:00	4	3	3	5
19:30:00	2	3	9	2
19:35:00	3	3	3	3
19:40:00	0	4	1	3
19:45:00	3	2	2	2
19:50:00	2	2	7	3
19:55:00	2	2	2	4
20:00:00	1	3	3	2
20:05:00	6	1	3	5
20:10:00	0	3	3	2
20:15:00	3	2	0	2
20:20:00	7	4	5	1
20:25:00	3	4	4	2
20:30:00	0	2	0	3
20:35:00	2	2	6	1
20:40:00	2	3	2	6
20:45:00	4	2	1	3
20:50:00	2	1	2	1
20:55:00	2	3	1	2
21:00:00	7	4	1	3
Totals	424	448	539	462

Attachment 1

Prepared by National Data & Surveying Services

Max Queue Study

Location: Dutch Bros Drive Thru at Baseline Rd

City: Roseville

Day: Wed

Date: 12/2/2020

Interval	From Pickup Window to Back in Line
6:00:00	2
6:05:00	1
6:10:00	1
6:15:00	2
6:20:00	5
6:25:00	4
6:30:00	2
6:35:00	4
6:40:00	5
6:45:00	4
6:50:00	5
6:55:00	7
7:00:00	5
7:05:00	4
7:10:00	4
7:15:00	3
7:20:00	4
7:25:00	4
7:30:00	6
7:35:00	7
7:40:00	8
7:45:00	6
7:50:00	4
7:55:00	4
8:00:00	6
8:05:00	7
8:10:00	9
8:15:00	9
8:20:00	11
8:25:00	9
8:30:00	14
8:35:00	13
8:40:00	12
8:45:00	12
8:50:00	9

Attachment 1

Prepared by National Data & Surveying Services

Max Queue Study

Location: Dutch Bros Drive Thru at Baseline Rd

City: Roseville

Day: Wed

Date: 12/2/2020

Interval	From Pickup Window to Back in Line
8:55:00	8
9:00:00	8
9:05:00	9
9:10:00	9
9:15:00	8
9:20:00	8
9:25:00	8
9:30:00	9
9:35:00	5
9:40:00	4
9:45:00	8
9:50:00	9
9:55:00	8
10:00:00	7
10:05:00	8
10:10:00	9
10:15:00	10
10:20:00	9
10:25:00	6
10:30:00	6
10:35:00	8
10:40:00	8
10:45:00	12
10:50:00	14
10:55:00	14
11:00:00	12
11:05:00	8
11:10:00	7
11:15:00	5
11:20:00	7
11:25:00	7
11:30:00	6
11:35:00	11
11:40:00	9
11:45:00	9

Attachment 1

Prepared by National Data & Surveying Services

Max Queue Study

Location: Dutch Bros Drive Thru at Baseline Rd

City: Roseville

Day: Wed

Date: 12/2/2020

Interval	From Pickup Window to Back in Line
11:50:00	4
11:55:00	9
12:00:00	7
12:05:00	6
12:10:00	9
12:15:00	9
12:20:00	8
12:25:00	8
12:30:00	9
12:35:00	10
12:40:00	10
12:45:00	13
12:50:00	11
12:55:00	8
13:00:00	12
13:05:00	14
13:10:00	14
13:15:00	15
13:20:00	15
13:25:00	13
13:30:00	15
13:35:00	14
13:40:00	16
13:45:00	16
13:50:00	14
13:55:00	15
14:00:00	14
14:05:00	17
14:10:00	16
14:15:00	16
14:20:00	15
14:25:00	17
14:30:00	14
14:35:00	13
14:40:00	12

Attachment 1

Prepared by National Data & Surveying Services

Max Queue Study

Location: Dutch Bros Drive Thru at Baseline Rd

City: Roseville

Day: Wed

Date: 12/2/2020

Interval	From Pickup Window to Back in Line
14:45:00	11
14:50:00	8
14:55:00	8
15:00:00	7
15:05:00	6
15:10:00	7
15:15:00	6
15:20:00	5
15:25:00	4
15:30:00	6
15:35:00	7
15:40:00	9
15:45:00	8
15:50:00	9
15:55:00	5
16:00:00	8
16:05:00	11
16:10:00	12
16:15:00	12
16:20:00	9
16:25:00	5
16:30:00	3
16:35:00	7
16:40:00	7
16:45:00	8
16:50:00	7
16:55:00	7
17:00:00	8
17:05:00	7
17:10:00	8
17:15:00	7
17:20:00	7
17:25:00	2
17:30:00	3
17:35:00	6

Attachment 1

Prepared by National Data & Surveying Services

Max Queue Study

Location: Dutch Bros Drive Thru at Baseline Rd

City: Roseville

Day: Wed

Date: 12/2/2020

Interval	From Pickup Window to Back in Line
17:40:00	5
17:45:00	3
17:50:00	5
17:55:00	5
18:00:00	3
18:05:00	4
18:10:00	3
18:15:00	4
18:20:00	6
18:25:00	6
18:30:00	8
18:35:00	10
18:40:00	10
18:45:00	10
18:50:00	4
18:55:00	8
19:00:00	7
19:05:00	10
19:10:00	14
19:15:00	6
19:20:00	7
19:25:00	8
19:30:00	9
19:35:00	8
19:40:00	9
19:45:00	8
19:50:00	9
19:55:00	9
20:00:00	12
20:05:00	11
20:10:00	12
20:15:00	17
20:20:00	18
20:25:00	19
20:30:00	19

Attachment 1

Prepared by National Data & Surveying Services

Max Queue Study

Location: Dutch Bros Drive Thru at Baseline Rd

City: Roseville

Day: Wed

Date: 12/2/2020

Interval	From Pickup Window to Back in Line
20:35:00	18
20:40:00	17
20:45:00	17
20:50:00	16
20:55:00	17
21:00:00	18

Attachment 1

Prepared by National Data & Surveying Services

Drive Thru Volume Study

Location: Dutch Bros Drive Thru at Baseline Rd

City: Roseville

Day: Wed

Date: 12/2/2020

Interval	Drive Thru	
	In	Out
6:00:00	3	4
6:05:00	2	2
6:10:00	0	0
6:15:00	4	2
6:20:00	2	2
6:25:00	2	4
6:30:00	2	2
6:35:00	4	2
6:40:00	2	4
6:45:00	4	2
6:50:00	6	5
6:55:00	3	3
7:00:00	4	7
7:05:00	3	3
7:10:00	5	5
7:15:00	3	3
7:20:00	2	2
7:25:00	5	4
7:30:00	3	4
7:35:00	4	1
7:40:00	5	5
7:45:00	3	6
7:50:00	4	4
7:55:00	4	2
8:00:00	6	4
8:05:00	6	6
8:10:00	5	2
8:15:00	6	6
8:20:00	4	6
8:25:00	6	5
8:30:00	5	6
8:35:00	7	4
8:40:00	4	4
8:45:00	4	6

Attachment 1

Prepared by National Data & Surveying Services

Drive Thru Volume Study

Location: Dutch Bros Drive Thru at Baseline Rd

City: Roseville

Day: Wed

Date: 12/2/2020

Interval	Drive Thru	
8:50:00	5	5
8:55:00	5	5
9:00:00	3	6
9:05:00	6	4
9:10:00	4	6
9:15:00	7	6
9:20:00	4	2
9:25:00	6	5
9:30:00	1	7
9:35:00	4	5
9:40:00	7	3
9:45:00	5	2
9:50:00	2	2
9:55:00	2	6
10:00:00	5	3
10:05:00	6	4
10:10:00	4	3
10:15:00	3	5
10:20:00	4	6
10:25:00	2	3
10:30:00	7	4
10:35:00	2	3
10:40:00	5	1
10:45:00	3	2
10:50:00	3	4
10:55:00	5	5
11:00:00	8	9
11:05:00	2	4
11:10:00	3	3
11:15:00	5	5
11:20:00	4	2
11:25:00	0	6
11:30:00	8	2
11:35:00	3	3
11:40:00	5	3
11:45:00	2	9

Attachment 1

Prepared by National Data & Surveying Services

Drive Thru Volume Study

Location: Dutch Bros Drive Thru at Baseline Rd

City: Roseville

Day: Wed

Date: 12/2/2020

Interval	Drive Thru	
11:50:00	3	1
11:55:00	6	3
12:00:00	3	5
12:05:00	7	6
12:10:00	3	2
12:15:00	5	4
12:20:00	3	4
12:25:00	3	1
12:30:00	3	4
12:35:00	5	6
12:40:00	5	3
12:45:00	3	4
12:50:00	5	6
12:55:00	4	4
13:00:00	5	2
13:05:00	2	4
13:10:00	5	7
13:15:00	8	4
13:20:00	3	7
13:25:00	8	5
13:30:00	5	6
13:35:00	5	4
13:40:00	4	4
13:45:00	4	5
13:50:00	5	4
13:55:00	5	6
14:00:00	2	2
14:05:00	7	5
14:10:00	0	2
14:15:00	10	8
14:20:00	2	3
14:25:00	5	7
14:30:00	6	3
14:35:00	2	3
14:40:00	6	7
14:45:00	4	5

Attachment 1

Prepared by National Data & Surveying Services

Drive Thru Volume Study

Location: Dutch Bros Drive Thru at Baseline Rd

City: Roseville

Day: Wed

Date: 12/2/2020

Interval	Drive Thru	
14:50:00	2	1
14:55:00	4	5
15:00:00	1	4
15:05:00	4	5
15:10:00	5	3
15:15:00	5	5
15:20:00	3	4
15:25:00	5	5
15:30:00	5	3
15:35:00	8	6
15:40:00	2	4
15:45:00	6	4
15:50:00	1	4
15:55:00	5	6
16:00:00	5	1
16:05:00	2	5
16:10:00	6	2
16:15:00	5	6
16:20:00	4	7
16:25:00	3	5
16:30:00	2	2
16:35:00	6	2
16:40:00	3	5
16:45:00	4	4
16:50:00	4	4
16:55:00	5	3
17:00:00	5	6
17:05:00	4	3
17:10:00	3	4
17:15:00	2	2
17:20:00	0	6
17:25:00	2	1
17:30:00	3	2
17:35:00	7	4
17:40:00	2	5
17:45:00	2	2

Attachment 1

Prepared by National Data & Surveying Services

Drive Thru Volume Study

Location: Dutch Bros Drive Thru at Baseline Rd

City: Roseville

Day: Wed

Date: 12/2/2020

Interval	Drive Thru	
17:50:00	3	0
17:55:00	2	4
18:00:00	3	4
18:05:00	4	3
18:10:00	2	2
18:15:00	2	1
18:20:00	2	1
18:25:00	6	4
18:30:00	4	3
18:35:00	7	4
18:40:00	3	4
18:45:00	5	10
18:50:00	2	4
18:55:00	8	2
19:00:00	0	2
19:05:00	7	3
19:10:00	2	8
19:15:00	6	3
19:20:00	4	3
19:25:00	4	7
19:30:00	4	1
19:35:00	1	4
19:40:00	6	5
19:45:00	4	2
19:50:00	3	4
19:55:00	6	2
20:00:00	5	5
20:05:00	2	2
20:10:00	4	4
20:15:00	1	1
20:20:00	4	4
20:25:00	1	2
20:30:00	4	2
20:35:00	2	3
20:40:00	5	5
20:45:00	4	6

Attachment 1

Prepared by National Data & Surveying Services

Drive Thru Volume Study

Location: Dutch Bros Drive Thru at Baseline Rd

City: Roseville

Day: Wed

Date: 12/2/2020

Interval	Drive Thru	
20:50:00	4	1
20:55:00	2	3
21:00:00	7	9
Totals	723	713

Attachment 1

Prepared by National Data & Surveying Services

Max Queue Study

Location: Dutch Bros Drive Thru at Sunrise Ave

City: Roseville

Day: Wed

Date: 02/12/2020

Interval	Vehicles Till merging Point	From Merging point to End of Left Lane	Total Vehicle in Queue From Left Lane to Drive Thru Exit	From Merging point to End of Right Lane	Total Vehicle in Queue From Right Lane to Drive Thru Exit
6:00:00	4	0	4	0	4
6:05:00	3	0	3	0	3
6:10:00	4	0	4	0	4
6:15:00	5	0	5	0	5
6:20:00	5	2	7	0	5
6:25:00	6	2	8	1	7
6:30:00	4	0	4	0	4
6:35:00	5	1	6	0	5
6:40:00	5	2	7	1	6
6:45:00	5	2	7	2	7
6:50:00	5	1	6	2	7
6:55:00	6	1	7	1	7
7:00:00	6	1	7	2	8
7:05:00	5	2	7	2	7
7:10:00	5	2	7	0	5
7:15:00	5	3	8	0	5
7:20:00	5	1	6	1	6
7:25:00	5	4	9	0	5
7:30:00	5	4	9	3	8
7:35:00	5	2	7	3	8
7:40:00	6	2	8	1	7
7:45:00	5	2	7	0	5
7:50:00	5	2	7	2	7
7:55:00	3	1	4	0	3
8:00:00	3	0	3	0	3
8:05:00	5	0	5	0	5
8:10:00	6	1	7	1	7
8:15:00	5	2	7	2	7
8:20:00	5	2	7	1	6
8:25:00	6	2	8	1	7
8:30:00	6	2	8	2	8
8:35:00	5	1	6	0	5
8:40:00	5	1	6	1	6
8:45:00	5	1	6	4	9
8:50:00	5	4	9	4	9
8:55:00	5	5	10	3	8
9:00:00	6	2	8	2	8
9:05:00	5	2	7	0	5
9:10:00	5	2	7	0	5
9:15:00	5	1	6	0	5
9:20:00	4	1	5	1	5
9:25:00	5	0	5	0	5
9:30:00	3	0	3	0	3
9:35:00	5	1	6	1	6
9:40:00	5	3	8	1	6
9:45:00	5	4	9	4	9
9:50:00	5	4	9	5	10
9:55:00	6	7	13	6	12
10:00:00	5	4	9	4	9
10:05:00	6	3	9	2	8
10:10:00	6	2	8	0	6
10:15:00	5	1	6	0	5
10:20:00	4	2	6	3	7
10:25:00	5	2	7	3	8
10:30:00	5	3	8	2	7
10:35:00	5	3	8	0	5
10:40:00	4	0	4	0	4
10:45:00	5	0	5	1	6
10:50:00	5	4	9	4	9
10:55:00	6	5	11	4	10
11:00:00	6	4	10	3	9
11:05:00	6	3	9	3	9
11:10:00	6	2	8	1	7
11:15:00	4	1	5	0	4
11:20:00	6	1	7	2	8
11:25:00	5	2	7	3	8
11:30:00	5	1	6	1	6
11:35:00	5	0	5	1	6
11:40:00	5	3	8	0	5
11:45:00	5	3	8	3	8
11:50:00	5	5	10	4	9
11:55:00	5	4	9	4	9
12:00:00	6	3	9	3	9
12:05:00	6	2	8	4	10
12:10:00	5	2	7	2	7
12:15:00	5	0	5	2	7
12:20:00	4	2	6	1	5
12:25:00	5	1	6	1	6
12:30:00	5	0	5	2	7
12:35:00	5	0	5	0	5
12:40:00	5	0	5	0	5
12:45:00	4	0	4	1	5
12:50:00	5	0	5	0	5

Attachment 1

Prepared by National Data & Surveying Services

Max Queue Study

Location: Dutch Bros Drive Thru at Sunrise Ave

City: Roseville

Day: Wed

Date: 02/12/2020

Interval	Vehicles Till merging Point	From Merging point to End of Left Lane	Total Vehicle in Queue From Left Lane to Drive Thru Exit	From Merging point to End of Right Lane	Total Vehicle in Queue From Right Lane to Drive Thru Exit
12:55:00	5	1	6	1	6
13:00:00	6	0	6	3	9
13:05:00	6	3	9	3	9
13:10:00	6	5	11	4	10
13:15:00	6	3	9	3	9
13:20:00	6	4	10	2	8
13:25:00	6	1	7	3	9
13:30:00	6	2	8	3	9
13:35:00	6	1	7	1	7
13:40:00	6	1	7	2	8
13:45:00	5	0	5	0	5
13:50:00	3	0	3	0	3
13:55:00	6	1	7	1	7
14:00:00	6	1	7	1	7
14:05:00	6	1	7	0	6
14:10:00	6	0	6	3	9
14:15:00	6	2	8	0	6
14:20:00	6	2	8	0	6
14:25:00	4	0	4	0	4
14:30:00	6	1	7	0	6
14:35:00	4	0	4	0	4
14:40:00	6	1	7	0	6
14:45:00	6	1	7	2	8
14:50:00	6	2	8	3	9
14:55:00	6	0	6	1	7
15:00:00	4	1	5	2	6
15:05:00	5	1	6	3	8
15:10:00	5	1	6	2	7
15:15:00	6	1	7	1	7
15:20:00	6	2	8	3	9
15:25:00	6	2	8	3	9
15:30:00	6	2	8	3	9
15:35:00	5	0	5	2	7
15:40:00	5	0	5	1	6
15:45:00	5	0	5	1	6
15:50:00	6	0	6	0	6
15:55:00	5	0	5	2	7
16:00:00	6	0	6	0	6
16:05:00	4	0	4	0	4
16:10:00	5	0	5	0	5
16:15:00	4	0	4	0	4
16:20:00	4	0	4	0	4
16:25:00	2	1	3	0	2
16:30:00	6	2	8	1	7
16:35:00	6	2	8	2	8
16:40:00	4	2	6	0	4
16:45:00	4	2	6	1	5
16:50:00	5	0	5	1	6
16:55:00	2	0	2	0	2
17:00:00	1	0	1	0	1
17:05:00	3	0	3	0	3
17:10:00	1	0	1	0	1
17:15:00	1	0	1	0	1
17:20:00	2	0	2	0	2
17:25:00	5	0	5	0	5
17:30:00	5	0	5	2	7
17:35:00	5	0	5	2	7
17:40:00	5	0	5	0	5
17:45:00	4	0	4	0	4
17:50:00	4	0	4	0	4
17:55:00	5	0	5	0	5
18:00:00	3	0	3	0	3
18:05:00	2	0	2	0	2
18:10:00	1	0	1	0	1
18:15:00	1	0	1	0	1
18:20:00	2	0	2	0	2
18:25:00	5	2	7	0	5
18:30:00	5	1	6	0	5
18:35:00	3	0	3	0	3
18:40:00	1	0	1	0	1
18:45:00	3	0	3	0	3
18:50:00	3	0	3	0	3
18:55:00	2	0	2	0	2
19:00:00	4	0	4	0	4
19:05:00	3	0	3	0	3
19:10:00	3	0	3	0	3
19:15:00	3	0	3	0	3
19:20:00	4	0	4	0	4
19:25:00	4	1	5	2	6
19:30:00	5	2	7	1	6
19:35:00	5	2	7	0	5
19:40:00	6	0	6	0	6
19:45:00	5	0	5	0	5

Attachment 1

Prepared by National Data & Surveying Services

Max Queue Study

Location: Dutch Bros Drive Thru at Sunrise Ave
City: Roseville
Day: Wed
Date: 02/12/2020

Interval	Vehicles Till merging Point	From Merging point to End of Left Lane	Total Vehicle in Queue From Left Lane to Drive Thru Exit	From Merging point to End of Right Lane	Total Vehicle in Queue From Right Lane to Drive Thru Exit
19:50:00	5	0	5	0	5
19:55:00	5	0	5	0	5
20:00:00	5	0	5	0	5
20:05:00	6	2	8	2	8
20:10:00	6	3	9	3	9
20:15:00	6	3	9	3	9
20:20:00	6	3	9	0	6
20:25:00	6	1	7	0	6
20:30:00	6	2	8	1	7
20:35:00	5	2	7	1	6
20:40:00	6	4	10	1	7
20:45:00	6	1	7	5	11
20:50:00	6	1	7	6	12
20:55:00	6	2	8	5	11
21:00:00	6	2	8	4	10

Attachment 1

Prepared by National Data & Surveying Services

Drive Thru Volume Study

Location: Dutch Bros Drive Thru at Sunrise Ave

City: Roseville

Day: Wed

Date: 02/12/2020

Interval	Drive Thru	
	In	Out
6:00:00	4	2
6:05:00	0	1
6:10:00	4	3
6:15:00	3	3
6:20:00	4	1
6:25:00	2	5
6:30:00	2	2
6:35:00	4	2
6:40:00	3	1
6:45:00	2	1
6:50:00	0	1
6:55:00	3	4
7:00:00	4	5
7:05:00	4	2
7:10:00	2	4
7:15:00	4	5
7:20:00	5	2
7:25:00	5	3
7:30:00	4	4
7:35:00	6	8
7:40:00	2	2
7:45:00	2	5
7:50:00	5	5
7:55:00	0	3
8:00:00	3	1
8:05:00	4	2
8:10:00	6	3
8:15:00	3	4
8:20:00	2	3
8:25:00	4	3
8:30:00	4	5
8:35:00	1	3
8:40:00	6	3
8:45:00	6	4

Attachment 1

Prepared by National Data & Surveying Services

Drive Thru Volume Study

Location: Dutch Bros Drive Thru at Sunrise Ave

City: Roseville

Day: Wed

Date: 02/12/2020

Interval	Drive Thru	
8:50:00	5	3
8:55:00	2	5
9:00:00	3	5
9:05:00	5	4
9:10:00	1	4
9:15:00	4	5
9:20:00	3	2
9:25:00	3	3
9:30:00	2	4
9:35:00	6	1
9:40:00	3	3
9:45:00	6	1
9:50:00	4	5
9:55:00	8	5
10:00:00	0	6
10:05:00	4	5
10:10:00	2	4
10:15:00	3	4
10:20:00	8	3
10:25:00	3	4
10:30:00	2	2
10:35:00	1	6
10:40:00	3	3
10:45:00	4	2
10:50:00	8	2
10:55:00	5	1
11:00:00	0	4
11:05:00	1	3
11:10:00	0	6
11:15:00	4	2
11:20:00	4	3
11:25:00	6	6
11:30:00	4	3
11:35:00	3	5
11:40:00	7	4
11:45:00	5	3

Attachment 1

Prepared by National Data & Surveying Services

Drive Thru Volume Study

Location: Dutch Bros Drive Thru at Sunrise Ave

City: Roseville

Day: Wed

Date: 02/12/2020

Interval	Drive Thru	
11:50:00	5	2
11:55:00	3	6
12:00:00	3	3
12:05:00	3	8
12:10:00	5	4
12:15:00	3	4
12:20:00	3	3
12:25:00	4	4
12:30:00	2	3
12:35:00	3	2
12:40:00	1	4
12:45:00	4	2
12:50:00	4	4
12:55:00	3	2
13:00:00	4	5
13:05:00	9	2
13:10:00	3	2
13:15:00	2	5
13:20:00	6	6
13:25:00	3	2
13:30:00	1	4
13:35:00	3	1
13:40:00	2	6
13:45:00	2	5
13:50:00	4	2
13:55:00	6	2
14:00:00	2	4
14:05:00	4	4
14:10:00	5	4
14:15:00	5	3
14:20:00	0	6
14:25:00	3	1
14:30:00	4	3
14:35:00	2	3
14:40:00	7	4
14:45:00	7	5

Attachment 1

Prepared by National Data & Surveying Services

Drive Thru Volume Study

Location: Dutch Bros Drive Thru at Sunrise Ave

City: Roseville

Day: Wed

Date: 02/12/2020

Interval	Drive Thru	
14:50:00	3	4
14:55:00	5	6
15:00:00	4	3
15:05:00	6	6
15:10:00	5	8
15:15:00	4	1
15:20:00	4	3
15:25:00	6	5
15:30:00	4	7
15:35:00	0	4
15:40:00	6	3
15:45:00	1	2
15:50:00	3	2
15:55:00	5	4
16:00:00	0	3
16:05:00	4	4
16:10:00	3	2
16:15:00	3	4
16:20:00	3	4
16:25:00	2	3
16:30:00	7	0
16:35:00	2	6
16:40:00	5	5
16:45:00	3	4
16:50:00	2	4
16:55:00	1	2
17:00:00	1	1
17:05:00	2	2
17:10:00	1	1
17:15:00	1	1
17:20:00	2	2
17:25:00	5	1
17:30:00	5	4
17:35:00	2	4
17:40:00	4	4
17:45:00	3	3

Attachment 1

Prepared by National Data & Surveying Services

Drive Thru Volume Study

Location: Dutch Bros Drive Thru at Sunrise Ave

City: Roseville

Day: Wed

Date: 02/12/2020

Interval	Drive Thru	
17:50:00	4	3
17:55:00	2	5
18:00:00	2	2
18:05:00	0	2
18:10:00	1	0
18:15:00	1	1
18:20:00	2	1
18:25:00	6	2
18:30:00	2	5
18:35:00	1	3
18:40:00	2	1
18:45:00	2	2
18:50:00	1	2
18:55:00	3	1
19:00:00	1	3
19:05:00	3	2
19:10:00	1	1
19:15:00	2	1
19:20:00	4	3
19:25:00	4	3
19:30:00	3	2
19:35:00	0	1
19:40:00	2	2
19:45:00	2	2
19:50:00	2	2
19:55:00	0	1
20:00:00	4	3
20:05:00	6	2
20:10:00	3	3
20:15:00	1	3
20:20:00	2	3
20:25:00	2	1
20:30:00	6	2
20:35:00	1	4
20:40:00	5	5
20:45:00	5	1

Attachment 1

Prepared by National Data & Surveying Services

Drive Thru Volume Study

Location: Dutch Bros Drive Thru at Sunrise Ave

City: Roseville

Day: Wed

Date: 02/12/2020

Interval	Drive Thru	
20:50:00	4	5
20:55:00	3	2
21:00:00	0	2
Totals	587	577

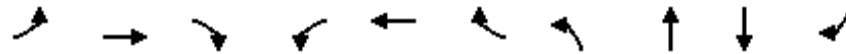
Attachment B
Analysis Worksheets

Attachment 1

Roseville Fairway Dr Coffee Kiosk
2: Home Depot East Dwy/Home Depot & Fairway Dr

Existing plus Project Conditions

AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	40	441	90	85	218	9	84	81	12	9
v/c Ratio	0.31	0.19	0.08	0.50	0.09	0.01	0.44	0.40	0.11	0.03
Control Delay	40.9	16.9	9.5	37.6	5.0	0.0	43.5	34.3	42.0	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.9	16.9	9.5	37.6	5.0	0.0	43.5	34.3	42.0	0.2
Queue Length 50th (ft)	23	45	0	49	21	0	47	35	7	0
Queue Length 95th (ft)	55	172	49	m70	45	m0	91	77	24	0
Internal Link Dist (ft)		227			719			285	164	
Turn Bay Length (ft)	240		505	245		625				
Base Capacity (vph)	236	2308	1075	255	2461	1134	298	310	247	374
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.19	0.08	0.33	0.09	0.01	0.28	0.26	0.05	0.02

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Attachment 1

Roseville Fairway Dr Coffee Kiosk

Existing plus Project Conditions

2: Home Depot East Dwy/Home Depot & Fairway Dr

AM Peak Hour

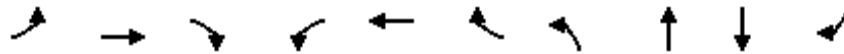
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	406	83	78	201	8	109	23	20	1	10	8
Future Volume (vph)	37	406	83	78	201	8	109	23	20	1	10	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.3	5.3	4.0	5.3	5.3	4.0	4.0			4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95			1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.98			1.00	1.00
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1681	1663			1855	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.98			1.00	1.00
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1681	1663			1855	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	40	441	90	85	218	9	118	25	22	1	11	9
RTOR Reduction (vph)	0	0	37	0	0	3	0	16	0	0	0	9
Lane Group Flow (vph)	40	441	53	85	218	6	84	65	0	0	12	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA		Split	NA	Perm
Protected Phases	7	4		3	8		2	2		1	1	
Permitted Phases			4			8						1
Actuated Green, G (s)	4.6	52.8	52.8	8.5	56.7	56.7	9.0	9.0			2.4	2.4
Effective Green, g (s)	4.6	52.8	52.8	8.5	56.7	56.7	9.0	9.0			2.4	2.4
Actuated g/C Ratio	0.05	0.59	0.59	0.09	0.63	0.63	0.10	0.10			0.03	0.03
Clearance Time (s)	4.0	5.3	5.3	4.0	5.3	5.3	4.0	4.0			4.0	4.0
Vehicle Extension (s)	2.0	4.3	4.3	2.0	4.3	4.3	3.5	3.5			2.0	2.0
Lane Grp Cap (vph)	90	2076	928	167	2229	997	168	166			49	42
v/s Ratio Prot	c0.02	c0.12		c0.05	0.06		c0.05	0.04			c0.01	
v/s Ratio Perm			0.03			0.00						0.00
v/c Ratio	0.44	0.21	0.06	0.51	0.10	0.01	0.50	0.39			0.24	0.01
Uniform Delay, d1	41.5	8.8	8.0	38.8	6.6	6.2	38.4	37.9			42.9	42.6
Progression Factor	0.89	1.68	6.97	0.74	0.61	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	1.3	0.2	0.1	0.8	0.0	0.0	2.8	1.8			1.0	0.0
Delay (s)	38.2	15.0	55.6	29.7	4.0	6.2	41.1	39.7			43.9	42.7
Level of Service	D	B	E	C	A	A	D	D			D	D
Approach Delay (s)		23.0			11.1			40.4			43.3	
Approach LOS		C			B			D			D	
Intersection Summary												
HCM 2000 Control Delay			22.6				HCM 2000 Level of Service				C	
HCM 2000 Volume to Capacity ratio			0.29									
Actuated Cycle Length (s)			90.0				Sum of lost time (s)			17.3		
Intersection Capacity Utilization			37.5%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

Attachment 1

Roseville Fairway Dr Coffee Kiosk
2: Home Depot East Dwy/Home Depot & Fairway Dr

Existing plus Project Conditions

PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	52	808	91	97	790	5	153	153	39	36
v/c Ratio	0.37	0.44	0.10	0.54	0.40	0.01	0.59	0.57	0.30	0.12
Control Delay	38.5	26.1	10.2	38.3	9.7	0.0	44.1	40.8	44.8	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.5	26.1	10.2	38.3	9.7	0.0	44.1	40.8	44.8	0.9
Queue Length 50th (ft)	29	230	9	57	98	0	86	80	22	0
Queue Length 95th (ft)	66	311	53	m80	138	m0	142	135	52	0
Internal Link Dist (ft)		227			719			285	164	
Turn Bay Length (ft)	240		505	245		625				
Base Capacity (vph)	236	1837	882	255	1992	938	310	318	247	374
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.44	0.10	0.38	0.40	0.01	0.49	0.48	0.16	0.10

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Attachment 1

Roseville Fairway Dr Coffee Kiosk

Existing plus Project Conditions

2: Home Depot East Dwy/Home Depot & Fairway Dr

PM Peak Hour

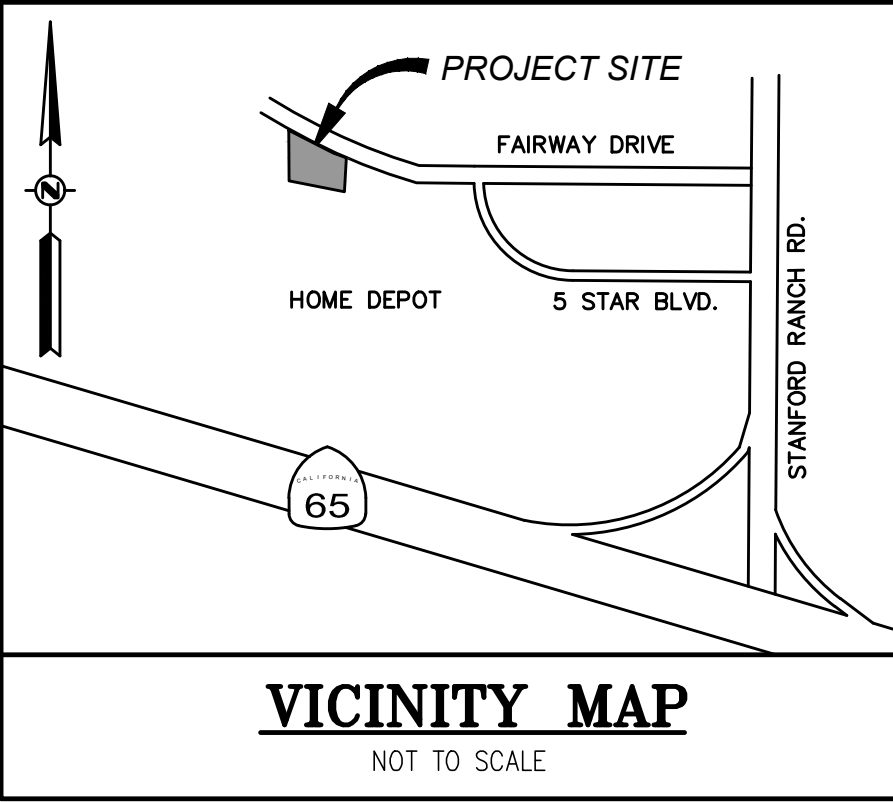
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	48	743	84	89	727	5	224	35	23	4	32	33
Future Volume (vph)	48	743	84	89	727	5	224	35	23	4	32	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.3	5.3	4.0	5.3	5.3	4.0	4.0			4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95			1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97			0.99	1.00
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1681	1677			1853	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97			0.99	1.00
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1681	1677			1853	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	52	808	91	97	790	5	243	38	25	4	35	36
RTOR Reduction (vph)	0	0	46	0	0	2	0	8	0	0	0	34
Lane Group Flow (vph)	52	808	45	97	790	3	153	145	0	0	39	2
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA		Split	NA	Perm
Protected Phases	7	4		3	8		2	2		1	1	
Permitted Phases			4			8						1
Actuated Green, G (s)	5.0	44.3	44.3	9.0	48.3	48.3	13.9	13.9			5.5	5.5
Effective Green, g (s)	5.0	44.3	44.3	9.0	48.3	48.3	13.9	13.9			5.5	5.5
Actuated g/C Ratio	0.06	0.49	0.49	0.10	0.54	0.54	0.15	0.15			0.06	0.06
Clearance Time (s)	4.0	5.3	5.3	4.0	5.3	5.3	4.0	4.0			4.0	4.0
Vehicle Extension (s)	2.0	4.3	4.3	2.0	4.3	4.3	3.5	3.5			2.0	2.0
Lane Grp Cap (vph)	98	1741	779	177	1899	849	259	259			113	96
v/s Ratio Prot	0.03	c0.23		c0.05	0.22		c0.09	0.09			c0.02	
v/s Ratio Perm			0.03			0.00						0.00
v/c Ratio	0.53	0.46	0.06	0.55	0.42	0.00	0.59	0.56			0.35	0.02
Uniform Delay, d1	41.4	15.0	11.9	38.6	12.4	9.7	35.4	35.2			40.5	39.7
Progression Factor	0.80	1.51	5.40	0.75	0.64	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	2.7	0.9	0.1	1.7	0.2	0.0	3.8	2.9			0.7	0.0
Delay (s)	35.9	23.5	64.7	30.5	8.2	9.7	39.2	38.1			41.2	39.8
Level of Service	D	C	E	C	A	A	D	D			D	D
Approach Delay (s)		28.1			10.6			38.6			40.5	
Approach LOS		C			B			D			D	
Intersection Summary												
HCM 2000 Control Delay			23.0									
HCM 2000 Level of Service											C	
HCM 2000 Volume to Capacity ratio			0.49									
Actuated Cycle Length (s)			90.0									
Sum of lost time (s)											17.3	
Intersection Capacity Utilization			51.0%									
ICU Level of Service											A	
Analysis Period (min)			15									
c Critical Lane Group												

LEGEND	
	PROPERTY LINE
	EXISTING METAL FENCING WITH PROPOSED WOOD SLATS
	PROPOSED CONCRETE
	PROPOSED ASPHALT PAVEMENT
	NEW LANDSCAPE AREA
	EXISTING LANDSCAPE AREA

PRELIMINARY OVERALL SITE PLAN FOR:



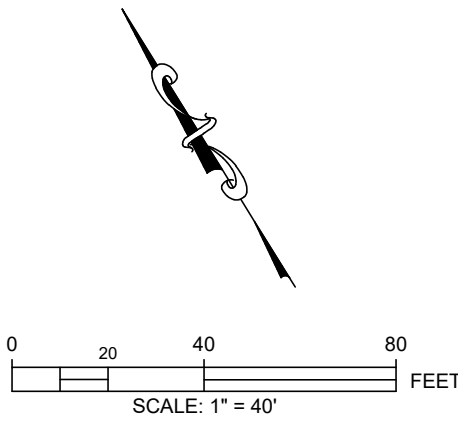
CITY OF ROSEVILLE, CALIFORNIA
JANUARY 2021 (REVISED JUNE 11, 2021)



CALIFORNIA

DUTCH BROS
10051 FAIRWAY DRIVE
PRELIMINARY OVERALL SITE PLAN

CITY OF ROSEVILLE



PROJECT INFORMATION

OWNER / APPLICANT

LIQUID LUV CO.
JEREMY AND HEATHER MAUEL
P.O. BOX 4239
AUBURN, CA 95604

PLANNING & ENGINEERING

MILLENNIUM PLANNING & ENGINEERING
471 SUTTON WAY, SUITE 210
GRASS VALLEY, CA 95945
(530) 446-6765
CONTACT PERSON: ROB WOOD, ACP (rob@millpe.com)

APN

017-132-088

SITE ADDRESS

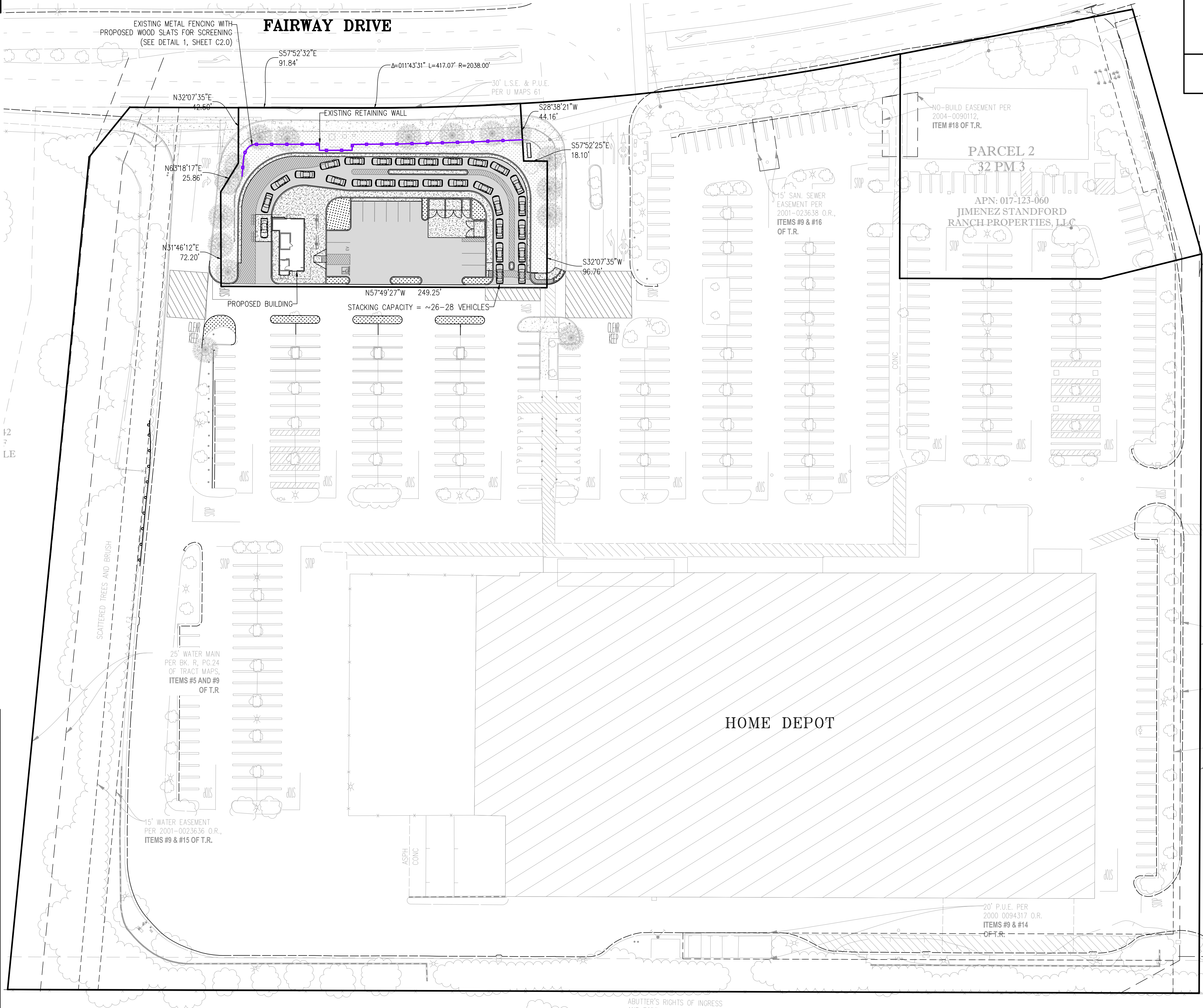
10051 FAIRWAY DRIVE
ROSEVILLE, CA 95678

LAND AREA

32,837 S.F. (0.75 ACRES)

ZONING

CC - COMMUNITY COMMERCIAL



SITE STATISTICS

PARKING			
EXISTING SPACES		PROPOSED SPACES	
STANDARD	64	STANDARD	10
ADA	0	ADA	1
EV	0	EV	1
COMPACT	0	COMPACT	0
TOTAL	64 SPACES	TOTAL	12 SPACES

LAND AREA	AREA	% OF SITE
ASPHALT PAVEMENT	13,625 SF	~53.5%
CONCRETE SIDEWALK	5,425 SF	~21.3%
BUILDING (FOOTPRINT)	930 SF	~3.6%
OPEN SPACE/LANDSCAPING	5,505 SF	~21.6%
TOTAL	25,485 SF	100%

SHEET INDEX

SHT #	SHEET DESCRIPTION
C1.0	PRELIMINARY OVERALL SITE PLAN
C2.0	PRELIMINARY SITE PLAN
C3.0	PRELIMINARY GRADING & DRAINAGE PLAN
C4.0	PRELIMINARY UTILITY PLAN
P1	PRELIMINARY LANDSCAPE PLAN

DESIGNED: LAS	DATE
DRAWN: LAS	
PROJ. NO: 20-0902	
DWG. SEE DAYSTAMP	
DATE: JANUARY 2021	

SHEET NUMBER

C1.0



CALIFORNIA

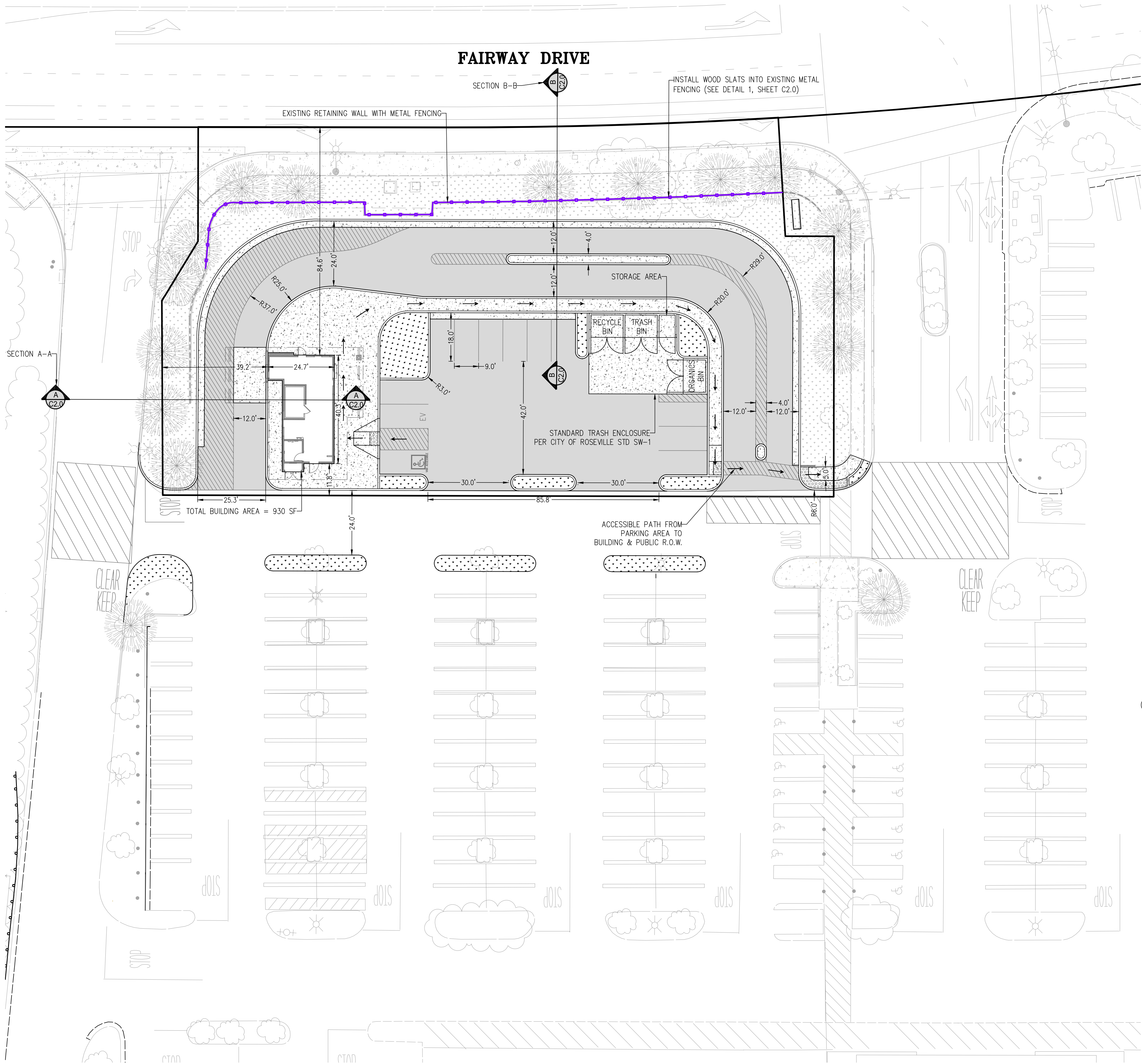
DUTCH BROS
10051 FAIRWAY DRIVE
PRELIMINARY SITE PLAN

CITY OF ROSEVILLE

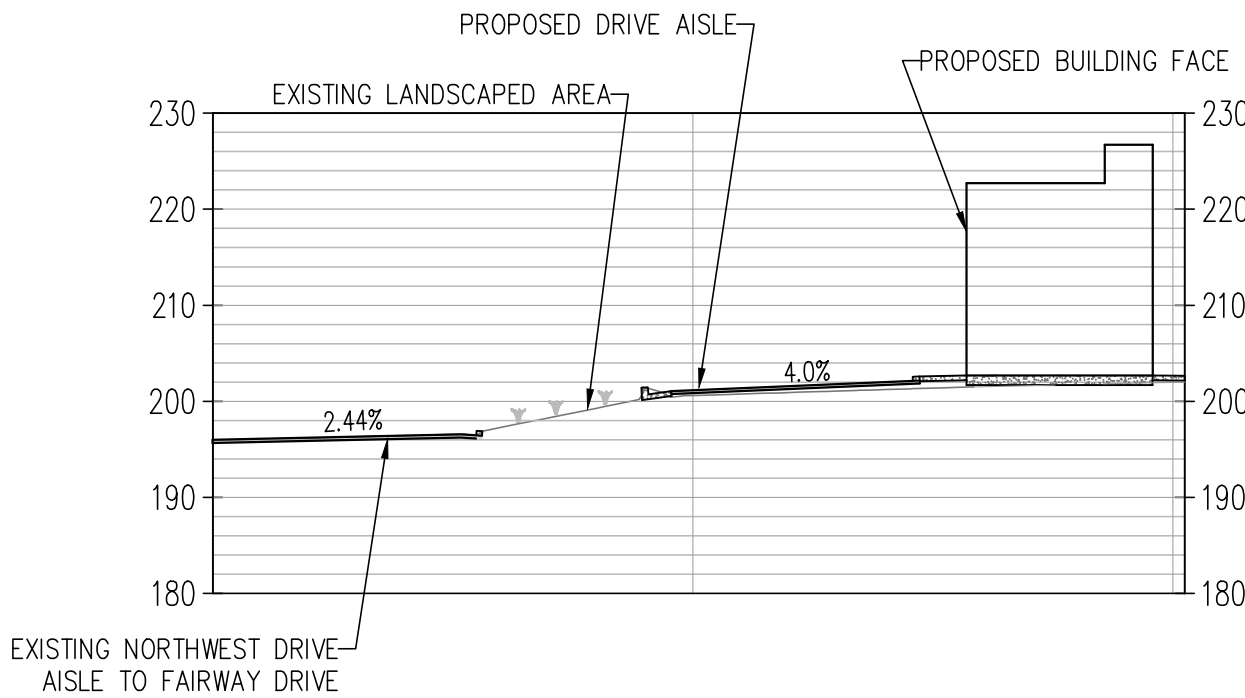
DESIGNED: LAS	REV.	DESCRIPTION	DATE
DRAWN: LAS			
PROJ. NO: 20-0902			
DWG. SEE DAYSTAMP			
DATE: JANUARY 2021			

SHEET NUMBER

C2.0

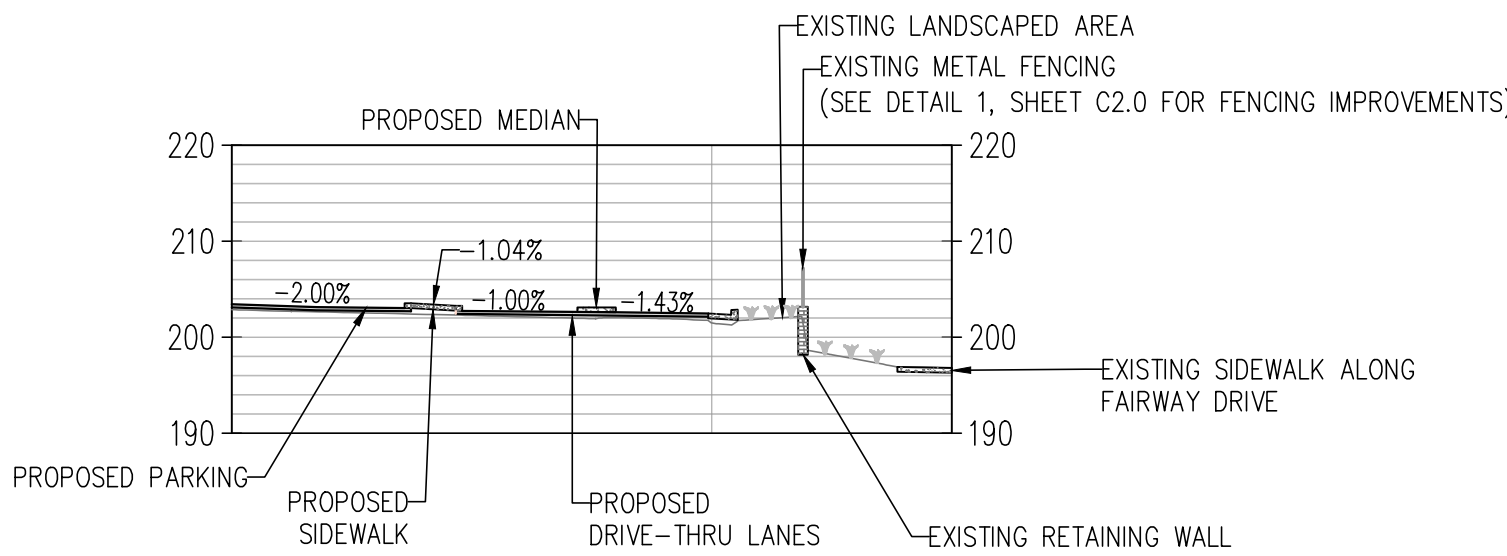


LEGEND	
	PROPERTY LINE
	EXISTING METAL FENCING WITH PROPOSED WOOD SLATS
	PROPOSED CONCRETE
	PROPOSED ASPHALT PAVEMENT
	NEW LANDSCAPE AREA
	ACCESSIBLE PATH OF TRAVEL



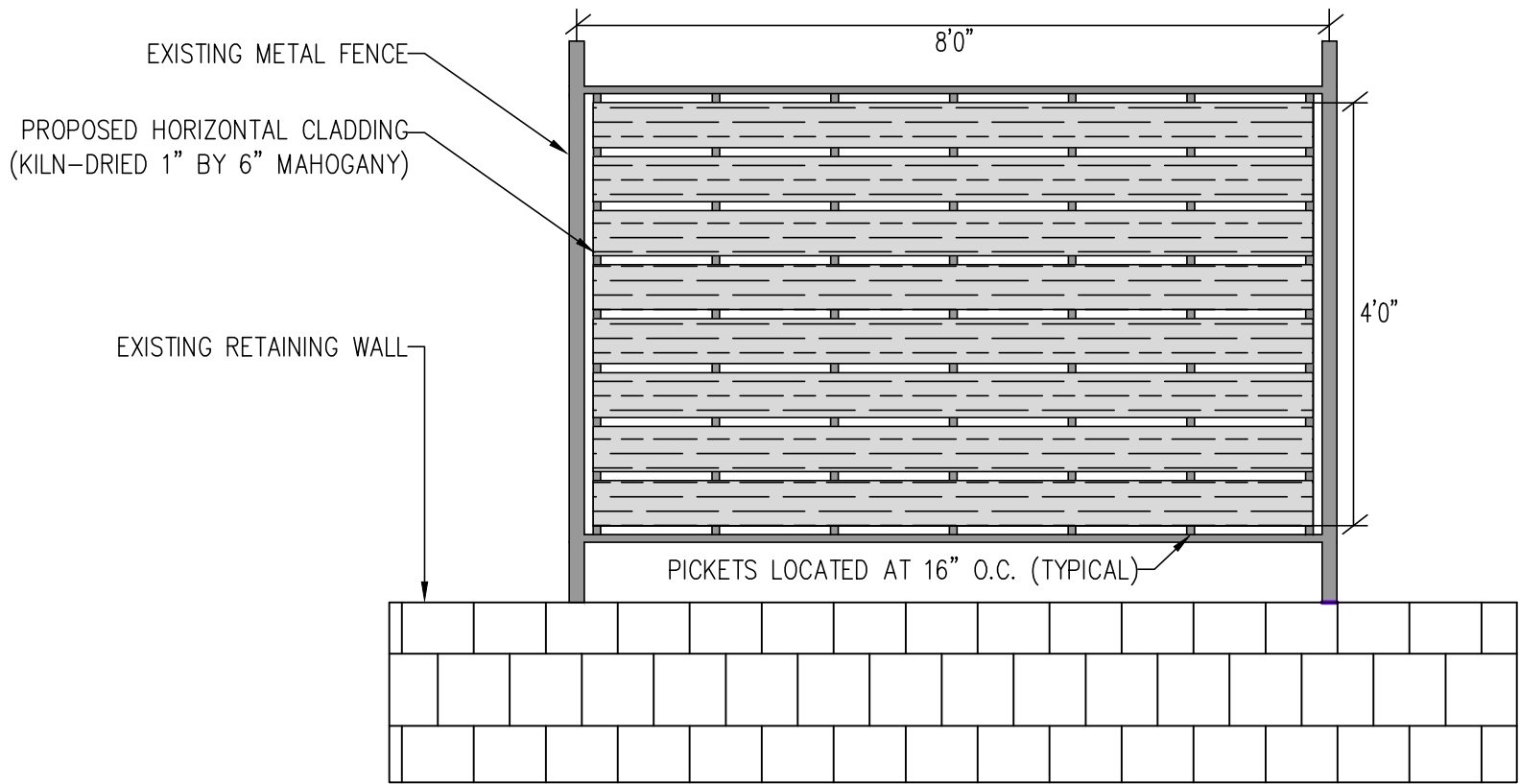
SECTION A-A

SCALE: 1" = 20'



SECTION B-B

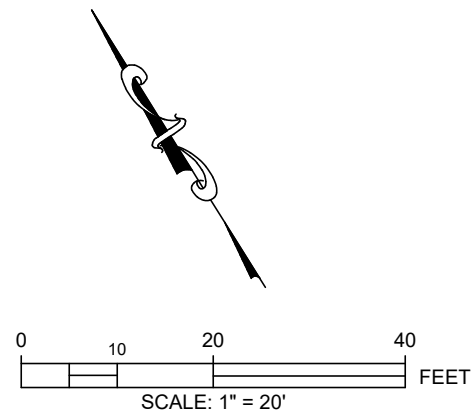
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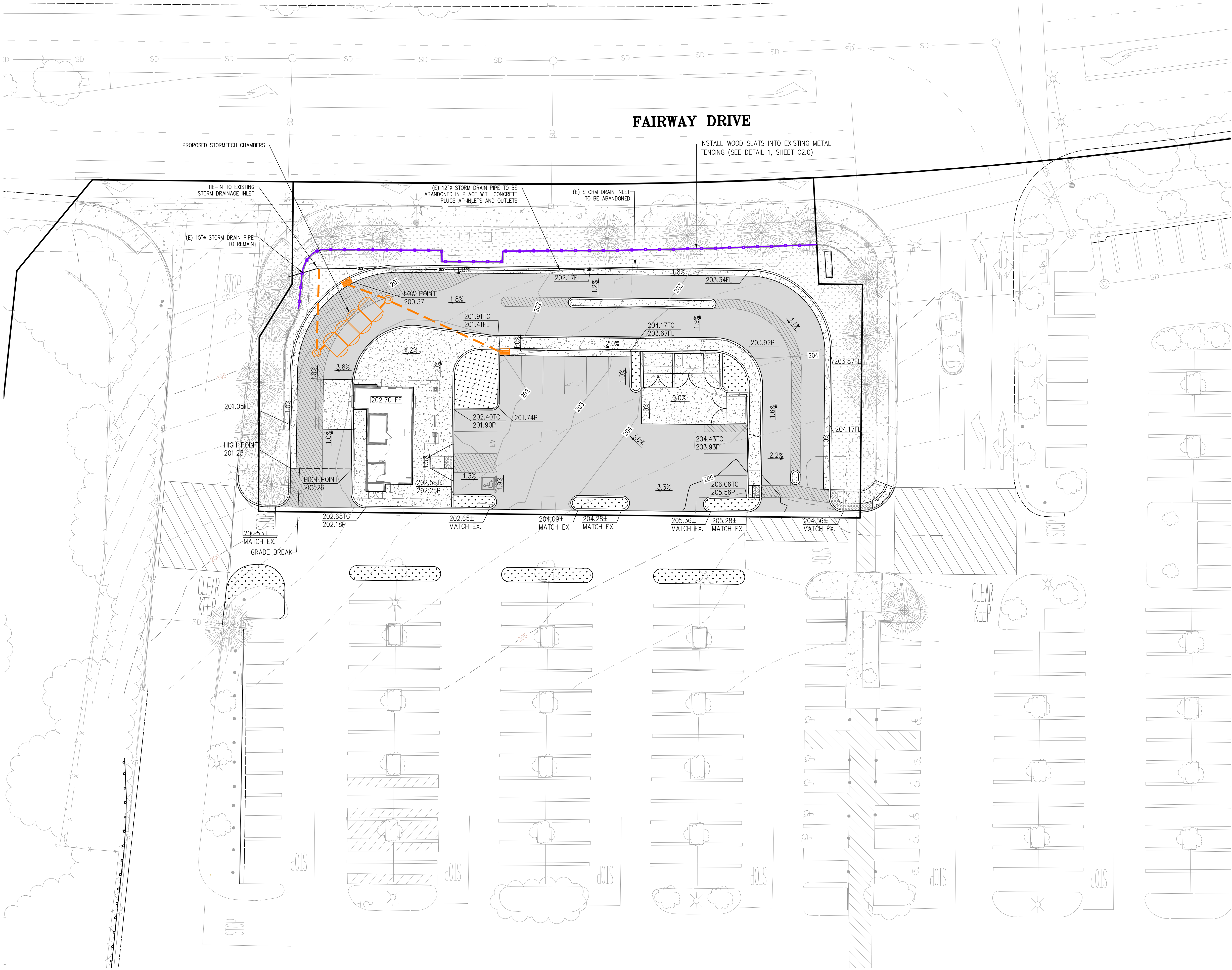


NOTE: BLACK HEADED WOOD SCREWS ARE PRE-DRILLED FOR AND FASTENED THROUGH THE BACK OF THE EXISTING PICKETS AT 16" O.C. SHOWING A BLIND FASTENER AT THE EXPOSED FACE OF THE WOOD. WOOD CAN BE STAINED, OILED, OR LEFT NATURAL.

DETAIL 1 - FENCING IMPROVEMENTS

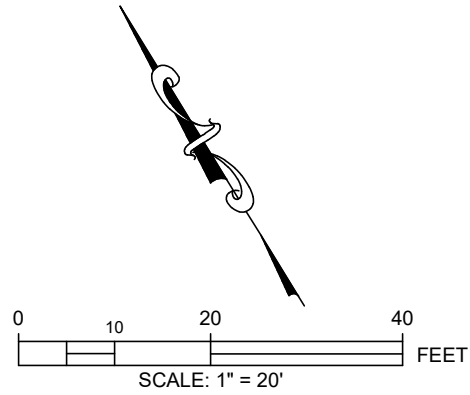
NOT TO SCALE





LEGEND	
	PROPOSED STORM DRAIN PIPE
	PROPOSED DRAINAGE INLET
	PROPOSED STORM DRAIN MANHOLE
	PROPOSED CONCRETE SIDEWALK
	PROPOSED ASPHALT ROADWAY
2554.0TC	TOP OF CURB ELEVATION
2554.0FL	FLOWLINE ELEVATION
2554.0P	PAVEMENT ELEVATION
2554.0± MATCH EX.	ELEVATION TO MATCH EXISTING GRADE
2554.5FH	FINISHED FLOOR ELEVATION

VOLUME CALCULATIONS	
CUT:	660 C.Y.
FILL:	560 C.Y.
NET:	100 C.Y. EXPORT



MILLENNIUM
PLANNING & ENGINEERING
471 Sutton Way, Suite 210
Grass Valley, CA 95945
www.millenniumpe.com

CALIFORNIA

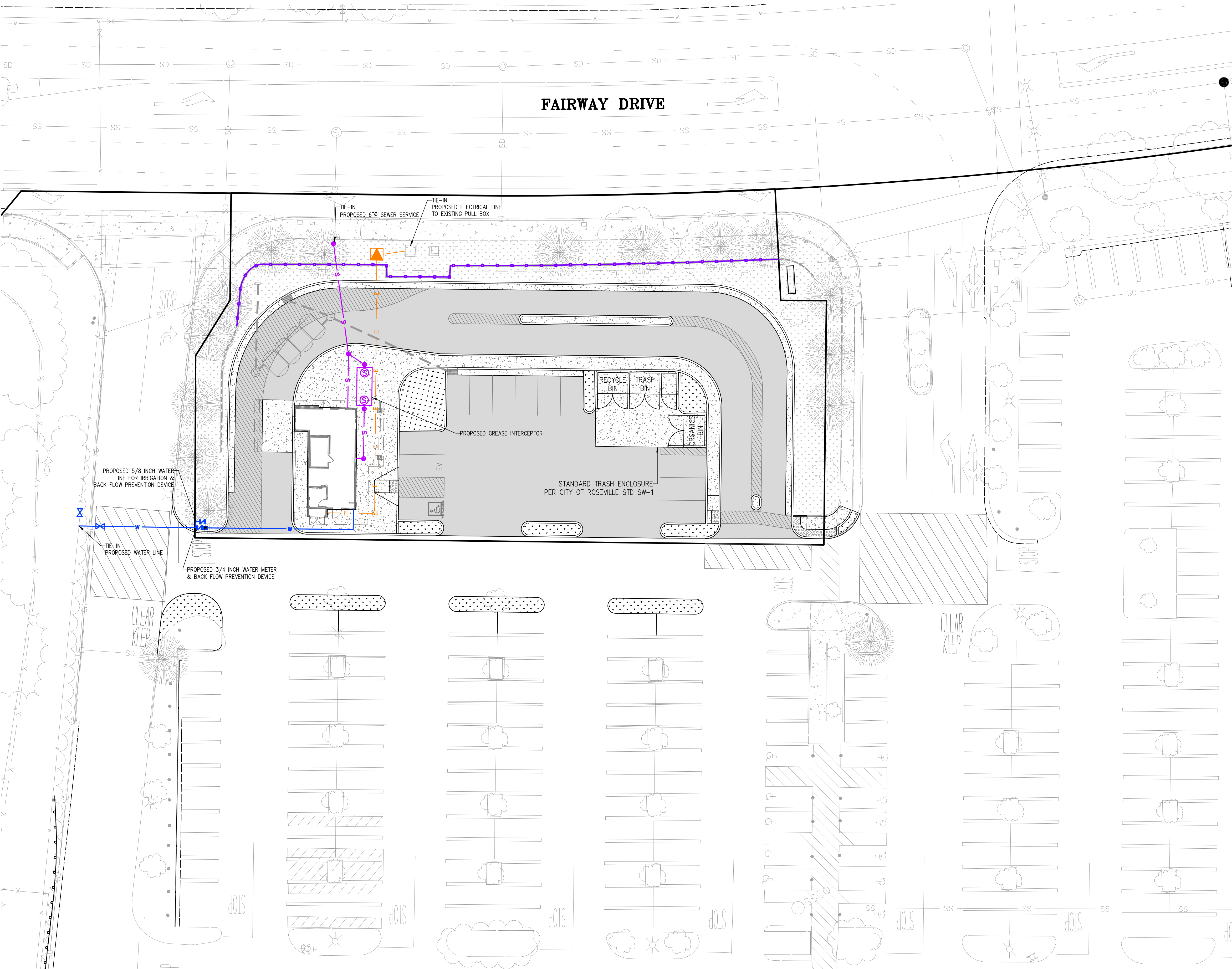
DUTCH BROS
10051 FAIRWAY DRIVE
PRELIMINARY GRADING AND DRAINAGE PLAN

CITY OF ROSEVILLE

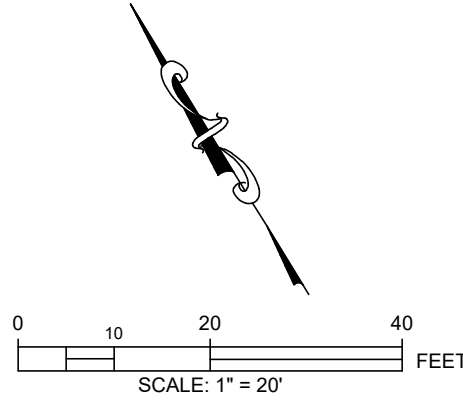
DESIGNED: LAS	REV.	DESCRIPTION	DATE
DRAWN: LAS			
PROJ. NO: 20-0902			
DWG: SEE DAYSTAMP			
DATE: JANUARY 2021			

SHEET NUMBER

C3.0



LEGEND	
	PROPOSED SEWER LINE
	PROPOSED WATER LINE
	PROPOSED WATER VALVE
	PROPOSED WATER METER
	PROPOSED BACK FLOW PREVENTER
	PROPOSED ELECTRICAL LINE
	PROPOSED ELECTRICAL TRANSFORMER
	PROPOSED ELECTRICAL BOX
	PROPOSED DRAINAGE INLET
	PROPOSED STORM DRAIN PIPE
	PROPOSED STORM DRAIN MANHOLE
	PROPOSED SEWER CLEANOUT
	EXISTING WATER LINE
	EXISTING SEWER LINE
	EXISTING STORM DRAIN LINE
	EXISTING METAL FENCING WITH PROPOSED WOOD SLATS
	EXISTING PROPERTY LINE



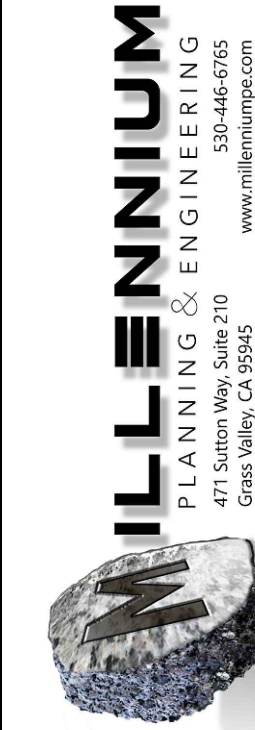
DUTCH BROS
10051 FAIRWAY DRIVE
PRELIMINARY UTILITY PLAN

CITY OF ROSEVILLE

DESIGNED: LAS	REV.	DESCRIPTION	DATE
DRAWN: LAS			
PROJ. NO: 20-0902			
DWG. SEE DAYSTAMP			
DATE: JANUARY 2021			

SHEET NUMBER

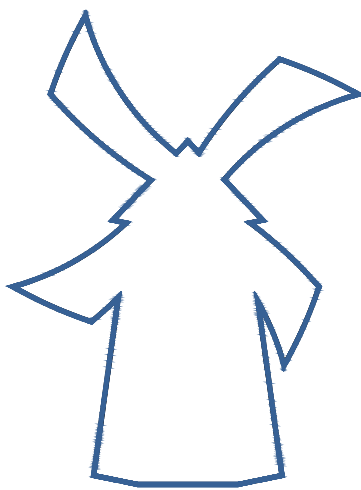
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MILLENNIUM
PLANNING & ENGINEERING
471 Sutton Way, Suite 210
Grass Valley, CA 95945
530-446-6765
www.millenniumpe.com

CALIFORNIA

DESIGN REVIEW SUBMITTAL FOR:



DUTCH BROS



PROJECT TEAM

FRANCHISEE
Liquid Luv Co., Inc.
P.O. Box 4239
Auburn, CA 95604
(530) 210-9105
Jeremy Maue
liquidluvco@live.com

CIVIL ENGINEER
Millennium Planning & Engineering
471 Sutton Way, Suite 210
Grass Valley, CA 9594
(530) 446-6785
Rob Wood
rob@millpe.com

GENERAL CONTRACTOR
Don Azevedo Construction, Inc.
545 Jefferson Boulevard, Suite 32
West Sacramento, CA 95605
(530) 624-6061
Don Azevedo
don@azevedoconstruction.net

LANDSCAPE ARCHITECT
MSLA Landscape Architecture
306 Canyon Falls Drive
Folsom, CA 95630
(916) 989-3372
Michael Shular
mshular@msladesign.com

ARCHITECT
Jplus Architects, Inc.
311 Judah Street, Suite 120
Roseville, CA 95678
(916) 568-9169
(916) 488-5982 Fax
Jeff Jennings, AIA
jeff@jplusinc.com

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PROJECT DATA

SQUARE FOOTAGE SUMMARY
BUILDING 930 SF
COVERED 822 SF
LOT 0.706 Ac.

PARKING REQUIRED (RESTAURANT/DRIVE-THRU)
1 SPACE PER 100 SF OF FLOOR AREA
930 SF / 100 = 9.3 ((10) STALLS REQUIRED)

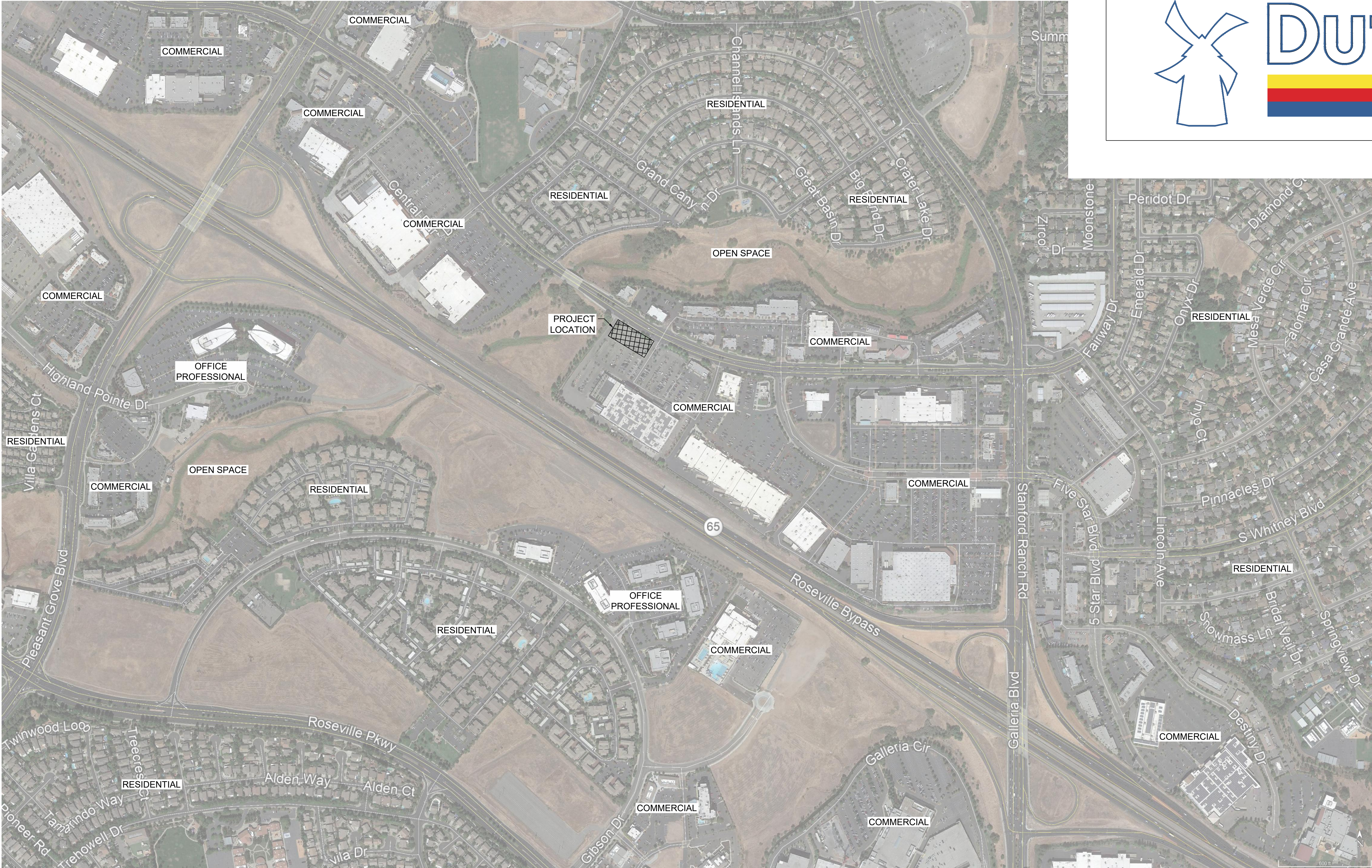
PARKING PROVIDED
STANDARD 16
ACCESSIBLE 1
TOTAL 17

BICYCLE PARKING REQUIRED
5% OF PROVIDED PARKING SPACES
17 STALLS x 0.05 = 0.85 ((1) SPACE REQUIRED)

BICYCLE PARKING PROVIDED
SHORT TERM BIKE RACK (1) PROVIDED - (2) BIKE CAPACITY
LONG TERM BIKE LOCKER (1) PROVIDED - (2) BIKE CAPACITY

PROJECT DESCRIPTION

NEW CONSTRUCTION FOR **DUTCH BROS COFFEE** LOCATED AT 10051 FAIRWAY DRIVE, ROSEVILLE, CA 95678 (PARCEL #017-123-088). THE BUILDING CONSISTS OF (1) DRIVE-THRU WINDOW AND (1) WALK-UP SERVICE WINDOW WITHOUT INDOOR SEATING. SITE DEVELOPMENT INCLUDES A PARKING AREA, DRIVE AISLE, AND A TRASH ENCLOSURE AREA ON APPROXIMATELY 0.71 ACRES IN A C-C (COMMUNITY COMMERCIAL) ZONING DISTRICT. THE PARCEL IS CURRENTLY VACANT AND IN THE HOME DEPOT SHOPPING CENTER.

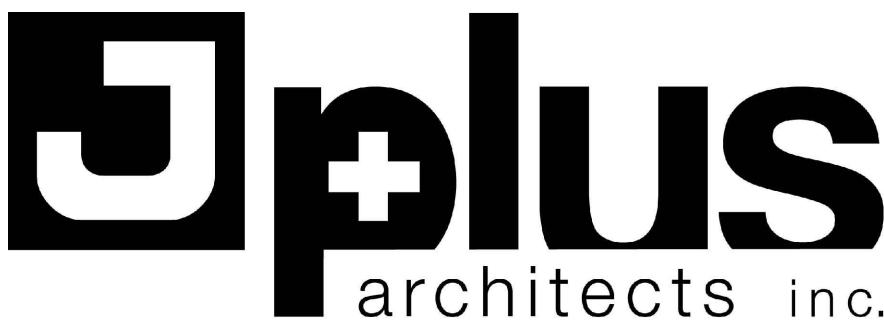


1 AERIAL MAP
NO SCALE



Dutch Bros - Roseville
10051 Fairway Drive, Roseville, CA 95678
APN: 017-123-088

COVER SHEET
Date: June 15, 2021
Scale: As Noted

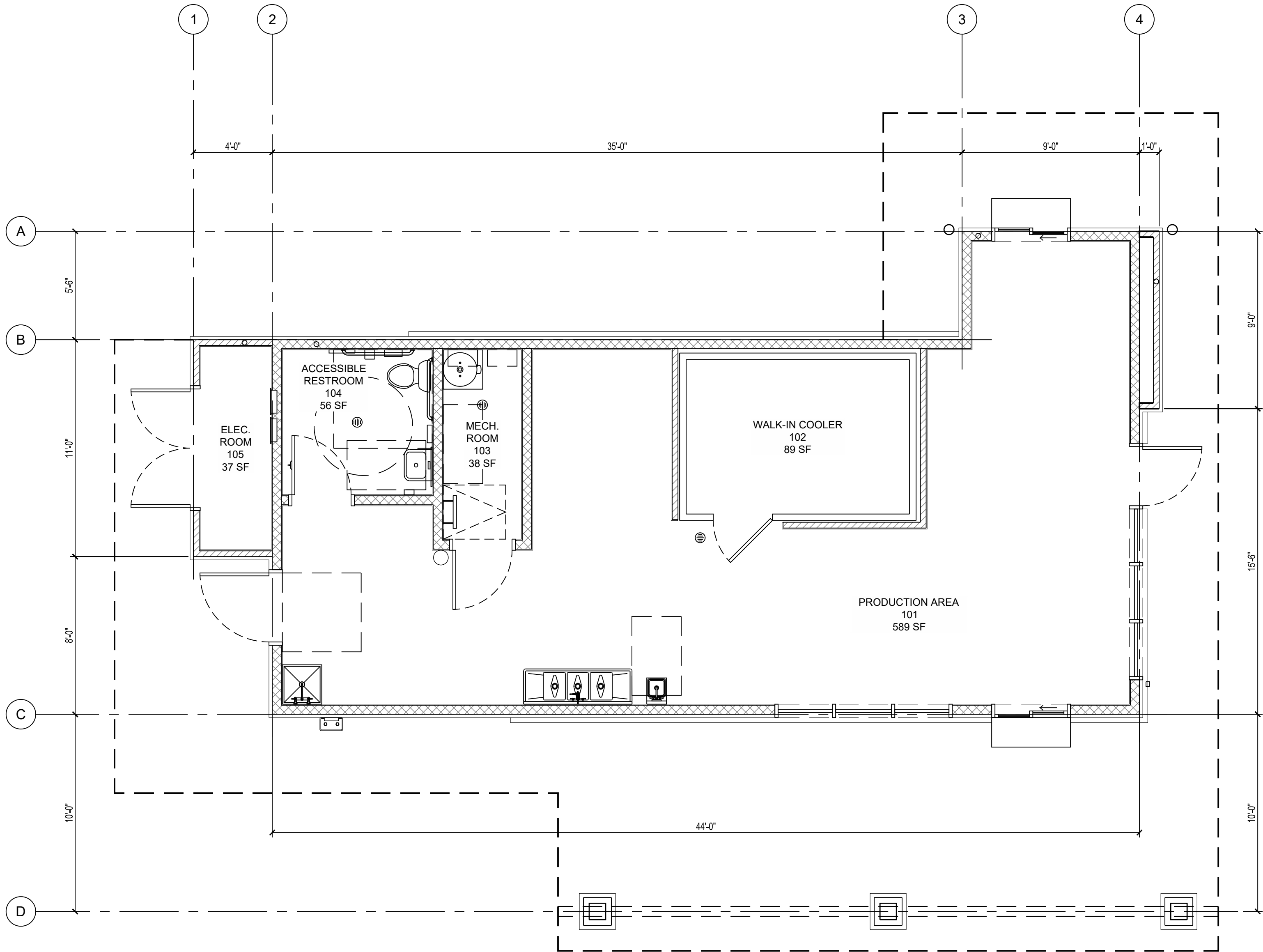


A Full Service Architectural Company
311 Judah Street, Suite 120
Roseville, CA 95678
(916) 568-9169
Fax: (916) 488-5982

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GENERAL NOTE

1. ROOF MOUNTED EQUIPMENT (INC. CURB) NOT TO EXCEED 4'-0" IN HEIGHT



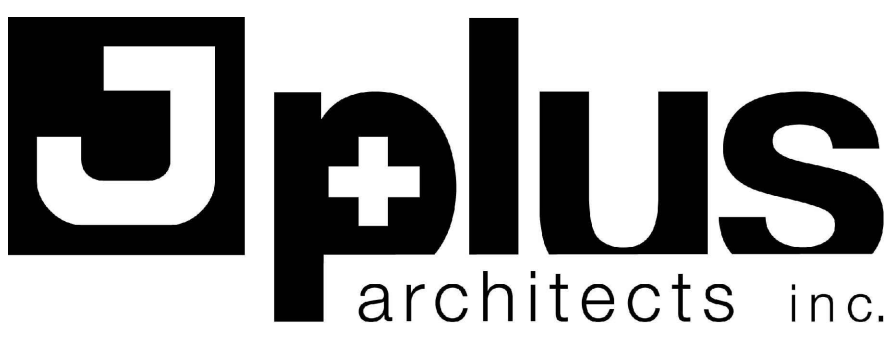
1 FLOOR PLAN
1/4" = 1'-0"



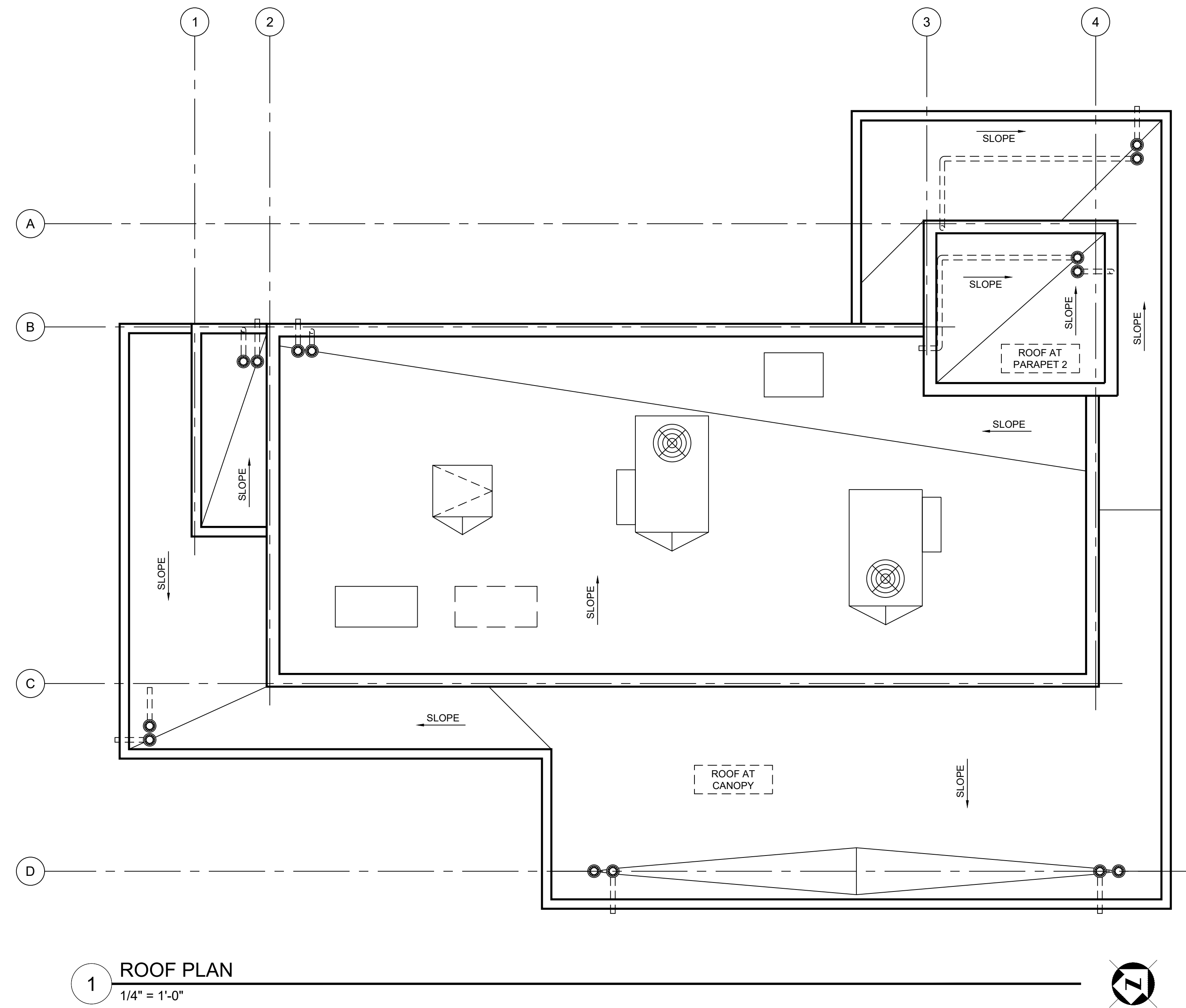
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10051 Fairway Drive, Roseville, CA 95678
APN: 017-123-088

FLOOR PLAN

Date: June 15, 2021
Scale: As Noted



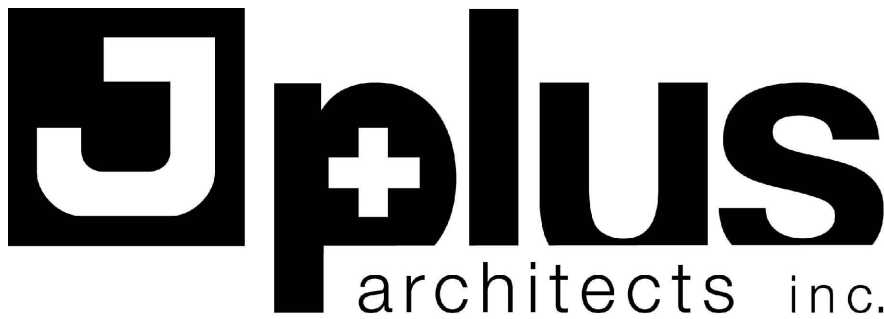
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Roseville, CA 95678
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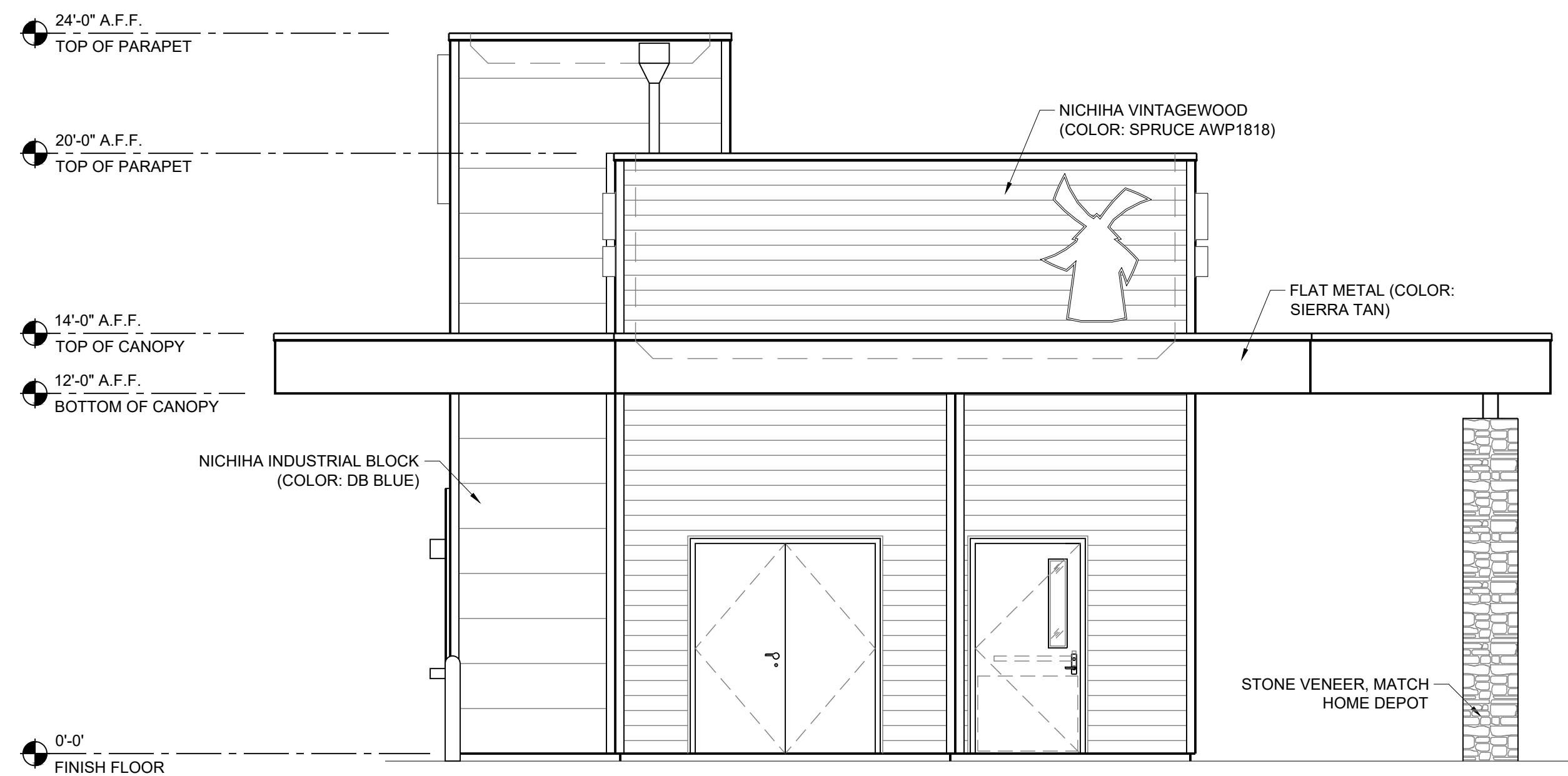
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ROOF PLAN

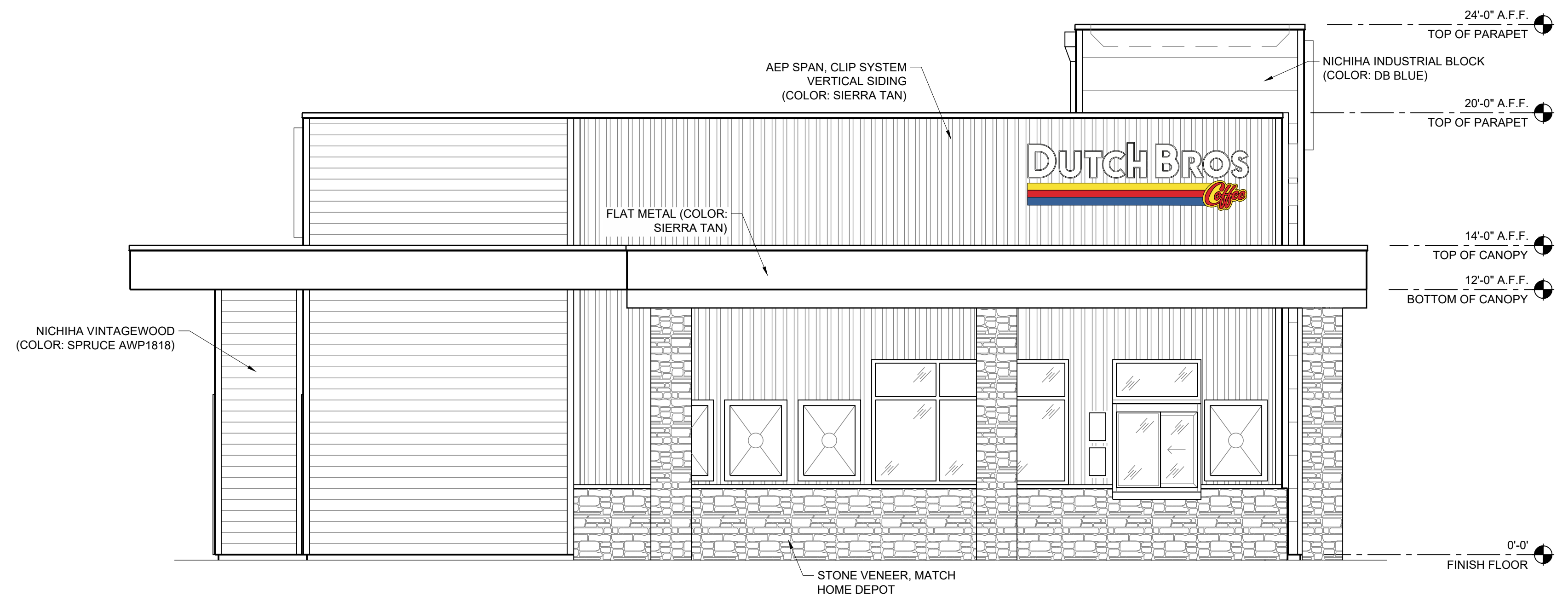
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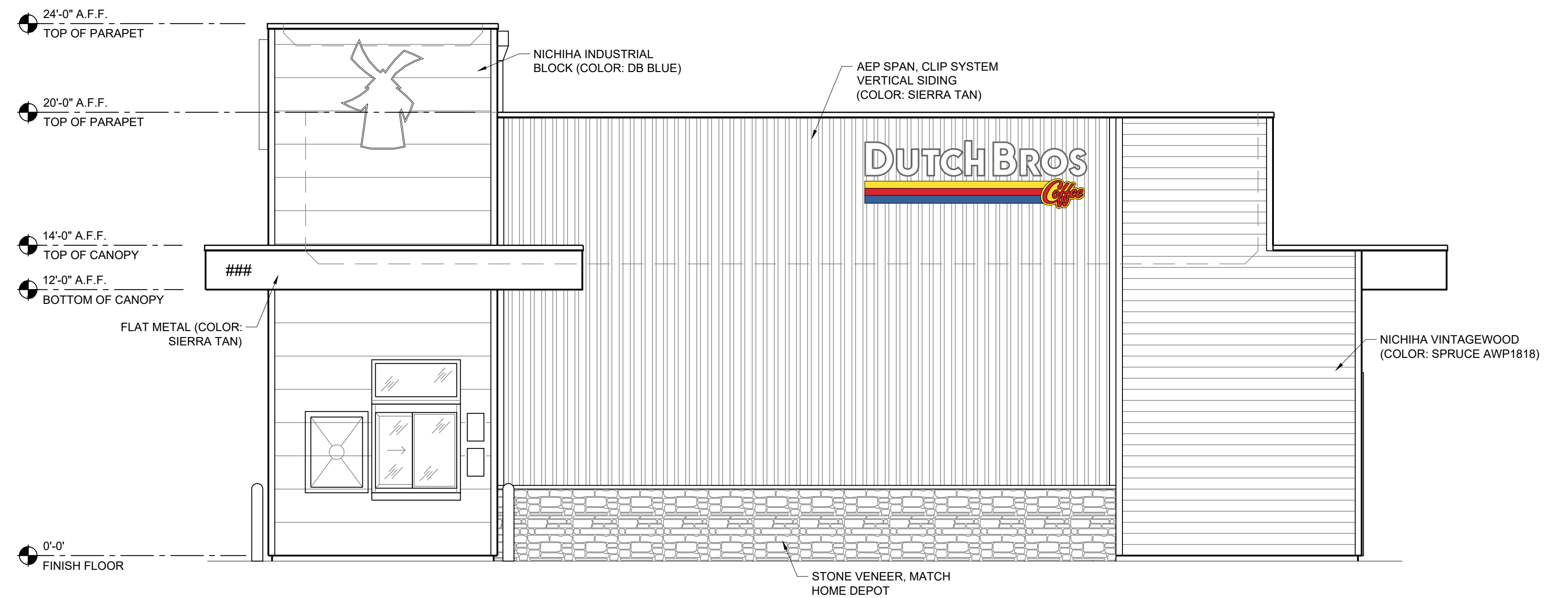
1 SOUTHWEST ELEVATION
1/4" = 1'-0"



2 SOUTHEAST ELEVATION
1/4" = 1'-0"



3 NORTHEAST ELEVATION
1/4" = 1'-0"



4 NORTHWEST ELEVATION
1/4" = 1'-0"

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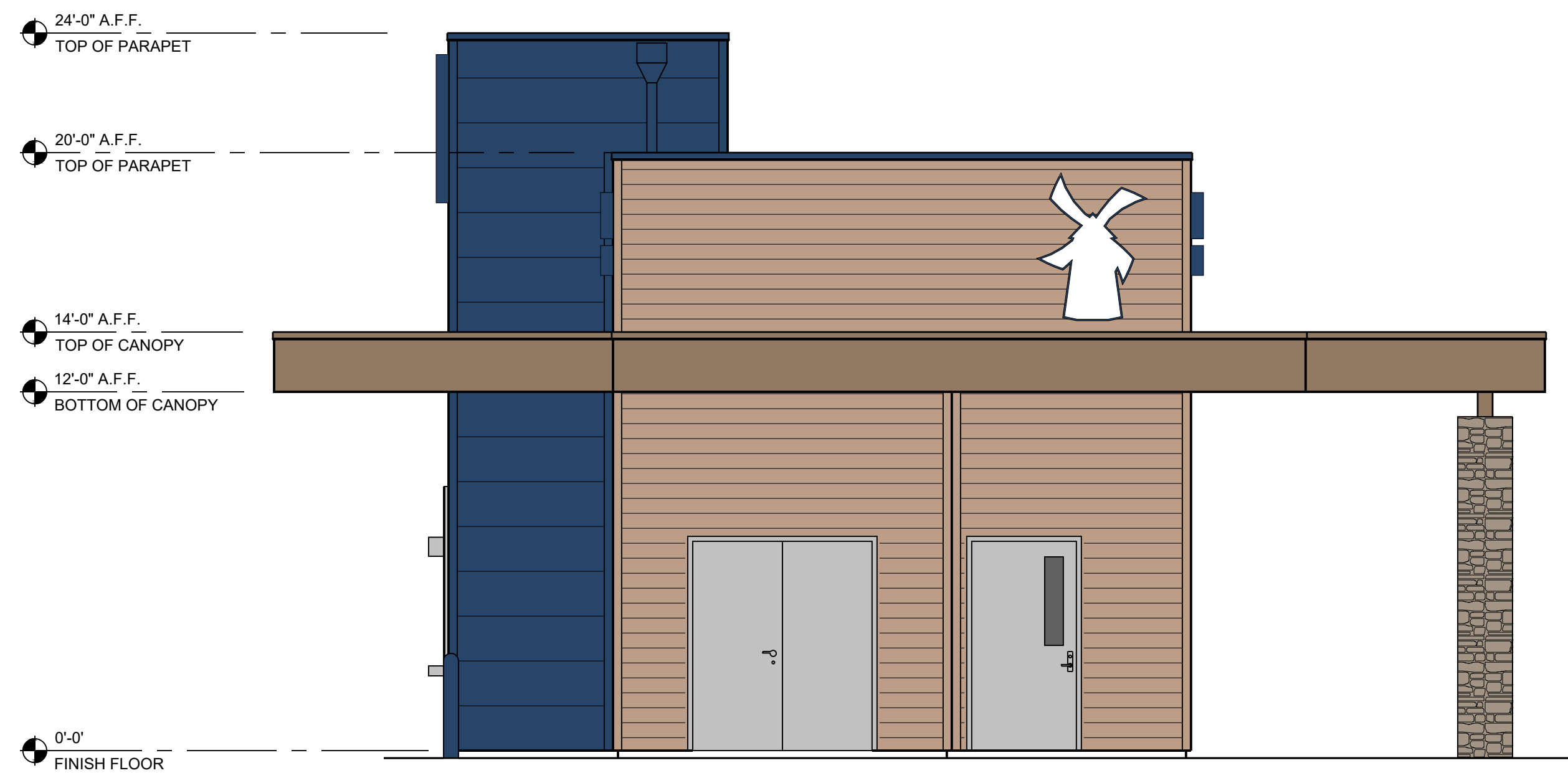
EXTERIOR ELEVATIONS

Date: June 15, 2021
Scale: As Noted

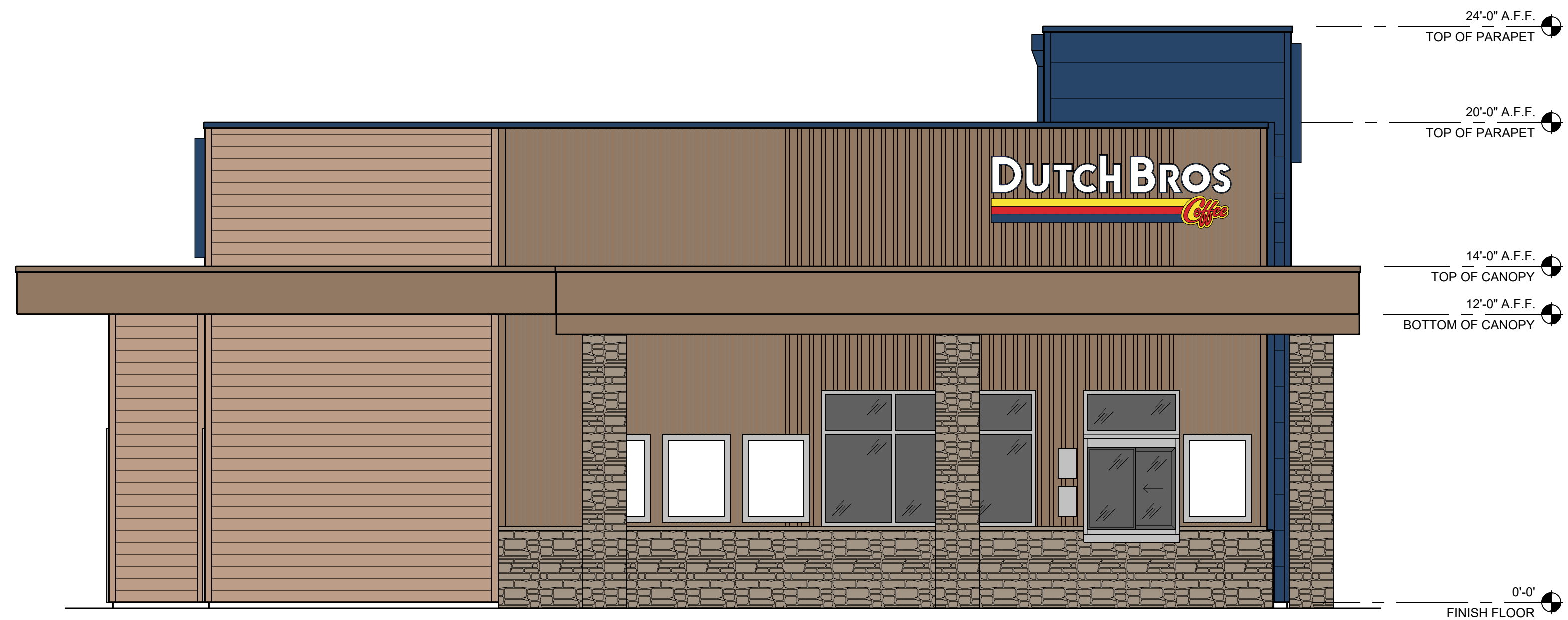
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A Full Service Architectural Company
311 Judah Street, Suite 120
Roseville, CA 95678
(916) 568-9169
Fax: (916) 488-5982

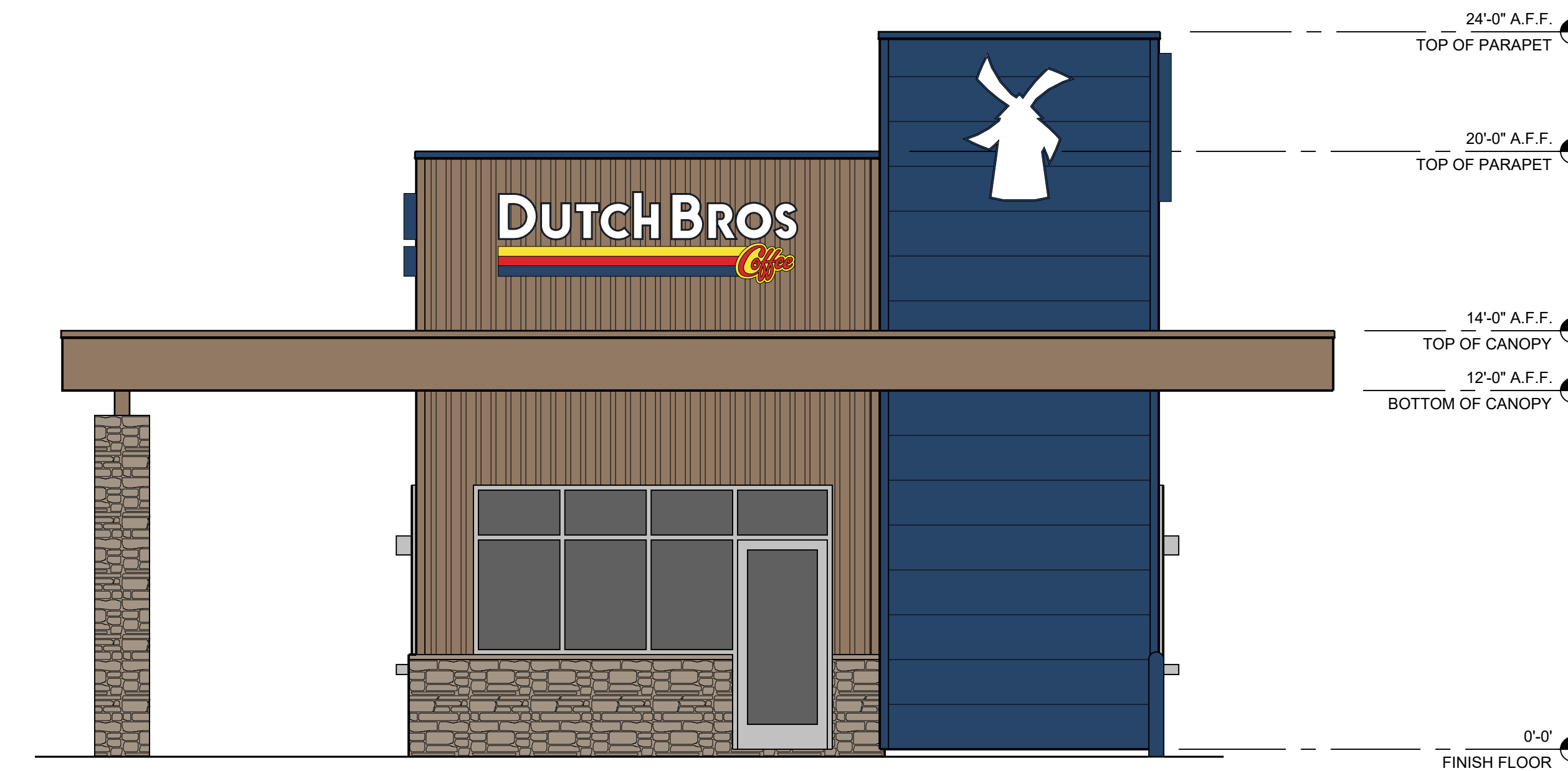
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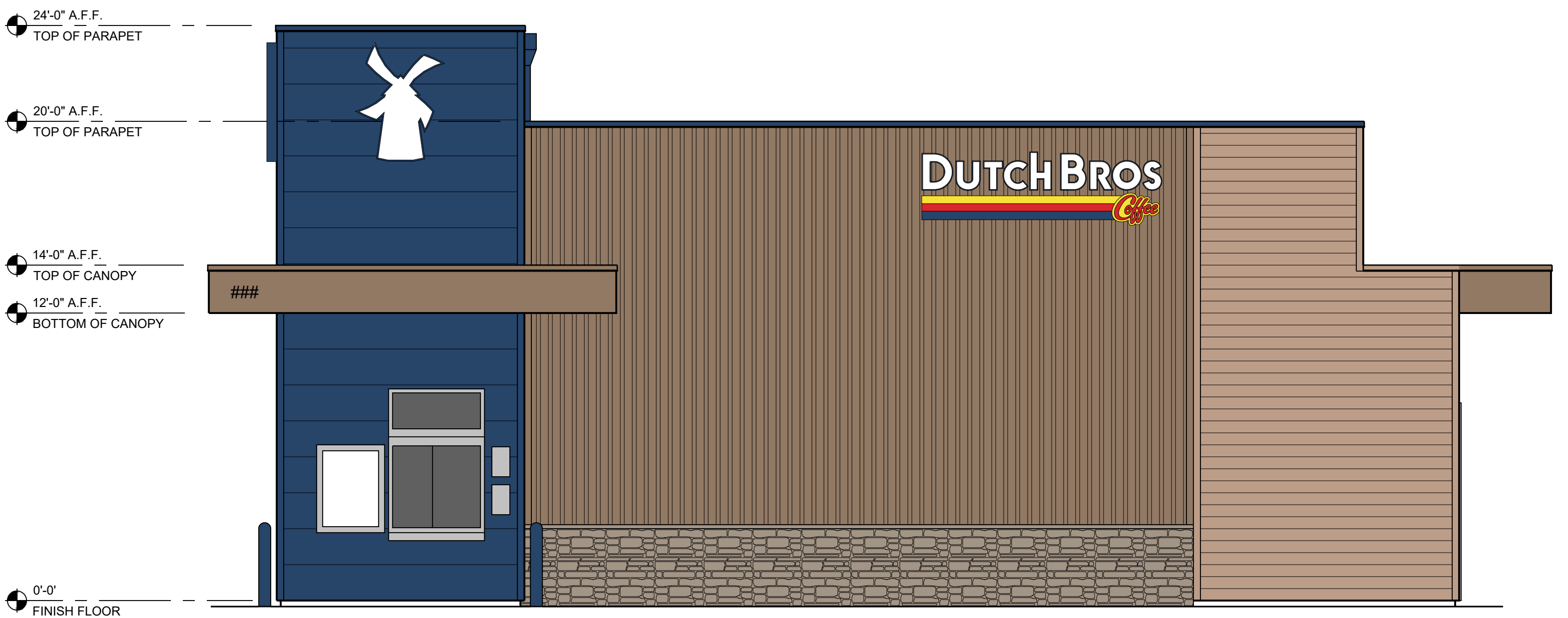
1 SOUTHWEST ELEVATION
1/4" = 1'-0"



2 SOUTHEAST ELEVATION
1/4" = 1'-0"



3 NORTHEAST ELEVATION
1/4" = 1'-0"



4 NORTHWEST ELEVATION
1/4" = 1'-0"

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COLORED ELEVATIONS

Date: June 15, 2021
Scale: As Noted

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A Full Service Architectural Company
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Roseville, CA 95678
(916) 568-9169
Fax: (916) 488-5982

A-5

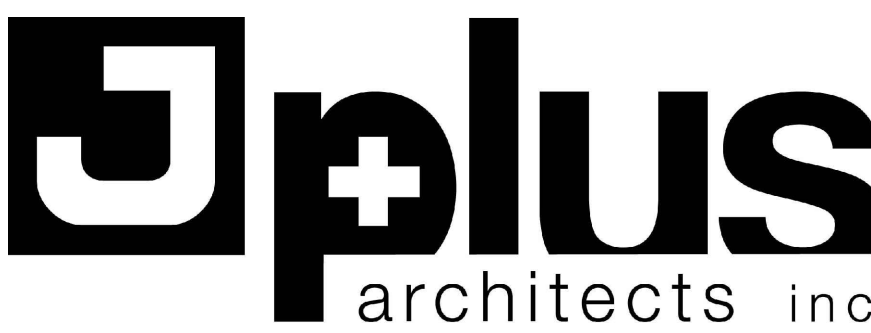


LOOKING SOUTH

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APN: 017-123-088

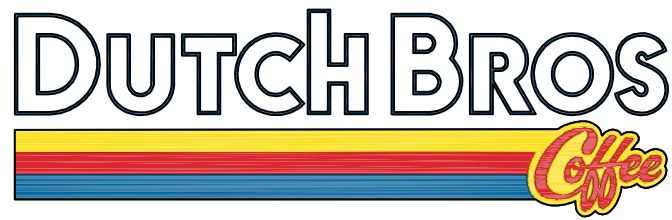
COLORED RENDERINGS

Date: June 15, 2021
Scale: As Noted



Jplus
architects inc.

A Full Service Architectural Company
311 Judah Street, Suite 120
Roseville, CA 95678
(916) 958-9169
Fax: (916) 488-5982



10051 FAIRWAY DRIVE, ROSEVILLE, CA 95678

PLANTING NOTES

1. PLANTING SHALL CONFORM TO CITY REQUIREMENTS FOR LANDSCAPE SITE DEVELOPMENT.
2. PROVIDE MINIMUM SLOPE OF 1 ½% FOR POSITIVE DRAINAGE AWAY FROM CENTER IN ALL PLANTED AREAS.
3. THE PLANT QUANTITIES SHOWN ON THE DRAWINGS ARE INFORMATIONAL ONLY. THE CONTRACTOR IS RESPONSIBLE FOR FINAL QUANTITIES REQUIRED TO COMPLETE THE WORK. IN CASE OF DISCREPANCY, THE PLAN SHALL GOVERN.
4. ALL TREES SHALL BE PLANTED A MINIMUM OF 5' FROM UNDERGROUND UTILITIES.
5. ALL EXISTING TREES SHALL BE PROTECTED FROM DAMAGE OR INJURY. NO PARKING OR STACKING OF CONSTRUCTION MATERIAL IS ALLOWED WITHIN THE DRIPLINE OF AN EXISTING TREE.
6. IMMEDIATELY AFTER AWARD OF CONTRACT, THE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT IF SPECIFIED PLANT MATERIAL IS AVAILABLE FROM COMMERCIAL NURSERIES. IN THE EVENT THAT A PLANT IS NOT AVAILABLE, THE LANDSCAPE ARCHITECT WILL PROVIDE ALTERNATE PLANT MATERIAL SELECTIONS. SUCH CHANGES WILL NOT ALTER THE CONTRACTOR'S ORIGINAL BID PRICE UNLESS A CREDIT IS DUE TO THE OWNER.
7. THE CONTRACTOR SHALL ENSURE THAT ALL EXCAVATED PLANT PITS HAVE POSITIVE DRAINAGE. PLANT PITS SHALL BE FULLY FILLED WITH WATER AND SHALL DRAIN WITHIN ONE (1) HOUR OF FILLING. THE CONTRACTOR SHALL EXCAVATE THROUGH ANY IMPERVIOUS LAYER IF ENCOUNTERED.
8. ALL PLANT MATERIAL SHALL COMPLY WITH ANSI Z601 'STANDARD FOR NURSERY STOCK'.
9. LAWN AREAS SHALL BE BID AS SOD UNLESS OTHERWISE SPECIFIED. CONTRACTOR SHALL MAKE SCHEDULING PROVISIONS TO ASSURE THAT ALL SOD IS INSTALLED PRIOR TO OCTOBER 1. ANY LAWN INSTALLED AFTER OCTOBER 1 SHALL BE SUBJECT TO AN EXTENDED ESTABLISHMENT PERIOD (MINIMUM 6 MONTHS) TO GUARANTEE PROPER ESTABLISHMENT.
10. ROOT BARRIERS SHALL BE PROVIDED FOR ALL TREES WITHIN 5' OF ANY CURB AND/OR HARDSCAPE PAVEMENT.
11. ALL PLANTER AREAS (AND/OR AREAS NOTED) SHALL RECEIVE A 1-1/2" LAYER OF CRUSHED ROCK TO COVER BARE SOIL. ROCK SHALL BE LOCALLY AVAILABLE AND BE A SIZE RANGE OF 1" TO 3/4" MINUS, NO FINES. BARK MULCH SHALL NOT BE USED IN PLANTER AREAS.
NOTE: DO NOT INSTALL CRUSHED ROCK IN HYDROSEED OR LAWN AREAS (AS APPLICABLE).
12. INSTALL WEED MAT BELOW ALL CRUSHED ROCK.
13. THE CONTRACTOR SHALL PROVIDE A SOILS REPORT PREPARED BY A QUALIFIED SOILS SPECIALIST AND SUBMIT TO THE OWNER FOR FINAL APPROVAL. SOILS SAMPLES SHALL BE COLLECTED AFTER ROUGH GRADING OPERATIONS AND PRIOR TO THE INSTALLATION OF PLANT MATERIAL. SOIL SAMPLES SHALL BE SUFFICIENTLY NUMEROUS TO ACCOUNT FOR ANY SOIL VARIATIONS THAT MAY BE PRESENT ON THE SITE. THE FOLLOWING MINIMUM ITEMS SHALL BE INCLUDED IN THE ANALYSIS:
 - A. INFILTRATION RATE.
 - B. SOIL TEXTURE.
 - C. CATION EXCHANGE CAPACITY.
 - D. SOIL FERTILITY INCLUDING TESTS FOR NITROGEN, POTASSIUM, PHOSPHOROUS, PH, ORGANIC MATTER AND SPECIFIC CONDUCTANCE (E.C.).
14. PRIOR TO PLANTING, SOIL AMENDMENTS SHALL BE ADDED PER RECOMMENDATIONS OF THE SOILS REPORT. SOIL AMENDMENTS SHOWN ON THE PLANS ARE TO BE USED FOR BIDDING PURPOSES ONLY. THE RESULTS OF THE SOILS TESTS THE CONTRACTOR PERFORMS SHALL DETERMINE ACTUAL AMENDMENTS.
15. CONTRACTOR RESPONSIBLE FOR EROSION AND SEDIMENT CONTROL AT ALL TIMES. EROSION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED UNTIL DISTURBED AREAS ARE STABILIZED. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE CHECKED BEFORE AND AFTER ALL STORMS TO ENSURE ALL MEASURES ARE FUNCTIONING PROPERLY.
16. ALL AREAS THAT ARE EXPOSED SHALL BE PLANTED WITH HYDROSEED MIX. NO AREAS SHALL BE LEFT EXPOSED DURING THE WINTER MONTHS. EXPOSED SURFACES SHALL HAVE EROSION CONTROL MEASURES IN PLACE PRIOR TO OCTOBER 1.
17. ALL SEDIMENT DEPOSITED ON PAVED ROADWAYS, HARDSCAPES, SIDEWALKS OR OTHER NON-PLANTER AREAS SHALL BE SWEEPED AT THE END OF EACH WORKING DAY.
18. CONTRACTOR SHALL ADHERE TO THE REQUIREMENTS OF THE CIVIL EROSION CONTROL PLAN AND/OR THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP) IN ADDITION TO THESE MINIMUM REQUIREMENTS (AS APPLICABLE).
19. ALL EXISTING TREES TO REMAIN SHALL BE PROTECTED FROM DAMAGE AT ALL TIMES. DO NOT STORE CONSTRUCTION EQUIPMENT BELOW THE CANOPY OF ANY TREES TO REMAIN. DAMAGE TO ANY EXISTING TREES OR PLANT MATERIAL TO REMAIN SHALL BE REPLACED BACK TO ORIGINAL CONDITIONS AT NO ADDITIONAL COST TO THE OWNER.
20. SOD AREAS TO BE PREPPED WITH A MIN 3" AMENDED SOIL. AMENDMENTS TO BE INSTALLED PER THE RECOMMENDATIONS OF THE SOILS REPORT.
21. ALL PLANTER AREAS TO BE FREE FROM DEBRIS, TRASH, CONSTRUCTION MATERIAL, WOOD, ETC WITHIN THE TOP 6" OF THE SOIL. SOIL SHALL BE FREE FROM STONES GREATER THAN 1" IN DIAMETER WITHIN THE TOP 6" OF SOIL PROFILE.

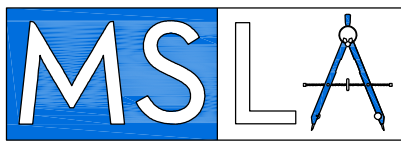
PLANT LEGEND

SYM	BOTANICAL/ COMMON NAME	SIZE	QTY	REMARKS
	TREES			
	CELTIS SINENSIS- CHINESE HACKBERRY	15 GAL	5	STANDARD
	PYRUS CALLERYANA- FLOWERING PEAR	15 GAL	2	STANDARD
	SHRUBS			
	ARCTOSTAPHYLOS EMERALD CARPET/ CARPET MANZANITA	5 GAL	-	
	DIETES VEGETA/ FORTNIGHT LILY	1 GAL	-	
	LAVANDULA ANGUSTIFOLIA/ ENGLISH LAVENDER	1 GAL	-	
	RHAPHIOLEPIS BALLERINA/ INDIAN HAWTHORN	5 GAL	-	
	NOTE: INSTALL ROCK MULCH IN PLANTER AREAS TO MATCH EXISTING MULCH			



PARKING TREE CANOPY SHADE PROVIDED

TREE	FULL	1/2	1/4
HACKBERRY	0 x 962 = 0	4 x 481 = 1,924	0 x 240 = 0
PEAR	0 x 707 = 0	1 x 354 = 354	0 x 177 = 0
SHADE CALCULATIONS (MINIMUM 50% SHADE COVERAGE REQUIRED AT TREE MATURITY)			
PARKING AREA: 4,278 SF	TOTAL SHADE PROVIDED: 2,278 SF	SHADE PERCENTAGE: 53%	

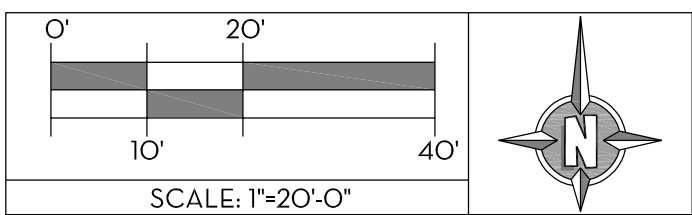


LANDSCAPE ARCHITECTURE, Inc.
306 Canyon Falls Dr. Folsom, CA 95630
916.989.3372 www.msladesign.com



PRELIMINARY LANDSCAPE PLAN

JUNE 14, 2021



SHEET

P1

OF

TOTAL

1