



AGENDA

May 23, 2019

PLANNING COMMISSION MEETING

7:00 p.m.

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

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 May 9, 2019

5.2. NIPA PCL CO-22 - Campus Oaks Apartments Phase 2

Continue this item to the June 13, 2019 Planning Commission Meeting.

6. REQUESTS/PRESENTATIONS

6.1. NCRSP PCL 49 - MPP Stage 1 Mod and Stage 2

REQUEST

The project includes text-only Specific Plan and Ordinance amendments to remove the limitation on the square footage of permitted retail and restaurant uses, and allow general medical services as a permitted use. The project also includes a Major Project Permit Stage 1 Modification to divide Parcel 7 into two parcels and Parcel 9 into three parcels; eliminate 16,000 SF of office and add 6,000 SF of restaurant on Parcel 6; eliminate 68,000 SF of office and add 22,000 SF of restaurant on Parcel 7; add 40,000 SF of retail on Parcel 9; eliminate 25,000 SF of office and 130,000 SF of Community Assembly (church), add 108,500 SF of retail and 1,500 SF of restaurant on Parcel 10; and add 24,000 SF of medical office on Parcel 11. The project also includes a Major Project Permit Stage 2 for approval of a 108,500 SF furniture store with a 1,500 SF restaurant.

Applicant: Kris Steward, Phillips Land Law, Inc.

Owner: John Stewart, BSO, LLC

SUMMARY RECOMMENDATION

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

- A. Consider the Addendum to the NCRSP PCL49 Bayside Church/Topgolf Mitigated Negative Declaration,
- B. Recommend City Council approve the text-only Specific Plan Amendment,
- C. Recommend City Council adopt the two (2) findings of fact and approve the text-only Ordinance Amendment,
- D. Adopt the two (2) findings of fact and approve the Modification of a Major Project Permit Stage 1 subject to eleven (11) conditions of approval, and
- E. Adopt the two (2) findings of fact and approve the Major Project Permit Stage 2 subject to eighty-six (86) conditions of approval.

6.2. INFILL PCL 246 - Roseville Old Town Lofts - 241 Nevada Ave. - PL18-0178
(Item continued from the May 9, 2019 Planning Commission Meeting)

Due to a public noticing error for the May 9, 2019 Planning Commission hearing, Agenda Item 6.2 – INFILL PCL 246 – Roseville Old Town Lofts (File #PL18-0178) was continued to the May 23, 2019 hearing. No changes have been made to the project.

REQUEST

The project consists of the construction of 23 attached single-family dwelling units. The project includes a request for a General Plan Amendment to change the land use designation of the property from Business Professional (BP) to High Density Residential (HDR), a Design Review Permit for construction of 23 single-family units and to modify the development standards of the existing

Attached Housing (R3) zone, a Tentative Subdivision Map, and a Tree Permit.

Applicant: Phil Harvey, Kuchman Architects

Owner: Robert Pegos

SUMMARY RECOMMENDATION

- A. Adopt the Roseville Old Town Lofts Mitigated Negative Declaration and the Mitigation Monitoring and Reporting Program;
- B. Recommend the City Council approve the General Plan Amendment (Text and Land Use Map);
- C. Adopt the four (4) findings of fact and approve the Design Review Permit subject to sixty-eight (68) conditions of approval;
- D. Adopt the three (3) findings of fact and approve the Tentative Subdivision Map subject to sixty-eight (68) conditions of approval; and
- E. Adopt the two (2) findings of fact and approve the Tree Permit subject to twenty-one (21) conditions of approval.

7. BOARD MEMBER / COMMISSIONER / STAFF REPORT

7.1. Planning Commission Meeting Start Time

RECOMMENDATION

Staff recommends the Planning Commission discuss modifications to the start time of Commission meetings and determine whether to request the City Council maintain or modify the current Planning Commission start time.

8. ADJOURNMENT



PLANNING COMMISSION COMMUNICATION

Title: Minutes of May 9, 2019

Contact: Jodie Munson, jmunson@roseville.ca.us, 916-774-5418

Meeting Date: 5/23/2019

Item #: 5.1.

ATTACHMENTS:

Description

Minutes of May 9, 2019



MINUTES

May 9, 2019

PLANNING COMMISSION MEETING

7:00 p.m.

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

1. CALL TO ORDER

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

2. ROLL CALL

Present: Caporusso, Jensen, Krafka, Martin, Mendonsa

Absent: Brashears, Dohner

3. PLEDGE OF ALLEGIANCE

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

4. PUBLIC COMMENTS

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

5. CONSENT CALENDAR

Motion by Robert Jensen, seconded by Tracy Mendonsa, to approve the Consent Calendar. The Motion Passed.

Roll Call Vote: Ayes: Caporusso, Jensen, Martin, Mendonsa, Krafka as to item 5.1 only

Chair Krafka recused himself from voting on item 5.2 due to a conflict of interest; his employer, Cunningham Engineering, was a consultant for Placer County, providing civil engineering and landscape architecture design on the project - Placer County Coroner's Office, 10951 Veterans Dr - PL # 19-0042.

5.1. Minutes of April 25, 2019

5.2. NIPA PCL 55 - Placer County Coroner's Office - 10951 Veterans Dr - PL # 19-0042

REQUEST

The applicant requests approval of a Major Project Permit Stage One Modification and Major Project Permit Stage Two to allow construction of a one-story, 19,492 square foot steel and concrete structure to be used as a coroner's facility, with parking for eight visitors. Additionally, there will be a secure parking area with 34 spaces for staff and official vehicles to the north of the building. The secure yard will be screened with an eight-foot-tall, split face concrete masonry wall with an ornamental iron swinging vehicular gate.

Applicant: Mike Smith, Nacht & Lewis

Owner: Placer County

SUMMARY RECOMMENDATION

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

- A. Consider the Addendum to the South Placer Justice Center Mitigated Negative Declaration.
- B. Adopt the two (2) findings of fact and approve the Major Project Permit Stage One Modification subject to seventeen (17) conditions of approval; and
- C. Adopt the two (2) findings of fact and approve the Major Project Permit Stage Two subject to seventy-one (71) conditions of approval.

6. REQUESTS/PRESENTATIONS

6.1. NIPA PCL 50 - Foothills 30 Major Grading Plan - 7465 Foothills Bl. - PL # 18-0414

REQUEST

The applicant requests a Major Grading Plan approval to allow rough grading in two phases at the northeast corner of Foothills Blvd. and Pleasant Grove Blvd. Phase one involves removing berms along the frontages of the two roads and phase two involves using the cut from phase one as fill to create a level pad area in the southwest corner of the site for future development. A tree permit is also requested to remove three native oak trees on the site.

Applicant: Tiffany Wilson, RSC Engineering, Inc

Owner: Thad Johnson, Pappas Investments, For: Foothills 30 LLC

SUMMARY RECOMMENDATION

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

- A. Adopt the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program;
- B. Adopt the three (3) findings of fact and approve the Major Grading Plan subject to thirty (30) conditions of approval; and
- C. Adopt the two (2) findings of fact and approve the Tree Permit subject to seventeen (17) conditions of approval.

Assistant Planner, Sean Morales, presented the staff report.

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

Applicant, Tiffany Wilson, RSC Engineering, Inc., stated she had received a copy of the staff report and was in agreement with the staff's recommendation. Additionally, she introduced, Owner, Thad Johnson, Pappas Investments, For: Foothills 30 LLC, who was present during the Planning Commission meeting.

Chair Krafka closed the public hearing.

Commissioner Discussion:

- None

Motion by Justin Caporusso, seconded by Robert Jensen, to adopt the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program; to adopt the three (3) findings of fact and approve the Major Grading Plan subject to thirty (30) conditions of approval; and to adopt the two (2) findings of fact and approve the Tree Permit subject to seventeen (17) conditions of approval. The Motion Passed.

Roll call vote: Ayes: Caporusso, Jensen, Krafka, Martin, Mendonsa

Absent: Brashears, Dohner

6.2. INFILL PCL 246 - Roseville Old Town Lofts - 241 Nevada Ave. - PL # 18-0178

REQUEST

The project consists of the construction of 23 attached single-family dwelling units. The project includes a request for a General Plan Amendment to change the land use designation of the property from Business Professional (BP) to High Density Residential (HDR), a Design Review Permit for construction of 23 single-family units and to modify the development standards of the existing Attached Housing (R3) zone, a Tentative Subdivision Map, and a Tree Permit.

Applicant: Phil Harvey, Kuchman Architects
Owner: Robert Pegos

SUMMARY RECOMMENDATION

- A. Adopt the Roseville Old Town Lofts Mitigated Negative Declaration and the Mitigation Monitoring and Reporting Program;
- B. Recommend the City Council approve the General Plan Amendment (Text and Land Use Map);

- C. Adopt the four (4) findings of fact and approve the Design Review Permit subject to sixty-eight (68) conditions of approval;
- D. Adopt the three (3) findings of fact and approve the Tentative Subdivision Map subject to sixty-eight (68) conditions of approval; and
- E. Adopt the two (2) findings of fact and approve the Tree Permit subject to twenty-one (21) conditions of approval.

Derek Ogden, Senior Planner, removed item 6.2, INFILL PCL 246 - Roseville Old Town Lofts - 241 Nevada Ave. - PL # 18-0178, from the May 9, 2019 Planning Commission Meeting agenda due to a noticing error. This item will be heard at the May 23, 2019 Planning Commission Meeting.

7. BOARD MEMBER / COMMISSIONER / STAFF REPORT

Staff Report:

- City Council changed the start time of the City Council meetings to 6 p.m. The start time of Planning Commission meetings will be added to the May 23, 2019 Planning Commission meeting agenda for discussion.
- City Council approved the Huntington Apartments project on May 1st.
- City Council approved the NIPA PCL 25 Rezone project on May 1st.

Commission Report:

- In response to the possibility of changing the Planning Commission meeting start time, please bring to the May 23, 2019 Planning Commission meeting, background information on neighboring cities Planning Commission meetings and start times.
- Congratulations and welcome Matt Todd to the dais.

8. ADJOURNMENT

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



PLANNING COMMISSION COMMUNICATION

Title: NCRSP PCL 49 - MPP Stage 1 Mod and Stage 2
Contact: Lauren Hocker, lhocker@roseville.ca.us, 916-774-5272

Meeting Date: 5/23/2019
Item #: 6.1.

ATTACHMENTS:

Description

Staff Report
Exhibit A Addendum
Exhibit B NCRSP Redlines
Exhibit C Parcel 49A PD Ordinance redlines
Exhibit D Site Plan
Exhibit E Grading Plan
Exhibit F Utility Plan
Exhibit G Phasing Plan
Exhibit H Pedestrian Plan
Exhibit I Landscape Plan
Exhibit J Living Spaces Site Plan
Exhibit K Living Spaces Landscape Plan
Exhibit L Living Spaces Elevations
Exhibit M Living Spaces Floorplans

ITEM 6.1: **Specific Plan Amendment, Ordinance Amendment, Modification of a Major Project Permit, and Major Project Permit Stage 2 – 1720 Freedom Way – NCRSP PCL 49 - MPP Stage 1 Mod and Stage 2 – PL18-0388**

REQUEST

The project includes text-only Specific Plan and Ordinance amendments to remove the limitation on the square footage of permitted retail and restaurant uses, and allow general medical services as a permitted use. The project also includes a Major Project Permit Stage 1 Modification to divide Parcel 7 into two parcels and Parcel 9 into three parcels; eliminate 16,000 SF of office and add 6,000 SF of restaurant on Parcel 6; eliminate 68,000 SF of office and add 22,000 SF of restaurant on Parcel 7; add 40,000 SF of retail on Parcel 9; eliminate 25,000 SF of office and 130,000 SF of Community Assembly (church), add 108,500 SF of retail and 1,500 SF of restaurant on Parcel 10; and add 24,000 SF of medical office on Parcel 11. The project also includes a Major Project Permit Stage 2 for approval of a 108,500 SF furniture store with a 1,500 SF restaurant.

Applicant – Kris Steward, Phillips Land Law, Inc.
Owner – John Stewart, BSO, LLC

SUMMARY RECOMMENDATION

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

- A. Consider the Addendum to the NCRSP PCL49 Bayside Church/Topgolf Mitigated Negative Declaration,
- B. Recommend City Council approve the text-only Specific Plan Amendment,
- C. Recommend City Council adopt the two (2) findings of fact and approve the text-only Ordinance Amendment,
- D. Adopt the two (2) findings of fact and approve the Modification of a Major Project Permit Stage 1 subject to eleven (11) conditions of approval, and
- E. Adopt the two (2) findings of fact and approve the Major Project Permit Stage 2 subject to eighty-six (86) 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 North Central Roseville Specific Plan (NCRSP) Parcel 49 site has been anticipated for development since the 1990 adoption of the NCRSP. In 2000, a project for a Rezone, General Plan, Specific Plan, and Development Agreement Amendment was approved for NCRSP Parcel 49, which established a new Planned Development (PD) zone for a portion of the site that allowed for retail, restaurant, lodging, educational, and office uses in addition to light industrial uses. In 2007, the City Council designated NCRSP Parcel 49 as a Corporate Center Site, which allowed for an increased building height limit and additional square footage, while also limiting the square footage of retail and restaurant uses. The additional square footage increased the development potential of the site to 1.2 million square feet. This development potential has been programed in the City's service demand models.

On February 26, 2015, the Planning Commission approved several entitlements for development of the NCRSP Parcel 49 site with the project identified as NCRSP Parcel 49 Bayside Church/Topgolf (File Number PL14-0252). The project included the following:

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

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

On October 27, 2016, the Planning Commission approved a MPP Stage 1 Modification permit to modify the uses on the Phase 2A parcels within the NCRSP Parcel 49 site (File Number PL16-0168). The modification replaced the approved buildings with a 104-room hotel and a 107-room hotel. The modification resulted in a reduction of 17,600 square feet of retail uses and 7,500 square feet of office uses and an overall increase of 86 hotel rooms for the NCRSP Parcel 49 site. Also approved was the building architecture and on-site improvements for the two hotel parcels, identified as Phase 2A, as well as a Lot Line Adjustment.

On December 14, 2017, the Planning Commission approved second MPP Stage 1 Modification to change the approved site layout for Parcels 1, 2, and 5. The project increased restaurant square footage by 5,475 square feet and decreased retail square footage by 9,625 square feet. The project included a Major Project Permit Stage 2 for the four single-story restaurant and retail buildings on Parcels 1, 2, and 5 (File Number PL17-0055).

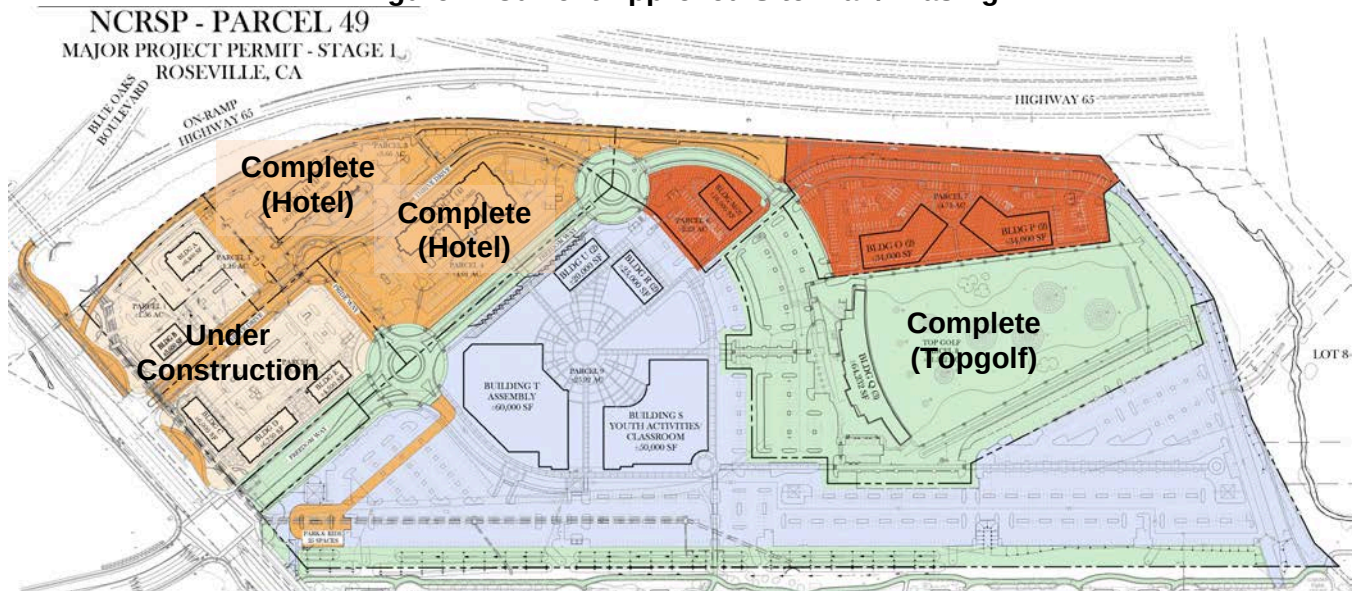
The current approved site plan for Parcel 49 is shown in Figure 2. The areas shown in light green are the Phase 1 improvements, which include Topgolf, the primary road through the site, and the landscaping area between the site and the nearby residential neighborhoods; these improvements have all been completed. The orange areas are part of Phase 2A, which includes both hotels, additional connecting roads and parking, Washington Boulevard frontage improvements, and a park and ride lot; these improvements have all been completed. The tan areas along the Washington Boulevard frontage are part of Phase 2B, which includes retail and restaurant pad buildings; these improvements are under

Figure 1: Project Location



construction and are nearing completion. The remainder of the site (dark orange and light blue) is undeveloped, and is the subject of the current proposed modification.

Figure 2: Current Approved Site Plan/Phasing



The proposed project layout and phasing are shown in Figure 3, and the proposed project uses compared to previously approved uses are shown in Table 1. As shown, the proposed project will take the remaining two phases on the site and divide these into three phases, as follows: one phase (in light blue) for the proposed Living Spaces furniture store and parking areas, one phase (in dark blue) for the pad buildings near Topgolf, and one phase for the remainder of site development. As shown in the figure, the project replaces three offices with restaurant pads, removes two buildings, replaces Bayside Church with the Living Spaces furniture store, and adds two new medical offices and one new retail building. While the project increases the number of buildings on the site from 15 to 16 buildings, the project would decrease the total square footage approved on the site by 44,123 square feet.

The project would change the mix of uses on the site. The approved site uses include over 100,000 square feet of office uses and 130,000 square feet of community assembly for Bayside Church. The applicant proposes to remove all 130,000 square feet of community assembly use and reduce the office use by 85,000 square feet, and increase retail uses by 150,000 square feet. The NCRSP and the Parcel 49A Planned Development Ordinance designate the property as a Corporate Center, which includes a minimum amount of office square footage and restricts the percentage of the site which can be developed with retail uses. The purpose of these restrictions is to promote and support major corporate research and development users. However, a corporate user for the site has not been identified, and the current development pattern on the site is not conducive to locating a corporate office center in this location. Approximately half of the site is already developed with retail, hotels, and a sports and recreation facility (TopGolf), and much of this development has occurred along the site frontage. Given these factors, the applicant is proposing to remove the corporate center restrictions. The project includes a text-only amendment to the NCRSP and a text-only amendment to the Parcel 49A Planned Development Ordinance, which will remove the restrictions on the amount of retail on the site and add general medical offices as a permitted use.

Figure 3: Proposed Site Plan/Phasing

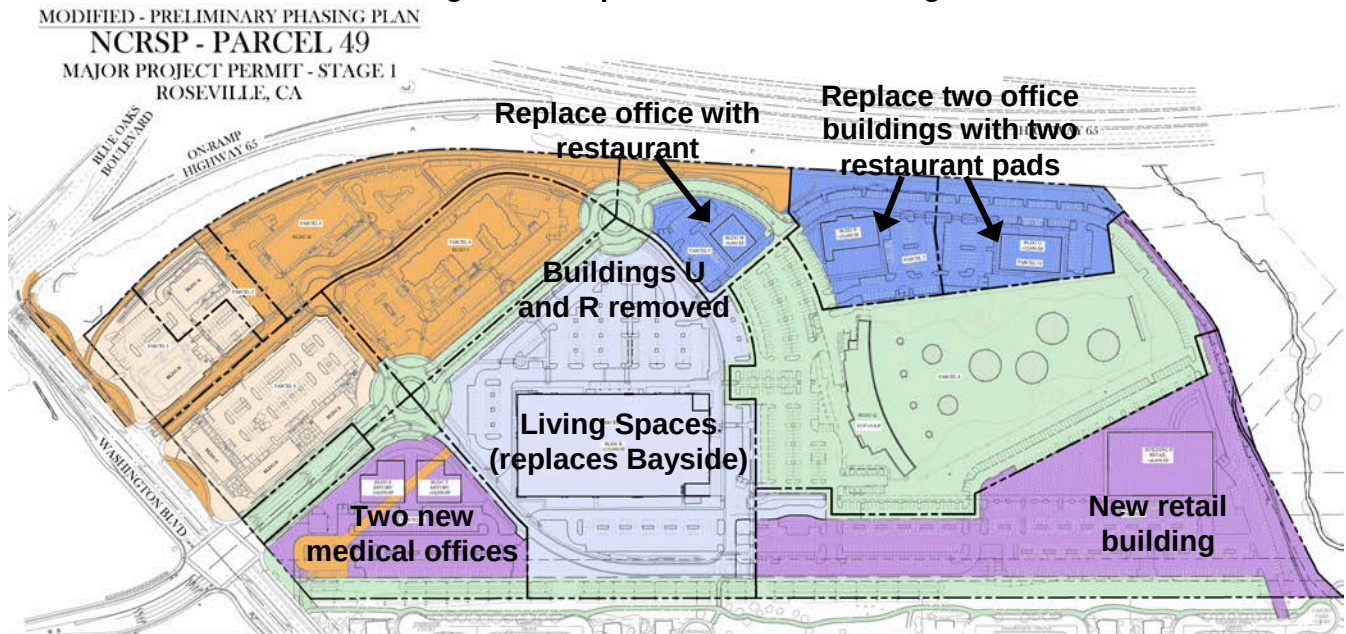


Table 1: Comparison of Approved and Proposed Uses

Use Summary	Originally Approved ¹	Currently Approved ²	Proposed
Hotel	83,700 SF (125 rooms)	148,790 SF (211 rooms)	148,790 SF (211 rooms)
Restaurant	11,200 SF	16,675 SF	46,175 SF
Retail	37,800 SF	10,575 SF	159,075 SF
Office	116,500 SF	109,000 SF	24,000 SF
Community Assembly	130,000 SF	130,000 SF	0 SF
Recreation	64,232 SF	64,232 SF	64,232 SF
TOTAL	446,732	479,272	435,149
1. File Number PL14-0252 2. File Number PL17-0055			

SITE INFORMATION

Location: 1720 Freedom Way

Total Size: 58.9 acres

Topography and Setting:

EVALUATION: SPECIFIC PLAN AMENDMENT AND ORDINANCE AMENDMENT

Proposed amendments to a Specific Plan are analyzed for consistency with the goals and policies of the plan; there are no specific findings required for approval. Zoning Ordinance Section 19.86.050 specifies that recommendations for approval or denial of a Zoning Ordinance Amendment shall include consideration of the proposed amendment's consistency with:

1. The public interest, health, safety, or welfare of the City, and

2. The General Plan and any applicable Specific Plan.

The site has a land use designation of Light Industrial. Most of the site has a zoning designation of Planned Development/Special Area–North Central Roseville Specific Plan (PD/SA-NC), but the southeastern side of the site under the power lines has a zoning designation of Light Industrial/Special Area–North Central Roseville Specific Plan (M1/SA-NC). Ordinance 4643, the Parcel 49A Planned Development Ordinance (PD Ordinance), lists the development standards and the permitted uses, and this language is repeated within the NCRSP. Currently, the NCRSP and PD Ordinance restricts commercial uses to those which are compatible with an office park, and because the office park uses are prioritized, also restricts the amount of retail use to 20 percent of planned square footage. The proposed Specific Plan Amendment and Ordinance Amendment (Exhibits B and C) would remove the limit on retail square footage and replace language discussing the corporate center designation with language describing the uses proposed for the site.

As discussed in the Background section, the applicant has proposed to remove the corporate center restrictions on the site because this property is no longer conducive to the development of such a use. Approximately fifty percent of the site is developed at this time, with retail uses on the frontage. The remaining undeveloped area includes land encumbered by power line easements, which further limits the land available on the site for development of buildings. Given the existing development pattern of the site, the applicant has requested land use text amendments which will allow the site to continue developing in the established pattern, with a focus on retail, restaurant, and some smaller office buildings.

In addition to removing limitations on retail uses, medical services (Medical Services, General) would be added to the list of permitted uses. This use type includes business which provide personal health services on an outpatient basis, such as medical offices, dental offices, laboratories, clinics, and offices for practitioners. According to the City's Zoning Ordinance, medical services are an unconditionally permitted use within all commercial zone districts, but are not permitted within industrial zone districts. The site has been designated for a corporate center focused on industrial research and development, and therefore excluding medical services from the list of permitted uses was consistent with the Zoning Ordinance. However, with this proposal the site is transitioning to a more traditional commercial center, with retail, restaurants, and entertainment. Therefore, updating the use list to allow medical services is consistent with the proposed use of the site as a commercial center.

The proposed Specific Plan and Ordinance Amendments are consistent with the existing and proposed uses on the site, and will allow beneficial use of the property. The proposed Ordinance Amendment is consistent with the public interest, health, safety, and welfare of the City, and also with the General Plan and NCRSP.

EVALUATION: MAJOR PROJECT PERMIT

The proposed project is being evaluated through the Major Project Permit (MPP) entitlement process. The intent of the MPP process is to streamline the review of large and diverse projects that could be constructed over a period of several years. The MPP process allows for the resolution of site issues prior to the review of more detailed architectural and landscape issues that may not be finalized at the time the site plan is ready. In accordance with the City's MPP Ordinance, the MPP review process is segregated into separate stages. The evaluation section of this report includes an analysis of the requested MPP Stage 1 Modification and MPP Stage 2. Each entitlement is analyzed separately for its consistency with the goals and policies of the applicable regulations, including the General Plan, the Zoning Ordinance, the Community Design Guidelines (CDG), and the NCRSP. The findings for a Major Project Permit Stage 1 (or modification of same) are included below in ***italicized, bold*** text.

- 1. The Preliminary Development Plan is consistent with the General Plan, applicable Specific Plan, and adopted City design guidelines; and**
- 2. The design and installation of the Preliminary Development Plan shall not be detrimental to the public health and safety, or be materially detrimental to the public welfare.**

The findings for a Major Project Permit Stage 2 are as follows:

- 1. The Architecture and Landscaping is consistent with the General Plan, applicable Specific Plan, and adopted City design guidelines; and Phase 1 approval; and**
- 2. The design and installation of the Preliminary Development Plan shall not be detrimental to the public health and safety, or be materially detrimental to the public welfare.**

These findings are essentially the same, with the MPP 1 findings referring to the preliminary development plan, and the MPP 2 findings referring to the architecture and landscaping, as well as consistency with the Stage 1 project. Therefore, for the purposes of this evaluation, the modifications to both stages are examined together.

The proposed project maintains the same overall vehicle access and circulation pattern, landscaping plan, grading plan, and utility plan. The proposed changes are focused on parking, driveway, and pedestrian pathway changes in response to the new and reconfigured buildings on the site.

Vehicle Access and Circulation

The project maintains the same overall access and circulation pattern. The proposed Living Spaces project adds a new driveway onto Freedom Way as well as several driveways onto other minor internal roads (see the areas circled in red on Figure 4), in response to the addition of new parking areas around the building. A traffic impact study was prepared by Fehr and Peers for the project, which included an evaluation of the proposed modifications. The evaluation suggested two items to consider: that the proposed length of a drive aisle could lead to driver frustration, and that the turning radius of one new driveway might be narrow. City Engineering staff also reviewed the proposal and found it to conform with City design standards, which includes the turning radius of the drive aisle. In addition, while the City design standards and the Zoning Ordinance contain standards related to drive-aisle width and overall geometrics, there are no standards related to length. Staff have concluded the site vehicle access and circulation design meets standards, and will not be detrimental to public health and safety.

Pedestrian Access and Circulation

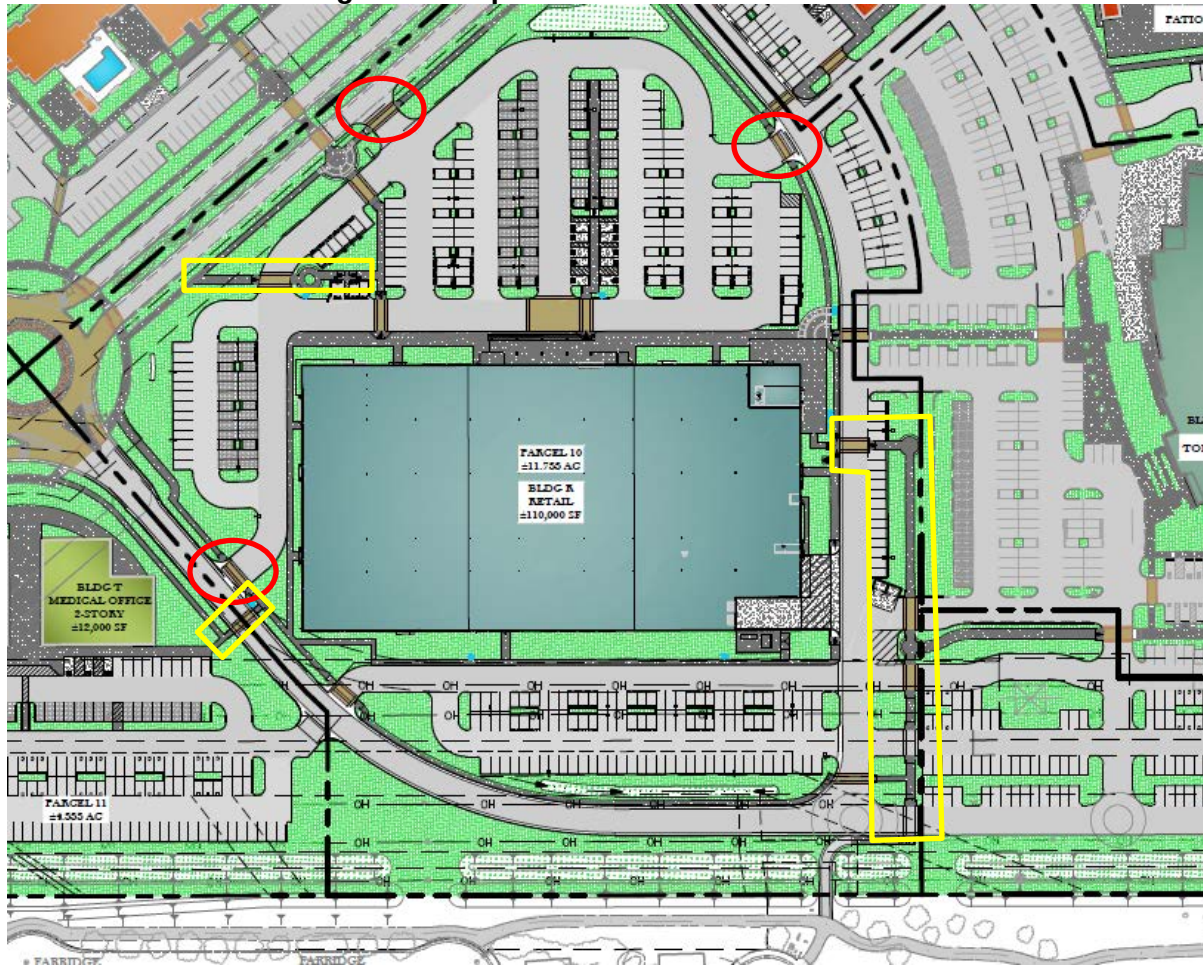
The project adds several new parking areas, and shifts the location and orientation of several buildings. As a result, the project includes new and realigned pedestrian pathways. The areas bordered in yellow on Figure 4 show the main areas where new or realigned pedestrian pathways are proposed. The two pathways on the left side of Figure 4 are new, and increase pedestrian connectivity of the Living Spaces parcel to the other retail, restaurant, and proposed medical uses on the site.

The largest pathway shown on the exhibit, on the right side of Figure 4, has been realigned. This section of pathway connects to the off-site trail system, and is a primary point of pedestrian access into the Parcel 49 site. The approved alignment of this pathway would be alongside the side of the Living Spaces building, where it would cross in front of the proposed loading dock. Staff was concerned both about user conflicts and the aesthetics of this pathway alignment, and as a result the applicant reconfigured several landscape planters and shifted the pathway alignment away from the side of the building. This new alignment places the bulk of the pathway within landscaping rather than alongside the building, which will enhance the pedestrian environment. This alignment also shifts the drive-aisle crossings away from the main aisle, and onto side-aisles which are likely to be less heavily traveled. Overall, staff

concluded that the realignment improved the pedestrian environment while maintaining the connection through the site.

In addition to pedestrian pathways designed to serve the entire site, the Living Spaces proposal also includes other walkways designed to serve its customers. This includes a large area of specialized paving in front of the building, to create a pedestrian entryway from the parking lot into the front entrance. A walkway also surrounds the entire building, so that people who choose to park behind the building have an easy path of travel around the building to reach the front entrance.

Figure 4: Proposed Site Plan Modifications



Parking

The approved Major Project Permit for the site results in a total parking requirement of 2,281 spaces, and the approved site plan provides 2,749 spaces, which is 468 more spaces than the minimum required. This additional parking is not distributed evenly over Parcel 49. Some lots within the overall site have fewer spaces than needed, while others have excess spaces. As an example, Parcel 3 contains 104 spaces, but the hotel on this parcel requires 107 spaces, and Parcel 4 contains 110 spaces, but the hotel on this parcel requires 104 spaces. For this reason, parking on the entirety of Parcel 49 is shared, and pursuant to conditions of approval, a reciprocal access and parking agreement is recorded over the site. This allows compliance with the City's minimum parking standards to be assessed for the site as a whole, rather than on a lot-by-lot basis. However, as a design consideration, the staff report does evaluate whether needed shared parking is adjacent or within easy walking distance.

As a result of the proposed changes in uses, the parking requirement for Parcel 49 reduces to a total of 1,860 spaces and the project will provide 2,292 spaces, which exceeds the required minimum parking by 452 spaces. The project also reconfigures parking on the site in response to the new and reconfigured buildings. Of the proposed new and reconfigured buildings, only Building M (restaurant) has fewer parking spaces within its parcel than required (53 spaces provided and 60 spaces required). However, the adjacent restaurant spaces have 21 more spaces than is required, so there are ample parking spaces within walking distance. All of the other proposed new or reconfigured buildings are located on Parcels within the overall site which contain the minimum parking needed to support the use. This includes the Living Spaces site, which provides the required 377 spaces for the retail and restaurant uses.

Landscaping

The proposed project reconfigures the approved Parcel 49 landscaping plan to conform to the new and reconfigured buildings and parking lots, but the plant palette and proposed planting densities remain unchanged. Therefore, this portion of the analysis focuses on the detailed landscaping plans included for the Living Spaces proposal, as part of the MPP Stage 2 submittal.

The Living Spaces landscaping plan includes the extensive use of trees within all of the landscaped areas on the site, including along the front, sides, and rear of the building. The trees alongside the building are designed to soften and add interest to the façade, particularly on the rear of the building. Trees proposed on the rear of the building include flowering accent trees for seasonal interest (ornamental pear and eastern redbud), but also includes the use of Afghan pine, which is a large (up to 80 feet tall) evergreen tree which will provide year-round screening. The rear of the building faces the residential area, and the evergreen trees will soften the façade at all times of the year. Screen planting for the loading dock is also proposed, with a dense stand of yew pine proposed in this area. Yew pine is also an evergreen species.

In addition to focusing planting alongside the building and in the parking areas, the applicant has also proposed dense tree canopy and shading of the main pedestrian pathways, in order to promote an attractive pedestrian environment. In general, trees are proposed on both sides of the main pedestrian pathways, along with vibrant understory planting.

The parking lot in front of the building includes large parking lot shade species such as southern live oak and Chinese pistache, but also includes some large accent trees near the building front, such as crimson spire oak. The parking lot at the rear of the building is within the powerline easements, where large trees are not permitted due to the need to maintain clearance. The trees in this portion of the parking lot reach a maximum height of 25 feet, and includes species such as desert willow and indian hawthorn. As proposed, the overall Parcel 49 site will provide 50% parking lot shade, and the Living Spaces site stand-alone will provide 56% parking lot shade, which is consistent with Community Design Guidelines Policy CC-64.

Architecture

The proposed project does not include any changes to the design guidelines applicable to Parcel 49, and therefore this portion of the analysis focuses on the detailed elevations included for the Living Spaces proposal, as part of the MPP Stage 2 submittal. The Living Spaces building design employs a modern architectural façade and style, which is consistent with other buildings which are under development on Parcel 49. This style employs clean lines, the use of metal, reliance on a neutral color palette, and rectilinear building forms. Renderings of the building entry and the rear of the building are included as Figure 5 and Figure 6.

Figure 5: Rendering of Front Entry



Figure 6: Rendering of Rear Elevation



The proposed building includes the use of concrete panels, stone veneer, glass, and metal canopies, in order to provide variation in materials. All four facades include pop-outs, which provide variation in both the wall plane and the roofline. All but one of the stone-surround pop-outs include either glass storefronts or—in the case of the rear of the building—faux glass storefronts. The body color for the building is a very pale grey, and each element of façade or roofline articulation provides additional interest by using a darker color (either a dark grey or dark brown) or a change in material. The rear of the building, which faces the residential area, includes some of the same features as the front of the building, but adds a band of the dark brown color near the top of the façade and two corner elements. These features break

up the length and height of the façade, especially when taking into account the addition of the proposed landscaping at the rear of the building. The overall building has been designed to include variation in colors, materials, wall planes, and rooflines on all sides. The project is consistent with the intent of the Community Design Guidelines.

CONCLUSION

The proposed MPP Stage 1 Modification and MPP Stage 2 is consistent with the intent of the original approval, is consistent with the General Plan, North Central Roseville Specific Plan, and Community Design Guidelines, and will not be detrimental to public health, safety, or welfare.

ENVIRONMENTAL DETERMINATION

Consistent with CEQA Guidelines Section 15164, regarding previously adopted negative or mitigated negative declarations, an Addendum may be prepared if only minor technical changes or additions are necessary or none of the conditions requiring a subsequent Environmental Impact Report or negative declaration have occurred. Consistent with this section, an Addendum to the NCRSP PCL 49 Bayside Church/Topgolf Mitigated Negative Declaration (adopted February 26, 2015) has been prepared for the project. The Addendum did not identify any new significant environmental impacts; the project impacts are within the scope of the previously-adopted Mitigated Negative Declaration.

PUBLIC OUTREACH

The proposed project was distributed to the various agencies and departments which have requested notice of City applications, and all comments were considered and incorporated into the Conditions of Approval, as appropriate. Notice of the application was also distributed to the Roseville Coalition of Neighborhood Associations (RCONA). No comments were received. A neighborhood meeting was held on April 30, 2019 to discuss the project and receive feedback. Notice of this meeting was mailed to all property owners within 300 feet, to RCONA, and to a list of interested persons from previous projects on this site. The neighborhood meeting was attended by 12 people. Attendees had questions about overall Parcel 49 development and status, and the proposed operational plan for Living Spaces, but no concerns were expressed. Several attendees expressed support for the proposal to modify the site uses and add Living Spaces.

A public notice of the Planning Commission hearing was published on May 10, 2019 and was distributed to all property owners within 300 feet of the project site. E-mail notification was provided to all interested people who provided their contact information at the neighborhood meeting. To date, no comments have been received.

RECOMMENDATION

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

- A. Consider the Addendum to the NCRSP PCL49 Bayside Church/Topgolf Mitigated Negative Declaration.
- B. Recommend City Council approve the text-only **Specific Plan Amendment – 1720 Freedom Way – NCRSP PCL 49 - MPP Stage 1 Mod and Stage 2 – PL18-0388**.
- C. Recommend City Council adopt the findings of fact as stated in the staff report and approve the text-only **Ordinance Amendment – 1720 Freedom Way – NCRSP PCL 49 - MPP Stage 1 Mod and Stage 2 – PL18-0388**.

- D. Adopt the findings of fact as stated in the staff report and approve the **Modification to a Major Project Permit Stage 1 – 1720 Freedom Way – NCRSP PCL 49 - MPP Stage 1 Mod and Stage 2 – PL18-0388** subject to eleven (11) conditions of approval.
- E. Adopt the findings of fact as stated in the staff report and approve the **Major Project Permit Stage 2 – 1720 Freedom Way – NCRSP PCL 49 - MPP Stage 1 Mod and Stage 2 – PL18-0388** subject to eighty-six (86) conditions of approval.

CONDITIONS OF APPROVAL FOR MODIFICATION OF A MAJOR PROJECT PERMIT

1. This Major Project Permit modification approval shall be effectuated within a period of two (2) years from **May 23, 2019** and if not effectuated shall expire on **May 23, 2021**. Prior to said expiration date, the applicant may apply for an extension of time, provided this approval does not extend the expiration beyond **May 23, 2022**. (Planning)
2. The project is approved as shown in Exhibits D - I and as conditioned or modified below. (Planning)
3. The project is subject to the previously approved conditions of approval for the MPP Stage 1 -NCRSP PCL49 Bayside Church/Topgolf (PL14-0252), NCRSP PCL49 Hotels (PL16-0168), and NCRSP PCL49 Freedom Point (PL17-0055) projects, except as conditioned or modified below. (Planning)
4. The project shall comply with all required environmental mitigation identified in the NCRSP PCL49 Bayside Church/Topgolf Mitigated Negative Declaration and Addendums. (Planning)
5. 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. Indicate location of required bike racks and lockers. (Alternative Transportation, Building).
6. Medical offices shall include a designated Dial-a-Ride drop-off and pick-up area with an accessible path of travel to the main entrance of the medical buildings. A covered seating area for Dial-a-Ride passengers shall be located at the main entrance of each medical office and shall be visible from the drive-aisle of the drop-off and pick-up area. Building plans and/or improvement plans shall show the location of the required seating. (Alternative Transportation and Engineering).
7. Each applicant/developer shall prepare a Transportation Systems Management (TSM) Plan for each development within Parcel 49 Freedom Point to be reviewed and approved by the Transportation Commission. This includes the completion of the TSM Plan for Top Golf. (Alternative Transportation)
8. Condition 15c from PL14-0252, applicable to this project, is modified to read as follows: 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)
9. Condition 27, Phase 3 conditions from PL14-0252, requiring a commercial driveway and Traffic Management Plan for Bayside Church are deleted. The applicant shall not construct the southern, gated driveway on Washington Boulevard. (Engineering)
10. All public water lines shall be designed to minimize the need for fittings. (Environmental Utilities)
11. Each parcel owner is responsible for maintaining all on-site fire systems including all common adjoining fire sprinkler-piping penetrations and all on-site fire mains and private hydrants. A common easement agreement shall be written and approved by all owners, which shall include clear language regarding maintenance of systems and common easements. A service company shall be obtained to maintain all on-site fire protection systems. (Fire)

CONDITIONS OF APPROVAL FOR A MAJOR PROJECT PERMIT STAGE 2

1. This Major Project Permit Stage 2 approval shall be effectuated within a period of two (2) years from **May 23, 2019** and if not effectuated shall expire on **May 23, 2021**. Prior to said expiration date, the applicant may apply for an extension of time, provided this approval does not extend the expiration beyond **May 23, 2022**. (Planning)
2. The project is approved as shown in Exhibits J - M and as conditioned or modified below. (Planning)
3. The project shall comply with all required environmental mitigation identified in the NCRSP PCL49 Bayside Church/Topgolf Mitigated Negative Declaration and Addendums. (Planning)
4. The project shall be addressed as 1851 Freedom Way. Parcel 9 shall be addressed as 1678 Freedom Way. Parcel 10, and the proposed Building R on said parcel, shall be addressed as 1851 Freedom Way. Parcel 11 shall be addressed as 1911 Freedom Way. 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 and grading and/or encroachment permits are issued by the Department of Development Service – 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)
9. The pedestrian pathway connection to Summerhill Park (Keynote H on the approved Landscape Plan) shall be completed and opened to public access as part of the Living Spaces improvement plans. (Planning)

PRIOR TO ISSUANCE OF BUILDING PERMITS:

10. 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)

11. 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)

12. 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)

13. 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 the North Central Roseville 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)
- 14. 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)
- 15. At the time of building permit application and plan submittal, the project applicant shall submit a proposed plan which shows the proposed addressing for the building and dwelling unit numbers. The Building Official, or the designee, shall approve said plan prior to building permit approval. Refer to the *City of Roseville Addressing Guidelines*. (Building)
- 16. At the time of building permit application and plan submittal, the project applicant shall submit a proposed plan which shows the proposed suite addressing for individual tenant spaces within the building. The Building Official, or the designee, shall approve said plan prior to building permit approval. Refer to the *City of Roseville Addressing Guidelines*. (Building)
- 17. 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)
- 18. 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)
- 19. 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)
- 20. 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)
- 21. 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)
- 22. 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 Development Services Engineering Division prior to approval of any plans. (Engineering)

23. 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)
24. 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)
25. The applicant shall dedicate all necessary rights-of-way or Public Utility Easement for the widening of any streets or transfer of public utilities across and over any portion of the property as required with this entitlement. A separate document shall be drafted for approval and acceptance by the City of Roseville, and recorded at the County Recorder's Office. (Engineering)
26. Bike parking and clean air vehicle spaces shall be provided per the California Green Building Standards. Bike rack/locker design and location shall be approved by Alternative Transportation. (Alternative Transportation, Building).
27. All storm drainage, including roof drains, shall be collected on site and treated with Best Management Practices (BMP's) per the City's Stormwater Quality Design Manual. All storm water shall be routed to the nearest existing storm drain system or natural drainage facility. Drain outfalls shall extend down to the receiving water and shall be constructed with adequate velocity attenuation devices. The grading/improvement plans for the site shall be accompanied with a shed map that defines that area tributary to this site and all drainage facilities shall be designed to accommodate the tributary flow. The storm drain system and proposed BMP's shall be privately owned and maintained by the property owner. Prior to the issuance of any permits, the owner shall provide a plan for the maintenance of the proposed BMP's. (Engineering)
28. Prior to the issuance of any permits, the property owner shall prepare and submit a Storm Water Pollution Prevention Plan (SWPPP) to the City, as defined by the Regional Water Quality Control Board. The SWPPP shall be submitted in a single three ring binder. Upon approval, the SWPPP will be returned to the property owner during the pre-construction meeting. (Engineering)
29. The applicant shall remove and reconstruct any existing damaged curb, gutter, and sidewalk along the property frontage. During plan check of the improvement plans and/or during inspection, Public Works will designate the exact areas to be reconstructed. Any existing public facilities damaged during the course of construction shall be repaired by the property owner and at the property owner's expense, to the satisfaction of the City. (Engineering)
30. 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)
31. Each applicant/developer shall prepare a Transportation Systems Management (TSM) Plan for each development within Parcel 49 Freedom Point to be reviewed and approved by the Transportation Commission. (Alternative Transportation)
32. Prior to the issuance of a grading permit or approval of Improvement Plans, the grading plans shall clearly identify all existing water and sewer 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 and sewer utilities to the satisfaction of the Environmental Utilities Director. (Environmental Utilities)

33. The applicant shall pay all applicable water and sewer fees. (Environmental Utilities)
34. 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 and sewer 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)
35. 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)
36. 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)
37. 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)
38. 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)
39. 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)
40. The fire flow required, at a 50% reduction due to the buildings being sprinklered, will be based on the largest single structure in accordance with the California Fire Code at the time detail plans are submitted to the City of Roseville for review. The maximum fire flow will not exceed 4,000 gpm based on the Appendix III-AA of the California Fire Code. (Fire)
41. The fire department access road shall meet the City's requirements for width and turning radii of 30 and 50 as noted on the fire department standards for access. This shall be enforced at the time plan are submitted for review. All amendments, standards, policies and fee schedule can be found on the

City's web site www.roseville.ca.us or contact the Fire and Life Safety Division for information at 916-774-5800. (Fire)

42. An **approved** automatic fire extinguishing system shall be provided for all buildings where the total fire area is **3,600** square feet or greater, as required by California Fire Code as adopted by this city for non-single family residential units. All amendments, standards, policies and fee schedule can be found on the City's web site www.roseville.ca.us or contact the Fire and Life Safety Division for information at 916-774-5800. (Fire)
43. Automatic fire extinguishing system risers, fire alarm system panels and digital alarm communicator system panels shall be located within an approved fire control room and shall be accessible from an adjacent fire apparatus roadway. There shall be only one fire control room per building. Said fire control room shall be a minimum size of thirty-five (35) square feet in size and shall be openable from the exterior via an approved door opening. However, if this project requires the installation of a fire pump, this room will likely be much larger than the minimum stated by ordinance. (Fire)
44. If the existing water supply is unable to support the automatic fire sprinkler system, a listed fire pump would be your only option. If this is the case, you required fire pump room will have to be enlarged to accommodate all the required apparatuses needed to operate such a system. (Fire)
45. All fire apparatuses, such as fire department connections and post indicating valves, serving identified building shall be designed and installed adjacent to each structure for first responder's operational purposes. (Fire)
46. The phasing of this project shall not limit the fire department requirements for access and circulation throughout the project as a result of continuous construction in accordance with the California Fire Code, 2016 with the City of Roseville's Amendments. A separate phasing plan (and permit issued by the Building Department) shall be reviewed and approved by this department. (Fire)
47. If added cornice construction is involved, the design shall support the weight of a ladder leaning against the assembly as well as a 330-pound vertical load applied to the **leading edge** of the horizontal projection of the cornice (a 250-pound firefighter carrying 80 pounds of equipment stepping off of a ladder onto the top of the cornice). (Fire)
48. Fire breaks within combustible conceal spaces shall meet the maximum allowable void space permissible about our standard of 160 cubic feet provided there are no source of ignition.
49. According to the California Fire Code, all gates/fences/barricades shall obtain a permit for conformance to the City of Roseville's Fire Department Access Standard and the California Fire Code. Plans shall be submitted for approval prior to installation. If applicable, all manual gates shall be secured with a Knox pad lock or daisy chain with such lock. **The owner or there representative shall contact KNOX Company, <http://www.knoxbox.com/> , to order your specific padlock for the City of Roseville.** (Fire)
50. Use, increase of hazardous materials or storage, liquids, gases and/or chemicals shall meet the requirements of the Chapter 6.95 of the Health and Safety Code, the Roseville Fire Department and the National Fire Codes. Submit a complete plan set and the Hazardous Materials Business Plan, including names and amount of any hazardous materials that will be stored or used, to the Fire and Life Safety Division for review and approval. A permit application shall also be provided at the time of submittal. Contact our Hazardous Materials Division within the Fire Department at (916) 774-5800 to initiate the process. Satisfaction of storage and use shall be determined prior to requesting occupancy. (Fire)

51. Adequate radio coverage shall be provided within all buildings for public safety agencies, as required by Roseville Municipal Code and the California Fire Code. A field test shall be provided by a person in possession of a current FCC License, or a current technician certification issued by the Associated Public-Safety Communications Officials International (APCO), or the National Association of Business and Educational Radio (NABER). The building owner shall retain all test records on the inspected premises and a copy shall be submitted to the Fire Department officials in accordance with Section 510 of the California Fire Code.

Adequate radio coverage shall include all of the following:

- a) A minimum signal strength of 95 dBm available in 90% of the area of each floor of the building when transmitted from the closest City of Roseville Radio Communication site.
- b) A minimum signal strength of 95 dBm received at the closest City of Roseville Communication site when transmitted from 90% of the area of each floor of the building.
- c) The frequency range that must be supported shall be 821-824 MHz and 866-869 MHz.
- d) A 100 % reliability factor. (Fire, Police)

52. 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

53. 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)

54. 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)

55. The Roseville Police Department encourages application of Crime Prevention Through Environmental Design (CPTED). Site plan and building design shall incorporate standard CPTED design principles to improve the overall safety of the built environment and discourage potential criminal activity. Such design elements shall be balanced with other site/building plan design factors such as aesthetics and conflict with standard engineering and building codes. Design features shall include, but not be limited to, creating natural surveillance, controlling access, and territorial reinforcements. Such goals shall be accomplished through property building/structure location and orientations, parking lot placement, general lighting, landscaping, fencing, security cameras and other applicable site design features. (Police)

56. 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:

57. 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)

58. The following easements shall be provided by separate instrument and shown on the site plan, unless otherwise provided for in these conditions:

- a) Water, sewer, and reclaimed water easements, as applicable.
- b) Additional internal easements will be required to cover primary electrical facilities to the project when the final electrical design is completed. (Electric)

59. 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)

60. 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)

61. All improvements being constructed in accordance with the approved grading and improvement plans shall be accepted as complete by the City. (Engineering)

62. 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)

63. The applicant/developer shall prepare a Transportation Systems Management (TSM) Agreement for Living Spaces, to be reviewed and approved by the City Manager. (Public Works, Alternative Transportation)

64. Water and sewer shall be constructed pursuant to the adopted City of Roseville Improvement Standards and the City of Roseville Construction Standards. (Environmental Utilities)

65. All water backflow devices shall be tested and approved by the Environmental Utilities Department. (Environmental Utilities)
66. **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)
67. 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)
68. 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)
69. All Electric Department facilities, including streetlights where applicable, shall be designed and built to the "City of Roseville Specifications for Commercial Construction." (Electric)
70. 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)
71. Any relocation, rearrangement, or change of existing electric facilities due to this development shall be at the developer's expense. (Electric)
72. 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)
73. 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)
74. 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)
75. 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)

76. 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)
77. 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)
78. The City reserves the right to restrict vehicle turning movements within the public right-of-way in the future if deemed necessary by the City Engineer. (Engineering)
79. 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)
80. 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)
81. 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)
82. 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 improvement plans for the project. (PG&E)
83. 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)
84. 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)
85. 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)
86. Concurrent with the submittal for the building plan check and prior to a request for final building inspection, the applicant may submit for a phasing plan Building Permit. City approval of the phasing

plan allows individual or multiple building occupancies. Contact the Building Division for complete phasing plan requirements. (Building)

Exhibits

- A. Addendum to the NCRSP Bayside Church/Topgolf Mitigated Negative Declaration
- B. North Central Roseville Specific Change Pages
- C. Parcel 49A PD Ordinance Change Pages
- D. Parcel 49 Site Plan
- E. Parcel 49 Grading Plan
- F. Parcel 49 Utility Plan
- G. Parcel 49 Phasing Plan
- H. Parcel 49 Pedestrian Plan
- I. Parcel 49 Landscape Plan
- J. Living Spaces Site Plan
- K. Living Spaces Landscape Plan
- L. Living Spaces Elevations
- M. Living Spaces Floorplans

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

Project Title/File Number:	NCRSP PCL 49 – MPP Stage 1 Mod and Stage 2; PL18-0388
Project Location:	1720 Freedom Way; APN 363-022-017-000
Project Description:	The project includes the following entitlements: North Central Roseville Specific Plan Amendment and Parcel 49A Planned Development Ordinance Amendment, Major Project Permit Stage 1 Modification, and Major Project Permit Stage 2 for a furniture store on Parcel 10. The Specific Plan and Ordinance amendments are text-only revisions to remove the limitation on the square footage of retail and restaurant uses permitted on the site and allow general medical services as a principally permitted use. The project also includes a Major Project Permit Stage 1 Modification to divide Parcel 7 into two parcels and Parcel 9 into three parcels; eliminate 16,000 SF of office and add 6,000 SF of restaurant on Parcel 6; eliminate 68,000 SF of office and add 22,000 SF of restaurant on Parcel 7; add 40,000 SF of retail on Parcel 9; eliminate 25,000 SF of office and 130,000 SF of Community Assembly (church), add 108,500 SF of retail and 1,500 SF of restaurant on Parcel 10; and add 24,000 SF of medical office on Parcel 11. The project also includes a Major Project Permit Stage 2 for approval of a 108,500 SF furniture store with a 1,500 SF restaurant.
Project Applicant:	Kris Steward, Phillips Land Law, Inc
Property Owner:	John Stewart, BSO, LLC
Lead Agency Contact:	Lauren Hocker, Senior Planner

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

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PROJECT DESCRIPTION

Project Location

The project is located at the southeastern corner of the intersection of Washington Boulevard, Blue Oaks Boulevard and the Highway 65 southbound onramp. The site is within the North Central Roseville Specific Plan (NCRSP) area of the City of Roseville. The address of the project site is 1720 Freedom Way and includes six parcels within the NCRSP Parcel 49 site (see Figure 1).

Background

The NCRSP Parcel 49 site has been anticipated for development since the 1990 adoption of the NCRSP. In 2000, a project for a Rezone, General Plan, Specific Plan, and Development Agreement Amendment was approved for NCRSP Parcel 49, which established a new Planned Development (PD) zone for a portion of the site that allowed for retail, restaurant, lodging, educational, and office uses in addition to light industrial uses. In 2007, the City Council designated NCRSP Parcel 49 as a Corporate Center Site, which allowed for an increased building height limit and additional square footage, but also restricted the amount of retail or restaurant uses on the site to 20% of the square footage. The additional square footage increased the development potential of the site to 1.2 million square feet. This development potential has been programed in the City's service demand models.

On February 26, 2015, the Planning Commission approved several entitlements for development of the NCRSP Parcel 49 site with the project identified as NCRSP Parcel 49 Bayside Church/Topgolf (File Number PL14-0252). The project included the following:

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

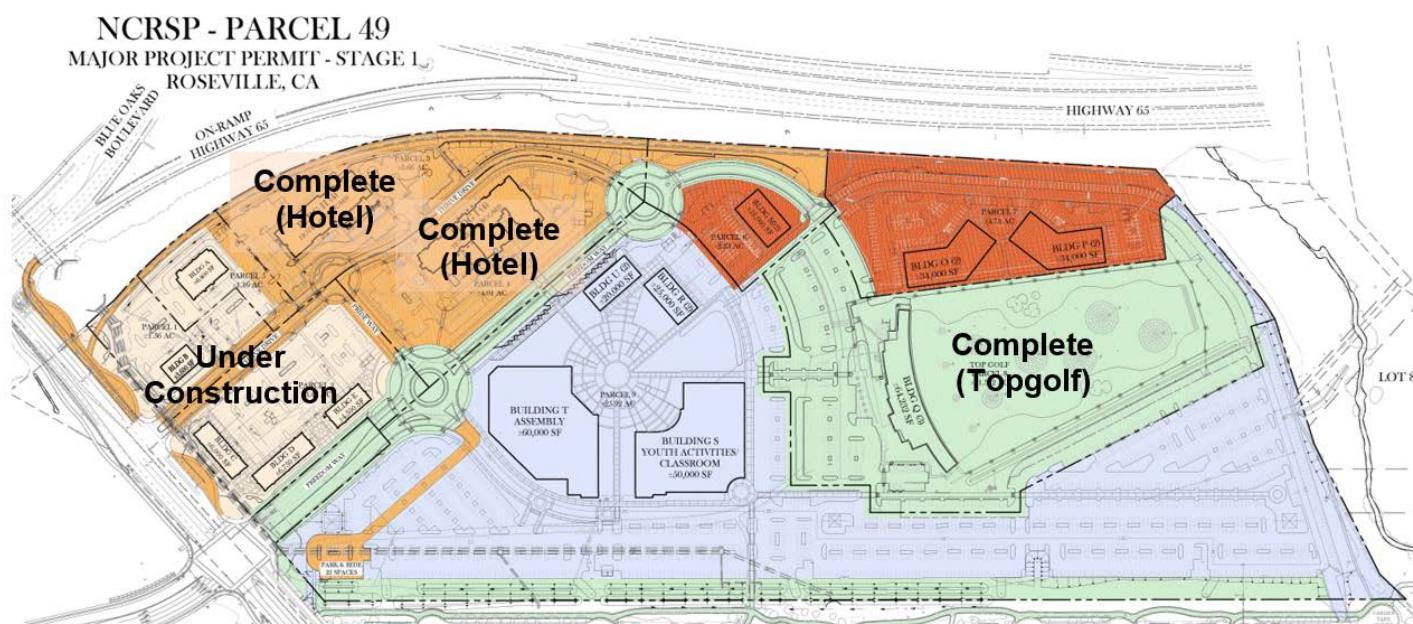
The entitlements included a Major Project Permit (MPP) Stage 1 permit for the site layout, MPP Stage 2 permit for Topgolf, a Conditional Use Permit for Topgolf, and a Tentative Subdivision Map. The MPP entitlement allowed for phased development of the site. A Mitigated Negative Declaration was also adopted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

On October 27, 2016, the Planning Commission approved a MPP Stage 1 Modification permit to modify the uses on the Phase 2A parcels within the NCRSP Parcel 49 site (File Number PL16-0168). The modification replaced the approved buildings with a 104-room hotel and a 107-room hotel. The modification resulted in a reduction of 17,600 square feet of retail uses and 7,500 square feet of office uses and an overall increase of 86 hotel rooms for the NCRSP Parcel 49 site. Also approved was the building architecture and on-site improvements for the two hotel parcels, identified as Phase 2A, as well as a Lot Line Adjustment.

On December 14, 2017, the Planning Commission approved second MPP Stage 1 Modification to change the approved site layout for Parcels 1, 2, and 5. The project increased restaurant square footage by 5,475 square feet and decreased retail square footage by 9,625 square feet. The project included a Major Project Permit Stage 2 for the four single-story restaurant and retail buildings on Parcels 1, 2, and 5 (File Number PL17-0055).

The current approved site plan for Parcel 49 is shown in Figure 1. The areas shown in light green are the Phase 1 improvements, which include Topgolf, the primary road through the site, and the landscaping area between the site and the nearby residential neighborhoods; these improvements have all been completed. The orange areas are part of Phase 2A, which includes both hotels, additional connecting roads and parking, Washington Boulevard frontage improvements, and a park and ride lot; these improvements have all been completed. The tan areas along the Washington Boulevard frontage are part of Phase 2B, which includes retail and restaurant pad buildings; these improvements are under construction and are nearing completion. The remainder of the approved site plan (dark orange and light blue) is undeveloped, and is the subject of the current proposed modification.

Figure 1: Current Approved Site Plan/Phasing



Environmental Setting

The approximately 59-acre project site is located within a developed area of the City of Roseville. The site is partially developed, as mentioned in the Background section. The entire site has been graded and portions are under active construction. No biological or other resources remain on the site.

As shown in the table below, the site is adjacent to State Route 65. Properties to the south have a land use designation of Low Density Residential and are developed with single-family homes. The property to the east has a land use designation of Open Space and includes a tributary of Pleasant Grove Creek. The properties to the west are part of the partially developed Blue Oaks Commerce Center, which is anticipated for a mix of office and industrial uses, and currently contains a large office building.

Location	Zoning	General Plan Land Use	Actual Use of Property
Site	PD/SA-NC & M1/SA-NC	Light Industrial	Commercial
North	Roadway	Roadway	State Route 65
South	RS	Low Density Residential	Single-family Residential
East	OS	Open Space/Flood Plain	Open Space
West	M2	Industrial	Office

Proposed Project

The proposed project layout and phasing are shown in Figure 2, and the proposed project uses compared to previously approved uses are shown in Table 1. As shown, the proposed project will take the remaining two phases on the site and divide these into three phases, as follows: one phase (in light blue) for the proposed Living Spaces furniture store and parking areas, one phase (in dark blue) for the pad buildings near Topgolf, and one phase for the remainder of site development. As shown in the figure, the project replaces three offices with restaurant pads, removes two buildings, replaces Bayside Church with the Living Spaces furniture store, and adds two new medical offices and one new retail building. While the project increases the number of buildings on the site from 15 to 16 buildings, the project would decrease the total square footage approved on the site by 44,123 square feet. The project does not change the development footprint of the site.

Figure 2: Current Approved Site Plan/Phasing

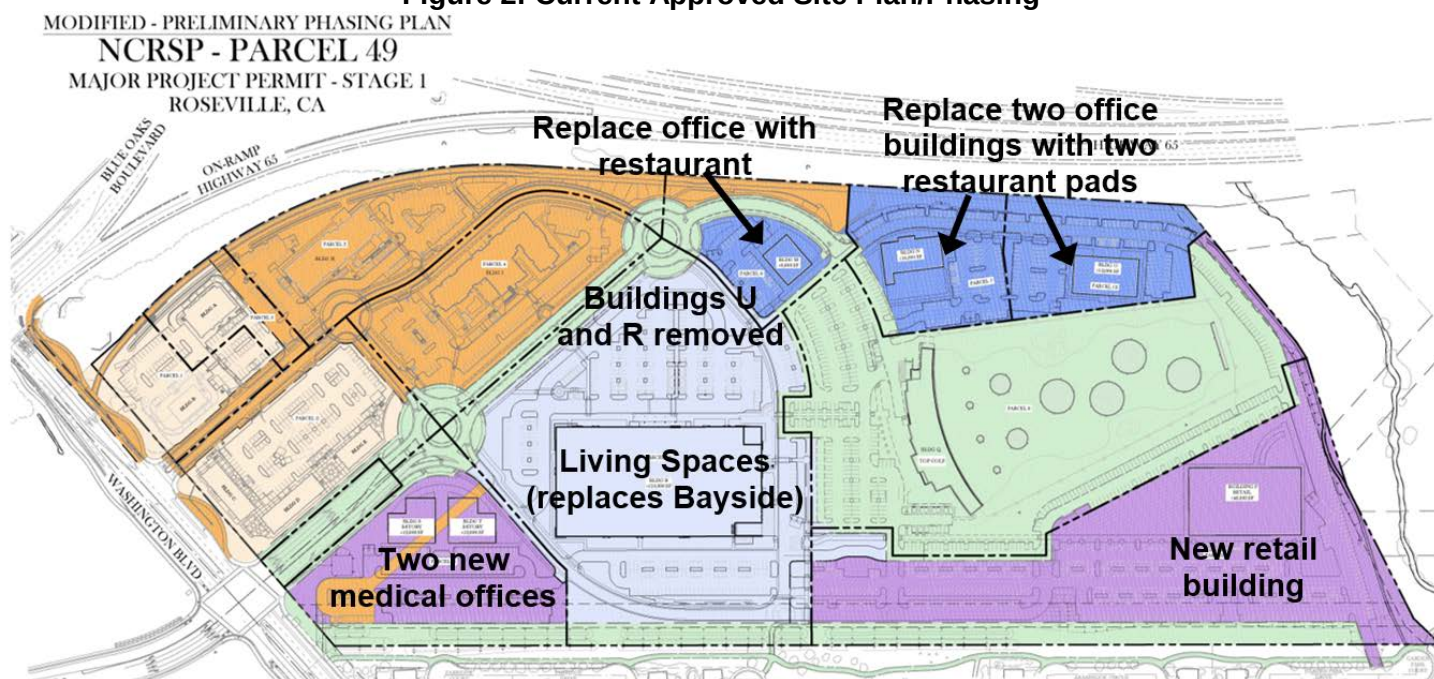


Table 1: Comparison of Approved and Proposed Uses

Use Summary	Originally Approved ¹	Currently Approved ²	Proposed
Hotel	83,700 SF (125 rooms)	148,790 SF (211 rooms)	148,790 SF (211 rooms)
Restaurant	11,200 SF	16,675 SF	46,175 SF
Retail	37,800 SF	10,575 SF	159,075 SF
Office	116,500 SF	109,000 SF	24,000 SF
Community Assembly	130,000 SF	130,000 SF	0 SF
Recreation	64,232 SF	64,232 SF	64,232 SF
TOTAL	446,732	479,272	435,149

1. File Number PL14-0252

2. File Number PL17-0055

The project would change the mix of uses on the site. The approved site uses include over 100,000 square feet of office uses and 130,000 square feet of community assembly for Bayside Church. The applicant proposes to remove all 130,000 square feet of community assembly uses and reduce the office use by 85,000 square feet, while increasing retail uses by 150,000 square feet. The NCRSP and the Parcel 49A Planned Development Ordinance designate the property as a Corporate Center, which includes a minimum amount of office square footage and restricts the percentage of the site which can be developed with retail uses. The purpose of these restrictions is to promote and support major corporate research and development users. However, a corporate user for the site has not been identified, and at this time the applicant is proposing to remove the corporate center restrictions. The project includes a text-only amendment to the NCRSP and a text-only amendment to the Parcel 49A Planned Development Ordinance, which will remove the Corporate Center designation, remove the restrictions on the amount of retail on the site, and add general medical offices as a permitted use.

PURPOSE AND SCOPE OF ADDENDUM

As discussed in the Background section, a Mitigated Negative Declaration (MND) for the NCRSP PCL 49 Bayside Church/Topgolf project was adopted on February 26, 2015. The MND covered development of the entire NCRSP Parcel 49 project site. The MND, supporting Initial Study, and related attachments are included as Attachment 1 of this Addendum. The adopted MND analyzed impacts related to aesthetics, agricultural and forestry resources, air quality and greenhouse gases, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation/traffic, and utilities and service systems. The proposed project is substantially consistent with the previous development project contemplated in the MND, and would reduce the previously-evaluated project square footage by approximately 44,000 square feet.

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

ENVIRONMENTAL CHECKLIST FOR ADDENDUM ENVIRONMENTAL REVIEW

The purpose of this checklist is to evaluate the categories in terms of any “changed condition” (i.e. changed circumstances, project changes, or new information of substantial importance) that may result in a changed environmental result. A “no” answer does not necessarily mean there are no potential impacts relative to the environmental category, but that there is no change in the condition or status of the impact since it was analyzed and addressed in prior environmental documents.

EXPLANATION OF CHECKLIST EVALUATION CATEGORIES

Where Impact was Analyzed

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

Do Proposed Changes Involve New Significant Impacts?

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

Any new Circumstances Involving New Impacts?

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

Any new Information Requiring New Analysis or Verification?

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

Mitigation Measures Implemented or Addressing Impacts

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

DISCUSSION AND MITIGATION SECTIONS**Discussion**

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

Mitigation Measures

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

Conclusions

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

CHECKLIST

I. Aesthetics

	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a. Have a substantial adverse effect on a scenic vista?	Page 10	No	No	No	None
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Same	No	No	No	None
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	Same	No	No	No	None
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Same	No	No	No	None
Discussion: The primary aesthetic disruption is due to the conversion of an undeveloped site to urban development. This impact was covered in the MND. Furthermore, the removal of the Corporate Center designation on the site lowers the permitted building heights on the property. The Findings of Fact for the CEQA Implementing Procedures (discussed in the MND) indicate that compliance with the Community Design Guidelines (Resolution 95-347), and applicable Specific Plan Policies and/or Specific Plan Design Guidelines will prevent significant impacts related to construction of buildings in urban settings. Therefore, pursuant to CEQA Guidelines section 15164, subdivision (a), the City finds that “none of the conditions described in Section 15162 calling for preparation of a subsequent FEIR have occurred” relative to aesthetic resources. Mitigation Measures: None required for this Project.					

II. Agricultural & Forestry Resources

	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	Page 11	No	No	No	None
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	Same	No	No	No	None
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	Same	No	No	No	None
d) Result in the loss of forest land or conversion of forest land to non-forest use?	Page 12	No	No	No	None
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	Same	No	No	No	None
Discussion: The MND concluded there were no resources to be affected by conversion of the site to urban uses. This conclusion remains appropriate for this Project. Therefore, pursuant to CEQA Guidelines section 15164, subdivision (a), the City finds that “none of the conditions described in Section 15162 calling for preparation of a subsequent FEIR have occurred.” Mitigation Measures: None required for this Project.					

III. Air Quality

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

Discussion: The MND concluded that construction emissions were below significance thresholds adopted by the Placer County Air Pollution Control Board (PCAPCD), and that standard dust control and other construction measures would be sufficient to avoid construction impacts. The analysis further found that operational emissions were below adopted PCAPCD significance thresholds. The MND further found that there are no substantial odor-producers in the vicinity, and the probable uses on the site would not produce substantial odors. The MND also concluded that the operational emissions of the project would be below the identified thresholds. An updated air quality analysis was prepared for the proposed project, because although the project reduces square footage on the site, it also changes the proposed uses. The air quality study, prepared by Raney Planning and Management and dated April 2019, is included as Attachment 2. The study evaluated both construction and operational emissions of the proposed project as compared to current adopted thresholds and standards.

The project's construction and operational emissions were quantified using the California Emissions Estimator Model (CalEEMod), version 2016.3.2. Model defaults were adjusted to reflect the project-specific information developed as part of the updated traffic impact study prepared for the project (see the Traffic and Circulation section of this Addendum). The construction analysis found maximum daily emissions to be 12

lbs/day of ROG, 51.1 lbs/day of NO_x, and 18 lbs/day of PM₁₀. These values are well below the significance threshold of 82 lbs/day currently adopted by the PCAPCD. The operational analysis found maximum daily emissions of 9.14 lbs/day of ROG, 23.08 lbs/day of NO_x, and 9.18 lbs/day of PM₁₀. These values are well below the significance threshold of 55 lbs/day for ROG or NO_x and 82 lbs/day of PM₁₀ currently adopted by the PCAPCD. Therefore, the project's construction and operational air quality emissions remain less than significant, which is consistent with the conclusion and analysis within the MND. Therefore, pursuant to CEQA Guidelines section 15164, subdivision (a), the City finds that "none of the conditions described in Section 15162 calling for preparation of a subsequent FEIR have occurred."

Mitigation Measures: None required for this Project.

IV. Biological Resources

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	Page 24	No	No	No	None
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Same	No	No	No	None

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Same	No	No	No	None
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Same	No	No	No	None
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Page 25	No	No	No	None
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	Same	No	No	No	None

Discussion: The MND acknowledged that on-site biological resources have been evaluated on multiple occasions, that no biological resources are present on the site, and all required permits for site development related to biological resources were obtained and effectuated. At this time, the entire site has been mass graded and more than 50% of the site is developed. The proposed project does not change the previously evaluated and approved development footprint, and does not result in any new or modified impacts to biological resources. Therefore, pursuant to CEQA Guidelines section 15164, subdivision (a), the City finds that “none of the conditions described in Section 15162 calling for preparation of a subsequent FEIR have occurred.”

Mitigation Measures: None required for this Project.

V. Cultural, Archeological, or Paleontological Resources

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Cause a substantial adverse change in the significance of an historic resource as defined in Section 15064.5?	Page 26	No	No	No	None
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	Page 27	No	No	No	None
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Same	No	No	No	None
d) Disturb any human remains, including those interred outside of dedicated cemeteries?	Same	No	No	No	None
Discussion: The MND discussed the potential for subsurface remains or deposits to be found on the site were unlikely due to previous surveys of the plan area. However, the MND applied the City's standard construction measures, which require cessation of work should any item of cultural interest be found, to ensure the project will have a less than significant impact on cultural resources. This condition remains applicable to the proposed project and no additional mitigation measure is required. Therefore, pursuant to CEQA Guidelines section 15164, subdivision (a), the City finds that "none of the conditions described in Section 15162 calling for preparation of a subsequent FEIR have occurred." Mitigation Measures: None required for this Project.					

VI. Geology and Soils

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

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	Same	No	No	No	None
Discussion: The MND indicated that compliance with existing regulations and permit requirements would be sufficient to avoid impacts related to these issues. This conclusion remains appropriate for this Project. Therefore, pursuant to CEQA Guidelines section 15164, subdivision (a), the City finds that “none of the conditions described in Section 15162 calling for preparation of a subsequent FEIR have occurred.” Mitigation Measures: None required for this Project.					

VII. Greenhouse Gases

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Page 13	No	No	No	None
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Same	No	No	No	None
Discussion: An updated greenhouse gas analysis was prepared for the proposed project, because although the project reduces square footage on the site, it also changes the proposed uses. The study, prepared by Raney Planning and Management and dated April 2019, is included as Attachment 2. The study evaluated both construction and operational emissions of the proposed project as compared to current adopted thresholds and standards, using CalEEMod. The study indicates the project will emit 219.5 metric tons of carbon dioxide equivalent (MT CO_{2e}) annually during the construction of the project, and 3,862.8 MT CO_{2e} annually during operation. The PCAPCD has adopted a de minimus threshold of 1,000 MT CO_{2e} annually; project emissions below this threshold are determined to be less than significant. For emissions above this threshold, the PCAPCD has adopted an efficiency threshold of 26.5 MT CO_{2e}/1,000 square feet annually. Project construction emissions are below the de minimus threshold. When divided by the proposed square footage, operational project emissions result in 19.1 MT CO_{2e} annually, which is below					

the significance threshold. Therefore, pursuant to CEQA Guidelines section 15164, subdivision (a), the City finds that “none of the conditions described in Section 15162 calling for preparation of a subsequent FEIR have occurred.”

Mitigation Measures: None required for this Project.

VIII. Hazards and Hazardous Materials

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

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	Same	No	No	No	None
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing in the project area?	Page 30	No	No	No	None
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Same	No	No	No	None
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	Same	No	No	No	None
Discussion: The MND considered that the church, commercial, and office uses proposed for the site do not typically store and/or transport large quantities of hazardous materials. The MND concluded that the City's existing regulations and permits would prevent significant impacts as it relates to construction activities on the site and the future tenant's storage and handling of any unanticipated hazardous materials. The proposed project use types remain consistent with the commercial uses considered with the MND. The proposed project's increase in restaurant and retail uses on the site does not significantly change the project's potential impacts related to hazardous materials. Therefore, pursuant to CEQA Guidelines section 15164, subdivision (a), the City finds that "none of the conditions described in Section 15162 calling for preparation of a subsequent FEIR have occurred." Mitigation Measures: None required for this Project.					

IX. Hydrology and Water Quality

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

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	Same	No	No	No	None
h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?	Same	No	No	No	None
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	Same	No	No	No	None
j) Inundation by seiche, tsunami, or mudflow?	Same	No	No	No	None

Discussion: The MND indicated that there are no floodplains affecting the project site and there would be no impact with respect to flooding, and that existing regulations and permits would ensure that water quality and stormwater impacts would be less than significant. The proposed project does not change the development footprint, and the revisions to the site plan have been evaluated by the City to ensure the design continues to meet current adopted stormwater quality design standards. Therefore, pursuant to CEQA Guidelines section 15164, subdivision (a), the City finds that “none of the conditions described in Section 15162 calling for preparation of a subsequent FEIR have occurred.”

Mitigation Measures: None required for this Project.

X. Land Use and Planning

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Physically divide an established community?	Page 34	No	No	No	None
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	Same	No	No	No	None
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	Same	No	No	No	None
Discussion: The MND indicated that there would be no impact with respect to these criteria, and that the project was consistent with the policies of the Zoning Ordinance, NCRSP, and General Plan which are adopted for the purpose of avoiding environmental effects. The proposed project includes amendments of the Specific Plan and the Planned Development Ordinance affecting the property, but these changes have no impacts related to environmental policies. Therefore, pursuant to CEQA Guidelines section 15164, subdivision (a), the City finds that “none of the conditions described in Section 15162 calling for preparation of a subsequent FEIR have occurred.” Mitigation Measures: None required for this Project.					

XI. Mineral Resources

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	Page 36	No	No	No	None
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	Same	No	No	No	None
Discussion: The MND indicated that there were no significant mineral resources in the area. This conclusion remains appropriate for this project. Therefore, pursuant to CEQA Guidelines section 15164, subdivision (a), the City finds that “none of the conditions described in Section 15162 calling for preparation of a subsequent FEIR have occurred.” Mitigation Measures: None required for this Project.					

XII. Noise

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

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

The proposed project adds additional retail and restaurant space to the site; in general, such uses do not generate substantial noise. However, the Living Spaces furniture store includes a loading dock and the expectation of limited truck traffic, and the project changes the overall trip generation, and therefore an updated noise analysis was prepared by Bollard Acoustical Consultants, Inc (Attachment 3, dated April 5, 2019) to assess potential impacts. The noise analysis included taking existing ambient noise measurements, and evaluating the potential noise impacts of increases in traffic and the introduction of new fixed noise sources, such as the loading dock. The analysis of traffic noise found that noise volumes of the project were consistent with the noise volumes projected in the MND and Addendums; the project does not result in any new significant transportation noise. The evaluation of operational noise found that if truck traffic enters the site from the rear of the building during nighttime hours (10 p.m. to 7 a.m.), noise volumes would exceed City standards by 2 dB. The Living Spaces operations do not generally include nighttime truck trips, only use smaller box trucks, and have one to three such truck deliveries per day. Therefore, the project is unlikely to result in an impact. Nonetheless, mitigation has been included to require that if truck trips occur during nighttime hours, the truck shall not travel behind the building. The measure will ensure the project does not result in any new impacts. The noise analysis found that all other sources of noise would be below the City's noise standards.

The project will not create new, unmitigated impacts not previously analyzed and therefore the previous findings remain appropriate to this project. Therefore, pursuant to CEQA Guidelines section 15164, subdivision (a), the City finds that "none of the conditions described in Section 15162 calling for preparation of a subsequent FEIR have occurred."

Mitigation Measure Add NOI-1: All truck deliveries which occur during the nighttime hours of 10 p.m. to 7 a.m. shall access/depart the loading dock area via a circulation route to the north of the building; during this time period, trucks shall not use travel paths at the rear of the building. This measure shall be recorded as part of the Covenants, Conditions, and Restrictions (CC&Rs) for the property.

XIII. Population and Housing

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents Mitigation Measures Implemented or Addressing Impacts.
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Page 39	No	No	No	None
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	Page 40	No	No	No	None
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	Same	No	No	No	None
Discussion: The MND concluded that the site development was not housing-related, was consistent with the land use designations and thus would not induce unplanned growth, and would not displace housing. This conclusion remains appropriate for this Project. Therefore, pursuant to CEQA Guidelines section 15164, subdivision (a), the City finds that “none of the conditions described in Section 15162 calling for preparation of a subsequent FEIR have occurred.” Mitigation Measures: None required for this Project.					

XIV. Public Services

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents Mitigation Measures Implemented or Addressing Impacts.
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any the public services:					
a) Fire protection?	Page 40	No	No	No	None
b) Police protection?	Same	No	No	No	None
c) Schools?	Same	No	No	No	None
d) Parks?	Page 41	No	No	No	None
e) Other public facilities?	Same	No	No	No	None
Discussion: The MND indicates that the City's General Plan examined Citywide service needs based on land use designations, so any project consistent with existing land use designations would not negatively impact services. The proposed project remains consistent with the land use designation of the site, and therefore this conclusion remains appropriate for this Project. Therefore, pursuant to CEQA Guidelines section 15164, subdivision (a), the City finds that "none of the conditions described in Section 15162 calling for preparation of a subsequent FEIR have occurred." Mitigation Measures: None required for this Project.					

XV. Recreation

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents Mitigation Measures Implemented or Addressing Impacts.
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that physical deterioration of the facility would occur or be accelerated?	Page 42	No	No	No	None
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Same	No	No	No	None
Discussion: As indicated in the MND, development of the property with commercial uses does not result in any additional recreational facility demand. Therefore, pursuant to CEQA Guidelines section 15164, subdivision (a), the City finds that “none of the conditions described in Section 15162 calling for preparation of a subsequent FEIR have occurred.” Mitigation Measures: None required for this Project.					

XVI. Transportation/Traffic

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

f) Conflict with adopted policies, plans, or programs supporting public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?		No	No	No	
Discussion: A traffic impact analysis was prepared for the original approval of the project, and for its subsequent modification. Based on the results of the study, the MND and subsequent Addendums found that with mitigation the traffic impacts would be less than significant. The mitigation measures required a dedicated right-turn lane onto HWY 65 from Washington Boulevard with the development of Phase 2A of the site, and with the Bayside Church MPP Stage 2 application, a traffic management plan and operational plan showing a 60 minute separation between service start and end times. A supplemental analysis was prepared by Fehr and Peers (see Attachment 4) for the proposed project, to evaluate any changes in traffic impacts which would result from the changes in use. The original traffic impact study examined weekend traffic in addition to weekday traffic, because the proposed Bayside Church peak traffic would have occurred on Sunday. However, the proposed project removes the church use, and so the traffic impact analysis focuses on weekday traffic. The study evaluates multiple scenarios: Baseline No Project conditions, Baseline Plus Approved Uses, and Baseline Plus Proposed Uses. The analysis found that while the Project will increase the number of anticipated trips during peak weekday hours, project impacts will be consistent with the impacts identified within the MND. Furthermore, the proposed project will generate less than 50% of the trips which are assumed within the Citywide traffic model used for the City's General Plan. Therefore, pursuant to CEQA Guidelines section 15164, subdivision (a), the City finds that "none of the conditions described in Section 15162 calling for preparation of a subsequent FEIR have occurred." Mitigation Measures: None required for this Project. Mitigation was included for the original project, requiring a right-turn pocket on Washington Boulevard (MM-3), and both a Traffic Management Plan and Operational for Bayside Church (MM-4 and MM-5). The proposed project removes Bayside Church from the site plan and replaces it with a furniture store, so MM-4 and MM-5 are no longer required. The updated Mitigation Monitoring and Reporting Program for the project does not include these measures.					

XVII. Utilities and Service Systems

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

Discussion: The MND found that the previous project would have a less than significant impact on utilities and services. The proposed project has been analyzed by City and external service and utility providers, and has been found to be consistent with standards, and utilities and service demands are within the scope of the previously analyzed project. Therefore, pursuant to CEQA Guidelines section 15164, subdivision (a), the City finds that “none of the conditions described in Section 15162 calling for preparation of a subsequent FEIR have occurred.”

Mitigation Measures: None required for this Project.

XVIII. Other Considerations

Since the publication of the MND and its subsequent Addendums, the Office of Planning and Research (OPR) has updated CEQA Guidelines Appendix G (Environmental Checklist Form). These updates address legislative changes to CEQA, clarify language, and update language consistent with case law. None of the changes to the checklist require new analysis related to impacts which were not known or which could not have been known at the time the MND was prepared. The majority of the checklist changes clarify language, reorganize existing language, or eliminate analysis requirements. For analysis requirements which have been eliminated, this is in response to case law affirming that analysis must focus on impacts caused by the project, not impacts to the project. An example of each of these types of changes is included below:

- Cultural Resources (a): Cause a substantial adverse change in the significance of an historic resource ~~as defined in~~ pursuant to Section 15064.5?

The replacement of “as defined in” with “pursuant to” is a phrasing change which has no impact on required analysis.

- Cultural Resources (c) has been moved to Geology and Soils (f).

Moving the topical section of this analysis requirement (which is related to paleontological resources) from Cultural Resources to Geology and Soils has no impact on required analysis.

- Noise (b): ~~Exposure of persons to or~~ gGeneration of excessive ground borne vibration of ground borne noise levels?

The above changes redirect the analysis from considering overall exposure of persons to ground borne vibration, and focus the analysis on any ground borne vibration generated by a project. This same change is reflected in all other checklist questions related to noise. Therefore, the MND includes more analysis than is currently required, because it included analysis related to exposing neighboring areas to noise, but also analyzed the effect of noise on the proposed uses; the latter analysis is no longer required.

The updated CEQA Guidelines Appendix G also includes two new sections (Tribal Cultural Resources and Energy) and includes new and modified requirements as part of the Transportation/Traffic section. Although Tribal Cultural Resources section is new, the analysis of this impact area was

included in the MND as part of the Cultural Resources section. The new Energy section was formerly included in CEQA Guidelines Appendix F, but has been moved into the Appendix G, so while it is new to the checklist it is not new to the CEQA Guidelines. The changes to the Transportation/Traffic section—which is now called simply Transportation—refocuses the analysis on vehicle miles traveled (VMT). However, while OPR has promulgated these changes, the legislation requiring the use of VMT in CEQA analysis specifies that the requirement for lead agencies to use VMT goes into effect on July 1, 2020. Therefore, a VMT analysis is not currently required, and has not been included in this Addendum.

Based on the foregoing, none of the modifications to CEQA Guidelines Appendix G require new analysis related to impacts which were not known or which could not have been known at the time the MND was prepared. Therefore, an Addendum is the appropriate environmental document to describe the impacts of the proposed project.

XIX. Mandatory Findings of Significance

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

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	Same	No	No	No	None
Discussion: The MND indicted that because development of the site would be consistent with existing land use designations, that any cumulative impacts had already been addressed via the City's General Plan and the NCRSP. This conclusion remains appropriate for this Project. The Amoruso Ranch EIR, which included an updated Citywide analysis, evaluated the potential for cumulative impacts. The proposed project would make minor modifications to the type of uses on the site, but results in less square footage than previously assumed, and results in less development than was assumed within the Amoruso Ranch EIR. Therefore the project would not substantially increase the severity of the identified significant cumulative impacts. Pursuant to CEQA Guidelines Section 15164, subdivision (a), the City finds that "none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred" relative to the mandatory findings.					

ENVIRONMENTAL DETERMINATION:

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

[X] No substantial changes are proposed in the project which would require major revisions of the previous EIR or Mitigated Negative Declaration.

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

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

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

Addendum Prepared by:

Lauren Hocker, Senior Planner
City of Roseville, Development Services–Planning Division

Attachments:

1. NCRSP PCL49 Bayside Church/Topgolf Initial Study and MND
2. Air Quality and Greenhouse Gas Analysis
3. Noise and Vibration Analysis
4. Traffic Impact Study

Due to length, attachments are available to view at the Permit Center, 311 Vernon Street, Roseville CA 95678 during normal business hours, or online at www.roseville.ca.us/planning, on the Projects of Interest page (Parcel 49 - Living Spaces). The direct link is:

<https://www.roseville.ca.us/cms/One.aspx?portalId=7964922&pageId=8774480>

**DEVELOPMENT SERVICES DEPARTMENT – PLANNING DIVISION**

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

MITIGATION MONITORING AND REPORTING PROGRAM

Project Title/File Number:	NCRSP PCL 49, as amended/PL14-0252, PL16-0168, PL17-0055, PL18-0388
Project Location:	1720 Freedom Way; APN 363-022-017-000
Project Description:	The project is to develop the North Central Roseville Specific Plan Parcel 49 site with a mix of uses, including retail, restaurant, outdoor sports and recreation, and offices.
Environmental Document	Mitigated Negative Declaration
Project Applicant:	Kris Steward, Phillips Land Law, Inc
Property Owner:	John Stewart, BSO, LLC
Lead Agency Contact Person:	Lauren Hocker, Senior Planner

Section 21081.6 of the California Public Resources Code requires public agencies to "adopt a reporting and monitoring program for the changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment." This Mitigation Monitoring and Reporting Program has been adopted for the purpose of avoiding environmental impacts

MONITORING PROCESS: Existing monitoring mechanisms are in place that assist the City of Roseville in meeting the intent of CEQA. These existing monitoring mechanisms eliminate the need to develop new monitoring processes for each mitigation measure. These mechanisms include grading plan review and approval, improvement/building plan review and approval and on-site inspections by City Departments. Given that these monitoring processes are requirements of the project, they are not included in the mitigation monitoring program.

It shall be the responsibility of the project applicant/owner to provide written notification to the City using the Mitigation Verification Cover Sheet and Forms, in a timely manner, of the completion of each Mitigation Measure as identified on the following pages. The City will verify that the project is in compliance with the adopted Mitigation Monitoring and Reporting Program. Any non-compliance will be reported by the City to the applicant/owner, and it shall be the project applicant's/owner's responsibility to rectify the situation by bringing the project into compliance. The purpose of this program is to ensure diligent and good faith compliance with the Mitigation Measures which have been adopted as part of the project.

TABLE OF MITIGATION MEASURES					
Mitigation Measure	Implementation	Timing	Reviewing Party	Documents to be Submitted to City	Staff Use Only
MM-1: The Topgolf plans submitted for a building permit shall incorporate all noise mitigation measures related to the building design that are listed in the Topgolf Noise Study (BAC, 12/8/14). The mitigation measures are as follows: • Drive-bay speakers shall be oriented at a 45-degree angle inward rather than straight down. • Installation of extensive sound absorbing materials in and around the drive bays (50% treatment of wall, column, and ceiling areas with NRC 0.8 materials). • Install sound absorbing turf around the hitting mats from the front edge of the drive bay to the support columns. • The terrace wall height shall be a minimum of seven (7) feet tall and may consist of a four (4) foot solid wall with a three (3) foot Plexiglas barrier above the wall, as shown on the MPP plans. The design of the terrace wall shall provide approximately 3 dBa of noise reduction. • The terrace shall be located on the northwestern side of the building, as shown on the MPP plans. • Installation of sound absorbing materials within the terrace area to provide approximately 3 dBa of noise reduction.	Project plans will be reviewed for compliance.	<i>Pre-Construction & Construction</i>	Building and Engineering will review Improvement Plans and Building Plans for compliance, and verify with construction inspection	None	Complete
MM-2: The Topgolf operations shall be restricted as follows: • Live and DJ-generated music on the terrace shall not be permitted after 10PM. • The house sound system output shall be gradually reduced so that the noise level standards, as outlined in the table below, are not exceeded. • Low-frequency sound (for frequencies below 50-60 hertz) shall be filtered via a limiter or high-pass filter on the house amplifier, or similar procedure. • Live bands shall utilize electric drum kits so sound output can be regulated.	Inspection staff and code enforcement will monitor for compliance	<i>Operation</i>	Development Services	Noise study, as necessary	Complete
MM-3: With construction of Phase 2 of the project, a northbound right-turn pocket of 250 feet shall be constructed on northbound Washington Boulevard at the Washington Boulevard/Blue Oaks Boulevard intersection. The improvement shall be shown on the Phase 2 improvement plans submitted to the City's Development Services, Engineering Division. Construction of the turn pocket shall be completed with construction of any portion of Road B.	Project plans will be reviewed for compliance.	<i>Pre-Construction</i>	Engineering will review Improvement Plans for compliance.	None	Complete
Add MM-1: All truck deliveries which occur during the nighttime hours of 10 p.m. to 7 a.m. shall access/depart the loading dock area via a circulation route to the north of the building; during this time period, trucks shall not use travel paths at the rear of the building. This measure shall be recorded as part of the Covenants, Conditions, and Restrictions (CC&Rs) for the property.	The measure will be included as part of the CC&Rs for the site. Code Enforcement will monitor for compliance.	<i>Pre-Construction and Operation</i>	Planning will review CC&Rs for compliance.	CC&Rs	

LIGHT INDUSTRIAL LAND USE

3.12 Light Industrial

A total of 67.76 acres (Parcels 49a and Parcels 48b and 49b) on the northwest end of the Plan Area have been designated for light industrial use. The parcels are bordered by the Highway 65 Bypass (or for Parcel 48b, Parcel 48a) to the north, Washington Boulevard to the west, Parcel 84 to the east and the fifty-foot (50') wide open space/bike trail corridors which separate the light industrial uses from the

single-family uses to the south. The Highway 65 corridor has been established as a light industrial center for South Placer county, and particularly the cities of Roseville and Rocklin. The light industrial land use planned in the North Central Specific Plan Area provides ease of access for truck and employee traffic, and maintains continuity with the existing industrial land use pattern along the Highway 65 corridor. The industrial area is separated and adequately buffered from residential uses by a fifty-foot (50') wide pedestrian/bike corridor. Soundwalls may also be required if at the time of development of the light industrial property a noise analysis indicates the need. Pedestrian connections will be provided between the light industrial and residential uses through adjacent park, lower watershed and/or landscape corridors.

The City of Roseville General Plan states that the intent of the Light Industrial category is to allow intensive industries with relatively high numbers of employees per acre. However, the experience in the South Placer region indicates that light industrial land use encompasses a broad range of industrial activity including high technology manufacturing, warehousing and distribution. It is anticipated that the light industrial land use in the Specific Plan Area will also attract a mix of industrial and business park/research and development activities, plus supporting retail uses.

The light industrial areas in the North Central Specific Plan area may attract both large primary users and smaller uses. The large users may include high technology manufactures or research and development operations. The smaller uses will provide services for the larger industrial land uses, other businesses and the general public along the Highway 65 corridor. Small light industrial employers may provide a significant portion of the manufacturing and warehousing employment base. The users will require small parcels or sites coordinated into a light industrial setting. The light industrial parks will be developed as planned developments that incorporate a common design, landscaping, and signage program to ensure a continuity of appearance and efficient circulation.

Light industrial areas shall be designed to ensure the proper development and use of land in a manner so as to achieve a high quality, nuisance free environment for manufacturing, assembly, research and development, business park, warehousing and distribution type land uses.

The purpose of the Planned Development (PD) zone on Parcel 49a is to enhance the ability of the NCRSP to ~~land a major corporate research and development user, while at the same time providing the flexibility to attract corporate users with major office needs. The PD zone also will allow~~ **provide a mix of uses including retail, commercial sales and services, including recreation,** lodging, and a range of restaurant uses, **to serve employees and residents in the area.** ~~in close proximity to employment centers on Parcels 48a and 49a.~~

~~A maximum of twenty percent of the building square footage on Parcel 49a shall be permitted to have retail uses as specified in the PD ordinance for Parcel 49a.~~

The following uses designated as “P” or “CUP” are permitted or conditionally permitted in the Light Industrial designation. In addition, prohibited uses are designated as “–”.

AGRICULTURAL AND OPEN SPACE USE TYPES	
Resource Protection and Restoration	P
Resource-Related Recreation	P

CIVIC USE TYPES	
Community Assembly	P
Community Service	P
Essential Services	P
Social Services (1)	CUP
Intensive Public Facilities (2)	CUP
Public Parking Services	P
Schools, Private Elementary and Secondary	P

RESIDENTIAL USE TYPES	
Caretaker/Employee Housing	P

COMMERCIAL USE TYPES	
Adult Business Establishments	CUP
Animal Sales and Service	
Kennels	P
Veterinary Clinic	P
Veterinary Hospital	P
Automotive and Equipment	
Automotive Rental	CUP
Automotive Repairs	P
Automotive Sales (2)	CUP
Car Wash and Detailing	P
Commercial Parking	P
Equipment Rental, Repair and Sales	P
Gasoline Sales	P
Banks and Financial Services (2)	P
Bars and Drinking Places (2)	CUP
Broadcasting and Recording Studios	P
Business Support Services	P
Commercial Recreation	
Indoor Entertainment	P
Indoor Sports and Recreation	P
Outdoor Entertainment	CUP
Outdoor Sports and Recreation	CUP
Large Amusement Complexes	CUP
Eating and Drinking Establishments	
Convenience	P
Fast Food with Drive Through (2)	P
Full Service (2)	P
Food and Beverage Retail Sales (2)	P
Lodging Services	P

Maintenance and Repair	P
Medical Services, General	P
Nursery, Retail	P
Offices, Professional	P
Personal Services	P
Retail Sales and Services (2)	P
Specialized Education and Training	
Colleges and Universities	P
Vocational Schools	P
Specialty Schools	P
Storage, Personal Storage Facility	P

INDUSTRIAL USE TYPES	
Day Care Center, Secondary (employees only)	CUP
Equipment and Storage Yards	CUP
General Industrial	CUP
Hazardous Materials Handling	CUP
Laundries, Commercial	P
Light Manufacturing	P
Printing & Publishing	P
Recycling, Scrap and Dismantling	
Enclosed	P
Unenclosed	CUP
Research Services	P
Specialized Industrial	CUP
Wholesale and Distribution	
Light	P
Heavy	CUP

TRANSPORTATION AND COMMUNICATION USE TYPES	
Antennas and Communications Facilities (3) <u>(2)</u>	
Developed Lot	P
Undeveloped Lot	CUP
Heliport	P
Intermodal Facilities	P

Note:

- (1) Additional requirements are contained in Chapters 19.38, 19.39 and 19.40.
- ~~(2) Subject to limitation that retail uses may not exceed 240,000 square feet of gross floor area on a cumulative basis on Parcel 49A.~~
- ~~(3)~~(2) Additional requirements are contained in Chapter 19.34. (Ord. 3046 §2 (part), 1996; Ord. 3014 (part), 1996.)

Commercial support uses are permitted where appropriate and there is no conflict with planned industrial development. Such uses are intended to serve the employees in the light industrial area and thereby provide a higher quality working environment. Such uses will reduce the need for travel out of the area for goods and services needed by employees in the course of a normal work day. Typical commercial support uses may include day care, eating establishments, specialty retail, retail sales and services, food and beverage sales, personal services, such as hair care, and recreation, such as health clubs. Convenience services within the light industrial uses should be distributed to be easily accessible by pedestrians.

The following uses are permitted in the Light Industrial designation:

- Uses primarily engaged in research and development (R & D) activities, including but not limited to research and development laboratories and facilities and compatible light manufacturing.
- Uses primarily engaged in manufacture, assembly, packaging, testing and/or repair of components, devices, equipment, systems and parts.
- Service operations, including delivery, radio and television repair, security service, print shops.
- Offices shall be allowed, ~~but should not exceed thirty percent (30%) of the total gross floor area in any ultimately defined light industrial parcel.~~
- Warehousing and distribution facilities are permitted provided that such activities are conducted wholly within a completely enclosed building.
- Mail order businesses
- Mini-storage

The following additional uses may be permitted subject to the approval of a special use permit by the City.

- cabinet and upholstery shops
- dry cleaning plants, rug cleaning plants and laundries
- caretaker dwellings
- recycling centers
- veterinary hospitals

Commercial support uses are permitted where appropriate and there is no conflict with planned industrial development. Such uses are intended to serve the employees in the light industrial area and thereby provide a higher quality working environment. Such uses will reduce the need for travel out of the area for goods and services needed by employees in the course of a normal work day. Typical commercial support uses may include day care, eating establishments, specialty retail, personal services, such as hair care, and recreation, such as health clubs. Convenience services within the light industrial uses should be distributed to be easily accessible by pedestrians. ~~The commercial support uses shall not exceed ten percent (10%) of the total gross floor area in any ultimately defined light industrial parcel.~~ These uses should generally be located within light industrial building complexes, and not as free standing structures.

All uses within the light industrial designation will be subject to a use permit to ensure that impacts from noise, light, vibration, odor, and other factors do not exceed City standards and will not cause adverse impacts on nearby uses.

The following policies shall apply to all light industrial land use. Additional policies contained in the General Design Guidelines section of this element also apply:

1. All allowed uses and accessory activities shall be conducted wholly within a completely enclosed building with the exception of off-street parking spaces, off-street loading facilities, open storage areas (as specified in Policy 2), and employee recreational facilities. Activities shall minimize noise, fumes, smoke, dust, or other environmental pollutants.
2. Incidental open storage of materials, goods, parts and equipment, including company owned or operated trucks and other motor vehicles, is permitted provided that all such activities shall be screened by a solid fence or masonry wall no less than six feet (6') in height and by landscaping and earth berms. No stored materials, goods, parts or equipment should be visible from any adjacent public streets or highways, wetland preserve areas, or adjacent residential properties.
3. No noise may be generated that exceeds 60 dba at the edge of the light industrial parcels. Outside phone and paging systems are prohibited.
4. The use of toxic or hazardous materials requiring the filing of a business plan, for emergency response pursuant to Section 25503.5 of the California Health and Safety Code or materials identified in Section 5194, Title 8 of the California Code of Regulations, shall be critically analyzed by the City when considering any use and shall be subject to the approval of a special use permit.
5. All users shall submit a list of hazardous and toxic materials with a qualified discussion of potential chronic and acute long term health hazards and toxicological effects, including those on children, from acute short-term or chronic long-term exposures. In addition, a plan shall be submitted specifying procedures for mitigating the emissions of toxic substances and ground water monitoring, and for identifying methods of hazardous waste disposal.
6. Loading facilities shall be designed as an integral part of the building which they serve and shall be located in the most inconspicuous manner possible. No loading facility, including incidental parking and maneuvering areas, shall extend into any required minimum setback areas.
7. All roof mounted mechanical equipment shall be screened so as to not be visible from any public street or highway, or area accessible to the general public. This is a particular concern because a portion of the light industrial

area lies below the elevation of the adjacent Highway 65 Bypass. Special treatment of the roof is encouraged and may be required when buildings are below the level of adjacent streets, highway, or public areas.

8. A secondary street system shall be provided within the light industrial areas (Parcels 48 and 49) to provide access to individual parcels. The street cross section shall include twenty-five foot (25') landscape corridors as specified for non-residential collectors in the Circulation Element. Common access driveways shall be utilized to the maximum extent possible in order to reduce circulation conflicts and maintain the continuity of frontage landscaping.

9. Light industrial uses adjacent to residential use will be buffered by a fifty-foot (50') wide pedestrian/bike corridor.

10. Light industrial uses fronting on Washington Boulevard and Pleasant grove Boulevard shall have a fifty foot (50') landscape buffer setback from the back of the ultimate curb. Projects shall not back onto these roadway frontages unless adequate screening is provided through berms, landscaping, or fencing. The use of berms and landscaping, rather than fencing, is strongly encouraged.

11. Pedestrian pathway access connections shall occur along the perimeter of a project to adjacent pedestrian pathways (either adjacent to a roadway or watershed) at an average interval of every six hundred linear feet (600') along the perimeter of the project, with the distance between individual access points not to exceed one thousand linear feet (1000') along the perimeter of a project. A minimum of one connection per street or open space frontage shall be provided within each ultimately defined light industrial parcel. The pedestrian pathway connection shall be separated from vehicle driveways and shall function to guide the pedestrian to the main building accesses of each building. Such walkways are to be designed similar to Figure 3-19, Pedestrian Walkway in Commercial Parking Lot. Pedestrian access shall also be considered at all vehicular driveway locations. The location of pedestrian access connections shall be coordinated with the location of transit stops to facilitate transit use. Connections from the project to the adjacent pathway shall be made by the developer.

12. Buildings directly fronting roads shall provide direct pedestrian connections to the landscape corridor pathway along the adjacent roadway.

13. Pedestrian access should be provided between individual light industrial projects at regular intervals to promote pedestrian cross access.

14. Light industrial uses adjacent to lower watershed areas (Parcel 84), should incorporate, to the extent feasible, the visual amenity provided by the adjacent open space areas. A minimum twenty foot (20') landscape setback shall be provided from the edge of the watershed. Such setback shall be landscaped and shall include berms and swales to create a boundary and to control drainage. Trees shall be planted to provide shading for the adjacent pathway systems. Fencing between light industrial and wetland areas is discouraged. When determined necessary, such fencing should be an open type which allows a continuous view to the open space area. Regular pedestrian connections to the wetland area and pathway system shall be made by the developer in accordance with pedestrian connection Policy 11, with exact locations to be considered during the design review stage for the adjacent projects. Figure 3-26, Lower Watershed-Light Industrial Interface, illustrates the connection between uses. In general, architectural treatment and materials for those frontages visible from adjacent open space areas shall be the same as those utilized on the main frontages of the buildings. All delivery and storage areas shall be screened.

15. The on-site landscaping on Parcels 48A and 49A adjacent to Highway 65 shall provide a minimum forty foot (40') landscape easement from the edge of state right-of-way.

16. Sidewalks, separate from vehicular driveways, shall be provided from the pedestrian walkway in the landscape corridor along the street to each building by the most feasible direct route.

17. Pedestrian plazas with landscaping, seating, drinking fountains and points of interest, such as water elements or art sculptures, are strongly encouraged.

18. The provision of secured bike storage, lockers and showers for employees may be provided to facilitate walking and cycling to work as an option to complying with the City Rideshare Ordinance. Outdoor seating areas are encouraged.

19. The design of light industrial uses adjacent to potential light rail corridors shall consider the possible future extension of light rail,

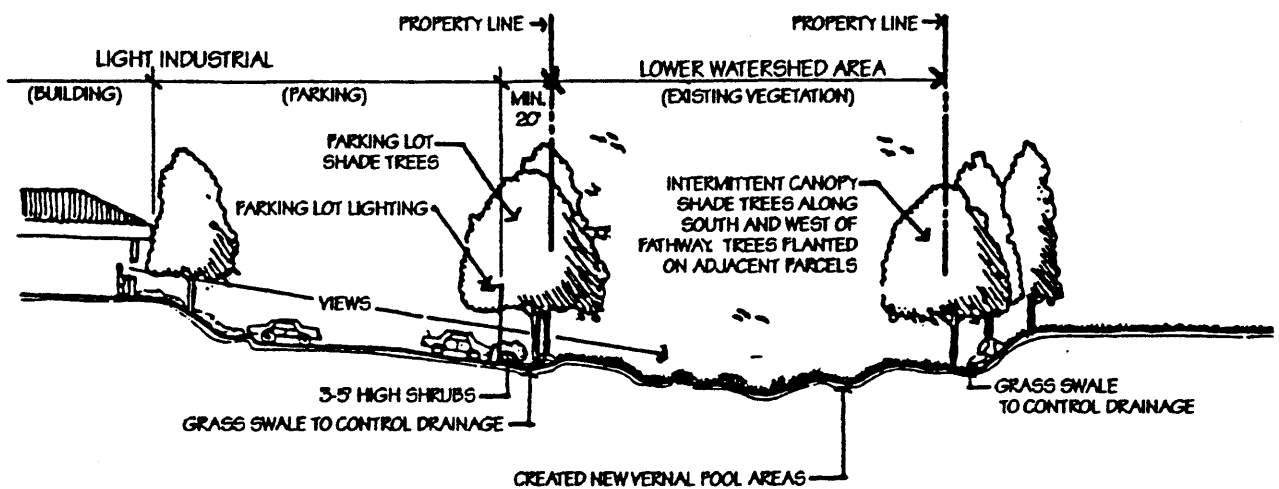


Figure 3-26
Lower Watershed - Light Industrial Interface

including right-of-way and station needs. On-site transit stops, including those for buses, should be considered during the design review stage.

20. Land use within the light industrial area may include convenience commercial support facilities such as day care, eating establishments, specialty retail, personal services such as hair care, and recreation such as health clubs primarily intended to serve the workers in the area. Such uses shall not exceed ten percent (10%) of the total gross floor area in any parcel ultimately defined within Parcels 48 and 49. These uses should generally be located within the light industrial building complexes, and not as free-standing structures. All structures should be easily accessible by employees and pedestrians.

3.13 General Industrial Land Use

A site of 10 acres (Parcel 69), located east of Harding Boulevard, has been designated for industrial use as illustrated in Figure 3-27, City of Roseville Property. The site is currently owned by the City and encompasses an existing electric substation. Approximately 3 acres of the property is undeveloped. This site will be zoned general industrial and uses are as permitted pursuant to the City of Roseville Zoning Ordinance. The light industrial design guidelines set forth in this Specific Plan shall apply to the design of any project on the property.

3.14 Open Space

Open Space within the Plan Area includes parks, the open field portion of school sites, park/wetland preserve areas, the 100-year watershed along all intermittent and perennial water courses, and landscaped corridors along major arterial streets. Open space serves the following purposes:

1. Assists in providing a buffer between land uses.
2. Provides an opportunity for off-street pedestrian and bikeway circulation.
3. Provides a visually unifying landscape element.
4. Provides view corridors to points of orientation throughout the Plan Area; both for local, short range views to landmarks in the area, and long range views to the Sierra Nevada and Coast Range foothills.
5. Reduces the sense of intensity of land use in the higher density residential and non-residential areas of the Plan.

NCRSP PARCEL 49A
(RZ 98-22)

The proposed Planned Development (PD) zone district is intended to ~~enhance the ability of the NCRSP to locate major corporate research and developer users. The proposed PD zone district will also amend the permitted uses on Parcel 49A in the NCRSP to~~ allow for retail, hotel, ~~recreation,~~ restaurant and office uses which will serve adjacent major employment centers ~~and residents~~. Specifically, the proposed Planned Development ordinance will increase the flexibility of Parcel 49A's zoning to accommodate a range of land uses reflecting the unique location of Parcel 49A in the NCRSP, adjacent to the Blue Oaks Interchange, with planned retail to the east, single family residential to the south, and light industrial employers to the west. The PD ordinance will also create the opportunity for development of the site with other consistent uses such as hotels, and colleges and universities, to complement research and development uses.

Principally and Conditionally Permitted uses are permitted in the proposed PD zone district (primary use types not listed are not permitted in the proposed PD zone district), and are identified as described below:

- Principally permitted use, designated as "P";
- Conditionally permitted use, designated as "CUP";

~~Retail, uses in the proposed PD zone that are otherwise permitted in the PD zone shall be subject to the restriction that such retail uses are compatible with an office park and may not cumulatively exceed 20% 40% of the permitted building square footage of 1,200,000 gross square feet on Parcel 49A, or 240,000 gross square feet, whichever is greater.~~

In addition to the list of "Principally Permitted" (P) and "Conditionally Permitted" (CUP) use types proposed by the PD zone district, the Development Guidelines set forth in the NCRSP for the Light Industrial land use designation shall apply to Parcel 49A, provided, however, that non-industrial projects developed on Parcel 49A shall be subject to the Community Commercial or Business Professional Development Standards, as the case may be, set forth in the NCRSP.

In addition, development of Parcel 49A shall be subject to the following Development Standards:

- Industrial/Commercial buildings are to be set back a minimum of 50 feet from the SR 65 right of way. Parking areas, including driveways and delivery bay areas, are to be set back a minimum of 40 feet from the SR 65 right of way. Any dumpster enclosures, service entries, and/ or loading docks shall be fully screened from view with a combination of block walls and landscaping.
- Setback and open areas between future buildings or parking and the freeway right-of-way are to be landscaped with a mix of trees, shrubs and ground covers. The landscape planter shall have a width of 40 feet.

- The primary tree along the SR 65 frontage shall be the Bloodgood London Plane tree planted in a staggered pattern at 30 feet on center.
- Where permitted by individual site development plans, tree planting pockets abutting the setback area should be developed between adjoining buildings or clusters of buildings or at "dead spaces" occurring within individual site development plans. The tree planting pockets are intended to introduce a rhythm of intermittent tree groves along the freeway edge.
- Approximately one third of the trees planted in the setback and pocket areas should be conifer trees for vertical scale and screening.
- All building elevations visible from the freeway should be designed to incorporate architectural detail that is sensitive to such visibility and that avoids the featureless design typically associated with "backside" facades.
- Where an industrial/commercial parcel lies adjacent to watershed open space parcels, a landscape buffer is to be installed along the abutting edge of the non-open space parcel. The minimum buffer width is 20 feet for parking and 25 feet for buildings.
- A Major Project Permit shall be submitted and processed for master planning of the entire Parcel 49A. Considerations of internal function shall be addressed in the context of a conceptual site plan at the time a development proposal is initiated for any portion of the individual site. Where a mix of uses is anticipated for the site, particular attention shall be given to site construction, access and parking. A clearly defined pedestrian link running parallel to the freeway is encouraged.

NCRSP PARCEL 49A
PLANNED DEVELOPMENT ORDINANCE
PERMITTED AND CONDITIONALLY-PERMITTED USES

AGRICULTURAL AND OPEN SPACE USE TYPES	
Resource Protection and Restoration	P
Resource-Related Recreation	P

CIVIC USE TYPES	
Community Assembly	P
Community Service	P
Essential Services	P
Social Services (1)	CUP
Intensive Public Facilities (2)	CUP
Public Parking Services	P
Schools, Private Elementary and Secondary	P

RESIDENTIAL USE TYPES	
Caretaker/Employee Housing	P

COMMERCIAL USE TYPES	
Adult Business Establishments	CUP
Animal Sales and Service	
Kennels	P
Veterinary Clinic	P
Veterinary Hospital	P
Automotive and Equipment	
Automotive Rental	CUP
Automotive Repairs	P
Automotive Sales (2)	CUP
Car Wash and Detailing	P
Commercial Parking	P
Equipment Rental, Repair and Sales	P
Gasoline Sales	P
Banks and Financial Services (2)	P
Bars and Drinking Places (2)	CUP
Broadcasting and Recording Studios	P
Business Support Services	P
Commercial Recreation	
Indoor Entertainment	P
Indoor Sports and Recreation	P
Outdoor Entertainment	CUP
Outdoor Sports and Recreation	CUP
Large Amusement Complexes	CUP
Eating and Drinking Establishments	

Convenience	P
Fast Food with Drive Through (2)	P
Full Service (2)	P
Food and Beverage Retail Sales (2)	P
Lodging Services	P
Maintenance and Repair	P
Medical Services, General	P
Nursery, Retail	P
Offices, Professional	P
Personal Services	P
Retail Sales and Services (2)	P
Specialized Education and Training	
Colleges and Universities	P
Vocational Schools	P
Specialty Schools	P
Storage, Personal Storage Facility	P

INDUSTRIAL USE TYPES	
Day Care Center, Secondary (employees only)	CUP
Equipment and Storage Yards	CUP
General Industrial	CUP
Hazardous Materials Handling	CUP
Laundries, Commercial	P
Light Manufacturing	P
Printing & Publishing	P
Recycling, Scrap and Dismantling	
Enclosed	P
Unenclosed	CUP
Research Services	P
Specialized Industrial	CUP
Wholesale and Distribution	
Light	P
Heavy	CUP

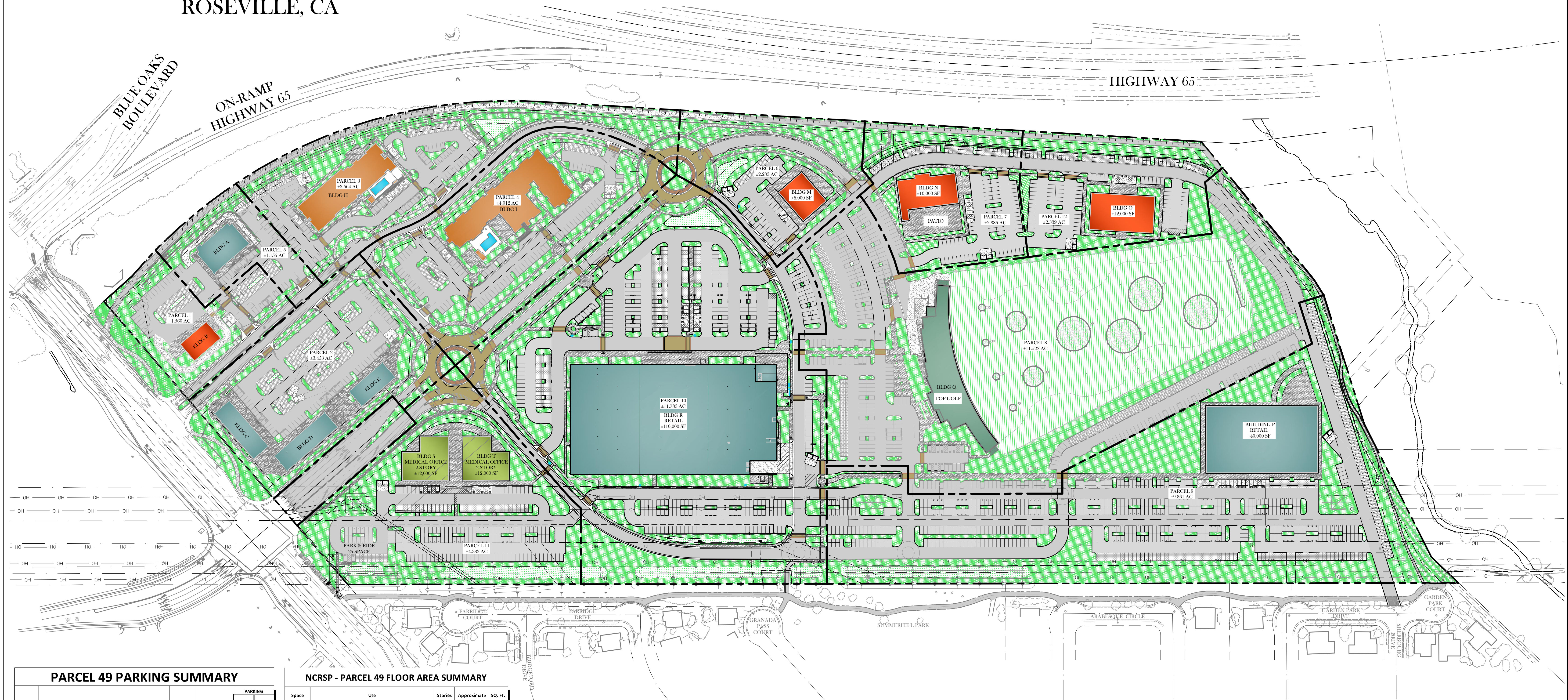
TRANSPORTATION AND COMMUNICATION USE TYPES	
Antennas and Communications Facilities (3) (2)	
Developed Lot	P
Undeveloped Lot	CUP
Heliport	P
Intermodal Facilities	P

Note:

- (1) Additional requirements are contained in Chapters 19.38, 19.39 and 19.40.
- ~~(2) Subject to limitation that retail uses may not exceed 240,000 square feet of gross floor area on a cumulative basis on Parcel 49A.~~
- ~~(3)~~ (2) Additional requirements are contained in Chapter 19.34. (Ord. 3046 §2 (part), 1996: Ord. 3014 (part), 1996.)

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

PC Exhibit D



PARCEL 49 PARKING SUMMARY

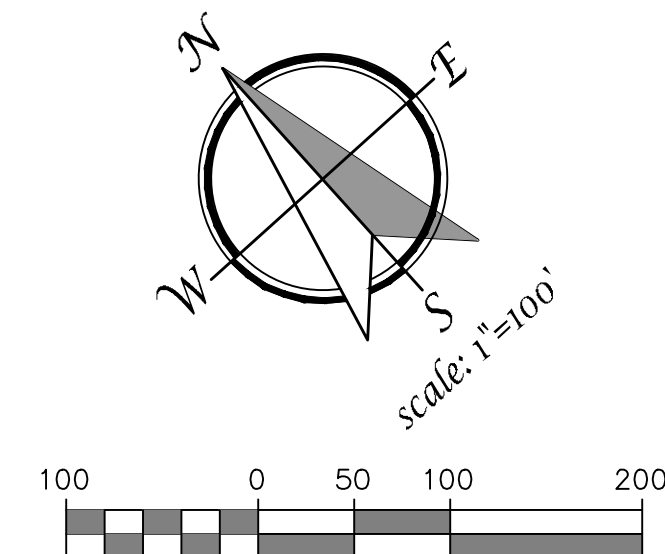
Space	Use	Stories	Approx. Sq. Ft.	Parking Ratio	Total Required	Total Provided
A	Restaurant/Fast Food	1	2,200	1/250	44	44
A	Restaurant	1	3,000	1/100	30	30
A	Retail	1	1,200	1/300	4	4
B	Restaurant/Fast Food	1	3,000	1/250	72	72
C	Restaurant	1	2,000	1/100	20	20
C	Retail	1	4,000	1/300	13	13
D	Restaurant	1	3,375	1/100	34	34
D	Retail	1	3,375	1/300	11	11
E	Restaurant	1	2,500	1/100	25	25
E	Retail	1	2,000	1/300	7	7
					260	261
H	Hotel (107 rooms)	4	63,692	1 per room	107	104
I	Hotel (104 rooms)	4	77,975	1 per room	104	110
M	Restaurant	1	6,000	1/100	60	58
N	Restaurant	1	10,000	1/100	100	117
O	Restaurant	1	12,000	1/100	120	124
P	Retail	1	40,000	1/300	133	150
Q	Outdoor Recreation (Top Golf)	3	64,232		439	421
R	Retail	1	108,500	1/300	362	
R	Restaurant	1	1,500	1/100	15	377
					377	377
S	Medical Office	2	12,000	1/150	80	
T	Medical Office	2	12,000	1/150	80	160
					160	160
	Additional Parking Provided					415
SITE TOTALS:			435,149		1860	2292

NCRSP - PARCEL 49 FLOOR AREA SUMMARY

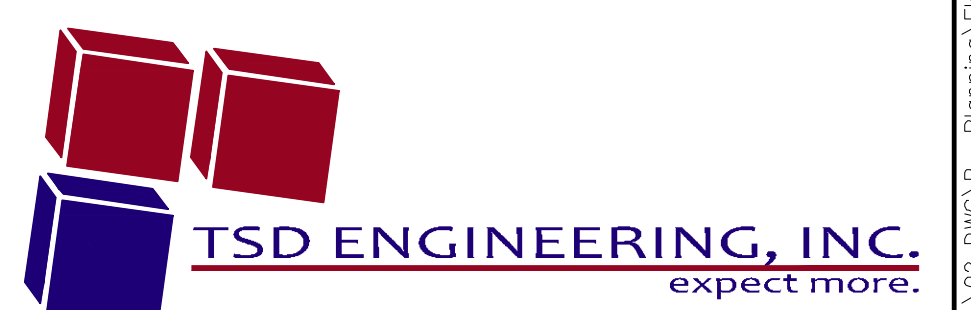
Space	Use	Stories	Approximate SQ. FT.
A	Restaurant/Fast Food	1	2,200
A	Restaurant	1	3,000
B	Restaurant/Fast Food	1	3,000
C	Restaurant	1	2,000
D	Restaurant	1	3,375
E	Restaurant	1	2,500
M	Restaurant	1	6,000
N	Restaurant	1	10,000
O	Restaurant	1	12,000
R	Restaurant	1	1,500
RESTAURANT TOTAL:			46,175
OFFICE TOTAL:			-
S	Medical Office	2	12,000
T	Medical Office	2	12,000
MEDICAL OFFICE TOTAL:			24,000
A	Retail	1	1,200
C	Retail	1	4,000
D	Retail	1	3,375
E	Retail	1	2,000
P	Retail	1	40,000
R	Retail	1	108,500
RETAIL TOTAL:			159,075
H	Hotel (107 rooms)	4	63,692
I	Hotel (104 rooms)	4	77,975
HOTEL TOTAL:			141,667
Q	Outdoor Recreation (Top Golf)	3	64,232
RECREATION TOTAL:			64,232
SITE TOTALS:			435,149

PARCEL 49 PROJECT SUMMARY

PROPERTY OWNER BSO, LLC 8205 SIERRA COLLEGE BLVD ROSEVILLE, CA 95661 ATTN: JOHN STEWART johns@baysideonline.com		ASSESSORS PARCEL NO & LOT AREA TOTAL (GROSS) - +58,883 AC		USE MIXED USE COMMERCIAL CENTER	
DEVELOPER BSO, LLC 8205 SIERRA COLLEGE BLVD ROSEVILLE, CA 95661 ATTN: JOHN STEWART johns@baysideonline.com		APN	EXISTING	PROPOSED	ZONING
ENGINEER TSD ENGINEERING, INC. 785 ORCHARD DRIVE #110 FOLSOM, CA 95630 ATTN: CASEY FEICKERT cfeickert@tsdeng.com		PARCEL 1	363-022-021	+1,560 AC	PD/SA-NC & MUSA-NC
		PARCEL 2	363-022-020	+3,453 AC	
		PARCEL 3	363-022-023	+3,654 AC	
		PARCEL 4	363-022-024	+4,012 AC	
		PARCEL 5	363-022-022	+1,155 AC	
		PARCEL 6	363-022-018	+2,233 AC	
		PARCEL 7	363-022-017	+4,725 AC	+2,385 AC
		PARCEL 8	363-022-016	+11,522 AC	
		PARCEL 9	363-022-019	+25,927 AC	+9,861 AC
		PARCEL 10			+11,733 AC
		PARCEL 11			+4,333 AC
		PARCEL 12			+2,339 AC
		PUBLIC ROAD		RIGHT-OF-WAY - +0.641	
		NUMBER OF PARCELS		9 EXISTING PARCELS	
				12 PROPOSED PARCELS	



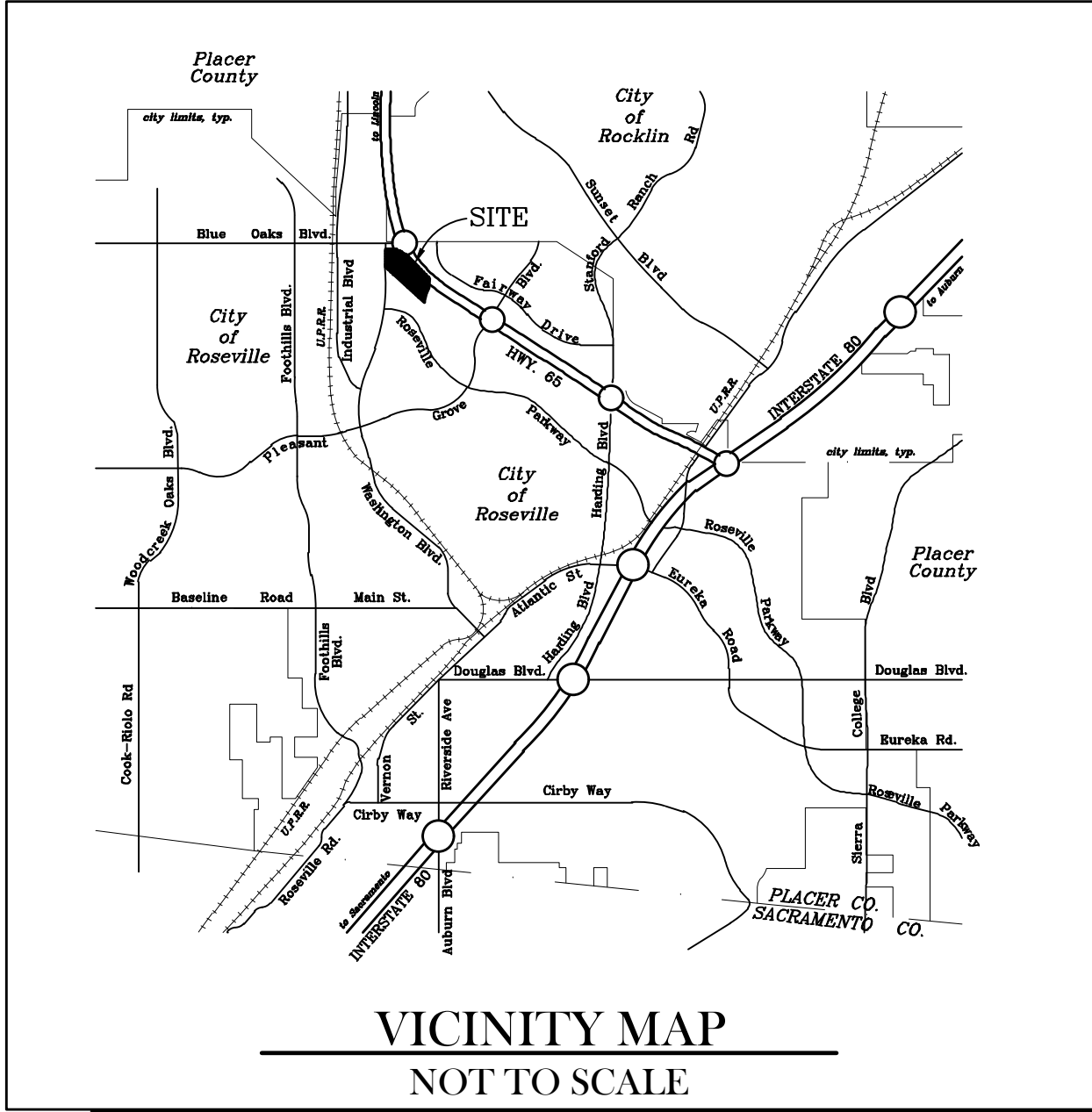
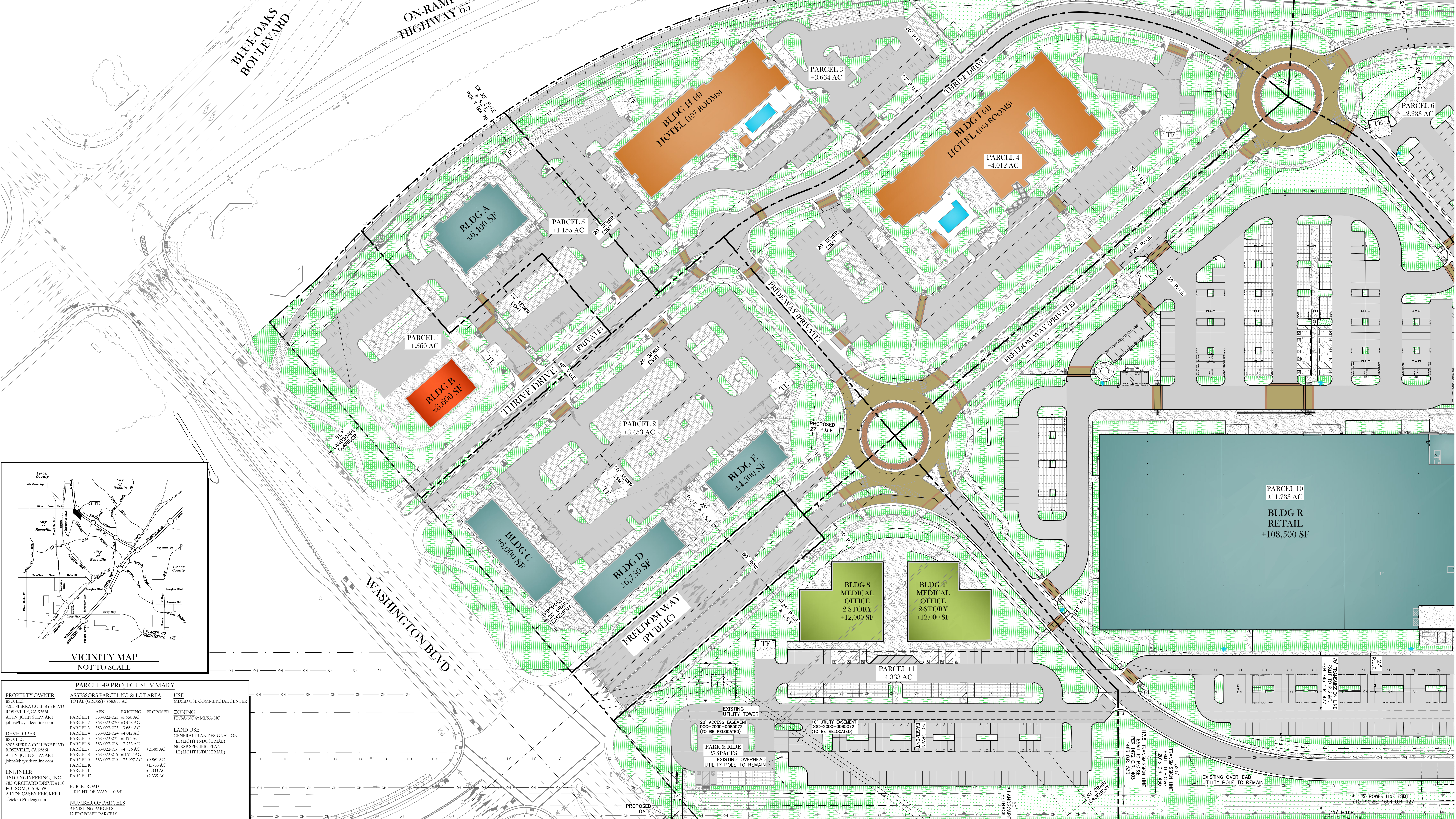
PRELIMINARY SITE PLAN
MARCH 18, 2019



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NCRSP - PARCEL 49

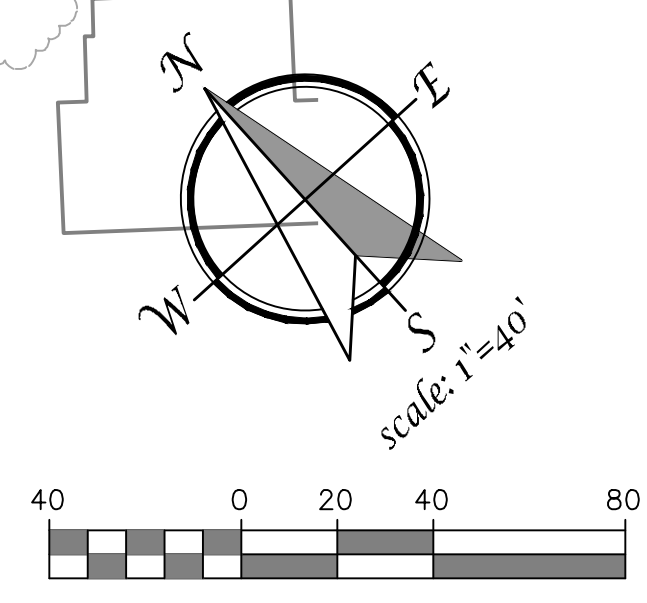
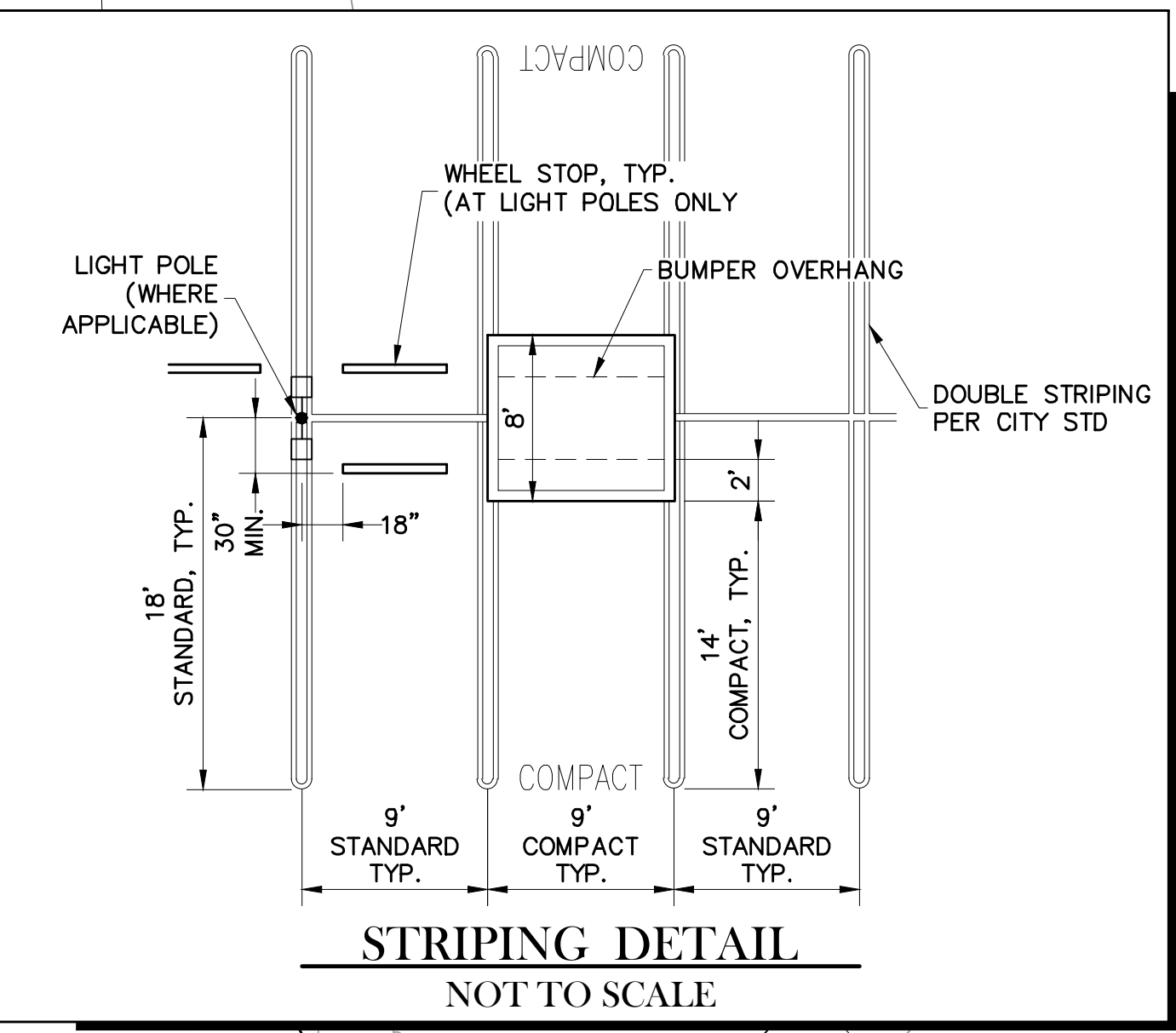
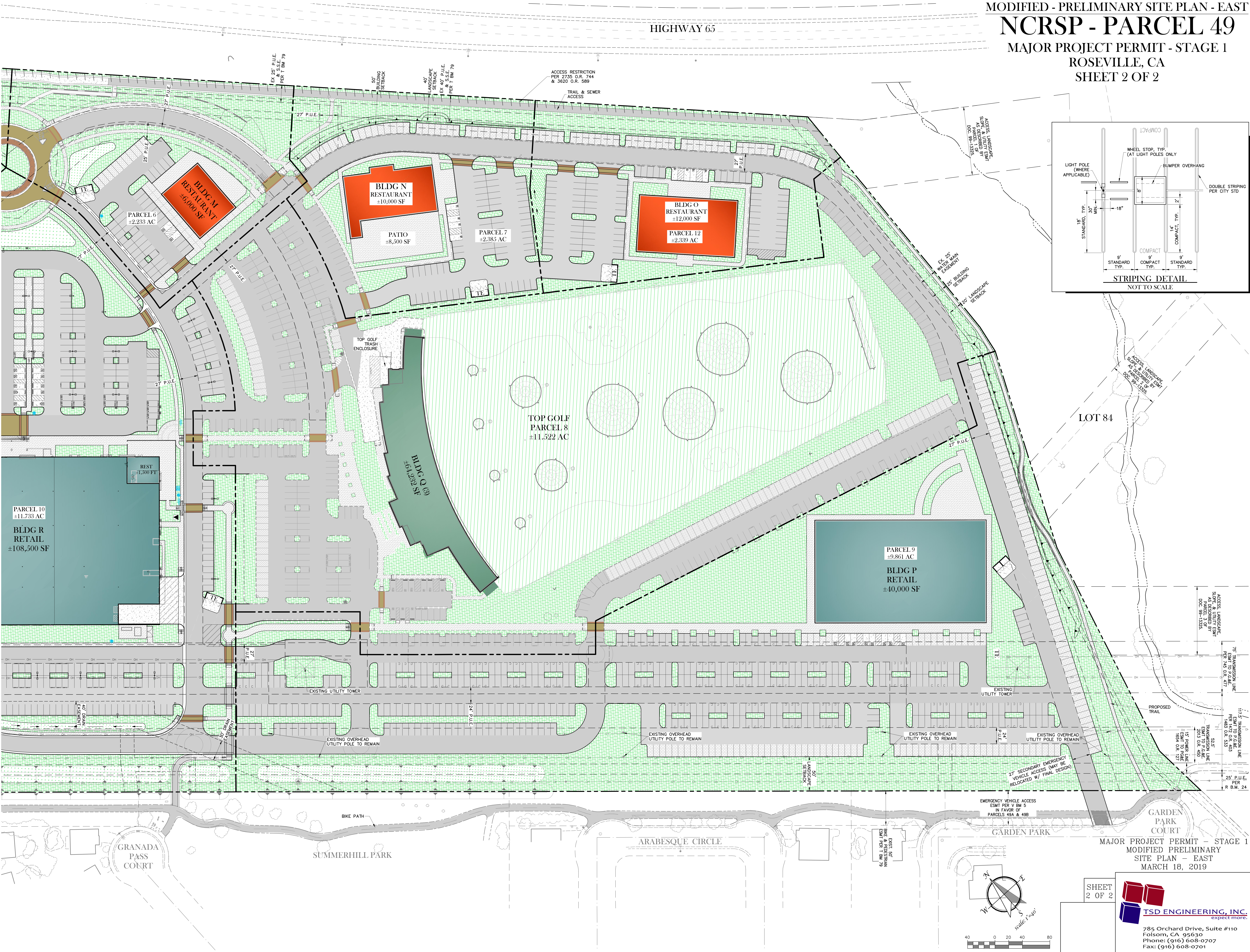
MAJOR PROJECT PERMIT - STAGE 1
ROSEVILLE, CA
SHEET 1 OF 2



PARCEL 49 PROJECT SUMMARY			
PROPERTY OWNER 820 SIERRA COLLEGE BLVD ROSEVILLE, CA 95661 ATTN: JOHN STEWART johns@baystateonline.com	ASSESSORS PARCEL NO & LOT AREA TOTAL (GROSS) = 58,883 AC	USE MIXED USE COMMERCIAL CENTER	
DEVELOPER 820 SIERRA COLLEGE BLVD ROSEVILLE, CA 95661 ATTN: JOHN STEWART johns@baystateonline.com	APN EXISTING PROPOSED PARCEL 1 363-022-031 ±1,560 AC PARCEL 2 363-022-032 ±1,431 AC PARCEL 3 363-022-033 ±1,664 AC PARCEL 4 363-022-034 ±1,012 AC PARCEL 5 363-022-035 ±1,155 AC PARCEL 6 363-022-036 ±2,233 AC PARCEL 7 363-022-037 ±4,735 AC PARCEL 8 363-022-038 ±1,522 AC PARCEL 9 363-022-039 ±2,592 AC PARCEL 10 363-022-040 ±11,733 AC PARCEL 11 363-022-041 ±4,333 AC PARCEL 12 363-022-042 ±4,333 AC	LAND USE GENERAL PLAN DESIGNATION LI (LIGHT INDUSTRIAL) NCRSP-SPECIFIC PLAN LI (LIGHT INDUSTRIAL)	
ENGINEER TSD ENGINEERING, INC. 785 ORCHARD DRIVE #110 FOLSOM, CA 95630 ATTN: CASEY FEICKERT cfeickert@tsdeng.com	NUMBER OF PARCELS EXISTING PARCELS 12 PROPOSED PARCELS		

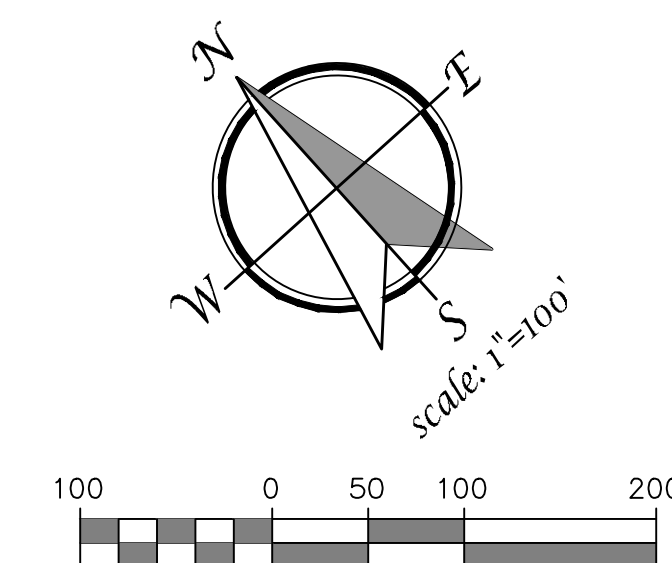
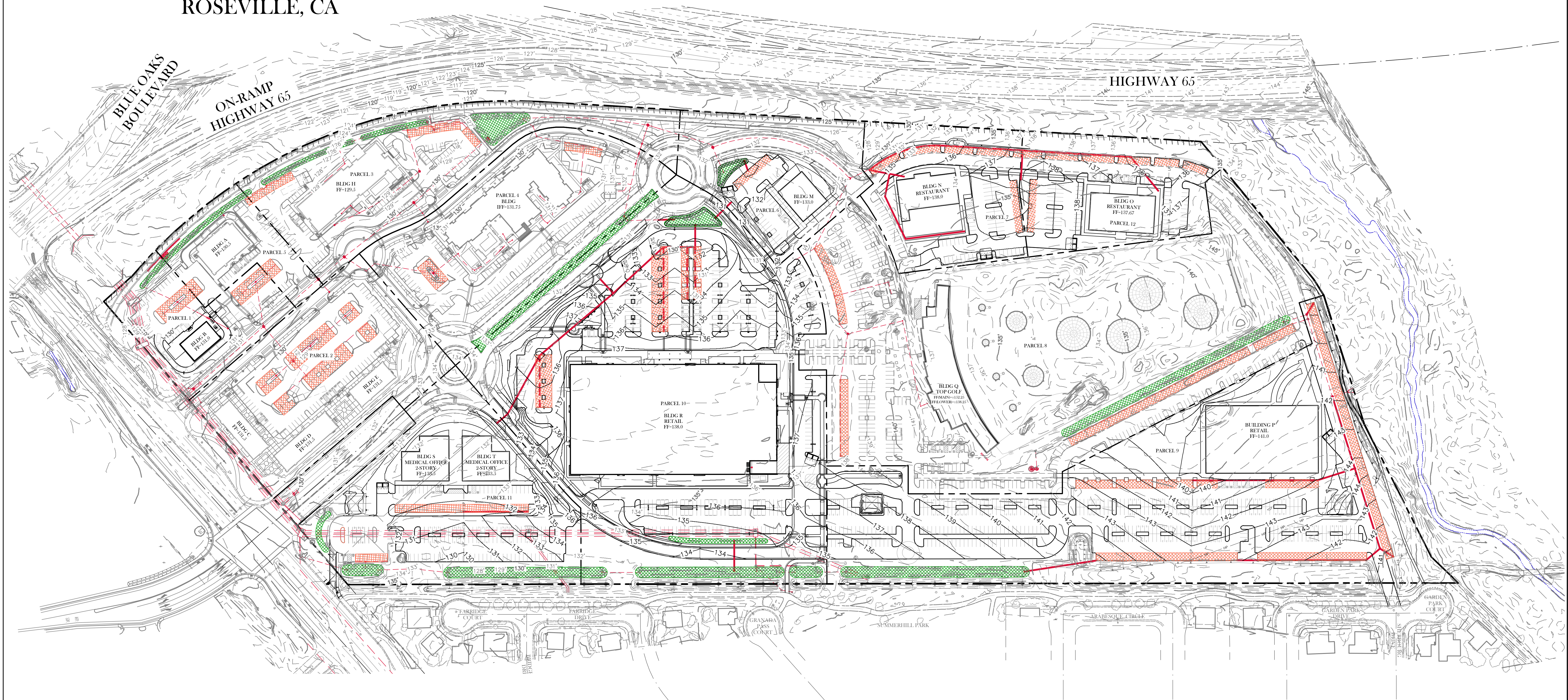
PARCEL 49 PARKING SUMMARY					
				PARKING	
Space	Use	Stories	Approx. Sq. Ft.	Parking Ratio	Total Required / Total Provided
A	Restaurant/Bar/Food	1	2,000	1/100	20
B	Restaurant	1	1,000	1/100	10
C	Restaurant	1	2,000	1/100	20
D	Restaurant/Bar/Food	1	1,000	1/100	10
E	Restaurant	1	2,000	1/100	20
F	Restaurant	1	1,000	1/100	10
G	Restaurant	1	2,000	1/100	20
H	Restaurant	1	1,000	1/100	10
I	Hotel (120 rooms)	4	63,692	2.96/room	104
J	Hotel (120 rooms)	4	27,373	2.96/room	324
K	Hotel	3	5,000	1/100	50
L	Restaurant	1	10,000	1/100	100
M	Restaurant	1	13,000	1/100	130
N	Hotel	1	80,000	1/100	110
O	Outdoor Recreation (City Golf)	3	43,423		495
P	Hotel	1	104,500	1/100	104
Q	Restaurant	1	1,500	1/100	15
R	Hotel	2	12,000	1/100	30
S	Medical Office	2	12,000	1/100	30
T	Medical Office	2	12,000	1/100	30
Additional Parking Proposed					200
SITE TOTALS: 435,149					1,860 / 2,312

MODIFIED - PRELIMINARY SITE PLAN - EAST
NCRSP - PARCEL 49
MAJOR PROJECT PERMIT - STAGE 1
ROSEVILLE, CA
SHEET 2 OF 2

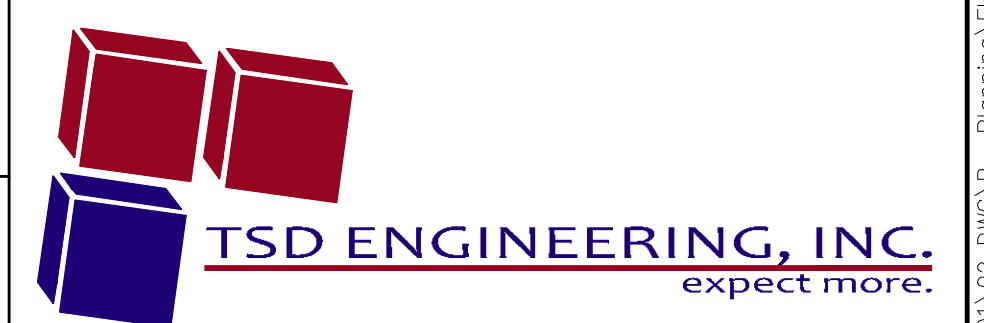


PRELIMINARY GRADING PLAN
NCRSP - PARCEL 49
MAJOR PROJECT PERMIT - STAGE 1
ROSEVILLE, CA

PC Exhibit E



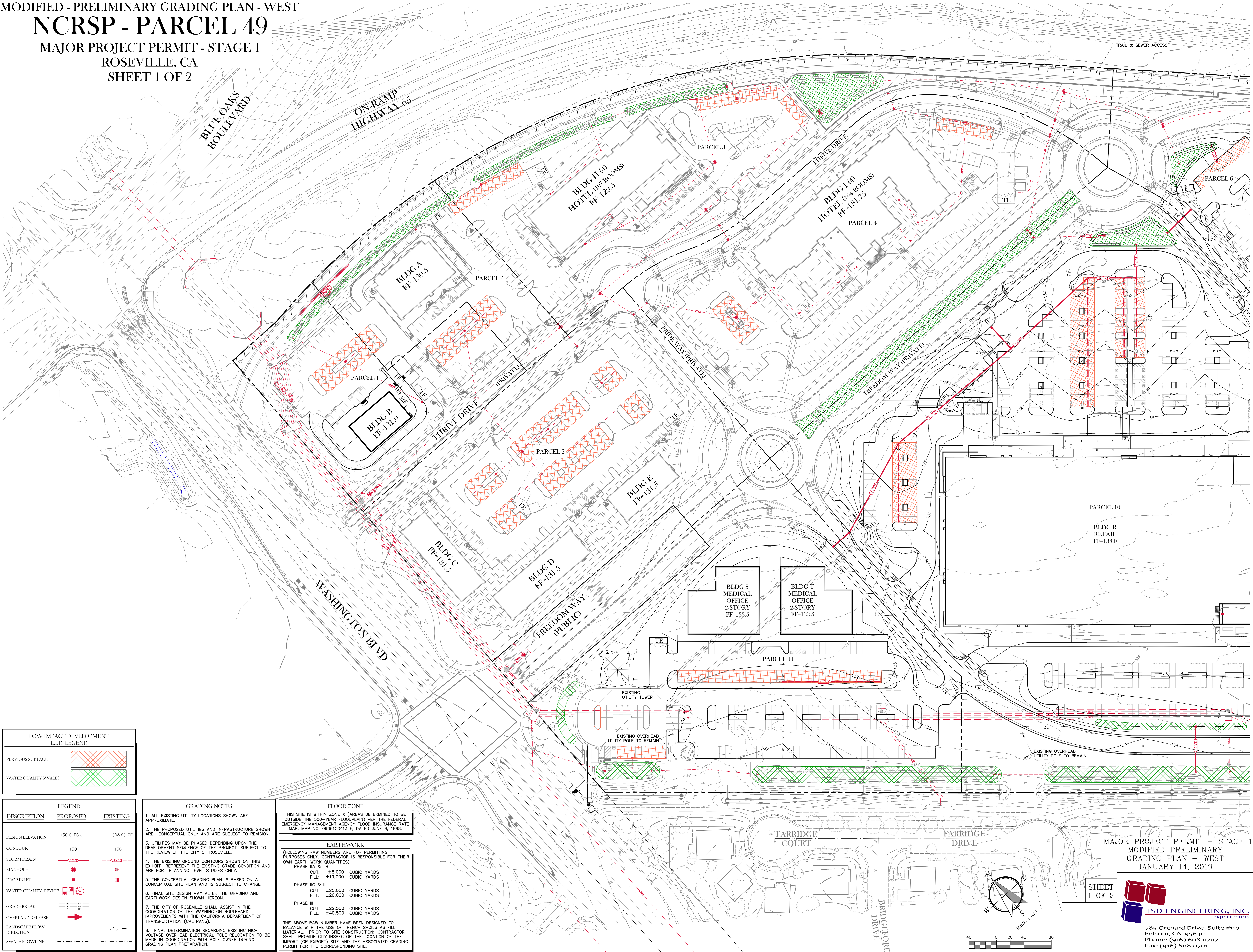
PRELIMINARY GRADING PLAN
JANUARY 14, 2019



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Folsom, CA 95630
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NCRSP - PARCEL 49

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



LOW IMPACT DEVELOPMENT L.I.D. LEGEND	
PERVIOUS SURFACE	
WATER QUALITY SWALES	

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

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

FLOOD ZONE	
THIS SITE IS WITHIN ZONE X (AREAS DETERMINED TO BE OUTSIDE THE 500-YEAR FLOODPLAIN) PER THE FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP, MAP NO. 0606100413 F, DATED JUNE 8, 1998.	
EARTHWORK	
(FOLLOWING RAW NUMBERS ARE FOR PERMITTING PURPOSES ONLY. CONTRACTOR IS RESPONSIBLE FOR THEIR OWN EARTH WORK QUANTITIES)	
PHASE IIA & IIB	
CUT: ±8,000 CUBIC YARDS	
FILL: ±19,000 CUBIC YARDS	
PHASE IIC & III	
CUT: ±25,000 CUBIC YARDS	
FILL: ±26,000 CUBIC YARDS	
PHASE III	
CUT: ±22,500 CUBIC YARDS	
FILL: ±40,500 CUBIC YARDS	
THE ABOVE RAW NUMBER HAVE BEEN DESIGNED TO BALANCE WITH THE USE OF TRENCH SPOILS AS FILL MATERIAL. PRIOR TO SITE CONSTRUCTION, CONTRACTOR SHALL PROVIDE CITY INSPECTOR THE LOCATION OF THE IMPORT (OR EXPORT) SITE AND THE ASSOCIATED GRADING PERMIT FOR THE CORRESPONDING SITE.	

MAJOR PROJECT PERMIT - STAGE 1
MODIFIED PRELIMINARY
GRADING PLAN - WEST
JANUARY 14, 2019

SHEET
1 OF 2

TSD ENGINEERING, INC.
expect more

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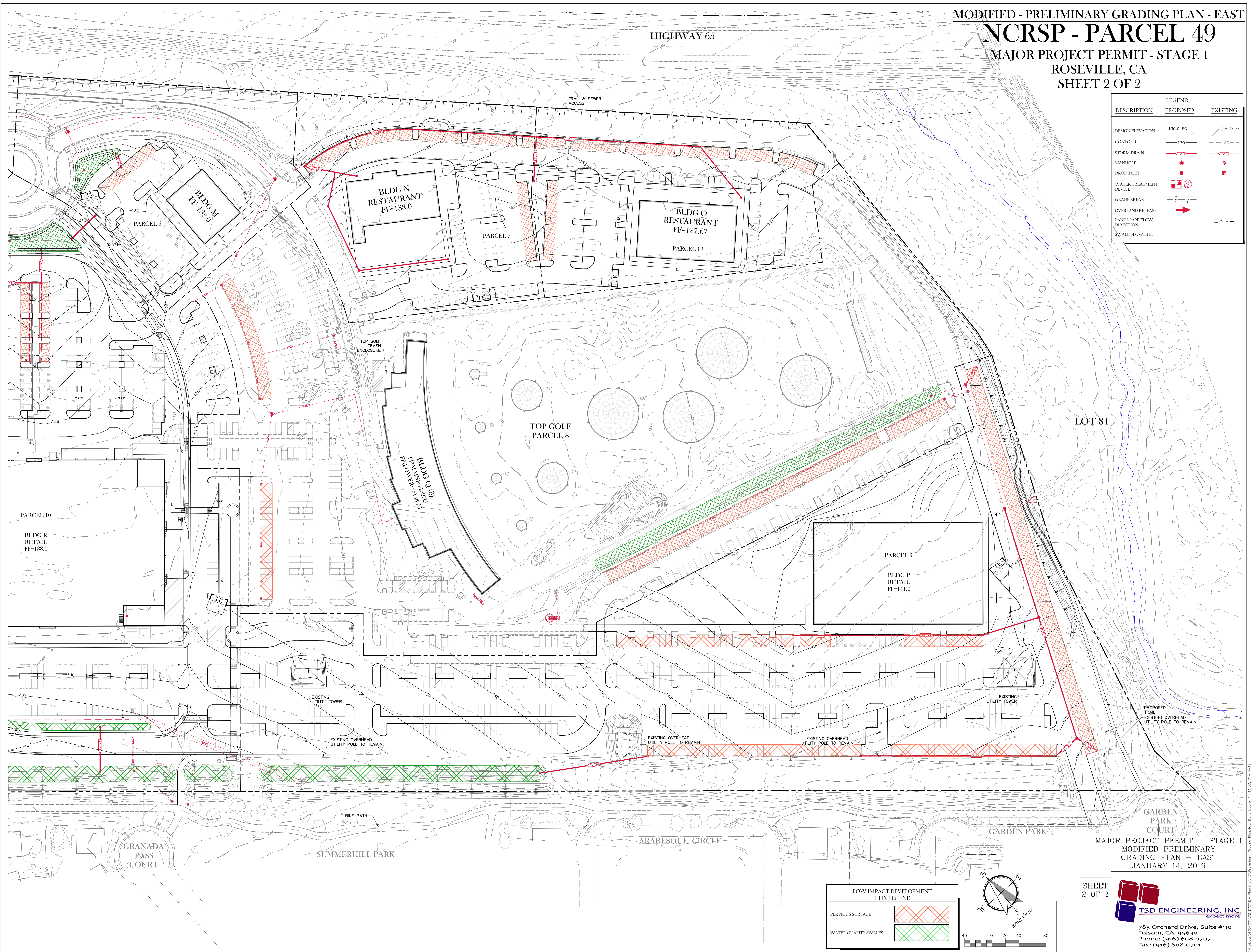
NCRSP - PARCEL 49

MAJOR PROJECT PERMIT - STAGE 1

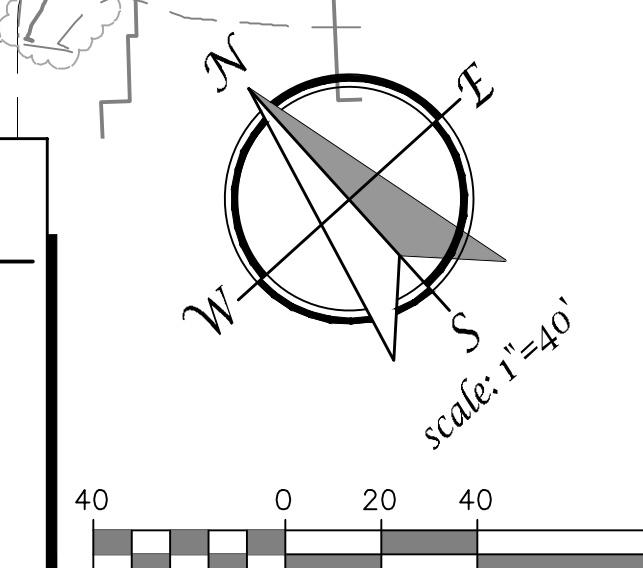
ROSEVILLE, CA

SHEET 2 OF 2

DESCRIPTION	LEGEND	
	PROPOSED	EXISTING
DESIGN ELEVATION	130.0 FG	(98.0) FF
CONTOUR	130	130
STORM DRAIN	12.0	12.0
MANHOLE		
DROP INLET		
WATER TREATMENT DEVICE		
GRADE BREAK		
OVERLAND RELEASE		
LANDSCAPE FLOW DIRECTION		
SWALE FLOWLINE		



LOW IMPACT DEVELOPMENT L.I.D. LEGEND	
PERVIOUS SURFACE	
WATER QUALITY SWALES	



SHEET
2 OF 2

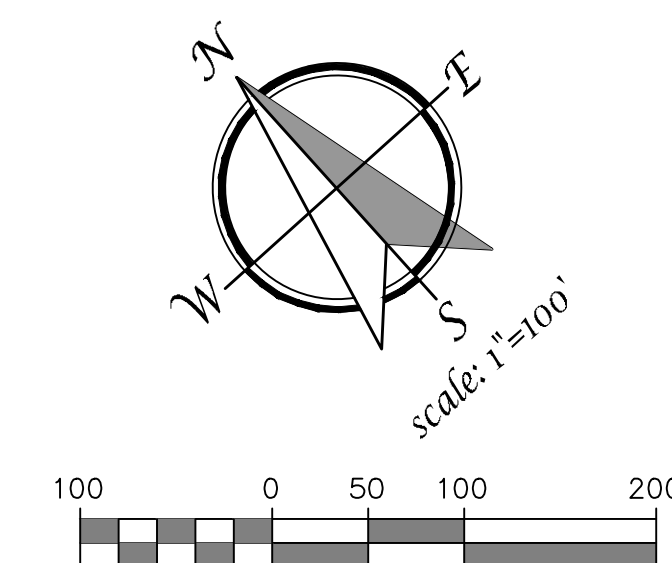
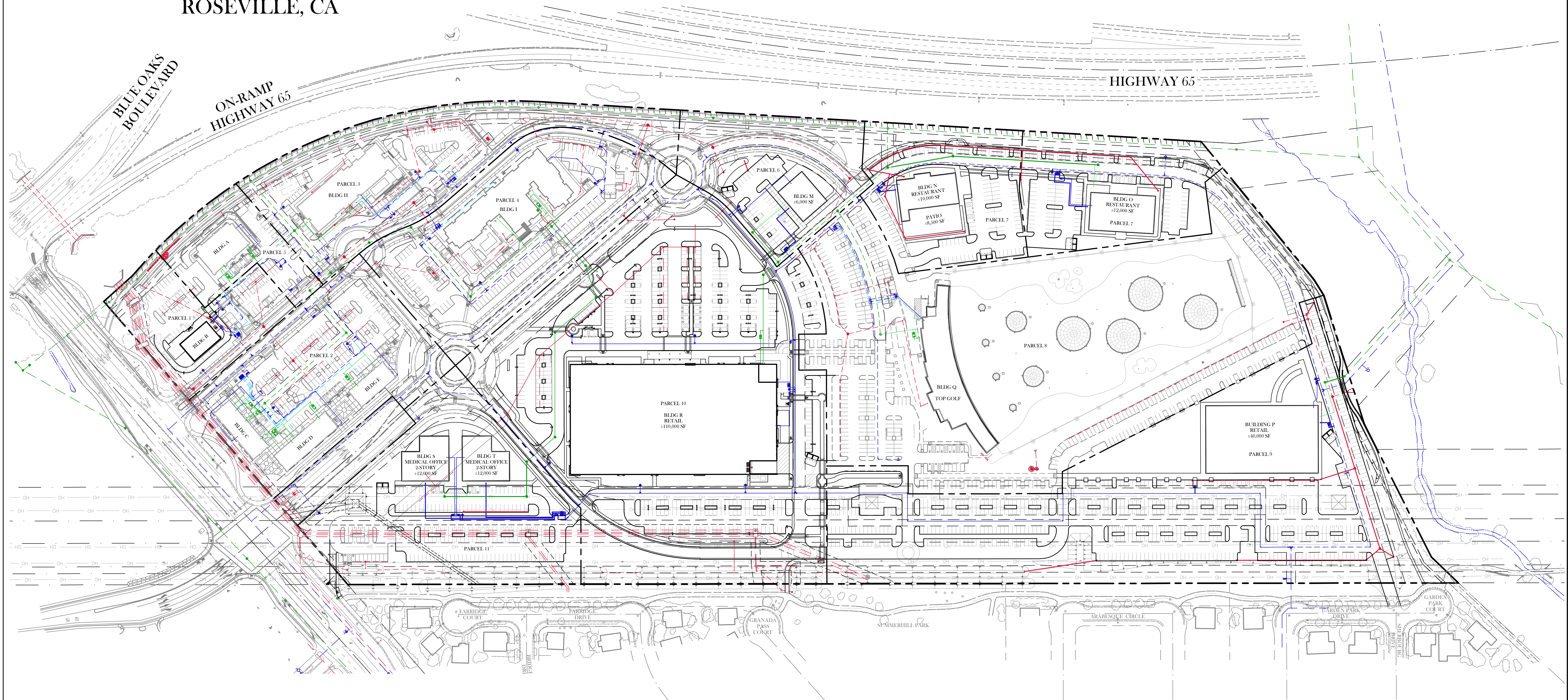
TSD ENGINEERING, INC.
expect more.

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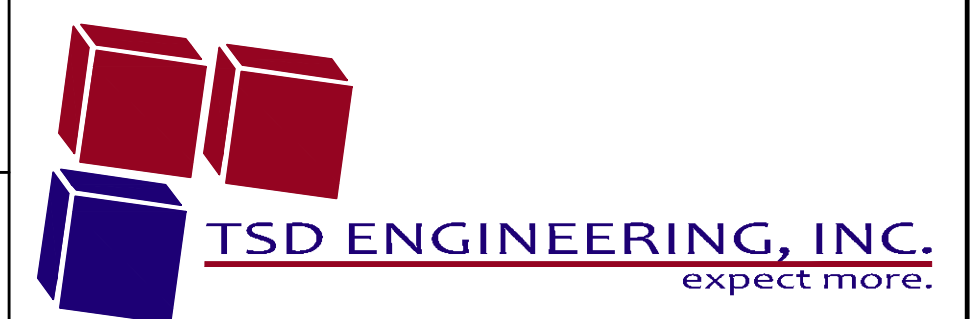
MAJOR PROJECT PERMIT - STAGE 1
MODIFIED PRELIMINARY
GRADING PLAN - EAST
JANUARY 14, 2019

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

PC Exhibit F



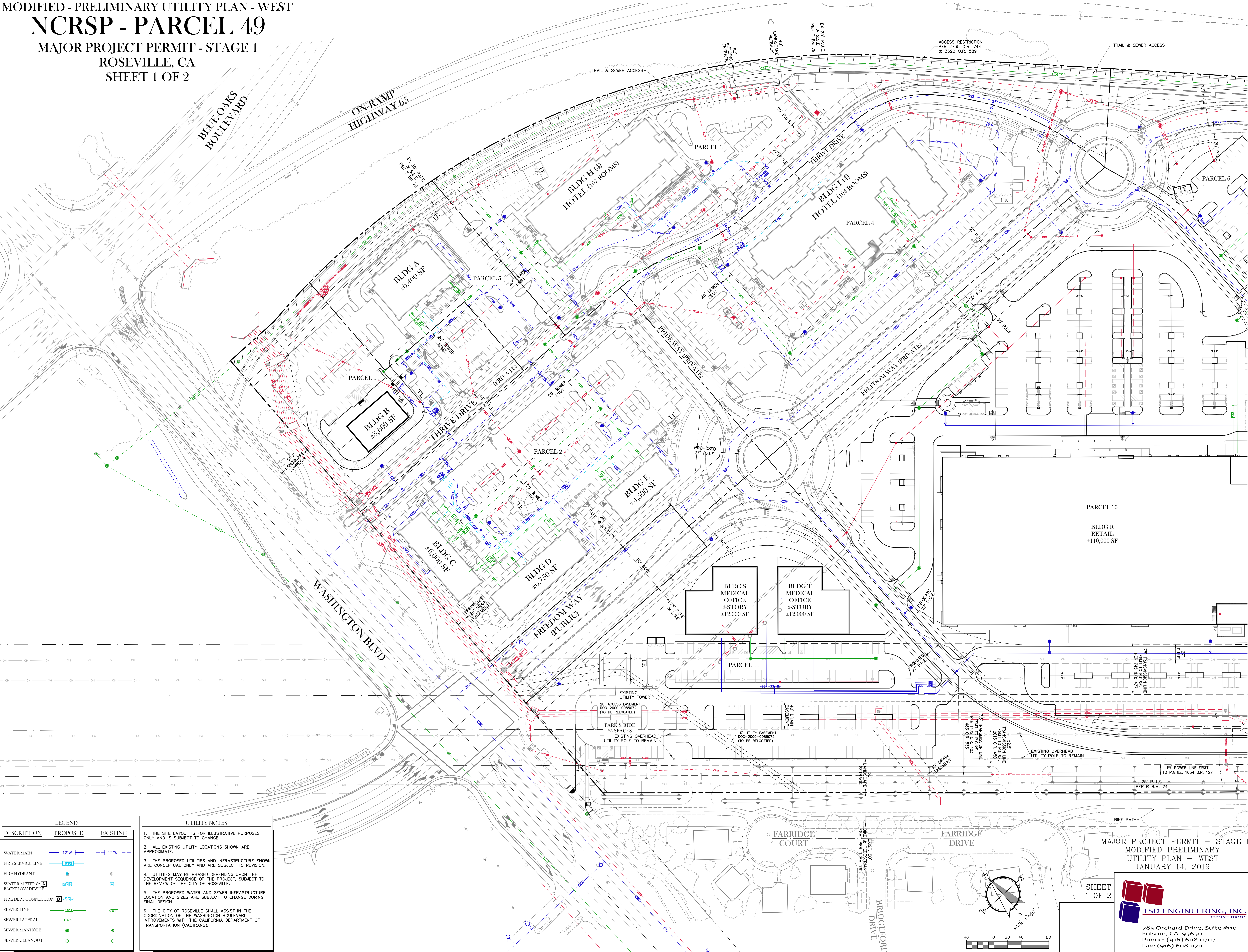
PRELIMINARY UTILITY PLAN
JANUARY 14, 2019



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NCRSP - PARCEL 49

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



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

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

MAJOR PROJECT PERMIT - STAGE 1
MODIFIED PRELIMINARY
UTILITY PLAN - WEST
JANUARY 14, 2019

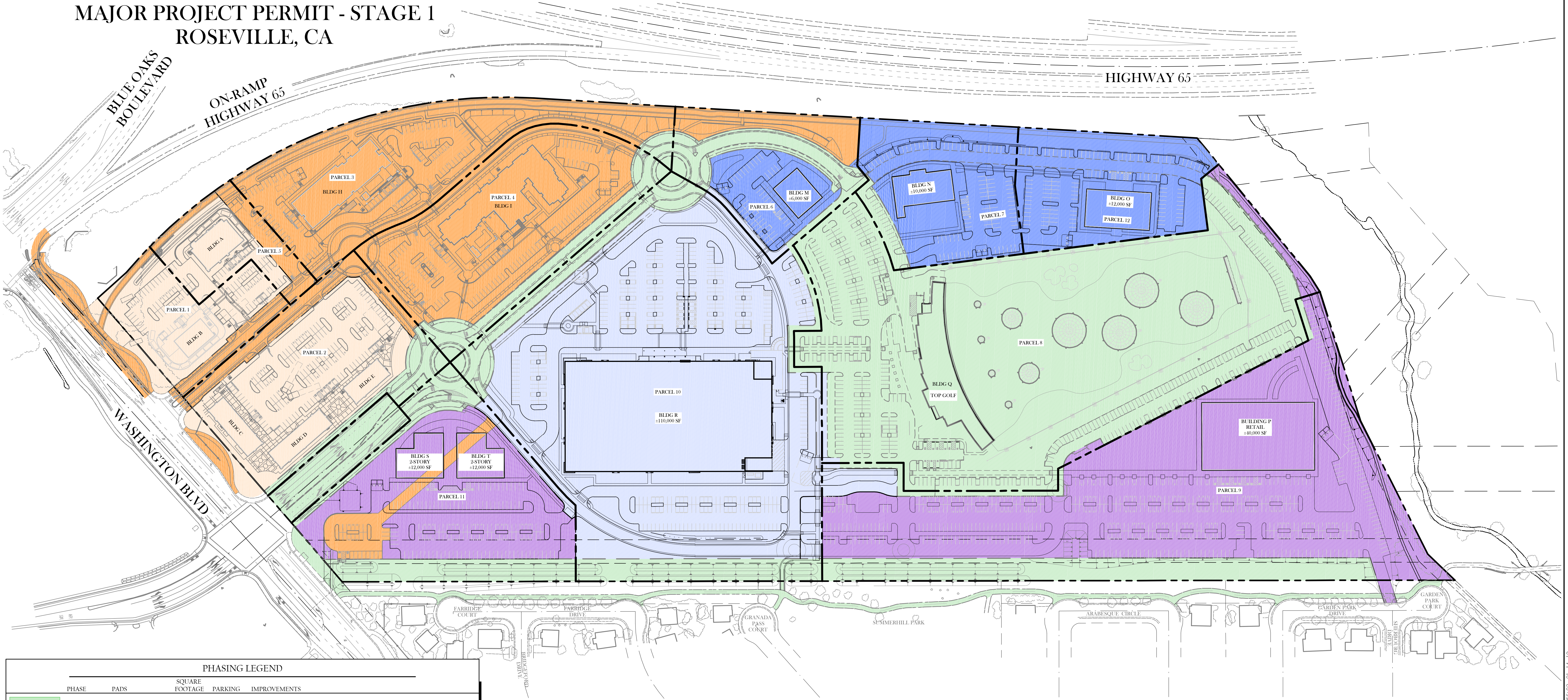
SHEET
1 OF 2

TSD ENGINEERING, INC.
expect more

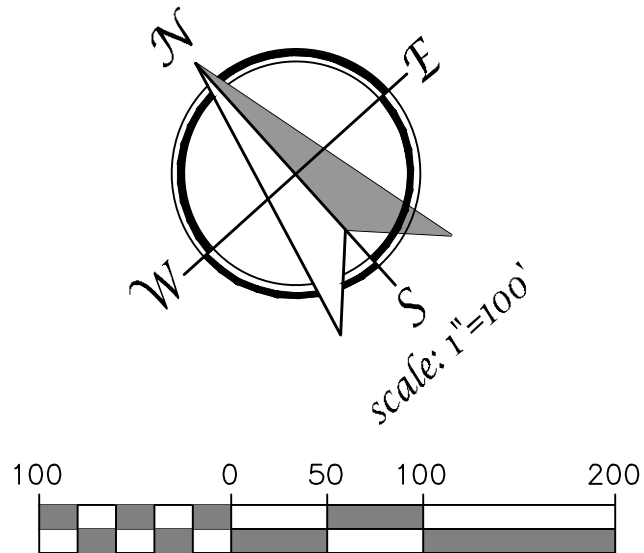
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Fax: (916) 608-0701

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

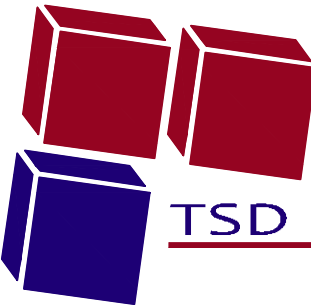
PC Exhibit G



PHASING LEGEND					
PHASE	PADS	SQUARE FOOTAGE	PARKING	IMPROVEMENTS	
PHASE 1	TOP GOLF (Q)	64,232 SF	421 SPACES	TOPGOLF PARCEL AND IMPROVEMENTS INCLUDING PARKING, LANDSCAPING, UTILITIES WASHINGTON BLVD SIGNAL AND INTERSECTION IMPROVEMENTS FREEDOM WAY, ROUNDABOUTS PAVED SECTION TO CONNECT FREEDOM WAY TO TOPGOLF PARCEL LANDSCAPE BUFFER/TRANSITION ADJACENT TO RESIDENTIAL USES UNDERGROUND UTILITIES WITHIN CONSTRUCTED SURFACE IMPS TEMPORARY ACCESS FROM TOPGOLF PARCEL SOUTH TO EVA UNDERGROUND UTILITIES TO SUPPORT TOPGOLF WATER LINE (THROUGH PHASE 3 AREA) SEWER LINE CONNECTION TO NORTH (THROUGH PHASE 3 AREA)	
PHASE 2A	HOTEL (H,I)	141,667 SF	214 SPACES	BUILDINGS H & I IMPROVEMENTS INCLUDING PARKING, LANDSCAPING, UTILITIES THRIVE DRIVE & PRIDE WAY IMPROVEMENTS WASHINGTON BLVD RIGHT-TURN IMPROVEMENTS WASHINGTON BLVD LANDSCAPE FRONTAGE IMPROVEMENTS PARK AND RIDE LOT	
PHASE 2B	RESTAURANT (A-E) RETAIL (A,C,D,E)	16,675 SF 10,575 SF 27,250 SF	261 SPACES	BUILDINGS A-E IMPROVEMENTS INCLUDING PARKING, LANDSCAPING, UTILITIES	
PHASE 3A	RETAIL (R)	110,000 SF	377 SPACES	BUILDINGS R IMPROVEMENTS INCLUDING PARKING, LANDSCAPING, UTILITIES	
PHASE 3B	RESTAURANT (M-O)	28,000 SF	295 SPACES	BUILDINGS M-O IMPROVEMENTS INCLUDING PARKING, LANDSCAPING, UTILITIES	
PHASE 3C	MEDICAL OFFICE (S,T) RETAIL (P)	24,000 SF 40,000 SF	167 SPACES 575 SPACES	BUILDINGS P, S & T IMPROVEMENTS INCLUDING PARKING, LANDSCAPING, UTILITIES	
		435,149 SF	2,310 SPACES		



MAJOR PROJECT PERMIT - STAGE 1
MODIFIED PRELIMINARY PHASING PLAN
JANUARY 14, 2019

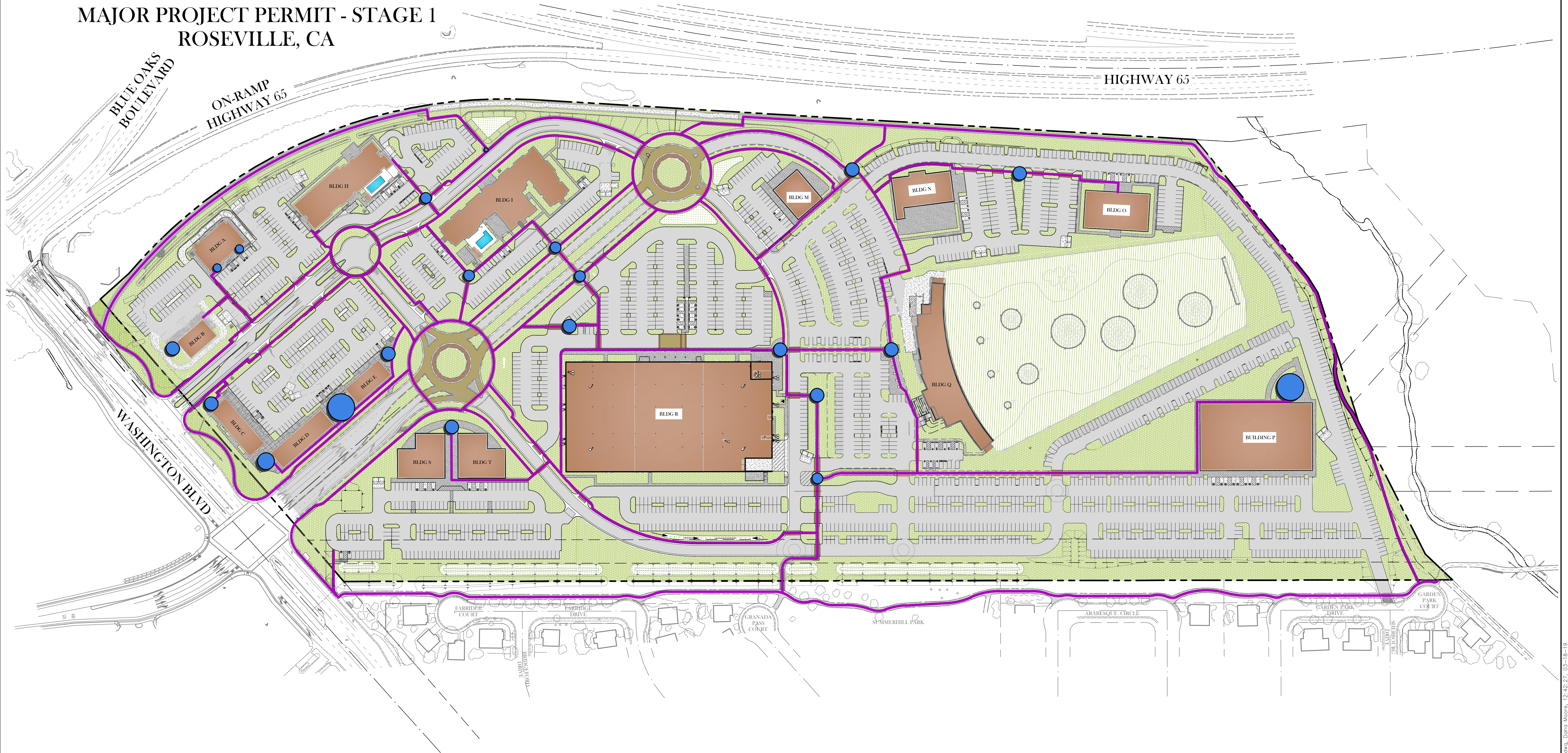


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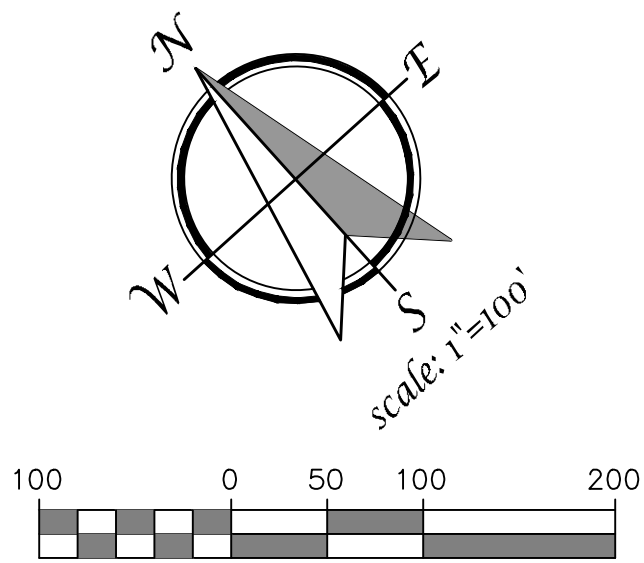
MODIFIED - PRELIMINARY PEDESTRIAN PLAN
NCRSP - PARCEL 49
MAJOR PROJECT PERMIT - STAGE 1
ROSEVILLE, CA

PC Exhibit H



NCRSP - PARCEL 49
PEDESTRIAN LEGEND

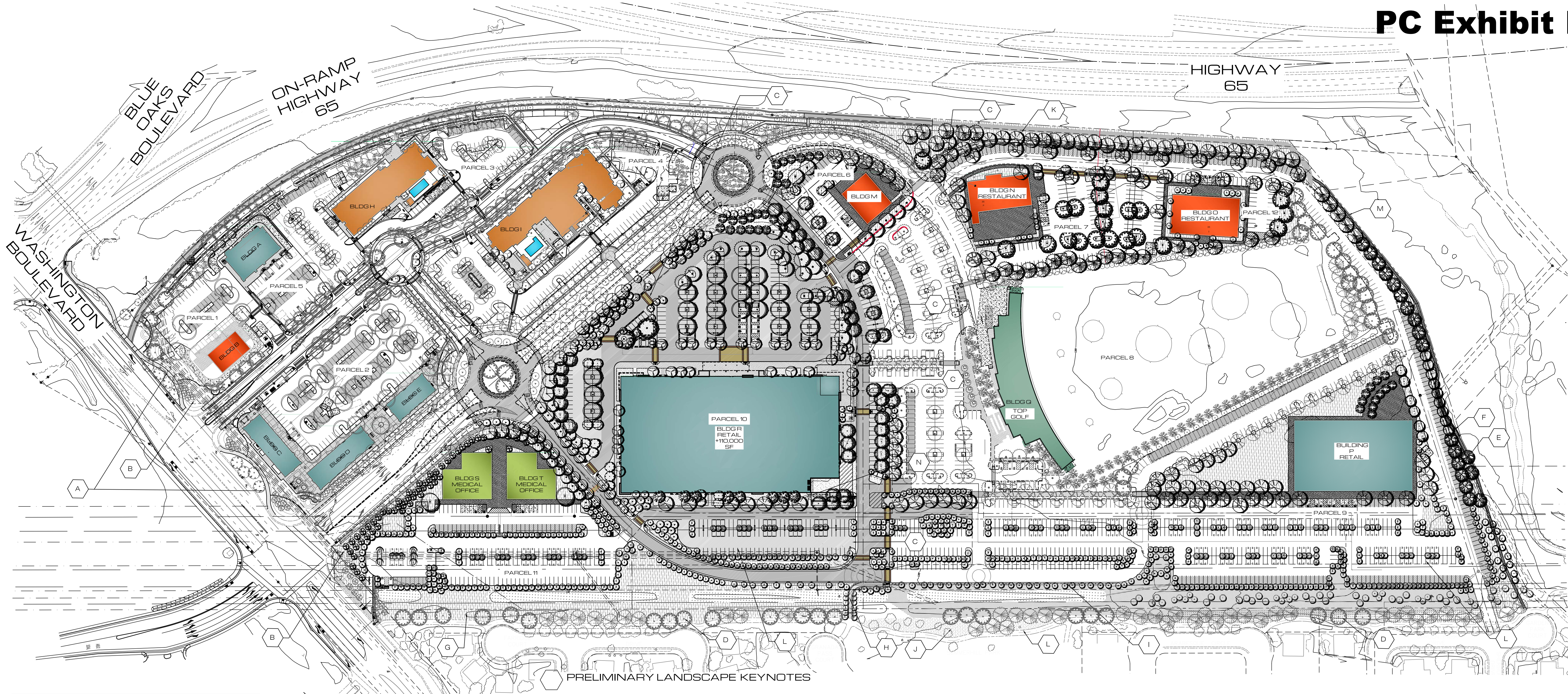
- PEDESTRIAN GATHERING SPACES
- PEDESTRIAN PATHWAYS
- LANDSCAPE AREAS



MAJOR PROJECT PERMIT – STAGE 1
MODIFIED PRELIMINARY
PEDESTRIAN PLAN
MARCH 18, 2019

TSD ENGINEERING, INC.
expect more.

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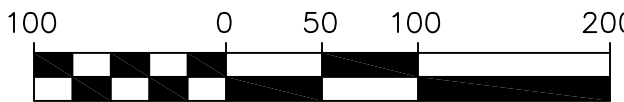
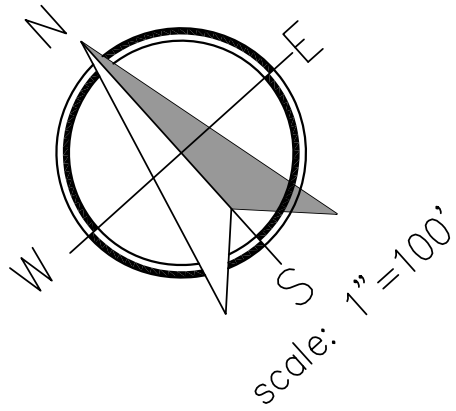


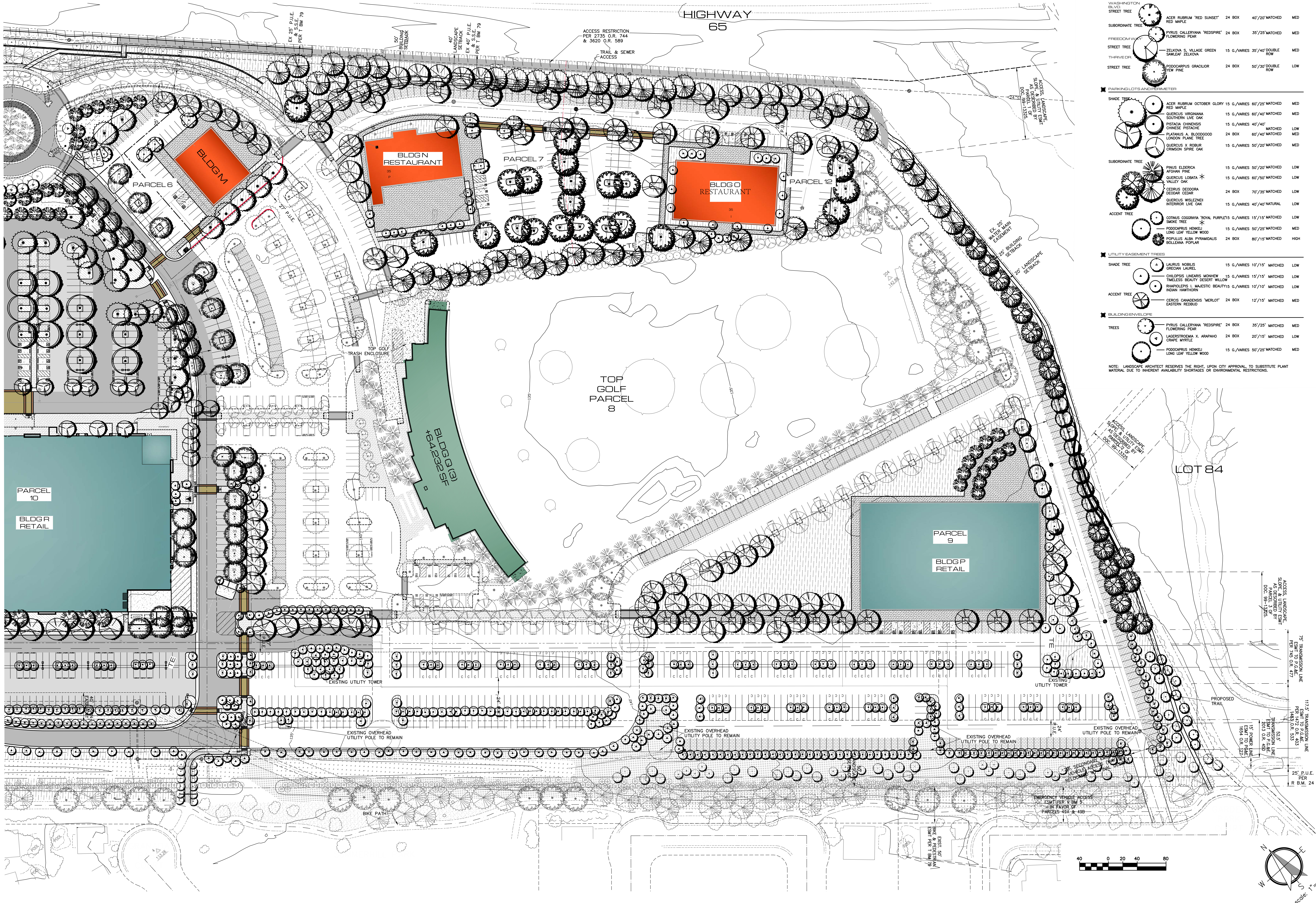
SHADE STUDY CALCULATIONS				
PROJECT:		BAYSIDE HR PARCEL 49		1/7/2019
HR PARCEL 49 ENTIRE SITE				
STANDARD STALLS		1,853		500,310
COMPACT STALLS		373		93,996
HANDICAP STALLS		62		22,320
TOTAL PAVED PARKING AREA:				616,626
TOTAL SHADE REQUIRED:		50%		308,313
TOTAL SHADE PROVIDED:				306,813
TOTAL SHADE PERCENTAGE				50%
SYMBOL	PATTERN	QTY.	UNIT	TOTAL S.F.
30 TO 35' TREES				
Pistacia c., Zelkova s., Quercus v.,	35-I	105	X	961
Quercus w.,	35-P	221	X	481
	35-N	69	X	240
25 TO 30' TREES				
Quercus r., Pinus e.	30-I	0	X	707
	30-P	28	X	354
	30-N	0	X	177
20 TO 25' TREES				
Pyrus c.	25-I	1	X	491
	25-P	48	X	246
	25-N	0	X	123
15 TO 20' TREES				
Quercus r.,	20-I	0	X	314
	20-P	33	X	157
	20-N	0	X	79
10 TO 15' TREES				
Cotinus c., Laurus n., Chilopsis l.,	15-I	171	X	177
Rhaphiolepis l., Cercis c.,	15-P	284	X	88
Lagerstroemia l.	15-N	9	X	44
TOTAL				306,813

SHADE STUDY CALCULATIONS					
PROJECT:		BAYSIDE HR PARCEL 49		1/7/2019	
PARCEL 6 BLDG. M, PARCEL 7 BLDG. N, PARCEL 9 BLDG. P, PARCEL 10 BLDG. R, PARCEL 11 BLDG. S&T, & PARCEL 12 BLDG. O					
STANDARD STALLS		1,140		307,800	
COMPACT STALLS		242		60,984	
HANDICAP STALLS		32		11,520	
TOTAL PAVED PARKING AREA:				380,304	
TOTAL SHADE REQUIRED:		50%		190,152	
TOTAL SHADE PROVIDED:				177,478	
TOTAL SHADE PERCENTAGE				47%	
SYMBOL		PATTERN	QTY.	UNIT IN S.F.	TOTAL S.F.
30 TO 35' TREES					
Pistacia c., Zelkova s., Quercus v.,		35-I	52	X 961	49,972
Quercus w.,		35-P	103	X 481	49,543
		35-N	50	X 240	12,000
25 TO 30' TREES					
Quercus r., Pinus e.		30-I	0	X 707	
		30-P	28	X 354	9,912
		30-N	0	X 177	
20 TO 25' TREES					
Pyrus c.		25-I	1	X 491	491
		25-P	15	X 246	3,690
		25-N	0	X 123	
15 TO 20' TREES					
Quercus r.,		20-I	0	X 314	0
		20-P	0	X 157	0
		20-N	0	X 79	0
10 TO 15' TREES					
Cotinus c., Laurus n., Chilopsis l.,		15-I	170	X 177	30,090
Rhaphiolepis l., Cercis c.,		15-P	243	X 88	21,384
Lagerstroemia l.		15-N	9	X 44	396
TOTAL					177,478

- A. STREETSCAPE DESIGN INTENT – Streetscape will be consistent with other projects within the area. Washington Blvd. Incorporates double Row of trees per the Specific Plan requirements. The Acer rubrum was substituted for the Coast Live Oak as it is smaller and more compatible with the storm drain structures to the east. Freedom Way will incorporate the use of Double Row of Zelkova serrata Village Green trees along with massed planted under story of shrubs for interest, color, and accenting pedestrian paths. Freedom Way terminates in a roundabout with and vertical accent trees and color massed planting. Shrub masses will utilize drought tolerant species where appropriate.
- B. ENTRY TREATMENT – Entry will be highlighted by grove of Cercis canadensis 'Merlot' in a double row and a turf area with low background planting. Monument signage will flank entry and at Freedom Way and Thrive Dr. intersections. Under story will be low and conforming to an undulated ground contour, while maintaining sight lines. Use of colorful plant materials will further enhance and define the entries, along with drought tolerant species where appropriate.
- C. BUILDING ZONE – Focus is on connectivity for pedestrians. A variety of columnar and small scale trees with low contrasting shrub forms will be used to add interest, color, and texture. Several outdoor plaza spaces with tree wells will be incorporated between Buildings.
- D. SCREENING INTENT – Primary planting along the south property lines are restricted in height due to overhead power line easement. However, an existing berm has been used to further mitigate views into project. Primary planting consist of large evergreen tress located outside of overhead power easement and overhead utility compatible tees, Laurus nobilis and Rhapiolepis Majestic Beauty for year round buffering of power lines and towers, and medium height shrubs to screen adjacent properties. Planting of the City owned 50' corridor has been provided where trail was reconstructed to incorporate drainage swales. Additionally, a barrier type ground planting has been used adjacent to Summerhill Park. All plant material shall be drought tolerant. A 42" open metal fence will be placed adjacent to parking lot where it abuts Summerhill Park.

- E. Protected preserve boundary area. Prior to construction of any phase of the project, high visibility temporary construction fencing shall be installed along the parcel adjacent to the preserve. All construction activity must be per city requirements.
- F. Proposed post and cable fencing
- G. Existing 36" high berm along south property line.
- H. Pedestrian access to project site from adjacent Summerhill Park.
- I. 42" high open metal fence adjacent to parking lot.
- J. EXISTING TRAIL – Existing trail has been modified to allow for proposed berming, overland drainage release, drainage pipe coverage, and for replacing trail back onto City property.
- K. HIGHWAY 65 DESIGN INTENT – The Highway 65 Corridor will be consistent with other projects in the area. Platanus acerfolia Bloodgood staggered approximately 30' O.C., intermixed with Cedrus deodara. A 5'0" wide D.G. trail is proposed within the 40' landscape setback along Hwy. 65. Trees shall not be planted min of 15' from ex. 24" sewer line. Mixed species and low forms of shrubs for interest, color, and buffering of the project from the highway. Shrub masses will utilize drought tolerant species where appropriate. Eastern boundary shall be limited to plant material as identified in the plant legend due to existing proximity of adjacent Parcel 84 Open Space. It is desired to integrate 5'0" d.g. trail within the 40' landscape setback.
- L. PARKING LOT INTENT – Designated trees will provide a canopy of shade. Under story plantings within the parking lot will consist of low shrubbery and/or ground covers. Pedestrian access is provided from Parking lot to adjacent existing bike trail along the south property line.
- M. Proposed Decomposed Granite walking path adjacent to north project boundary.
- N. Proposed evergreen screen trees adjacent to south side of living spaces facility.

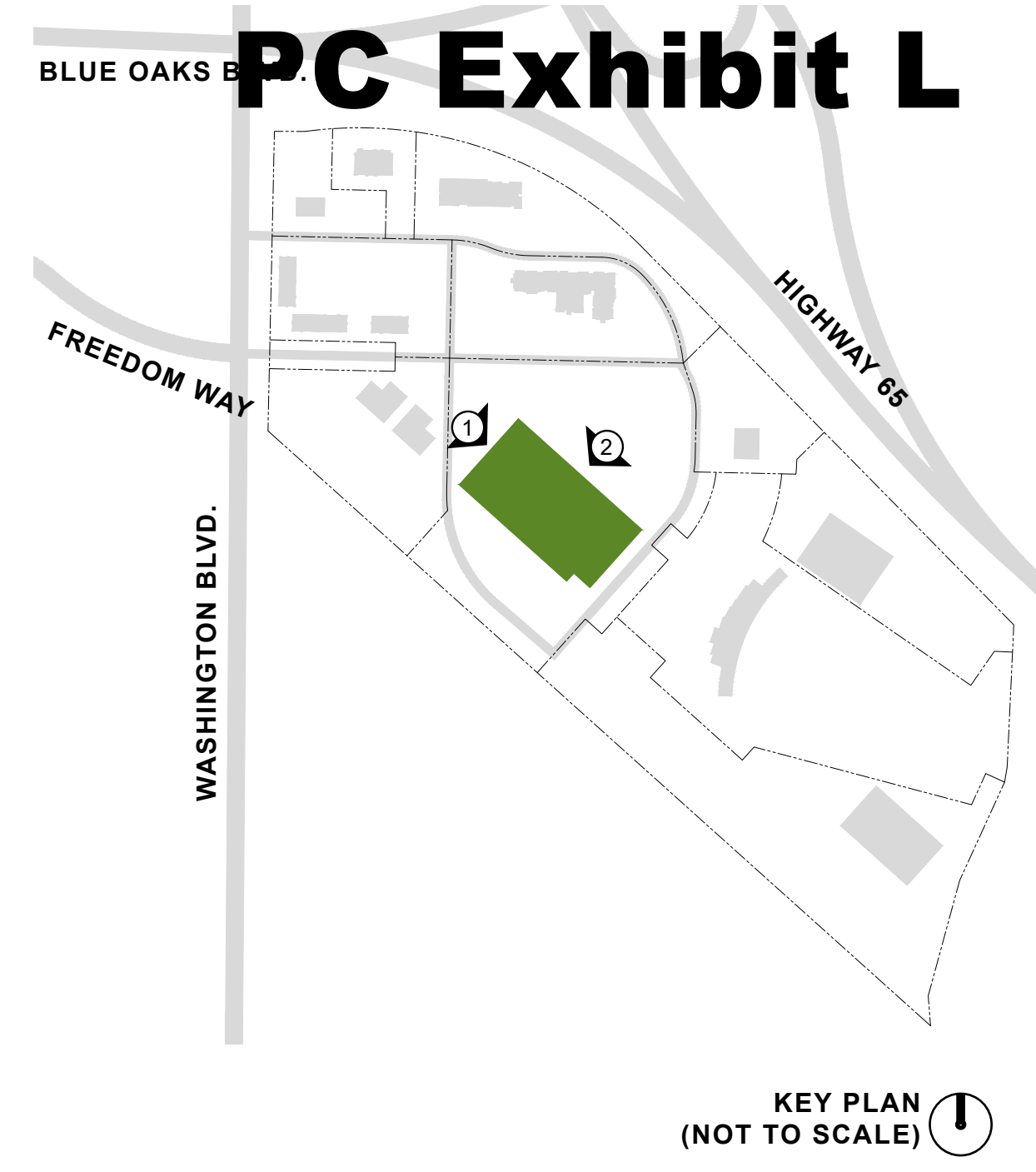




UPPER STORY TREE LEGEND: STAGE 1 PERMIT

USE TYPE	SYMBOL	BOTANICAL NAME	SIZE/ SPACING	HEIGHT/ SPREAD	WATER USE
TREES-UPPER STORY					
STREET FRONTAGES					
WASHINGTON BLVD STREET TREE		ACER RUBRUM 'RED SUNSET'	24 BOX	40'/20' MATCHED	MED
SUBORDINATE TREE		ACER RUBRUM 'RED SUNSET'	24 BOX	35'/25' MATCHED	MED
FREEWAY STREET TREE		QUERCUS VIRGINIANA 'SOUTHERN LIVE OAK'	24 BOX	35'/25' MATCHED	MED
THRUWAY STREET TREE		QUERCUS VIRGINIANA 'SOUTHERN LIVE OAK'	15 G./VARIES	35'/40' DOUBLE ROW	MED
STREET TREE		QUERCUS VIRGINIANA 'SOUTHERN LIVE OAK'	24 BOX	50'/30' DOUBLE ROW	LOW
PARKING LOTS AND DRIVEWAYS					
SHADE TREES					
		ACER RUBRUM 'OCTOBER GLORY'	15 G./VARIES	60'/25' MATCHED	MED
		QUERCUS VIRGINIANA 'SOUTHERN LIVE OAK'	15 G./VARIES	60'/40' MATCHED	MED
		QUERCUS VIRGINIANA 'SOUTHERN LIVE OAK'	15 G./VARIES	40'/40' MATCHED	LOW
		QUERCUS VIRGINIANA 'SOUTHERN LIVE OAK'	24 BOX	60'/40' MATCHED	MED
		QUERCUS VIRGINIANA 'SOUTHERN LIVE OAK'	15 G./VARIES	50'/20' MATCHED	MED
SUBORDINATE TREES					
		QUERCUS VIRGINIANA 'SOUTHERN LIVE OAK'	15 G./VARIES	50'/20' MATCHED	LOW
		QUERCUS VIRGINIANA 'SOUTHERN LIVE OAK'	15 G./VARIES	60'/50' MATCHED	LOW
		QUERCUS VIRGINIANA 'SOUTHERN LIVE OAK'	24 BOX	70'/35' MATCHED	LOW
		QUERCUS VIRGINIANA 'SOUTHERN LIVE OAK'	15 G./VARIES	40'/40' NATURAL	LOW
ACCENT TREES					
		QUERCUS VIRGINIANA 'SOUTHERN LIVE OAK'	15 G./VARIES	15'/15' MATCHED	LOW
		QUERCUS VIRGINIANA 'SOUTHERN LIVE OAK'	15 G./VARIES	50'/25' MATCHED	MED
		QUERCUS VIRGINIANA 'SOUTHERN LIVE OAK'	24 BOX	80'/15' MATCHED	HIGH
UTILITY EASEMENT TREES					
SHADE TREE					
		QUERCUS VIRGINIANA 'SOUTHERN LIVE OAK'	15 G./VARIES	10'/15' MATCHED	LOW
		QUERCUS VIRGINIANA 'SOUTHERN LIVE OAK'	15 G./VARIES	15'/15' MATCHED	LOW
		QUERCUS VIRGINIANA 'SOUTHERN LIVE OAK'	15 G./VARIES	10'/10' MATCHED	LOW
ACCENT TREE					
		QUERCUS VIRGINIANA 'SOUTHERN LIVE OAK'	24 BOX	12'/15' MATCHED	LOW
BUILDING ENVELOPE					
TREES					
		QUERCUS VIRGINIANA 'SOUTHERN LIVE OAK'	24 BOX	35'/25' MATCHED	MED
		QUERCUS VIRGINIANA 'SOUTHERN LIVE OAK'	24 BOX	20'/15' MATCHED	LOW
		QUERCUS VIRGINIANA 'SOUTHERN LIVE OAK'	15 G./VARIES	50'/25' MATCHED	MED

NOTE: LANDSCAPE ARCHITECT RESERVES THE RIGHT, UPON CITY APPROVAL, TO SUBSTITUTE PLANT MATERIAL DUE TO INHERENT AVAILABILITY SHORTAGES OR ENVIRONMENTAL RESTRICTIONS.



NOTE:
SIGNAGE CONFIGURATION AND LAYOUT ARE
CONCEPTUAL AND SHALL BE A SEPARATE
SUBMITTAL

MATERIALS / ELEMENTS

A	CONCRETE PANEL
B	REVEAL, TYP.
C	STONE VENEER
D	DOOR: PAINT TO MATCH ADJACENT
E	STOREFRONT

COLORS / FINISHES

F	LIGHT FIXTURE
G	TENANT SIGNAGE / GRAPHICS
H	METAL CANOPY
I	ARCHITECTURAL TRIM
J	PATIO FENCE

1	PAINT: SHERWIN WILLIAMS-SW7015 "REPOSE GRAY"
2	PAINT: SHERWIN WILLIAMS-SW7019 "GAUNTLET GRAY"
3	PAINT: SHERWIN WILLIAMS-SW7020 "BLACK FOX"
4	STONE: GREY LEUDERS, SPLIT FINISH
5	ANNODIZED ALUMINUM: ARCADIA-AB8 "BLACK"

6	PAINT: SHERWIN WILLIAMS-SW7017 "DORIAN GRAY"
7	PAINT: SHERWIN WILLIAMS-SW7656 "RHINESTONE"

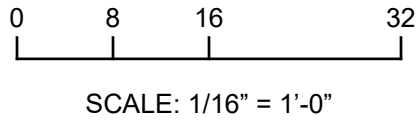


Architecture + Planning
888.456.5849
ktgy.com

Living Spaces
14501 Artesia Blvd.
La Mirada, CA 90638

NCRSP PARCEL 49 - MPP STAGE 2
LIVING SPACES
ROSEVILLE, CA # 2018-0766

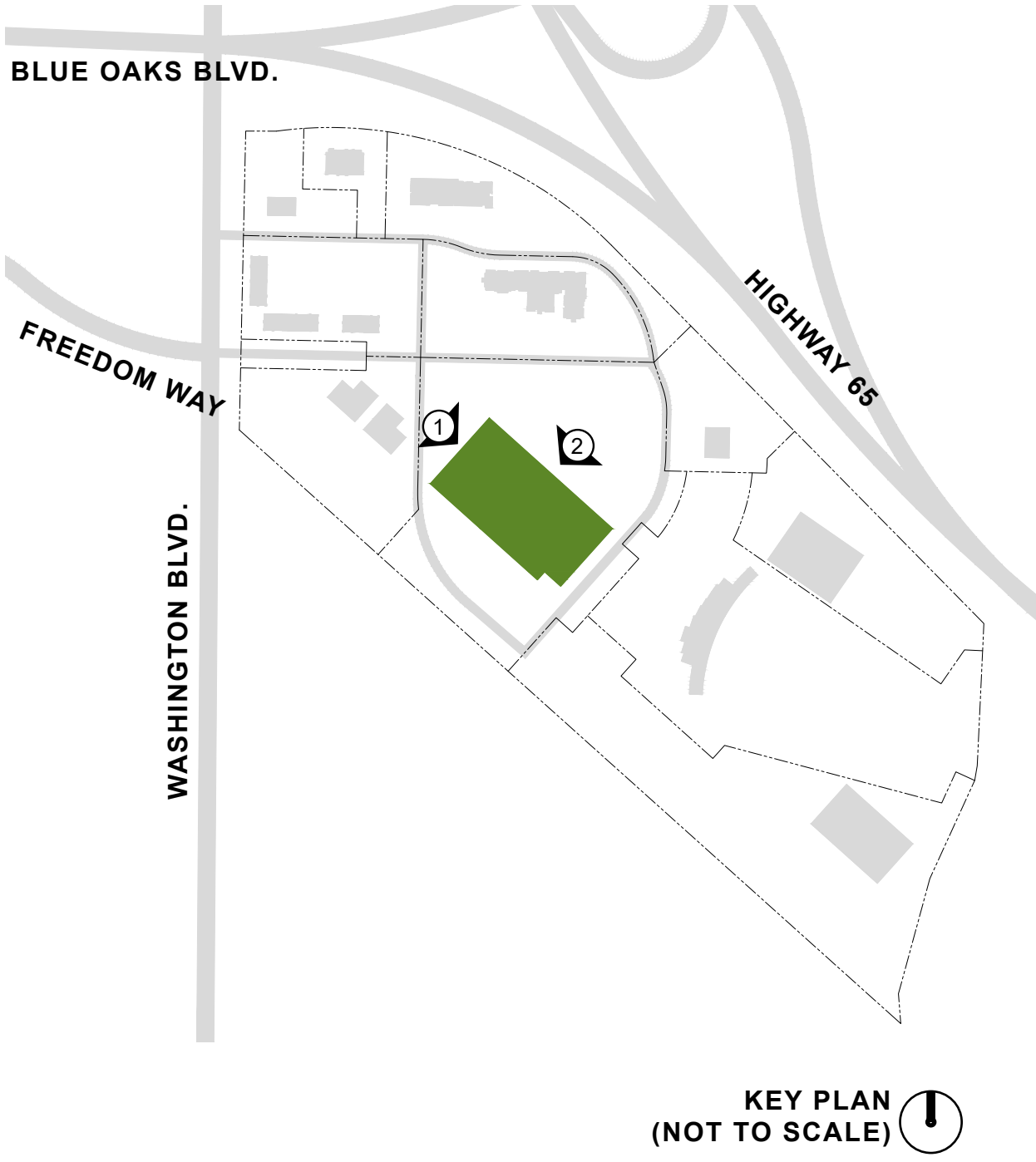
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JANUARY 14TH, 2019



CONCEPTUAL ELEVATIONS



1 RIGHT ELEVATION (NORTHWEST)



KEY PLAN
(NOT TO SCALE)



2 FRONT ELEVATION (NORTHEAST)

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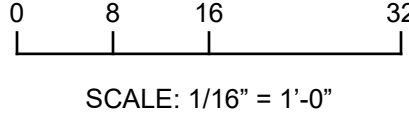


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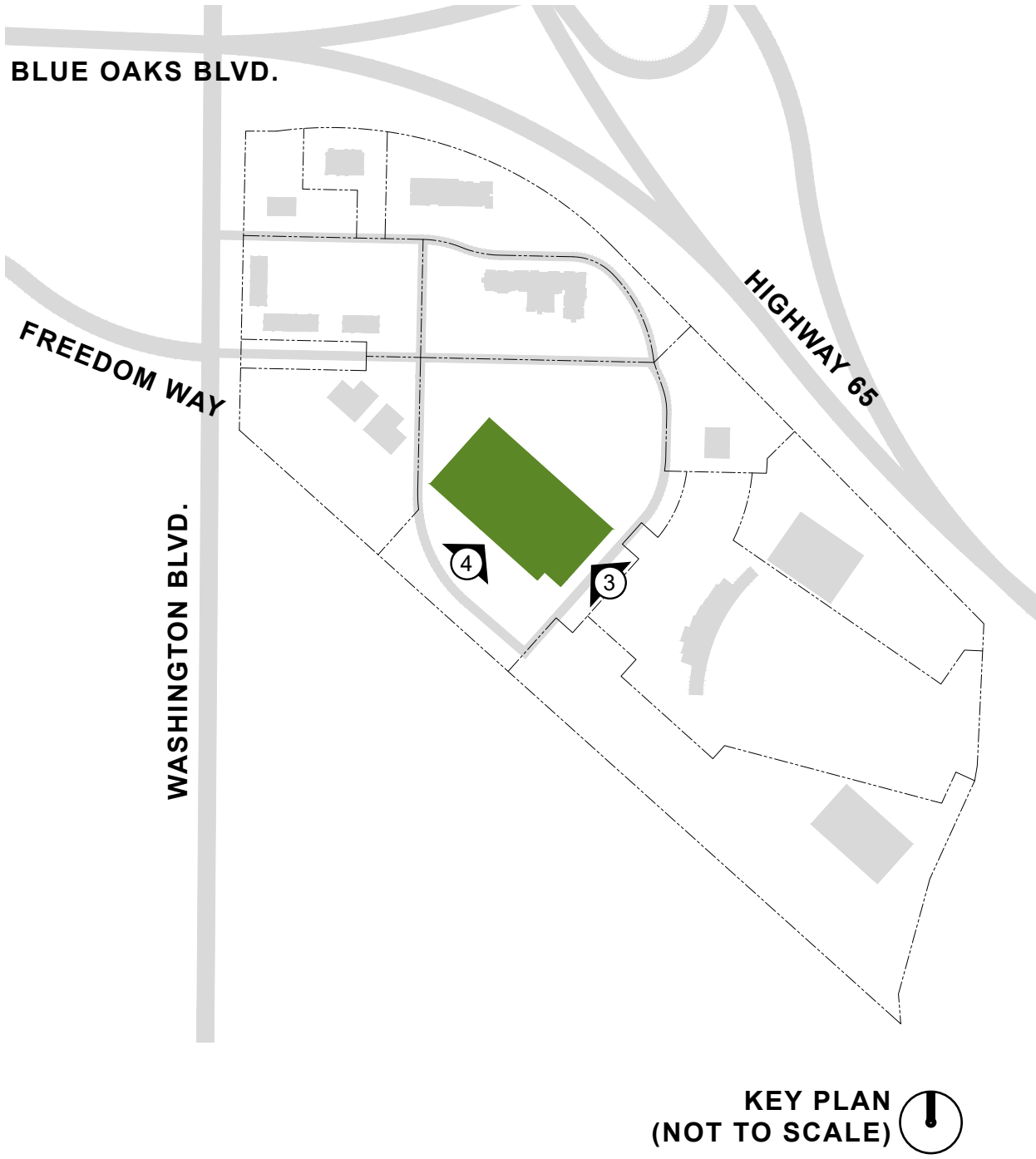
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NCRSP PARCEL 49 - MPP STAGE 2
LIVING SPACES
ROSEVILLE, CA # 2018-0766

ENTITLEMENT PACKAGE
FEBRUARY 11TH, 2019



CONCEPTUAL ELEVATIONS



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MATERIALS / ELEMENTS

A	CONCRETE PANEL
B	REVEAL, TYP.
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D	DOOR: PAINT TO MATCH ADJACENT
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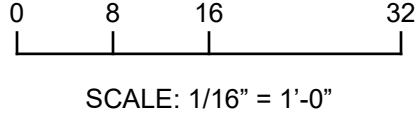


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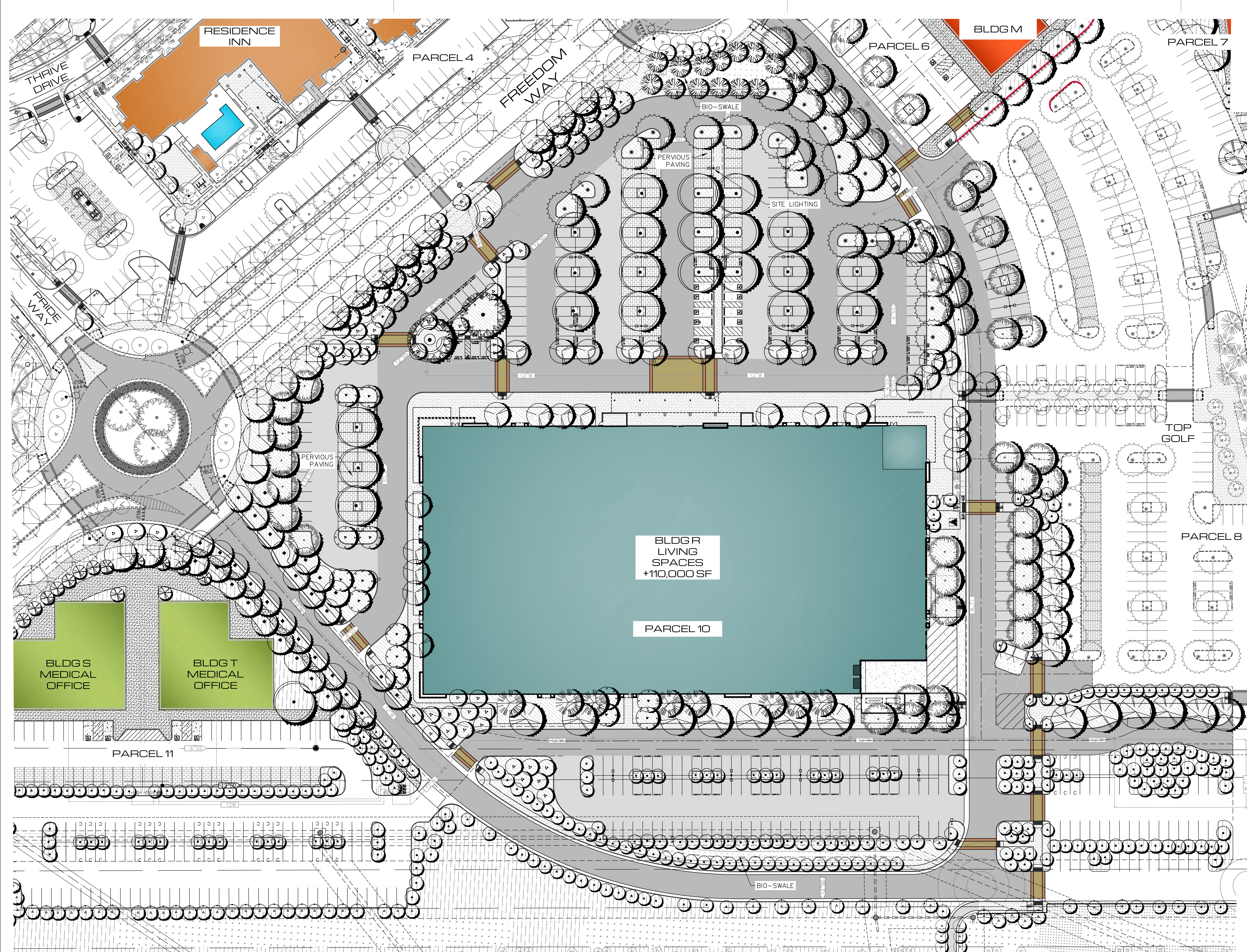
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LIVING SPACES
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CONCEPTUAL ELEVATIONS

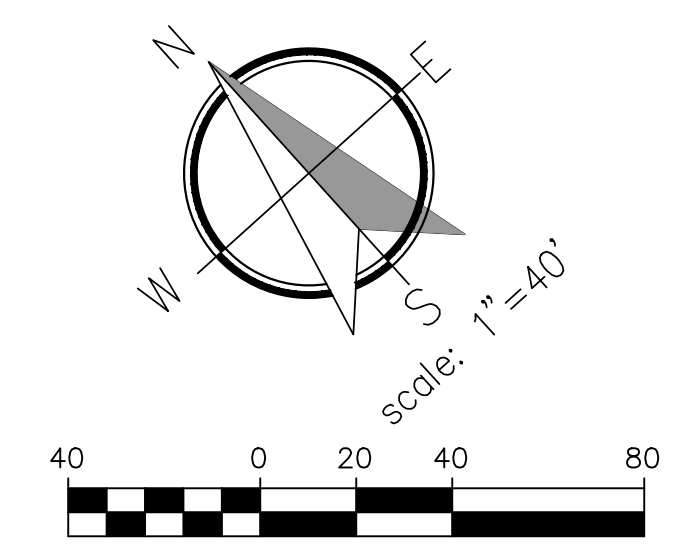


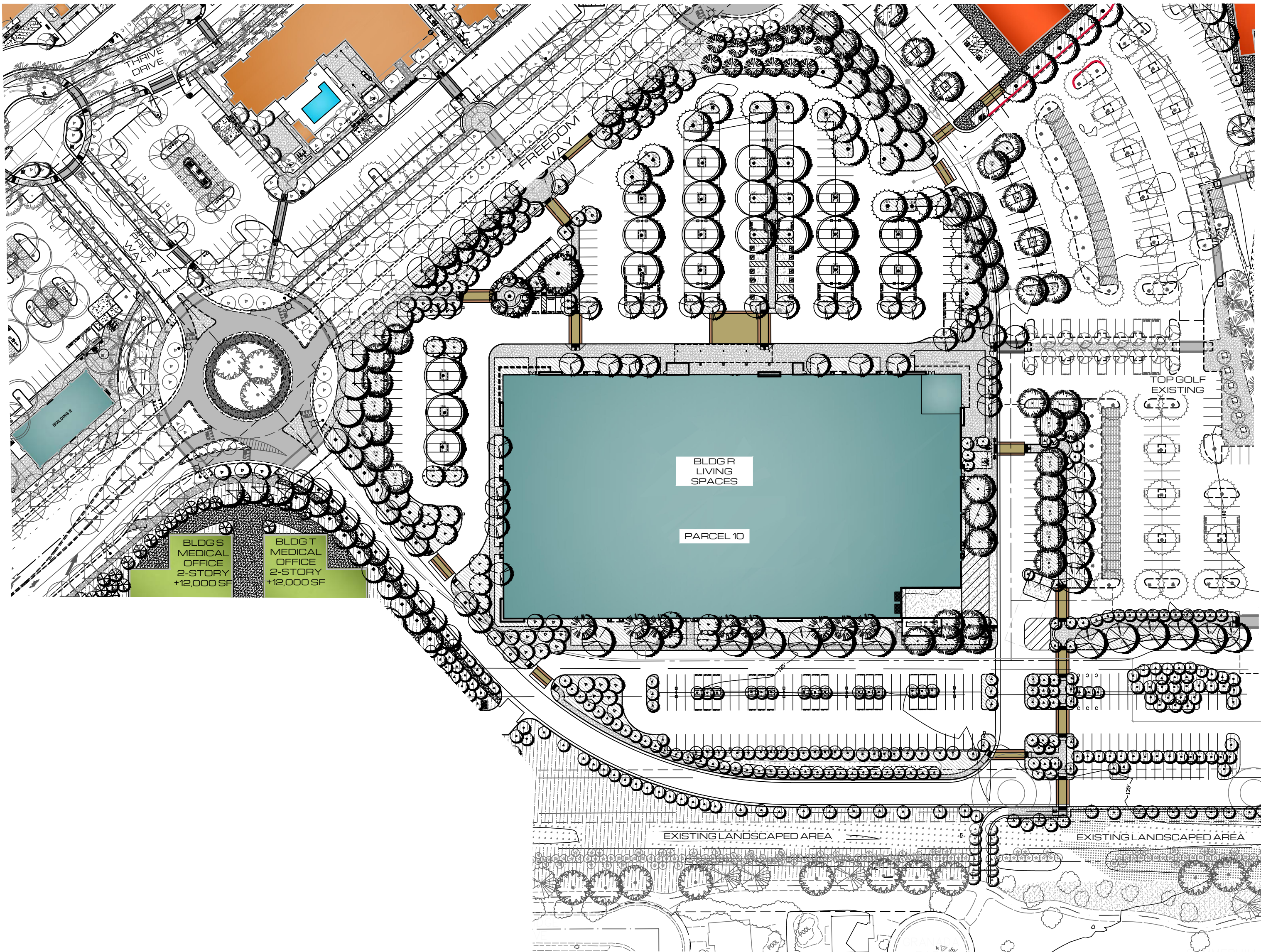
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UPPER STORY TREE LEGEND: STAGE 1 PERMIT

USE TYPE	SYMBOL	BOTANICAL NAME COMMON NAME	SIZE/ SPACING	HEIGHT/ SPREAD	WATER USE
TREES-UPPERSTORY					
STREET FRONTAGES					
WASHINGTON BLVD. STREET TREE		ACER RUBRUM 'RED SUNSET' RED MAPLE	24 BOX	40'/20' MATCHED	MED
SUBORDINATE TREE		PYRUS CALLERYANA 'RED SPIRE' FLOWERING PEAR	24 BOX	35'/25' MATCHED	MED
FREEDOM WAY STREET TREE		ZELKOVA S. VILLAGE GREEN SAWLEAF ZELKOVA	15 G./VARIES	35'/40' DOUBLE ROW	MED
THRIVE DR. STREET TREE		PODOCARPUS GRACILIOR YEW PINE	24 BOX	50'/30' DOUBLE ROW	LOW
PARKING LOTS AND PERIMETER					
SHADE TREE					
		ACER RUBRUM OCTOBER GLORY RED MAPLE	15 G./VARIES	60'/25' MATCHED	MED
		QUERCUS VIRGINIANA SOUTHERN LIVE OAK	15 G./VARIES	60'/40' MATCHED	MED
		PISTACIA CHINENSIS CHINESE PISTACHE	15 G./VARIES	40'/40'	LOW
		PLATANUS A. BLOODGOOD LONDON PLANE TREE	24 BOX	60'/40' MATCHED	MED
		QUERCUS X. ROBUR CRIMSON SPIRE OAK	15 G./VARIES	50'/20' MATCHED	MED
SUBORDINATE TREE					
		PINUS ELDERICA AFGHAN PINE	15 G./VARIES	50'/20' MATCHED	LOW
		QUERCUS LOBATA VALLEY OAK	15 G./VARIES	60'/50' MATCHED	LOW
		CEDRUS DEODORA DEODAR CEDAR	24 BOX	70'/35' MATCHED	LOW
		QUERCUS WISLIZNEII INTERIOR LIVE OAK	15 G./VARIES	40'/40' NATURAL	LOW
ACCENT TREE					
		COTINUS COGORYAIA 'ROYAL PURPLE' SMOKE TREE	15 G./VARIES	15'/15' MATCHED	LOW
		PODOCARPUS HENKELI LONG LEAF YELLOW WOOD	15 G./VARIES	50'/25' MATCHED	MED
		POPULUS ALBA PYRAMIDALIS BOULENA POPLAR	24 BOX	80'/15' MATCHED	HIGH
UTILITY EASEMENT TREES					
SHADE TREE					
		LAURUS NOBILIS GRECIAN LAUREL	15 G./VARIES	10'/15' MATCHED	LOW
		CHILLOPSIS LINEARIS MONHEW TIMELESS BEAUTY DESERT WILLOW	15 G./VARIES	15'/15' MATCHED	LOW
ACCENT TREE					
		RHAPIOLEPS I. MAJESTIC BEAUTY INDIAN HAWTHORN	15 G./VARIES	10'/10' MATCHED	LOW
		CEROS CANADENSIS 'MERLOT' EASTERN REDBUD	24 BOX	12'/15' MATCHED	MED
BUILDING ENVELOPE					
TREES					
		PYRUS CALLERYANA 'RED SPIRE' FLOWERING PEAR	24 BOX	35'/25' MATCHED	MED
		LAGERSTROEMIA X. ARAPAHO GRAPE MYRTLE	24 BOX	20'/15' MATCHED	LOW
		PODOCARPUS HENKELI LONG LEAF YELLOW WOOD	15 G./VARIES	50'/25' MATCHED	MED

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PARCEL 10 PARKING LOT SHADE STUDY

SCALE: 1"=80'0"

SHADE STUDY CALCULATIONS					
PROJECT:		BAYSIDE HR PARCEL 49		1/7/2019	
PARCEL 10 LIVING SPACES					
STANDARD STALLS			306		82,620
COMPACT STALLS			60		15,120
HANDICAP STALLS			11		3,960
TOTAL PAVED PARKING AREA:					101,700
TOTAL SHADE REQUIRED:			50%		50,850
TOTAL SHADE PROVIDED:					56,573
TOTAL SHADE PERCENTAGE					56%
SYMBOL		PATTERN	QTY.	UNIT IN S.F.	TOTAL S.F.
30 TO 35' TREES					
Pistacia c., Zelkova s., Quercus v.,		35-I	26	X 961	24,986
Quercus w.,		35-P	39	X 481	18,759
		35-N	1	X 240	240
25' TO 30' TREES					
Quercus r., Pinus e.		30-I	0	X 707	0
		30-P	13	X 354	4,602
		30-N	0	X 177	0
20' TO 25' TREES					
Pyrus c.		25-I	0	X 491	0
		25-P	7	X 246	1,722
		25-N	0	X 123	0
15' TO 20' TREES					
Quercus r.,		20-I	0	X 314	0
		20-P	0	X 157	0
		20-N	0	X 79	0
10' TO 15' TREES					
Cotinus c., Laurus n., Chiloipsis l.,		15-I	18	X 175	3,150
Rhaphiolepis l., Cercis c.,		15-P	30	X 95	2,850
Lagerstroemia l		15-N	6	X 44	264
TOTAL					56,573



LUMEC LUMILOK DECORATIVE LAMP*



BIKE



GARDCO PUREFORM PARKING LOT FIXTURE



GARDCO FULL CUTOFF BOLLARD



TRASH

PLANT LIST AND LEGEND: STAGE 2 PERMIT					
USE TYPE	SYMBOL	BOTANICAL NAME COMMON NAME	SIZE/ SPACING	HEIGHT/ SPREAD	WATER USE
TREES-UPPERSTORY					
STREET FRONTAGES					
NOTE: LANDSCAPE ARCHITECT RESERVES THE RIGHT, UPON CITY APPROVAL, TO SUBSTITUTE PLANT MATERIAL DUE TO INHERENT AVAILABILITY SHORTAGES OR ENVIRONMENTAL RESTRICTIONS.					
WASHINGTON BLVD STREET TREE		ACER RUBRUM 'RED SUNSET' RED MAPLE	24 BOX	40'/20' MATCHED	MED
SUBORDINATE TREE		PYRUS CALLERYANA 'REDSPIRE' FLOWERING PEAR	24 BOX	35'/25' MATCHED	MED
FREEDOM WAY					
STREET TREE		ZELKOVA S. VILLAGE GREEN SAWLEAF ZELKOVA	15 G./VARIES	35'/40' DOUBLE ROW	MED
THRIVE OR		PODOCARPUS GRACILIOR YEW PINE	24 BOX	50'/30' DOUBLE ROW	LOW
PARKING LOTS AND PERIMETER					
SHADE TREE					
ACER RUBRUM OCTOBER GLORY 15 G./VARIES 60'/25' MATCHED MED					
QUERCUS VIRGINIANA SOUTHERN LIVE OAK 15 G./VARIES 60'/40' MATCHED MED					
PISTACIA CHINENSIS CHINESE PISTACHE 15 G./VARIES 40'/40' MATCHED LOW					
PLATANUS A. BLOODGOOD LONDON PLANE TREE 24 BOX 60'/40' MATCHED MED					
SUBORDINATE TREE					
QUERCUS X ROBUR CRIMSON SPIRE OAK 15 G./VARIES 50'/20' MATCHED MED					
PINUS ELDERICA AFGHAN PINE 15 G./VARIES 50'/20' MATCHED LOW					
QUERCUS LOBATA VALLEY OAK 15 G./VARIES 60'/50' MATCHED LOW					
CEDRUS DEODORA DEODAR CEDAR 24 BOX 70'/35' MATCHED LOW					
QUERCUS WISLIZNEII INTERIOR LIVE OAK 15 G./VARIES 40'/40' NATURAL LOW					
ACCENT TREE					
COTINUS COGGYGRA 'ROYAL PURPLE' 15 G./VARIES 15'/15' MATCHED LOW					
PODOCARPUS HENKELI LONG LEAF YELLOW WOOD 15 G./VARIES 50'/25' MATCHED MED					
POPULUS ALBA PYRAMIDALIS BOLLEANA POPLAR 24 BOX 80'/15' MATCHED HIGH					
UTILITY EASEMENT TREES					
SHADE TREE					
LAURUS NOBILIS GRECIAN LAUREL 15 G./VARIES 10'/15' MATCHED LOW					
CHILOPSIS LINEARIS MONHEW TIMELESS BEAUTY DESERT WILLOW 15 G./VARIES 15'/15' MATCHED LOW					
RHAPHIOLEPIS I. MAJESTIC BEAUTY 15 G./VARIES 10'/10' MATCHED LOW					
ACCENT TREE					
CERCIS CANADENSIS 'MERLOT' 24 BOX 12'/15' MATCHED MED					
BUILDING ENVELOPE					
TREES					
PYRUS CALLERYANA 'REDSPIRE' 24 BOX 35'/25' MATCHED MED					
LAGERSTROEMIA X. ARAPAHO GRAPE MYRTLE 24 BOX 20'/15' MATCHED LOW					
SHRUB AND GROUNDCOVERS					

SHRUBS, GROUND COVER, VINES, PERENNIALS, GRASSES-UNDERSTORY			
BACKGROUND OR FOUNDATION SHRUB MATERIAL			
EVERGREEN, LARGE SHRUBS TO 6'-0" USED FOR REDUCING BUILDING MASS OR SCREENING UNDESIRABLE VIEWS.			
Botanical Name	Size (Min.)	Spacing (Min.)	Water Use
ARCHTOSTAPHYLOS H. MCINN	1 1/2 GAL.	5'o.c.	LOW
ARBITUS U. COMPACTA	1 1/2 GAL.	3'o.c.	LOW
GREVILLEA CANBERRA	1 1/2 GAL.	6'o.c.	LOW
NERIUM OLEANDER 'MRS. ROEDING'	1 1/2 GAL.	6'o.c.	LOW
FRANGLIA CALIFORNICA	1 1/2 GAL.	6'o.c.	LOW
RHAPHILEPIS JACK EVANS	5 GAL.	6'o.c.	MOD
XYLOSMA C. 'COMPACTA'	5 GAL.	3'o.c.	LOW

FACER SHRUB MATERIAL			
EVERGREEN OR DECIDUOUS SHRUBS TO 4'-0". USED FOR "TERRACING" OF PLANT MATERIAL. SEASONAL COLOR AND SOFTENING OF BUILDING EDGES AND FOUNDATION SHRUBS.			
Botanical Name	Size (Min.)	Spacing (Min.)	Water Use
CEANOTHUS SPP.	1 1/2 GAL.	3'o.c.	LOW
RHAMNUS 'SAN BRUNO'	5 GAL.	4'o.c.	LOW
CISTUS SP.	1 1/2 GAL.	5'o.c.	LOW
CALLISTEMON LITTLE JOHN	1 GAL.	3'o.c.	LOW
LEPTOSPERMUM SPP.	1 1/2 GAL.	4'o.c.	MOD
RHAPHIOLEPIS SPP.	1 1/2 GAL.	4'o.c.	MOD
ROSMARINUS O. TUSCAN BLUE	1 GAL.	3'o.c.	LOW

ACCENT SHRUB MATERIAL			
EVERGREEN OR PERENNIAL SHRUBS TO 3'-0". SOMETIMES LARGER. USED FOR AESTHETIC VALUE IN LANDSCAPE THROUGH BLOOM, LEAF COLOR, OR OVERALL CHARACTER.			
Botanical Name	Size (Min.)	Spacing (Min.)	Water Use
HESPERALOE SPP.	1 GAL.	18'o.c.	MED
DIETES SP.	1 GAL.	3'o.c.	LOW
HEMEROCALLIS HYBRIDS	1 GAL.	2'o.c.	MED
LANADIA SP.	1 GAL.	2'o.c.	LOW
MAHONIA A. 'COMPACTA'	1 1/2 GAL.	2'o.c.	LOW
CALLISTEMON LITTLE JOHN	1 GAL.	3'o.c.	LOW
NANDINA 'HARBOR DWARF'	1 GAL.	3'o.c.	LOW
PENNISTEM SP.	1 GAL.	2'o.c.	LOW

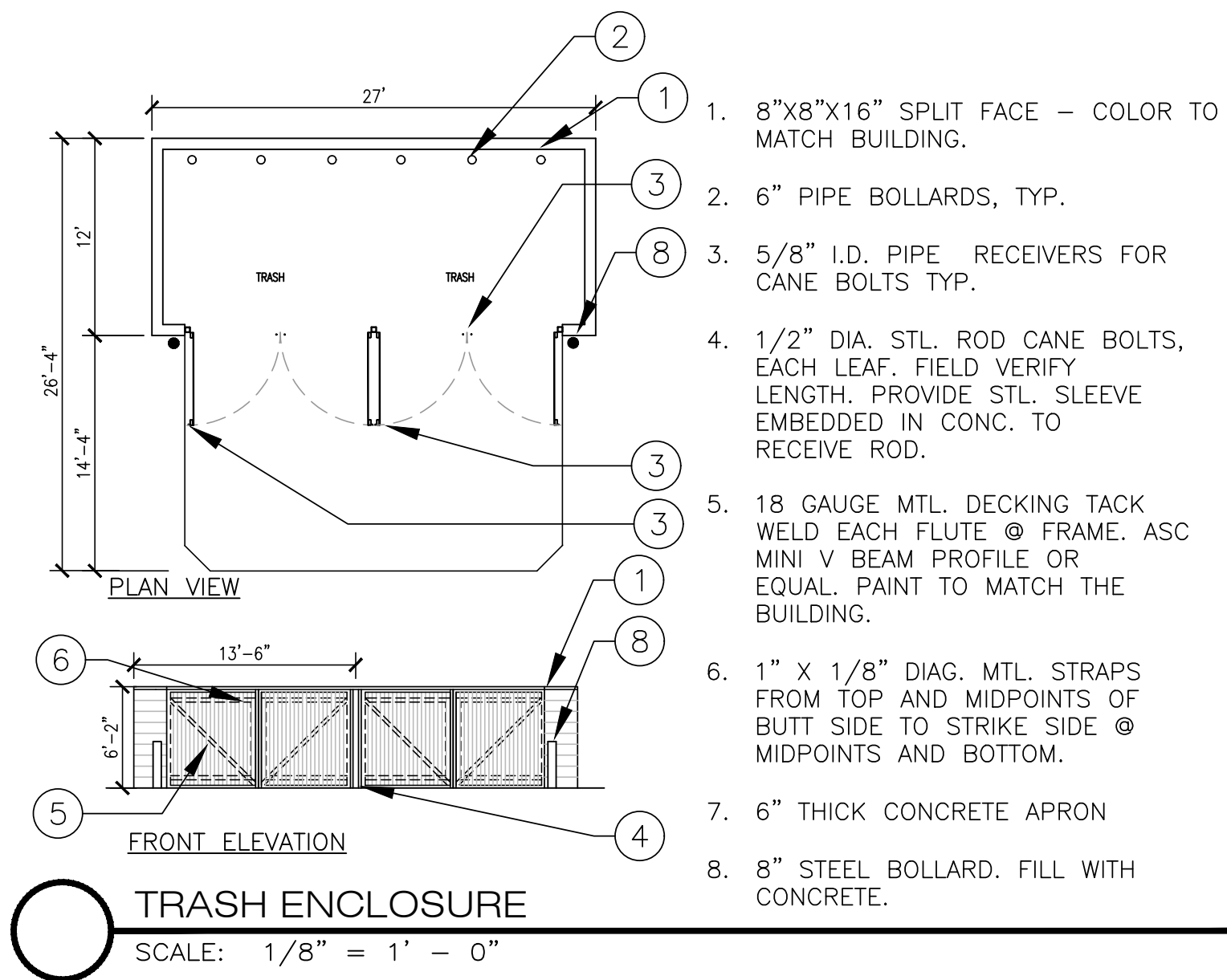
GROUND COVER MATERIAL			
EVERGREEN OR PERENNIAL SHRUBS TO 30" HIGH. USED TO BLANKET LARGER AREAS AND AS A FILLER BETWEEN SITE WORK EDGES AND FACER SHRUBS.			
Botanical Name	Size (Min.)	Spacing (Min.)	Water Use
ARCHTOSTAPHYLOS SP.	1 GAL.	36'o.c.	LOW
BACCHARIS PILULARIS	1 GAL.	24'o.c.	LOW
COPROSMA X KIRKII	1 GAL.	36'o.c.	MED
NANDINA H DWARF	1 GAL.	36'o.c.	LOW
ROSMARINUS O. 'PROSTRATUS'	1 GAL.	36'o.c.	LOW
ROSA 'FLOWER CARPET' SP.	1 GAL.	24'o.c.	MED
TRACHELOSPERMUM JASMINOIDES	1 GAL.	36'o.c.	MED
LONCERA INTERRUPTA	1 GAL.	24'o.c.	MED
ROSA SPP.	---	---	HIGH
TURF SODDED - "BOLERO" TURF	---	---	MED
TURF SODDED - "NO MOW FESCUE"	---	---	MED

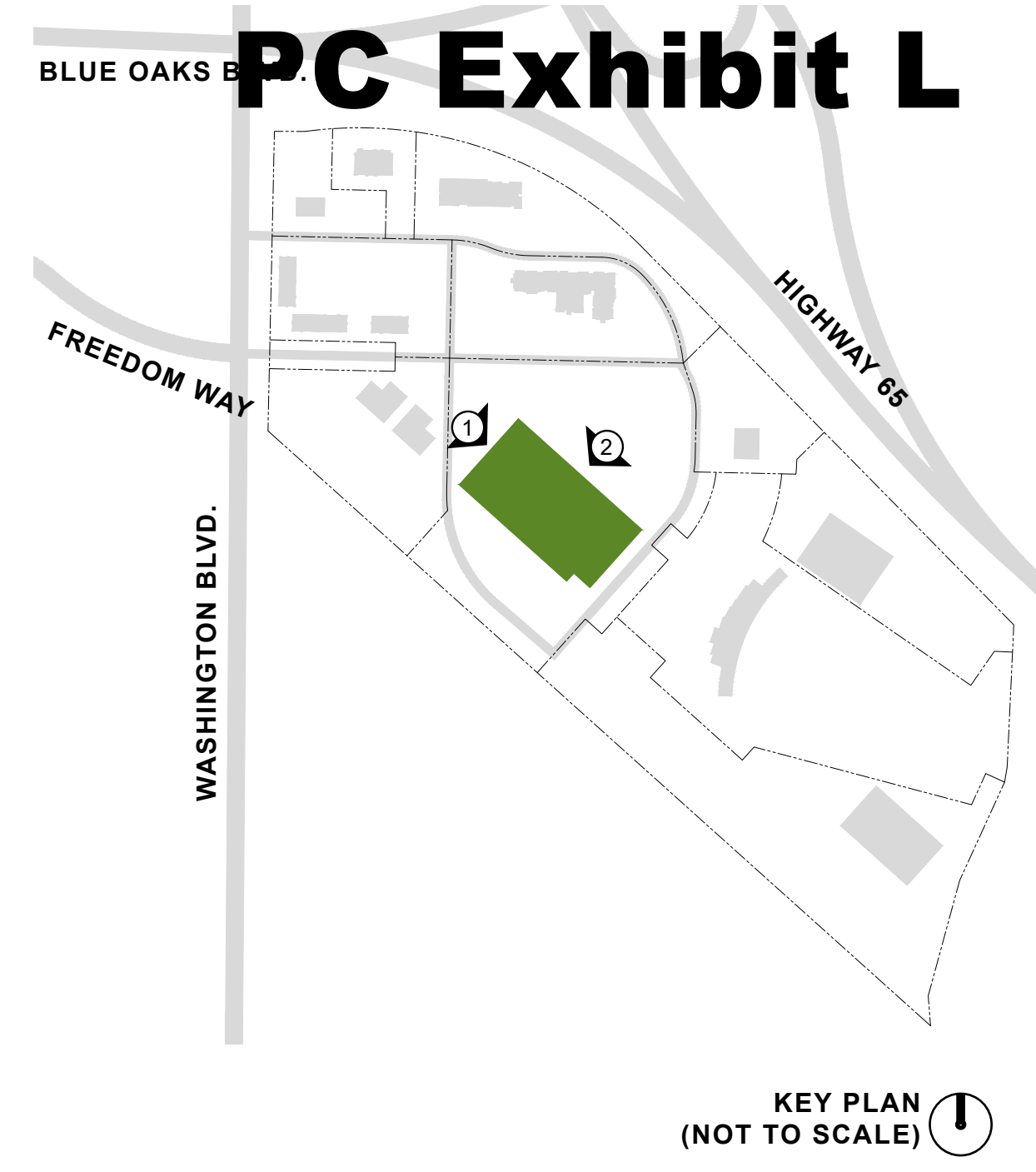
WATER QUALITY AREAS			
EVERGREEN OR PERENNIAL SHRUBS TO 30" HIGH. USED TO BLANKET LARGER AREAS AND AS A FILLER BETWEEN SITE WORK EDGES AND FACER SHRUBS.			
Botanical Name	Size (Min.)	Spacing (Min.)	Water Use
CORNUS SERICEA	1 GAL.	4' o.c.	MOD
FESTUCA RUBRA	1 GAL.	18' o.c.	LOW
FESTUCA IDAHOENSIS	1 GAL.	18' o.c.	LOW
JUNCUS BALTICUS	1 GAL.	18' o.c.	LOW
PRUNUS CISTENA	1 GAL.	5' o.c.	LOW
ELIYUS SPP.	1 GAL.	18' o.c.	LOW
SALIX PURPUREA	1 GAL.	3' o.c.	LOW
SPIREA SPP.	1 GAL.	36' o.c.	LOW
ARCHTOSTAPHYLOS LVI URIS	1 GAL.	3' o.c.	LOW
MAHONIA COMPACTA	1 GAL.	3' o.c.	LOW

EASTERN and SOUTHERN BOUNDARY EDGE PLANTING-(EXISTING)			
EVERGREEN BRIGHT TOLERANT. USED TO BLANKET LARGER AREAS AND AS A TRANSITION BUFFER BETWEEN DEVELOPMENT AND OPEN SPACE PARCEL 84. BUFFER TO OPEN SPACE PARCEL USING COMPATIBLE MATERIAL.			
Botanical Name	Size (Min.)	Spacing (Min.)	Water Use
NON-IRRIGATED 'GREEN/GOLD BLEND/SEED'	---	---	NA
PIRACANTHA COCCINEA 'LOWBOY'	1 GAL.	3'o.c.	LOW
BIG FILTRATION SOD	1 GAL.	18'o.c.	MOD
TEUCRIUM X PROSTRATUM	1 GAL.	24'o.c.	LOW
ROSA SPP.	1 GAL.	3'o.c.	LOW
CORNUS SPP.	1 GAL.	3'o.c.	MOD
CEANOTHUS SPP.	1 GAL.	3'o.c.	LOW

* DENOTES TREE SPECIES TO BE USED IN EASTERN BOUNDARY

*DENOTES TREE SPECIES TO BE USED IN EASTERN BOUNDARY





NOTE:
SIGNAGE CONFIGURATION AND LAYOUT ARE
CONCEPTUAL AND SHALL BE A SEPARATE
SUBMITTAL

MATERIALS / ELEMENTS

A	CONCRETE PANEL
B	REVEAL, TYP.
C	STONE VENEER
D	DOOR: PAINT TO MATCH ADJACENT
E	STOREFRONT

COLORS / FINISHES

F	LIGHT FIXTURE
G	TENANT SIGNAGE / GRAPHICS
H	METAL CANOPY
I	ARCHITECTURAL TRIM
J	PATIO FENCE

1	PAINT: SHERWIN WILLIAMS-SW7015 "REPOSE GRAY"
2	PAINT: SHERWIN WILLIAMS-SW7019 "GAUNTLET GRAY"
3	PAINT: SHERWIN WILLIAMS-SW7020 "BLACK FOX"
4	STONE: GREY LEUDERS, SPLIT FINISH
5	ANNODIZED ALUMINUM: ARCADIA-AB8 "BLACK"

6	PAINT: SHERWIN WILLIAMS-SW7017 "DORIAN GRAY"
7	PAINT: SHERWIN WILLIAMS-SW7656 "RHINESTONE"

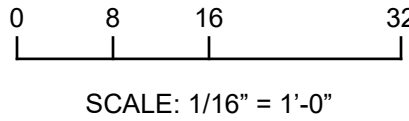


Architecture + Planning
888.456.5849
ktgy.com

Living Spaces
14501 Artesia Blvd.
La Mirada, CA 90638

NCRSP PARCEL 49 - MPP STAGE 2
LIVING SPACES
ROSEVILLE, CA # 2018-0766

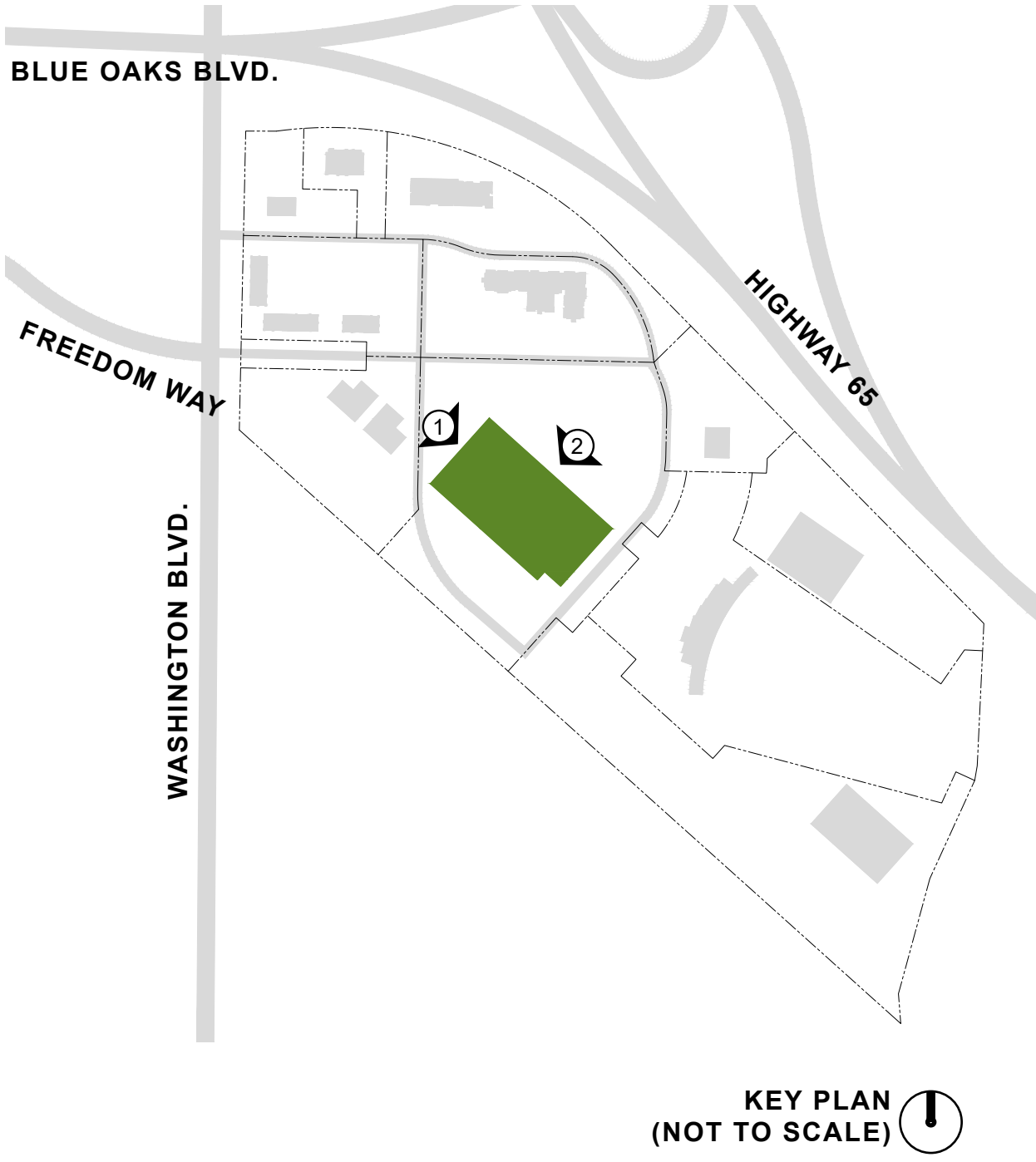
ENTITLEMENT PACKAGE
JANUARY 14TH, 2019



CONCEPTUAL ELEVATIONS



1 RIGHT ELEVATION (NORTHWEST)



KEY PLAN
(NOT TO SCALE)



2 FRONT ELEVATION (NORTHEAST)

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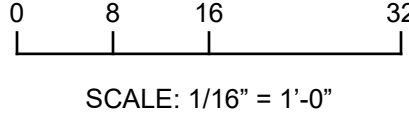


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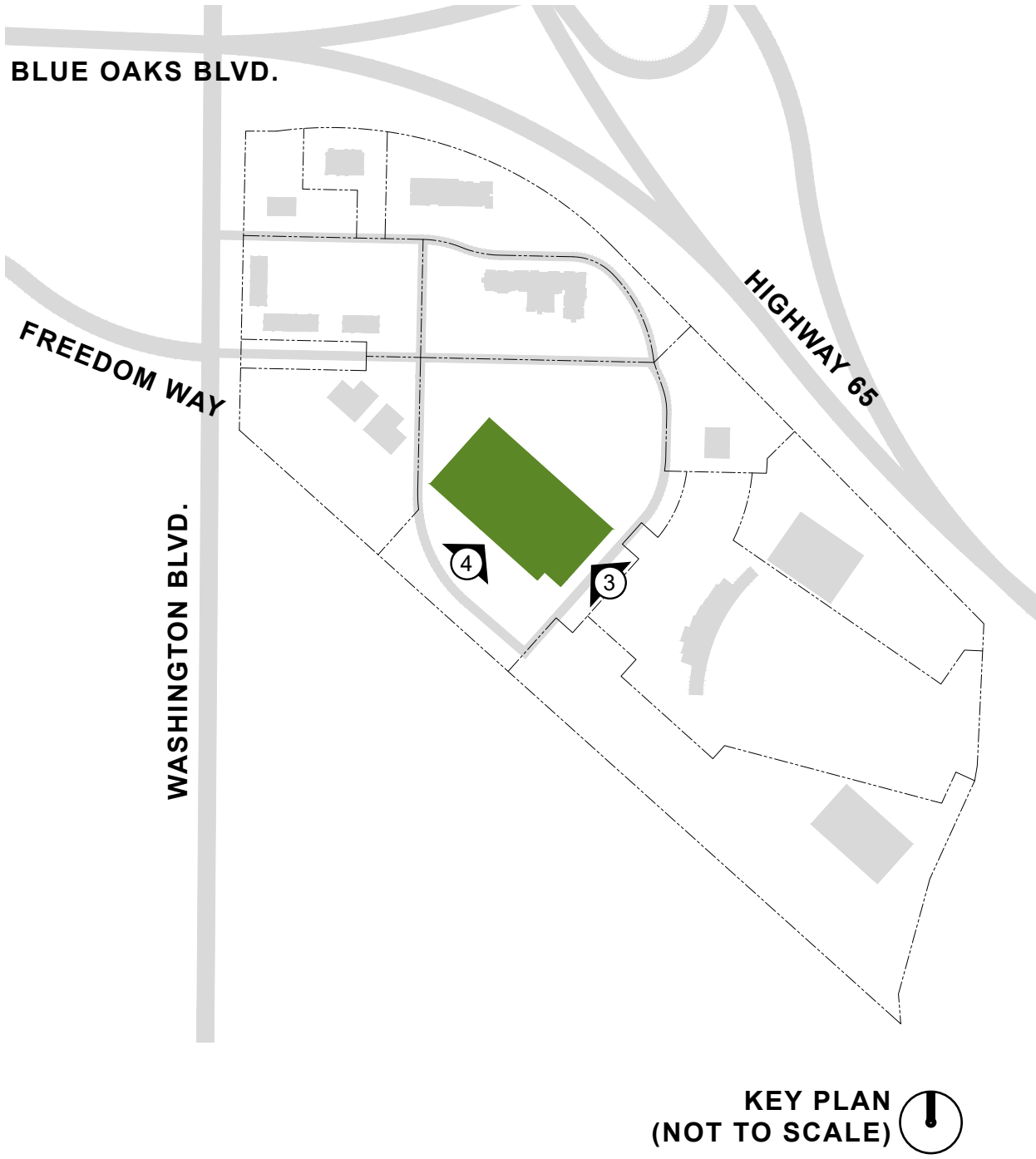
Living Spaces
14501 Artesia Blvd.
La Mirada, CA 90638

NCRSP PARCEL 49 - MPP STAGE 2
LIVING SPACES
ROSEVILLE, CA # 2018-0766

ENTITLEMENT PACKAGE
FEBRUARY 11TH, 2019



CONCEPTUAL ELEVATIONS



NOTE:
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SUBMITTAL

MATERIALS / ELEMENTS

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C	STONE VENEER
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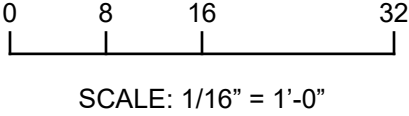


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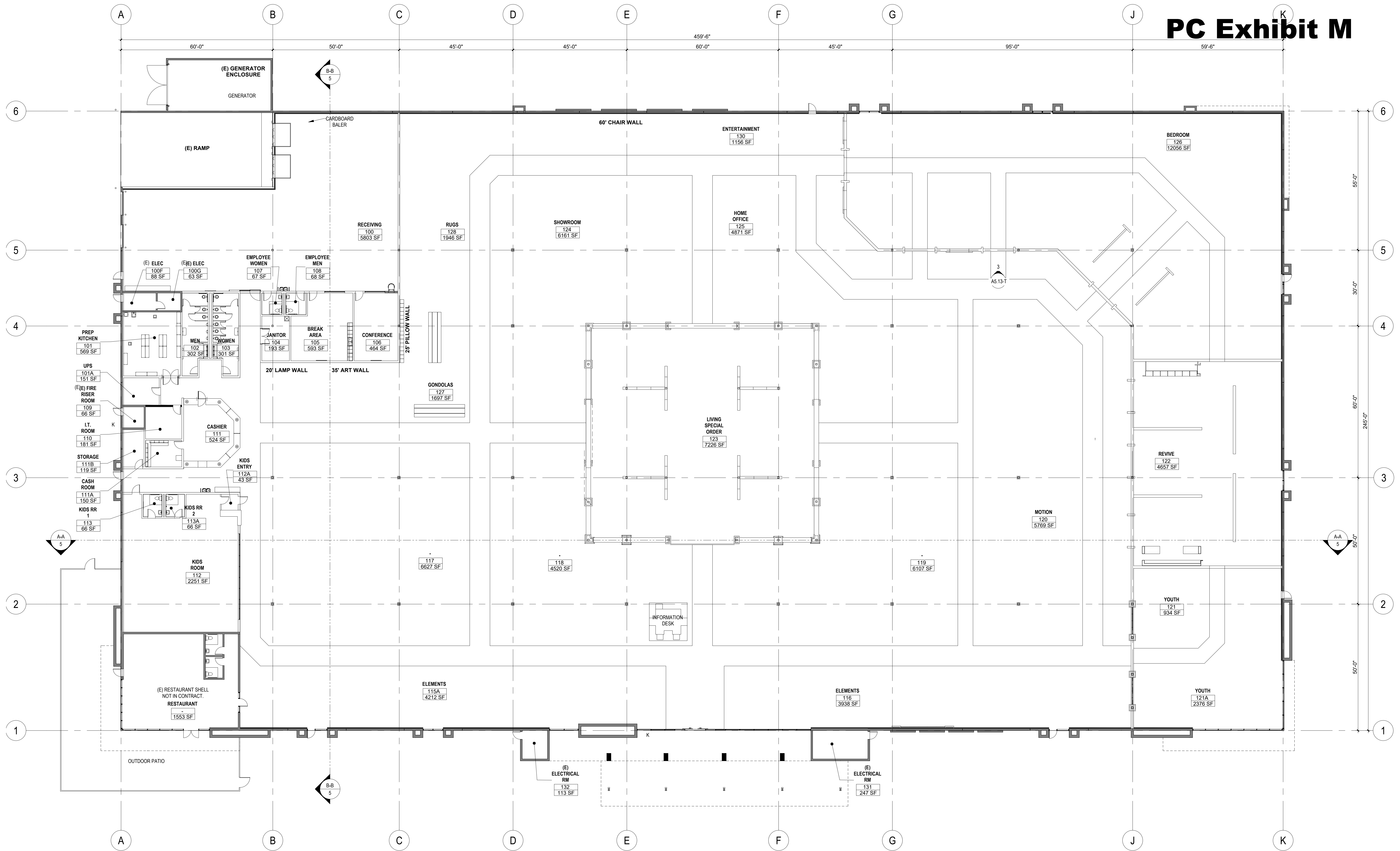
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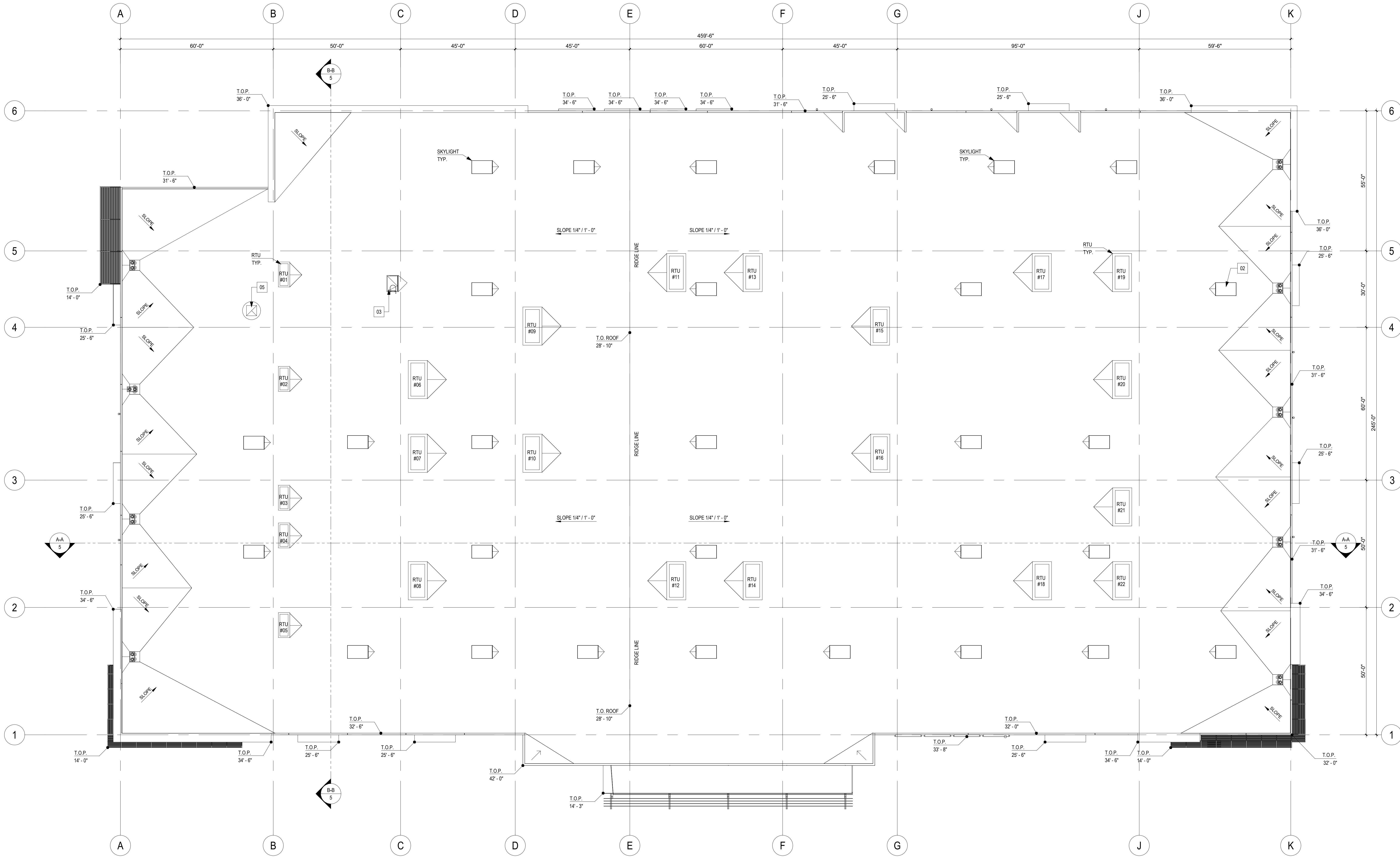
ENTITLEMENT PACKAGE
FEBRUARY 11TH, 2019



CONCEPTUAL ELEVATIONS

PC Exhibit M







PLANNING COMMISSION COMMUNICATION

Title: INFILL PCL 246 - Roseville Old Town Lofts - 241 Nevada Ave. - PL18-0178 (Item continued from the May 9, 2019 Planning Commission Meeting)
Contact: Kinarik Shallow, kshallow@roseville.ca.us, 916-746-1309

Meeting Date: 5/23/2019
Item #: 6.2.

ATTACHMENTS:

Description

PC Memorandum-Item Continued
PC Memorandum Response to Comments
Staff Report
Attachment 1 Non-Res Conversion Guidelines
Exhibit A Initial Study Mitigated Neg Dec
Exhibit B General Plan Amendment
Exhibit C General Plan Change Pages
Exhibit D Modified R3 Standards
Exhibit E Site Plan
Exhibit F Floor Plans
Exhibit G Elevations
Exhibit H Landscape Plan
Exhibit I Grading & Drainage Plan
Exhibit J Utility Plan
Exhibit K Tentative Subdivision Map
Exhibit L Prelim Lot Layout
Exhibit M Arborist Report
Exhibit N Tree Preservation
Exhibit O Prelim Post Construction

MEMORANDUM

To: Planning Commission

From: Kinarik Shallow, Assistant Planner

Date: May 16, 2019

Re: Agenda Item 6.2 – INFILL PCL 246 – Roseville Old Town Lofts (File #PL18-0178)

Due to a public noticing error for the May 9, 2019 Planning Commission hearing, Agenda Item 6.2 – INFILL PCL 246 – Roseville Old Town Lofts (File #PL18-0178) was continued to the May 23, 2019 hearing. No changes have been made to the project.

Attached to this memo are staff's responses to public comments received on the Initial Study/Mitigated Negative Declaration prepared for the project, as well as responses to comments received on the overall project (see memo dated May 3, 2019). Also attached is the May 9, 2019 staff report with associated attachments and exhibits that were previously provided to the Planning Commission.

MEMORANDUM

To: Planning Commission

From: Kinarik Shallow, Assistant Planner

Date: May 3, 2019

Re: INFILL PCL 246 – Roseville Old Town Lofts (File #PL18-0178) – Response to Public Comments

The purpose of this memorandum is to address written comments received on the Roseville Old Town Lofts project. A total of 11 letters were received, either by mail or e-mail. The memorandum is separated into two parts: Part I addresses written comments received on the adequacy of the Initial Study/Mitigated Negative Declaration (IS/MND); Part II addresses written comments received pertaining to the overall project. Attached to this memorandum are all comments received, as of memorandum publication.

Part I: Response to IS/MND Comments

Of the 11 letters received, six (6) letters included comments and questions applicable to the IS/MND prepared for the project (see Attachments 1-6). Responses to the letters are included below, in the order the letters were received.

Attachment #1 – Comments from Michael Ryan

Based on Mr. Ryan's comments and questions, it appears there is confusion as to who prepared the IS/MND. The City of Roseville, acting as Lead Agency, prepared the IS/MND. This is identified in the public notice of the document, as well as within the document itself. The comments provided by Mr. Ryan that relate to CEQA are addressed below.

1. Construction Activities

- a. *While my family does not work at night and sleep during the day, reading the report, it does not say if they have walked around and asked if this applies to certain homes/families. It states that only ambient construction noise at 60 db will be spread and the box checked "less than significant". Having worked on MANY outside jobs that are relative to this size, this statement is blatantly not truthful. 60 db is about the sound a lawnmower makes. With the amount of work that is needed on this job, it will be much higher than this. I have a link below that shows a diesel truck to be about 100 db. <https://www.pavementinteractive.org/reference-desk/pavement-management/impacts/construction-noise/> Whoever created this report, can they describe the means and methods they used to get the number of 60 db?*
- i. The 60 dB referenced in the IS document does not represent the construction noise level of the project. Rather, the IS discusses that the project is located within the 60 dB Ldn noise contour for both existing roadways and future roadways, as identified in the Noise Element of the City's General Plan. Per Section 9.24.030(G) of the City's Noise Ordinance, private construction activities are exempt from the Noise Ordinance when conducted between the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday, and between the hours of 8:00 a.m. and 8:00 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.

- b. *The report gives a brief timeline of completion, however there is no mention if they have included delays due to weather. The construction period 9/1/19 - 2/20/19 are during the wettest months of the year. Have they considered this? Reading the report they do not make a statement of this.*
 - i. The construction timeline was included as part of the CalEEMod modeling calculations (Attachment 3 of the IS/MND). As stated in the calculations, this construction period is an estimate for purposes of calculating potential construction emissions and is not an exact construction timeline.

2. Building Construction Materials/Methods

- a. *CA just passed a law that all new homes must have solar cells at the time of construction. The photos do not show a reflected roofing plan, however it does not appear in the report to reflect the installation of these green or LEED items, with the construction finishing in 2020, how does the law effect this new construction? Is there an exception to this rule because of the high density nature of these buildings?*
 - i. The project was routed for review to the City's Building Division. A condition of approval was added to the project requiring compliance with all applicable code requirements, including the California Green Building Standards Code-CGBSC, at the time of building permit submittal.
- b. *The report has no direction of if the building will be constructed with green energy efficient materials. Is there a reason why this isn't implemented into the report?*
 - i. Section VI (Energy), checklist items a and b discuss that, in accordance with California Energy Code Title 24, the project would be required to meet the Building Energy Efficiency Standards. This includes standards for water and space heating and cooling equipment; insulation for doors, pipes, walls, and ceilings; and appliances, to name a few. The project would also be eligible for rebates and other financial incentives from both the electric and gas providers for the purchase of energy-efficient appliances and systems, which would further reduce the operational energy demand of the project.
- c. *Noise does travel more at night, and with little line of sight obscuration (trees/other buildings) the noise traveling from late night parties at the roof tops will travel. I do not see a study on the noise traveling at night from that height and how it may effect the neighboring houses. There should be one done and given to the neighboring residents for review.*
 - i. Per the General Plan, residential uses generate low outdoor noise volumes. The proposed buildings will have a 5-foot tall roof parapet that will help screen the rooftop patios and buffer noise. The project is subject to the City's Noise Regulation (RMC Chapter 9.24), which includes sound limits for sensitive receptors (i.e., residential uses).
- d. *Part I gives an aesthetics review. The checklist gives a "no impact" to the question "Have a substantial adverse effect on a scenic vista". This neighborhood may not be classified as a "Scenic Vista" however it has some of the oldest homes in the area, and they are historic in nature. It seems that this question was selectively left off of the report to show a favorable rating in this aspect. Is this finding acceptable to the city with the historic nature of this neighborhood?*
 - i. Mr. Ryan is referencing checklist item "a" of Section I (Aesthetics), which asks whether the project would have a substantial adverse effect on a scenic vista. As identified in the IS, there are no designated or eligible scenic vistas or scenic highways within or adjacent to the City of Roseville, which is why "no impact" was selected. Additionally, the City's Zoning Ordinance includes a list of "significant buildings" that are defined as having special historic, cultural or aesthetic interest, and which have been listed in Section 19.61.030(A) of the Zoning Ordinance. The list does not include the address of the project site, or any buildings located on Douglas Boulevard or Nevada Avenue.

3. Impact to Nearby Schools

- a. *The report notes that there will be "no impact" to the nearby schools if approved. Some simple math shows that 2 children per household = 56 new children at public schools which is approximately 2 whole classrooms k-12. Has the city prepared financially for the increase of children in the classroom at nearby schools for the various grade level increases?*
 - i. As identified in Section XV (Public Services), checklist item c, the applicant for this project is required to pay school impact fees at a rate determined by the local school districts. School fees will be collected prior to the issuance of building permits, consistent with City requirements. Existing codes, regulations, funding agreements, and facilities plans are sufficient to ensure impacts are less than significant. The project was routed for review to the applicable school districts, which includes the Roseville City School District and the Roseville Joint Union High School District; no comments were received.
 - ii. In addition, the student generation factor for HDR land uses in the Roseville City School District is 0.073 per unit for Grades K-5 and 0.028 per unit for Grades 6-8. The student generation factor for HDR land uses in the Roseville Joint Union High School District is 0.067 per unit. Based on this, the proposed 23 units would generate a total of five (5) new students—two (2) elementary school students (K-5), one (1) middle school student (6-8), and two (2) high school students (9-12).

Attachment #2 – Comments from John J Spalding

Mr. Spalding raises concerns regarding two checklist items on the Initial Study, included below.

1. Section XI (Land Use and Planning), item a): Would the project physically divide an established community?
 - a. The Initial Study (IS) determined the project has no impact on physically dividing an established community. Mr. Spalding makes the comment that, *the proposed 23 units does not conform to the existing landscape of the neighborhood it surrounds which are the small single type family homes*. However, this comment is unrelated to whether the project physically divides an established community. As described in the IS, the project area has been planned for development, includes adequate roads, pedestrian paths, and bicycle paths to provide connections within the community. The project does not create physical barriers to pedestrian or vehicular movement.
2. Section XVII (Transportation), item b): Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3 (b) – VMT?
 - a. Mr. Spalding makes a comment that the proposed parking for the project is not adequate for the number of units. However, this comment is unrelated to CEQA Guidelines Section 15064.3. This guideline directs transportation system analysis to focus on vehicle miles traveled (VMT) and indicates that generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. The project site is located within one-half mile of two bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. These transit stops are located at Douglas Boulevard and S. Lincoln Street, and at Douglas Boulevard and Donner Avenue. The project site is also located in close proximity to bikeways and sidewalks, which would encourage alternative modes of transportation. The IS concluded impacts related to this checklist item are less than significant.
 - b. *Does the large master traffic study that was completed a few years back for all of Roseville conflict with the stated project's traffic study?* The City's Engineering Division evaluated the project and determined a traffic study was not required. This determination was based on the

ITE trip generation estimate prepared for the project, which estimates the project will add a total of 12 new pm peak-hour trips to the existing conditions. Consistent with the City's General Plan policy and the City's Design and Construction Standards, a traffic study is not required for projects that do not generate more than 50 pm peak-hour trips than had been anticipated in the traffic model. As such, it can be concluded that the anticipated volume is consistent with the design and capacity of the roadway.

Attachment #3 – Comments from Jeff Dodge

The comments provided by Mr. Dodge that pertain to CEQA are related to Section I (Aesthetics) of the checklist.

1. *Aesthetically, it seems inappropriate to remove one's vista by placing such a tall structure so nearby. In the very same area there are code issues with regard to erecting anything above a certain height for the very reason that it steals the aesthetic beauty one can normally experience in an older neighborhood such as this. Newer developments are a different story, of which there are many areas more suitable in West Roseville, for example.*
 - a. The overall height of the proposed buildings is approximately 44 feet. This is consistent with the R3 development standards, which allows for a maximum building height of 45 feet. The project was determined to have no impact on checklist item a, which asks whether the project has a substantial adverse effect on a scenic vista. This determination was based on the fact that there are no designated or eligible scenic vistas or scenic highways within or adjacent to the City of Roseville. In addition, the project site is located in an urban setting. The project will include a mix of landscaping throughout the site that will help buffer and soften views of the buildings.

Attachment #4 – Comments from Werner Kuehn

1. *In Land Use and Planning Sec XI, Zoning change is proposed from BP (Business Professional) to R3 (High Density) is discussed. In Population and Housing City's, Sec XIV it states "These additional residential units were not contemplated in the City's General Plan. The City has additional infrastructure accommodate the increase. Project will not result in additional infrastructure." I can't imagine ANY place on Douglas that would be suitable. This location is one of the LEAST suitable locations.*
 - a. The project was distributed to all internal and external agencies and departments who requested such notice, including the City's Engineering Division, Environmental Utilities Department, and Roseville Electric. It was concluded that adequate infrastructure exists to accommodate the proposed project.
2. *In Energy Sec. VI, it states that "Its proximity to many resources, it will have lower than average vehicle trips". This is NOT a valid statement. The residents will use their vehicles to visit businesses and will not walk.*
 - c. The project is designed to encourage and promote pedestrian mobility. For example, the units adjacent to Douglas Boulevard will face the roadway and will have paved walkways extending from the front door to the sidewalk along the street. The project site is located within one-half mile of two bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. These transit stops are located at Douglas Boulevard and S. Lincoln Street, and at Douglas Boulevard and Donner Avenue. The project site is also located in close proximity to bikeways and sidewalks, which would encourage alternative modes of transportation. As a result of all these factors, this project will result in lower than average vehicle trips and vehicle miles traveled.
3. *In Biological Resources Sec. IV, I understand 19 Oak trees will be removed to accommodate space for the buildings. Could the number of units be reduced, and trees left in place?*
 - a. The tree inventory provided in the Arborist Report identifies 19 protected Oak trees either located on or overhanging onto the property. Of these trees, 12 are proposed for removal.

Given the proposed density and needs for access, parking, and circulation, there was not a viable alternative identified. The project will mitigate for these trees through a combination of on-site planting of non-native trees and payment into the City's in-lieu fee program.

4. *In Hydrology and Water Quality Sec X it states that there will be no impact. Having lived in the neighborhood for 30 years, I have seen frequent flooding from storm drains on this low section of Douglas Blvd. I understand that currently there is a major storm drain project underway across Douglas in the Hillcrest Neighborhood. I feel that there would be a need for the same infrastructure investment by City (Storm drains, waste water, fresh water) in this area on Nevada Ave.*
 - a. Currently, the northern half of the project site drains to the north and is collected by an existing Drain Inlet (DI). The project will grade the site to ensure that all storm water is collected on site and transferred south to the existing storm drain system in Douglas Blvd. Storm water quality measures, such as infiltration trenches, will be utilized to ensure that post develop flows are not increased from predevelopment flows for most storm events. Both existing and proposed storm drain systems are not designed to handle larger storm events, greater than a 10-year event. The flow from these larger storm events will continue to flow overland and release onto existing local roadways.
5. *In Transportation Sec XVII, it states that there will be no transportation impact. The design of ingress and egress into project from Douglas is a MAJOR traffic hazard, and the City would encounter great liability. A possible solution would be a new traffic light at Nevada and Douglas. If this was designed into the project, it would represent significant cost for the City.*
 - a. The suggestion of installing a new traffic light was considered, however it was determined this would not be feasible due to the proximity to the existing traffic signal on Keehner Avenue. The proposed ingress only driveway on Douglas Blvd. was designed to ensure that the majority of vehicles entering the site do so from Douglas Blvd. This proposed driveway will drastically limit the number of additional trips created by this project that will impact existing neighborhood streets, including Nevada Ave. Due to the low volume of vehicles that will be accessing the proposed project and the low volume of vehicles egressing Nevada Avenue, staff anticipates only nominal increases in delay times egressing Nevada Avenue. In addition, sight distance to the east will be greatly improved with the removal of the existing structure and landscaping currently on the site.

Attachment #5 – Comments from Ron McCary

1. Section X (Hydrology and Water Quality) & Section XIX (Utilities and Service Systems)
 - a. Mr. McCary asks whether adequate capacity exists for stormwater drainage. Currently, the northern half of the project site drains to the north and is collected by an existing Drain Inlet (DI). The project will grade the site to ensure that all storm water is collected on site and transferred south to the existing storm drain system in Douglas Blvd. Storm water quality measures, such as infiltration trenches, will be utilized to ensure that post develop flows are not increased from predevelopment flows for most storm events. Both existing and proposed storm drain systems are not designed to handle larger storm events, greater than a 10-year event. The flow from these larger storm events will continue to flow overland and release onto existing local roadways.
2. Section XVII (Transportation)
 - a. Mr. McCary's comments relating to transportation focus on VMT and the project's impacts on traffic. Pursuant to CEQA Guidelines Section 15064.3(b)(3), "if existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered, a lead agency may analyze the project's vehicle miles traveled qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc." Further, CEQA Guidelines Section 15064.3(b)(1) indicates that

“Generally, projects within one-half mile of either a major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant traffic impact. The project is expected to be consistent with the intent of implementing the VMT metric due to the proximity to existing transit stops. For example, the site is located within one-half mile of two bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. These transit stops are located at Douglas Boulevard and S. Lincoln Street, and at Douglas Boulevard and Donner Avenue. The project site is also located in close proximity to bikeways and sidewalks, which would encourage alternative modes of transportation. Because of these factors, the project is not in conflict or inconsistent with CEQA Guidelines Section 15064.3(b).

The City's Engineering Division evaluated the project and determined a traffic study was not required. This determination was based on the ITE trip generation estimate prepared for the project, which estimates the project will add a total of 12 new pm peak-hour trips to the existing conditions. Consistent with the City's General Plan policy and the City's Design and Construction Standards, a traffic study is not required for projects that do not generate more than 50 pm peak-hour trips than had been anticipated in the traffic model. As such, it can be concluded that the anticipated volume is consistent with the design and capacity of the roadway. Further discussion is provided in Part II of this memorandum.

Attachment #6 – Comments from Chris Ewers

Comments provided by Mr. Ewers focus on Section XVII (Transportation) of the IS Checklist and how the project is not consistent with the City's Level of Service (LOS). These comments are addressed in Part II of this memorandum.

Part II: Response to Overall Project Comments

The most common neighborhood concerns regarding the project are related to traffic, parking, and density. The concerns are addressed below in further detail.

Long Term Traffic Impacts

The project zoning and intensity is consistent with the City's Traffic Demand Model (TDM) for future buildout. Since the project is consistent with the TDM and will only generate 12 p.m. peak-hour trips, there is not a need to perform a long term traffic study. Also, the Traffic Area Zone (TAZ) for this project indicates there is a surplus of 18 p.m. peak-hour trips that are available, so the City's TDM is conservative for this area.

Short Term Existing Traffic Impacts

Staff acquired three days of traffic data for Nevada Avenue peak hour trips, ADT and average delays at the Douglas Blvd intersection. It was determined that the traffic characteristics of Nevada Avenue were in line with what standard traffic practices would assume for a residential roadway. Following are the averages observed over the three days data was collected:

- **Average peak hour trips:** 47 trips (This is in line with ITS trip rates of 1 peak hour trip per DUE. There are 57 homes on Nevada Avenue, so the traffic model would assume 57 peak hour trips)
- **Average daily trips:** Approx. 500 (This is in line with 570 daily trips that would be assumed in the traffic model)
- **Average delay @ Douglas Blvd intx:** Less than 30 seconds on average, with a couple outliers that occurred during the peak hour reaching 45 seconds.

Overall, the existing traffic in the vicinity of the proposed project can be categorized as average to below average for the infrastructure in place. As shown from the traffic data above, Nevada Avenue functions at a

level to be expected by a residential roadway. Douglas Blvd. is a four lane arterial roadway capable of handling up to 32,000 vehicles a day and still operate at level of service C. Douglas currently accommodates 20,000 vehicles a day and the nearby traffic signal at Douglas/Keehner operates at LOS A. Lastly, there has been no history of excessive accident rates recorded in the immediate vicinity of the proposed project.

Short Term Existing + Project Traffic Impacts

The proposed project is anticipated to create an additional 12 peak-hour trips, in addition to the 47 peak-hour trips that were observed for existing conditions. These anticipated 59 total peak hour trips are not expected to substantially increase delays at the Nevada Ave./Douglas Blvd. intersection. In addition, the proposed ingress only driveway on Douglas Blvd. was designed to ensure that the majority of vehicles entering the site do so from Douglas Blvd. This proposed driveway will drastically limit the number of additional trips created by this project that will impact existing neighborhood streets, including Nevada Ave.

Due to the low volume of vehicles that will be accessing the proposed project and the low volume of vehicles egressing Nevada Avenue, staff anticipates only nominal increases in delay times egressing Nevada Avenue. In addition, sight distance to the east will be greatly improved with the removal of the existing structure and landscaping currently on the site.

Parking

Residents in opposition of the project are concerned that the project does not provide an adequate amount of parking for residents and guests. The project proposes 23 for-sale, single-family dwelling units. As discussed in the Design Review Permit evaluation of the staff report, the Zoning Ordinance parking requirement for single-family dwelling units is based on a ratio of two (2) parking spaces for each unit. The project proposes a total of 23 units, resulting in a parking requirement of 46 spaces. Each unit is designed with a standard two-car garage to satisfy this requirement. Guest parking is not required for single-family dwellings, although guests would be able to utilize the on-street public parking spaces located on Nevada Avenue. Residents anticipate this would negatively impact the availability of on-street parking for current residents.

In addition, there is concern that the garages would be utilized as storage space and would therefore eliminate space for parking. To prevent this from occurring, a condition of approval has been placed on the project requiring the CC&Rs to include a clause prohibiting storage in the garages that displaces vehicle parking.

Staff finds that the project is consistent with the parking requirements of the Zoning Ordinance.

Density

The proposed project would create a 23-unit small-lot subdivision, with dwellings designed as three-story, attached units. Several residents requested that the number of units be reduced. The applicant has indicated that the project would not be economically viable with a lower number of units. Without an economically viable project, there would be no incentive to redevelop and invest in infill areas, which is encouraged by the goals and policies of the General Plan.

The project has a zoning designation of Attached Housing (R3), which is considered an implementing zone for the proposed High Density Residential (HDR) land use. The HDR land use category is identified in the General Plan as normally developed with apartments or condominiums with multiple story structures containing multiple, attached dwelling units, with a density of 13 dwelling units or more per gross developable acre. The project site is consistent with the policies contained in the General Plan for an HDR land use type. The project proposes a density of approximately 26 dwelling units per acre, is adjacent to arterial streets, transit linkages, and in close proximity to commercial services. The HDR land use is typically used as a transition between commercial areas and lower density areas. The project site is a corner parcel, surrounded by both business professional/commercial uses and low-density residential uses. The proposed land use and density are appropriate and compatible with the surrounding area.

The City has adopted Blueprint Implementation Strategies for purposes of managing growth within the City. The strategies encourage compact building design and creating a range of housing opportunities and choices.

The project provides a unique housing product that will meet different household needs in an area having the potential for revitalization. This meets the intent of the Blueprint Implementation Strategies as well as the City's General Plan policies.

From: [Michael Ryan](#)
To: [Shallow, Kinarik](#)
Subject: Nevada Street Proposed Lofts File #PL18-0178
Date: Friday, April 26, 2019 3:11:25 PM

Kinarik Shallow,

My name is Michael Ryan and I am one of the nearby residents that live on Douglass Boulevard near the proposed loft location. Speaking with quite a few of the neighbors and reading the mitigated negative declaration that was issued to the public, I have a few concerns that I would like addressed before the decision is made on this project.

Construction Activities

1. My work background is construction management, so reviewing this report, naturally I have a lot of questions. As I am reading this document I do not see anything regarding where construction employees will be parking or how they will be getting to the site. With Donner being a convenient way to go down then northbound on Ben-Ezra st is very concerning for myself and my family. These construction workers will be taking up street parking in front of my house. Not just this, however Ben-Ezra is very narrow and only allows one way traffic at a time. This is a problem for residents trying to get to the light on Harding traveling east when a dump truck or concrete truck is going west.

- How does the general contractor/developer plan to mitigate the construction parking situation?

- How does the general contractor/developer plan to navigate the construction required driving around the site?

2. While my family does not work at night and sleep during the day, reading the report, it does not say if they have walked around and asked if this applies to certain homes/families. It states that only ambient construction noise at 60 db will be spread and the box checked "less than significant". Having worked on MANY outside jobs that are relative to this size, this statement is blatantly not truthful. 60 db is about the sound a lawnmower makes. With the amount of work that is needed on this job, it will be much higher than this. I have a link below that shows a diesel truck to be about 100 db. <https://www.pavementinteractive.org/reference-desk/pavement-management/impacts/construction-noise/>

- Whoever created this report, can they describe the means and methods they used to get the number of 60 db? The community needs time to review the accuracy of this report.

- Whoever created this report, can they explain why the misleading statement is made when a simple google search shows otherwise?

- With one small falsehood comes many more, large and small. Does the City of Roseville trust this report 100%? Has the city made a counter review of this document?

- Why was there not proposed working construction hours put into this report? Most construction jobsites start at 6/7 am, and end around 3/4pm.

- Why was there not a survey of the existing residents that work at night and sleep during the day?

- Page 35 states that the house on the site is currently abandoned. This is not true. There is a homeowner there, as well as multiple vehicles. Is there a reason why this falsehood was incorporated into the report?

3. As with any construction project there will be delays. These include weather, contractor error, and unforeseen events.

- The report gives a brief timeline of completion, however there is no mention if they have included delays due to weather. The construction period 9/1/19 - 2/20/19 are during the wettest months of the year. Have they considered this? Reading the report they do not make a statement of this.

Building Construction Materials/Methods:

- I have been told time and time again that CA is the leader in green energy and reduction of greenhouse gases. Reviewing this plan as well as the photos associated with this, there are zero charging stations for electric vehicles. Is there a reason why this was not incorporated into the planning? For a complex such as this, I would think there would be at least 2 charging stations for tenants.
- CA just passed a law that all new homes must have solar cells at the time of construction. The photos do not show a reflected roofing plan, however it does not appear in the report to reflect the installation of these green or LEED items, with the construction finishing in 2020, how does the law effect this new construction? Is there an exception to this rule because of the high density nature of these buildings?
- The report has no direction of if the building will be constructed with green energy efficient materials. Is there a reason why this isn't implemented into the report?
- The current site photo shows approximately 2/3 trees that will be removed. Are there any plans to plant smaller trees in their place?
- The current elevation photos call for a rooftop lounge to be on these lofts with no safety guard rails. We all know late nights mixed with alcohol can lead to poor decisions. What are the current elevations from the roof deck to the top of the parapets shown?
- Noise does travel more at night, and with little line of sight obscuration (trees/other buildings) the noise traveling from late night parties at the roof tops will travel. I do not see a study on the noise traveling at night from that height and how it may effect the neighboring houses. There should be one done and given to the neighboring residents for review.
- Part I gives an aesthetics review. The checklist gives a "no impact" to the question "Have a substantial adverse effect on a scenic vista". This neighborhood may not be classified as a "Scenic Vista" however it has some of the oldest homes in the area, and they are historic in nature. It seems that this question was selectively left off of the report to show a favorable rating in this aspect. Is this finding acceptable to the city with the historic nature of this neighborhood?

Post-Construction:

- A harvard study (link shown below) shows that over time the price of single family homes on average in the surrounding area does decline with the construction of apartments or high density living areas. If this in fact true, is the city willing to accept the lower property taxes paid based on the decline in these home values? Searching the report, there does not seem to be a study conducted on this matter. If this proposal does get approved, the city will now be collecting property taxes on 23 new "lots". Is the city planning to reduce the tax rate of the current nearby residents in lieu of new taxes? Has the city already decided or put forth plans on how to spend these new tax dollars for street improvement, local education, social services, police enforcement, etc?

www.jchs.harvard.edu/sites/default/files/rr07-14_obrinsky_stein.pdf

- Is the city of Roseville giving any financial aid, grants, credits, deductions for the construction of this project? If so please advise on what bonds/measures this correlates to.

-On the previous Dutch Bro's proposal, there was no mention to mitigate traffic after construction with all of the new traffic Donner was going to receive (even within their proposal it was grossly underrated). Has the city considered installing speed humps/bumps on Donner to slow down traffic coming in from Douglass? Currently at least 6/7 times a day (when I am home 5pm-7am people come down this street speeding what I can assume 40/50 mph trying to avoid the stop sign on Harding to get to downtown Roseville. As someone who is starting a family in this area, how fast people come down Donner is VERY important to me. Why does this report not offer this type of traffic control for what common sense will show as the main thoroughfare for these loft residents? (douglass to donner to ben-ezra. This is also not mentioned in the "Residential Growth" section of the report. Nevada St. has these speed mitigation measures, why is Donner the exception?

- Have there been any proposals by the city or others to "beef up" ben-ezra for what we all know will happen for these future residents (go down donner to ben-ezra to nevada)? There are currently no stop signs at either points of Ben-Ezra until you get to Harding. This is unacceptable.

- There is no mention of the mitigation of guest parking at the Lofts in the report, however it does show 60' of available parking at the west side of the project. Has this been deemed enough? Are guests allowed to park on the spaces already allocated for current residents of Nevada St? Has a study been done to see if guests will just pull from Nevada to Donner and take up current resident parking on Donner? Reading this report, it has not been done. Speaking for the residents near this proposed development I believe this needs to be considered. If overcrowding does occur on Nevada and Donner, are the residents permitted to call a tow truck if a car is directly in front of their property and there are no more available spots for the resident?

- The report notes that there will be "no impact" to the nearby schools if approved. Some simple math shows that 2 children per household = 56 new children at public schools which is approximately 2 whole classrooms k-12. Has the city prepared financially for the increase of children in the classroom at nearby schools for the various grade level increases? This is another example of a falsehood given in the report.

Overall Impression:

Most of the reports/reviews give a "less than significant impact". This document says that it has been created to satisfy the CEQA, however it does not state that the organizing party has any affiliation with the developer or architect. This review seems like it is too good to be true, history tells us that this is quite the result. Is there one single organization that has created this or is it an independent third party that does not have any affiliation with the ownership/developer/architect firm? Granted that the city residents have a duty to review this, has there been a report created by the City Planning department to challenge any of these findings? **Reviewing this report had me question a lot of the findings and after minimal research, there were quite a few falsehoods portrayed in the report (as found above) and that is concerning. I stated this before, if the reporting party is willing to lie about small things, there will be bigger lies to come later.**

Thank you for your time,

--

Michael Ryan

808-754-5295

michael.ryan0861@gmail.com

April, 29th, 2019

Development Services Department
Planning Division
311 Vernon Street
Roseville, CA 95678

RE: Old Town Lofts File # PL1-0178

Attn.: Planning Division,

I take to differ to the following certain items on the Initial Study Check list.

XI a - Physically divide an established community.

Response; By allowing the land to be rezoned for high density housing the new crammed 23 unit housing does not conform to the existing landscape of the neighborhood it surrounds which are the small single type family homes

XVII b - Conflict or be inconsistent with CEQA Guidelines section 15064.3 (b)?

Response; The 3 visitor spots does not seem adequate for the planned 23 units. Even though with the units having 2 car garages there is a chance of families having more than two cars per unit and we are concerned where they will park. Since the parking along both sides of Nevada adjacent to the proposed project has been taken away where will all the extra cars and visitors park?

Does the large master traffic study that was completed a few years back for all of Roseville conflict with the stated project's traffic study? Douglas is already a very busy road with people leaving and entering the complex during peak time is probably going to have a negative impact on the traffic in our neighborhood.

What is the city's future plan for Douglas Boulevard (between Folsom and Vernon)? Is there a plan or one in the works?

Regards,



John J Spalding
215 Donner Avenue
Roseville, CA

From: [Jeff Dodge](#)
To: [Shallow, Kinarik](#)
Subject: INFILL PCL 246 - Roseville Old Town Lofts (File #PL18-0178)
Date: Monday, April 29, 2019 4:02:30 PM

I didn't have enough time to go through all the documentation in detail, so I just have some general comments, which for me are of great concern.

First of all, I'm not opposed to the type of structure proposed, but I feel strongly that it's in the wrong location. The impact to the surrounding homes presents a number of problems

1- Aesthetically, it seems inappropriate to remove one's vista by placing such a tall structure so nearby. In the very same area there are code issues with regard to erecting anything above a certain height for the very reason that it steals the aesthetic beauty one can normally experience in an older neighborhood such as this. Newer developments are a different story, of which there are many areas more suitable in West Roseville, for example.

2- The increase in traffic appears problematic, especially being that the intersection in question is unable to have its own traffic signal due to its proximity to the existing signal on Keehner.

3- Zoning seems odd. With the increase in traffic along Douglas Blvd, it would make much more sense to place a business at this location.

4- Parking is an issue. While the plans account for parking of residents, there's no on-street or off-street parking available for guests/visitors. It's expected then that people seeking parking when visiting the residents of the existing homes will find it hard to find parking. Generally, high-density living is connected to areas with a high degree of walkability or with nearby overflow parking.

Thank you for considering these items. My sincere hope is that the developer can find a better location (of which I'm sure there are many) that everyone can get behind.

Old Town Lofts Project – 241 Nevada Ave

Building 23 row houses in this lot, is the wrong type of development for the Folsom Road Neighborhood.

After carefully reviewing all the project plans, here are my comments referring to the Initial Study and Environmental Impact.

1. In *Land Use and Planning Sec XI*, Zoning change is proposed from BP (Business Professional) to R3 (High Density) is discussed. In *Population and Housing City's, Sec XIV* it states "*These additional residential units were not contemplated in the City's General Plan. The City has additional infrastructure accommodate the increase. Project will not result in additional infrastructure.*". I can't imagine ANY place on Douglas that would be suitable. This location is one of the LEAST suitable locations.
2. In *Energy Sec. VI*, it states that "*Its proximity to many resources, it will have lower than average vehicle trips*". This is NOT a valid statement. The residents will use their vehicles to visit businesses and will not walk.
3. In *Biological Resources Sec. IV*, I understand 19 Oak trees will be removed to accommodate space for the buildings. Could the number of units be reduced, and trees left in place?
4. In *Hydrology and Water Quality Sec X* it states that there will be no impact. Having lived in the neighborhood for 30 years, I have seen frequent flooding from storm drains on this low section of Douglas Blvd. I understand that currently there is a major storm drain project underway across Douglas in the Hillcrest Neighborhood. I feel that there would be a need for the same infrastructure investment by City (Storm drains, waste water, fresh water) in this area on Nevada Ave.
5. In *Transportation Sec XVII*, it states that there will be no transportation impact. The design of ingress and egress into project from Douglas is a MAJOR traffic hazard, and the City would encounter great liability. A possible solution would be a new traffic light at Nevada and Douglas. If this was designed into the project, it would represent significant cost for the City

Werner Kuehn

Werner Kuehn 193 Park Drive, Roseville, CA 95678 916-367-2524



6.





Mitigated Negative Declaration

Project Title and File #: INFILL PCL 246 – Roseville Town Lofts, File #PL18-0178

Project Address: 1007 Douglas Blvd. (Nevada Ave.)

Project Planner: Kinarik Shallow, Assistant Planner

Public Comments: Ronald McCary

183 Nevada Ave. Roseville, Ca. 95678

(916) 847-9168 rsmccary@juno.com

Date: April 30, 2019

X. Hydrology and Water Quality

Would the project:

- c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
 - i. result in substantial erosion or siltation on or off-site;
 - ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off-site;
 - iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater systems or provide substantial additional sources of polluted runoff; or
 - iv. impede or redirect flood flows?

Discussion of Checklist Answers:

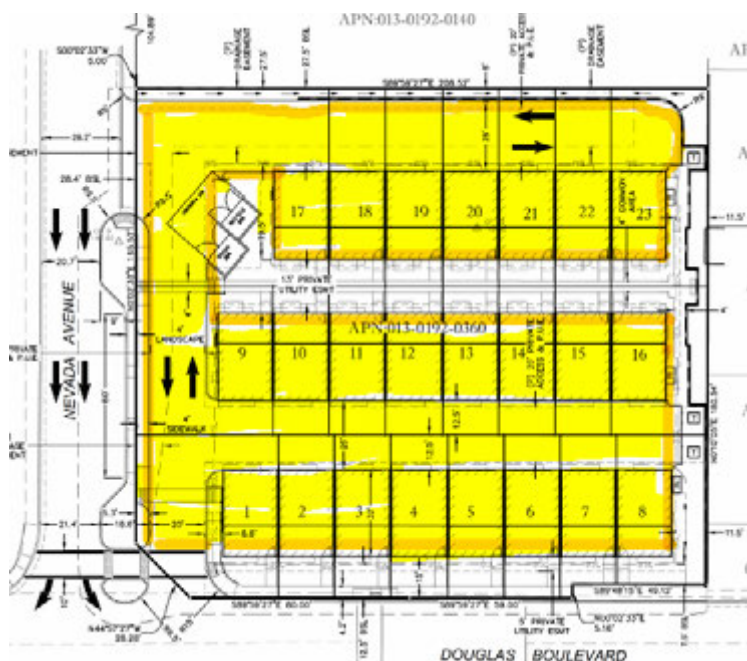
c (ii and iii)) The project has been reviewed by City Engineering staff for conformance with City ordinances and standards. The project includes adequate and appropriate facilities to ensure no net increase in the amount or rate of stormwater runoff from the site, and which will adequately convey stormwater flows.

Public comments: Ronald McCary, 183 Nevada Ave. Roseville, Ca.

Potentially Significant Impacts related to checklist items C(ii) and C(iii):

The Tentative Subdivision Map property information table establishes a 50% requirement for "Site Coverage". This is defined as the "livable" building space – foot print. In terms of physical reality, the rough calculations of the square footage for all building footprints plus on-site hard surfaces (road and sidewalks) is much greater. A ratio for this impermeable surface area appears to be more like 67% as highlighted here. This factor is not accounted for in the "standards", but it is a potentially significant impact to stormwater runoff. We do experience extended and hard rainfalls. Buildings and hard surfaces shed water rapidly. This represents a significant net increase in the amount or rate of stormwater runoff from the site.

What specific City ordinances did the City Engineering staff use to support the conclusion of adequate capacity to convey stormwater flows? Did they examine the existing stormwater drainage capacity upstream to the site? Are there potential conditions upstream that may compound problems to stormwater flows exiting the site? Is there proof that a Hydrologic Study exists to indicate a 100 year storm can be absorbed by north property existing 36" ACP drain pipeline (at slope of 0.0062) per Placer County regulations?



XIX. Utilities and Service Systems

Water and sewer services are provided by the City of Roseville. Existing utilities such as water, sewer, and storm drain lines are located within Nevada Avenue and Douglas Boulevard. Storm water will be collected onsite and transferred via the existing storm drain system into an off-site storm drain system. Solid waste will be collected by the City of Roseville's Refuse Department. The City of Roseville will provide electric service to the site, while natural gas will be provided by PG&E. Comcast will provide cable. The project has been reviewed by the City's Engineering Division, Environmental Utilities, Roseville Electric and PG&E. Adequate services are available for the project.

Would the project:

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

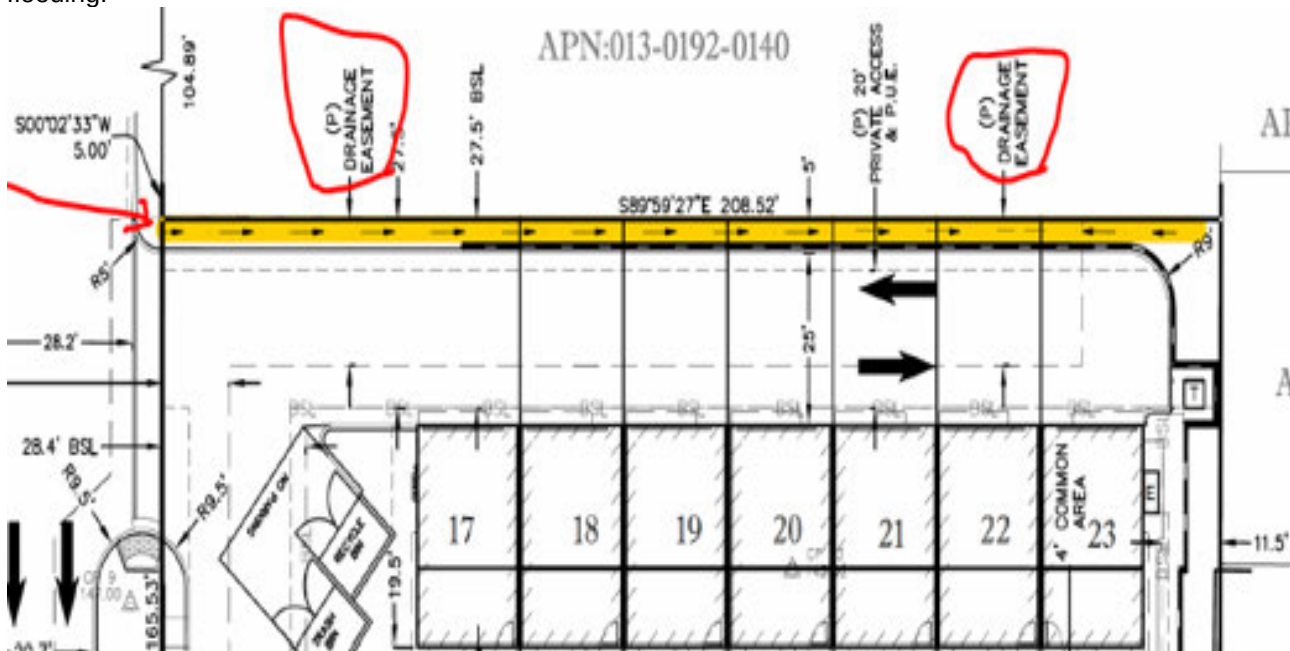
Discussion of Checklist Answers:

a) Minor additional infrastructure will be constructed within the project site to tie the project into the major systems, but these facilities will be constructed in locations where site development is already occurring as part of the overall project; there are no additional substantial impacts specific or particular to the minor infrastructure improvements.

Public comments: Ronald McCary, 183 Nevada Ave. Roseville, Ca.

Potentially Significant Impacts related to checklist item a)

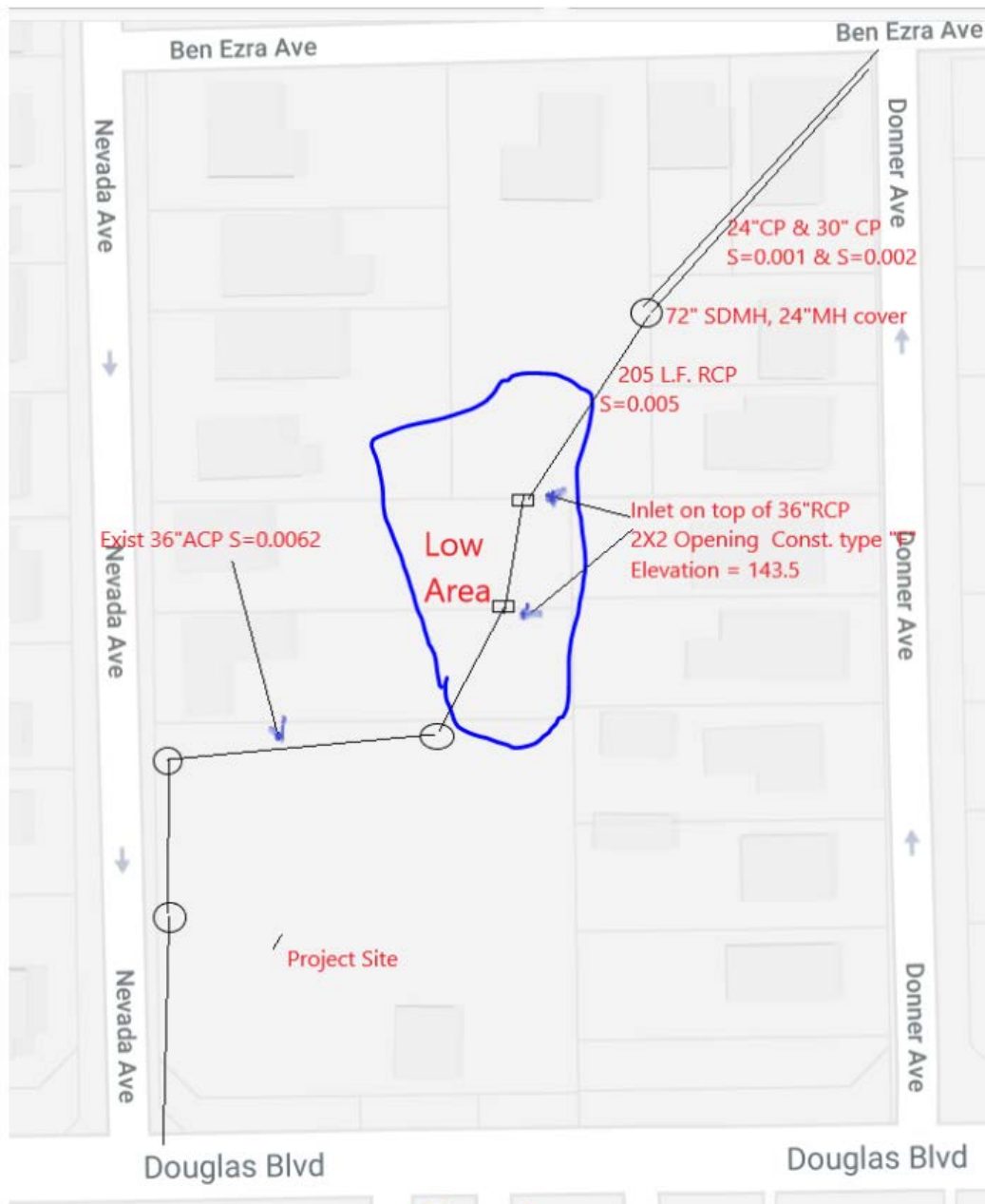
1. Ditch/Flowlines are symbolized by directional arrows on the Tentative Subdivision and Grading Maps. These arrows are most problematic along the 5' drainage easement running with the north boundary - east to west. Arrows indicate a predominately eastern drainage flow toward the North/East property corner. At a location approximately 20' west of that corner, the arrows indicate an opposite Easterly flow for the last distance to corner. This appears to indicate a low collection or ponding area in the drainage easement at 20' west of the properties corner. This low area potentially impacts the drainage easement on the north side of a proposed block wall structure exposing the north neighbor to levels of flooding.



2. For properties to the north of this low water collecting area, there are existing physical conditions and topologies of land terrain. The drainage ditch and flowline changes of this proposed project will set up potentially significant impacts related to flooding. This drawing presents the existing drainage infrastructure upstream of the proposed stormwater

system. The blue outline is a low depressed elevation area affecting at least 5 properties. In 1989 City of Roseville installed the drainage system as depicted. Two Const. type F inlets are set at two property lines in the low zone (see elevations). These two inlets are connected further downstream to a 60" SDMH with flat top 24" grate cover at FL=143.5 assumed to be object "D7" on the Grading Map. The stormwater drainage continues west, on project site, with a 36" ACP slope=0.0062. Existing infrastructure has substantial additional impacts specific and particular to the infrastructure improvements accounted for in this site project.

Has the City Engineering Staff considered the potential limitations of existing infrastructure and physical conditions of this low area? Is there expert opinion in form of a Hydrology Study to confirm the impacts of added stormwater demand relative to this lower elevation zone and potential water backup in proposed project site drainage? Should these bordering neighbors be exposed to damages for essentially being the "reserve overflow pond" for poorly directed drainage flow and a boundary wall Dam at this low elevation North/East corner?



XVII. Transportation

The project site has frontage on both Douglas Boulevard to the south and Nevada Avenue to the west. Douglas Boulevard is a four-lane arterial road at this location, and Nevada Avenue is a single-lane, one-way street. Access into the site will be provided by a 20-foot driveway off of Douglas Blvd. that will be located on the southwest portion of the site. The driveway will be restricted to vehicular ingress only. Vehicles will exit the site on the northwest portion of the property, onto Nevada Ave. Additionally, there will be two 20-foot wide internal drive-aisles providing access to each of the units. The residential units will include a two-car garage and there will be three on-street parallel parking spaces along Nevada Ave.

Would the project:

- a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?
- b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?
- c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- d) Result in inadequate emergency access?

Thresholds of Significance and Regulatory Setting:

CEQA Guidelines Section 15064.3 indicates that a project's effect on automobile delay cannot be considered a significant impact, and directs transportation system analysis to focus on vehicle miles traveled (VMT), per checklist item b. However, the CEQA Guidelines also include consistency with a program, plan, or policy addressing transportation systems as an area of potential environmental effects (checklist item a). The City has adopted the following plans, ordinances, or policies applicable to this checklist item: Pedestrian Master Plan, Bicycle Master Plan, Short-Range Transit Plan, and General Plan Circulation Element. The project is evaluated for consistency with these plans and the policies contained within them, which includes an analysis of delay as a potential policy impact. The Circulation Element of the General Plan establishes Level of Service C or better as an acceptable operating condition at all signalized intersections during a.m. and p.m. peak hours. Exceptions to this policy may be made by the City Council, but a minimum of 70% of all signalized intersections must maintain LOS C. The Findings of the Implementing Procedures indicate that compliance with the Traffic Mitigation Fee (RMC Ch. 4.44) will fund roadway projects and improvements necessary to maintain the City's Level of Service standards for projects consistent with the General Plan and related Specific Plan. An existing plus project conditions (short-term) traffic impact study may be required for projects with unique trip generation or distribution characteristics, in areas of local traffic constraints, or to study the proposed project access. A cumulative plus project conditions (long-term) study is required if a project is inconsistent with the General Plan or Specific Plan and would generate more than 50 pm peak-hour trips. The guidelines for traffic study preparation are found in the City of Roseville Design and Construction Standards—Section 4. For checklist item b, the CEQA Guidelines Section 15064.3 establishes a detailed process for evaluating the significance of transportation impacts. In accordance with this section, the analysis must focus on the generation of VMT. Projects within one-half mile of either an existing major transit stop⁵ or a stop along an existing high-quality transit corridor⁶ should be presumed to have less than significant impacts, as should any project which will decrease VMT when compared with the existing conditions. VMT may be analyzed qualitatively if existing models or methods are not available to estimate VMT for a particular project; this will generally be appropriate for discussions of construction traffic VMT. Impacts with regard to items c and d are assessed based on the expert judgment of the City Engineer and City Fire Department, as based upon facts and consistency with the City's Design and Construction Standards.

Discussion of Checklist Answers:

a) The City of Roseville Engineering Division evaluated the need for a long term and short-term traffic study and prepared a trip generation estimate. The anticipated number of trips generated by the project is 12 pm peak hour trips. Since the project will not generate more than 50 pm peak-hour trips, a traffic study is not required, and it can be concluded that the project will be consistent with the City's Level of Service standards. The City of Roseville has adopted a Pedestrian Master Plan, Bicycle Master Plan, and Short-Range Transit Plan. The project was reviewed for consistency with these documents. The surrounding pedestrian, transit, and

bicycle facilities have been already been constructed and the project will not decrease the performance or safety of those facilities. The project is consistent with these plans; impacts are less than significant.

b) Although the City of Roseville currently has no VMT standards, the project is expected to be consistent with the intent of implementing the VMT metric due to the proximity to existing transit stops. For example, the site is located within one-half mile of two bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. These transit stops are located at Douglas Boulevard and S Lincoln Street, and at Douglas Boulevard and Donner Avenue. The project site is also located in close proximity to bikeways and sidewalks, which would encourage alternative modes of transportation. Therefore, impacts with respect to this criterion will be less than significant.

c, d) A new, modified Type A-7 driveway measuring 20 feet wide will be constructed on Douglas Boulevard, on the southwest corner of the site, which will be restricted to ingress movements only. A modified Type A-7 driveway measuring approximately 40 feet wide will also be constructed on Nevada Avenue, on the northwest portion of the site. This driveway will restrict egress movements to left turn only, however it will allow for vehicles to enter the site from Nevada Avenue. Nevada Avenue will be improved with a road width of 20 feet and will include three (3) parallel parking spaces on the east side of Nevada Avenue with five (5)-foot wide sidewalks constructed along the limits of the property. Nevada Avenue will be wide enough to provide space for two (2) vehicles to egress onto Douglas Boulevard; this improves circulation and minimizes vehicles queuing at the intersection by allowing for a left and right turn lane. Additionally, the proposed site design includes a 20-foot travel lane within the subdivision, allowing for appropriate circulation throughout the site as the main drive aisle will be wide enough for two-way traffic. The internal drive aisles to the units will also be 20 feet wide. The project has been reviewed by the City Engineering and City Fire Department staff and has been found to be consistent with the City's Design Standards. Furthermore, standard conditions of approval added to all City project require compliance with Fire Codes and other design standards. Compliance with existing regulations ensure that impacts are less than significant.

⁵ A site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. (Public Resources Code Section 21064.3)

⁶ A corridor with fixed route bus service at service intervals of 15 minutes or less during peak commute hours.

Public comments: Ronald McCary, 183 Nevada Ave. Roseville, Ca. 95678

Potentially Significant Impacts related to checklist items b):

Can the City arbitrarily make an assumptive standard for a Vehicle Miles Traveled (VMT) metric based on "intent" of implementing the VMT metric? To say the project is "expected" to be consistent with this imaginary "intent" of implementation is not conclusive. Having existing transit stops nearby is not enough to justify that this project is "expected" to be consistent with the intent of implementing a VMT metric standard! This short circuits the fair evaluation of what is "Significant Impact".

As the City has stated, NO current VMT standards exist. Are such standards to be eventually adopted by the City? What traffic engineering methodology supports the 12 pm peak hour trip "estimate"? Would that estimation process be consistent with results obtained in an independent long/short-term Traffic Study? The City's Level of Service standards rely a clear and accurate calculation of trip generation.

Potentially Significant Impacts related to checklist items c, d):

Twenty-Three (23) Rowhomes on a .89 acre lot at the corner of Nevada/Douglas add 43% more properties to the 57 total existing properties on Nevada. This is a significant negative impact on our street density, traffic flow, parking and emergency response access.

Curbside parking North to South on Nevada is a constant cause for public safety issues: traffic flow, children playing, emergency response, and of course, the frequent "Wrong Way" vehicles. This Initial Study regretfully does not consider existing parking burdens from the office complex at 1039 Douglas Blvd. (See aerial photo). Consistent overflow parking

from employees to clients fill both sides of Nevada Ave. at curbside parking. There is an interconnected relationship between the Office complex parking and the surplus off-site parking burden generated from twenty-three Rowhomes. The ingress/egress ramp to the Office complex is directly across from the rowhome project and faces the proposed three (3) space "Guest" parking slots allocated to the 23-unit Rowhomes. Initial Study discussion of item c, d describes Nevada Ave. narrowed down to twenty-one (21) feet from its current twenty-eight (28) feet. Claiming this is still wide enough to provide space for two (2) vehicles to travel side by side to egress onto Douglas Blvd. and minimize vehicle queuing at the intersection. This seems to assume that there will never be parking along the West curbside of the street near the Office complex (See aerial photo). Will the City find "after the fact" that a Red curbside No Parking zone will be required?

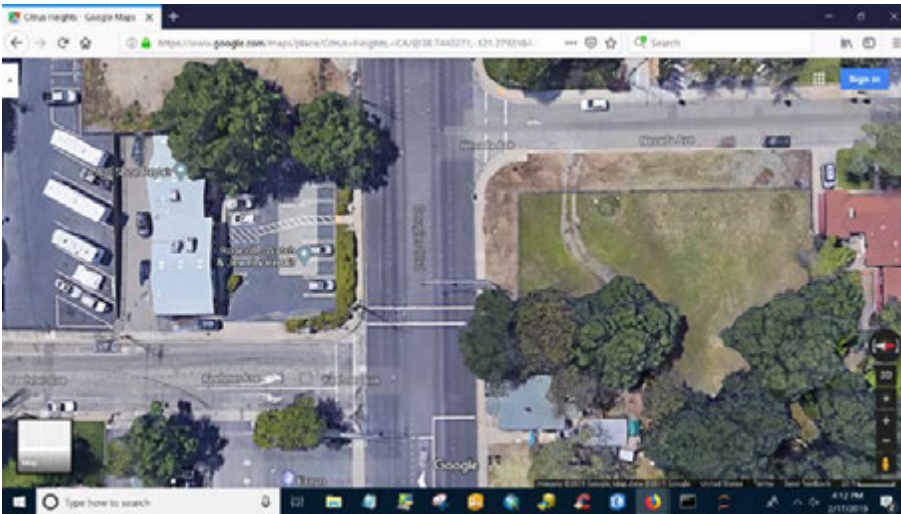


In addition to the added burden of off-site visitor parking for the proposed project, consider the effect of a new A-7 driveway constructed to enter the proposed project. This effectively creates a 5 to 8-foot wide curb style island separating the old modified Nevada Ave. and new parallel, on-site roadway. Traffic circulation at this close-proximity to the dual intersections of Keehner Ave. traffic signal to the east on Douglas Blvd. and the parallel intersections of new project entry at Nevada Ave. obviously raise concerns about public safety. These are already dangerous intersections and this project, as proposed, has a potentially significant impact on the relationship of these intersections.

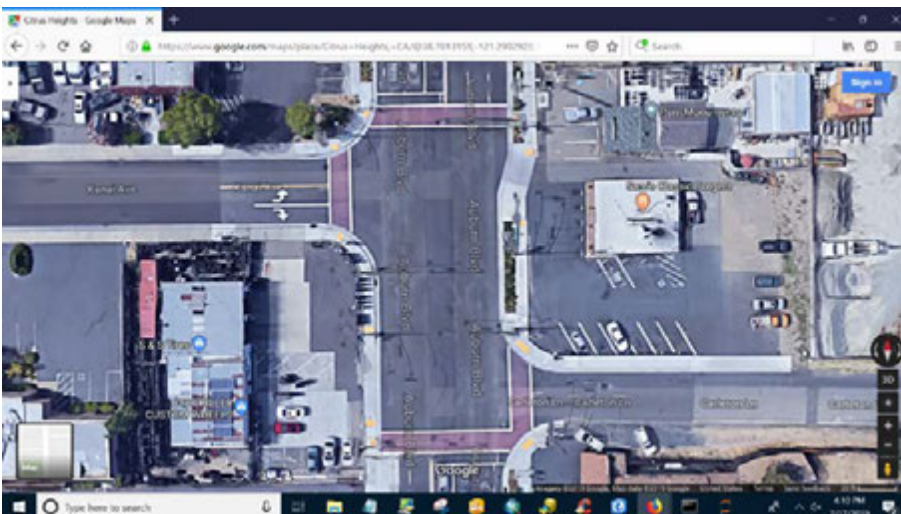
Nevada Ave. at Douglas intersection sits at a low point with respect to Douglas east and west elevation making it hard to judge down-hill vehicle rate of travel and distance. The Keehner traffic signal allows westbound through traffic while at same time creates appearance of stopped traffic with vehicles in the southbound Keehner turn lane. Additionally, the Keehner traffic signal is configured for westbound turns onto Douglas which frequently conflicts with Nevada eastbound turnouts into Douglas. These are all hazardous conditions that are integral to the evaluation to whether this proposed A-7 driveway coupled up to Nevada Ave. egress requires a more comprehensive traffic study.

Is the City willing to mitigate the increased risk to public safety by installing a new second traffic signal at Nevada Ave. and Douglas intersection, synchronized with the Keehner Ave. traffic signal? Citrus Heights City has a prime example of dual synchronized traffic signals at the intersection of Auburn Blvd., Kanai Ave. and Carleton Lane. The two side streets, Kanai and Carleton off busy Auburn Blvd. are nearly identical (75' apart) as Nevada and Keehner at Douglas (See aerial photos). Their traffic signals enhance safe motoring and pedestrian foot travel for the local business establishments and serve as a perfect model for the City of Roseville.

Roseville Ca. ___ Dual Intersections at Douglas Blvd., Keehner Ave. and Nevada Ave.



Citrus Heights, Ca. ___ Dual Traffic Signal Intersection of Auburn Blvd., Carlton Ln. and Kanai Ave.



ATTACHMENT 6

Chris Ewers
209 Donner Avenue
Roseville, California 95678
30 April 2019

Kinarik Shallow
Planning Division
311 Vernon Street
Roseville, California 95678

Re: IS/MND comments, Roseville Old Town Lofts, File #PL18-0178

Dear Mr. Shallow:

In the absence of City of Roseville guidance through its Roseville General Plan and Downtown Specific Plan, a developer has proposed the maximum individual dwellings per foot on the lot at 241 Nevada Avenue. In leaving the Douglas Boulevard corridor's planning and vision ambiguous, the City essentially requires that each development either go forward or be stopped by public opposition. This terrific waste of developer and residents' time and efforts should be resolved with a City-established vision and plan for the Douglas Boulevard corridor. With such a plan in place, developers and residents would know what would be permissible and workable without having the fight site-by-site over the same issues.

Douglas Boulevard is a major arterial, according to the Downtown Specific Plan (Exhibit 6.1). Even in that document, adopted 10 years ago in April 2009, planners note the congestion at I-80 and Douglas and at Douglas and Riverside were considerable. And though we have implemented some changes at Douglas and Riverside, there are no proposals for alleviating that congestion at I-80 and Douglas. The City has experienced (conservatively) 17-20 percent growth since 2010. It is now common to experience backups on Douglas Boulevard stretching more than 3,300 feet from I-80 to the east, and to have locked-up traffic (levels of service [LOS] D-F) from I-80 west to Folsom Road. The City's standards for development state the LOS should be a C or better in 70 percent or more of the intersections.

From City staff comments gathered over the past two years in discussions around the proposal to site a Dutch Bros Coffee kiosk at the corner of Douglas and Donner, the City has substantial traffic planning resources at its disposal, including existing studies that have been developed into a predictive traffic model.

Despite this preponderance of evidence of significant environmental impact from traffic, the City has not used any of the tools in hand to determine the impact of this

proposed development, citing an interior administrative guideline that any development with less than 50 pm peak-hour trips can be ignored and presumed "consistent with the City's Level of Service Standards" (IS/MND p. 37). This conflicts with the City's intention that the Amoroso Ranch Specific Plan EIR be used to provide the environmental impact assessments under CEQA guidelines "except as may be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site" (IS/MND p. 4). In fact, using this administrative rule to ignore evidence of significant impacts brings the City into conflict with CEQA, which requires that an EIR (not an IS/MND) must be prepared when there is substantial evidence in the record that supports a fair argument that significant effects may occur (PRC §21080(d)).

Unfortunately for the developer and City residents in this area, we are left to guess about the level of density that the City would allow. From the findings in the IS/MND's section XVII of "Less than Significant Impact" for items a-d, it appears that 10,000 new residences along the Douglas Boulevard corridor will work within CEQA guidelines as long as they're packaged at 50 pm peak-hour trips or less. But we know that's not the case because the City is recording LOS levels of D-F without any new development on Douglas Boulevard. And as we are aware, a LOS of D-F along Douglas Boulevard affects every item associated with IS/MND section XVII items a-d:

- a: Conflicts with the City's development guidelines and standards.
- b: Presumably conflicts with CEQA Guidelines section 15064.3, subdivision (b), though the City has not considered this evaluation under an administrative guideline that conflicts with CEQA intent and implementation.
- c: Cross-traffic conflicts with a new, unsignalled intersection at a driveway now serving a minimum of 23 new units (46 drivers) in a nonstandard configuration decreases the safety of everyone who lives along and uses the Douglas Boulevard arterial.
- d: LOS D-F along Douglas Boulevard impedes emergency vehicle ingress and egress, locking up the emergency responders with the rest of us drivers.

In summary, the City's checklist answers for the IS/MND section XVII of "Less than Significant Impact" are based on an internal guideline that contravenes the intent and implementation of CEQA, which creates a liability for the City with no discernable balancing benefit. As a resident of the area on Donner Avenue, I wish to see the City provide guidance to developers and residents in a vision for what can be done on

30 April 2019

Page 3

Douglas Boulevard and in the neighborhoods adjacent to it to maintain its integrity and character. As a resident of Roseville, I know we have much better places to put our tax funds than paying the legal fees associated with defending the City (and likely losing) against legal challenges brought because the City decided not to do the analysis.

Please contact me if you have any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "Chris Ewers", with a long horizontal flourish extending to the right.

Chris Ewers
(916) 521-9696

From: [Charissa Lott](#)
To: [Shallow, Kinarik](#)
Subject: Project - Roseville Old Town Lofts
Date: Wednesday, April 24, 2019 10:56:46 AM
Attachments: [Screen Shot 2019-03-14 at 2.21.24 PM.png](#)

Good morning,

I am reaching out regarding the proposed lots on Nevada Avenue. A neighbor of ours on Donner Avenue received the public hearing notice regarding this proposed project. My husband and I have owned our home for 19 years on Nevada Avenue, which is right near the alley (Ben Ezra) so I am surprised that we wouldn't received this notice since the impact will be much greater for homeowners on Nevada Avenue.

Our community just went thru the Dutch Bros. project and voiced concerns over traffic issues and that our small one way streets can just not handle the extra traffic. Having 23 units built at the end of our street would be just as bad. One could assume that would be at least an extra 46 vehicles driving and needing to park on a daily basis. This is a conservative estimate and doesn't include more than 2 vehicles per unit or guests.

We, as a family with our 2 children and dog walk almost every evening to either Garbolino Park or Royer Park. When walking to Garbolino, the route we take is down our street towards Douglas and crossing at the light on Keehner. The traffic is very heavy and goes very fast on Douglas. I don't always feel comfortable walking on Douglas with the speed of traffic.

On our street we frequently have cars that drive upwards of 50 miles an hour. On Easter Sunday, we witnessed an SUV almost hit a young child on the street. Last year a drunk driver coming from Old Roseville hit the power pole by our home and had the pole not been there the car could have gone into our yard or hit one of our children as it was only about 8 in the evening. This is a community that is out in their front yards socializing and lots of children playing.

With the infrastructure and improvements happening in downtown Roseville the flow of traffic on the surrounding one way streets by Royer Park has increased substantially.

Those are my comments and hesitation at having such a large project at the end of our street. My questions are:

- 1) Would these units be rentals or sold. If sold, could the new owner then make them a rental? Or, is this an HOA situation that would only allow for homeowners to live at the property.
- 2) Above, I mentioned the light at Keehner, how would that stoplight be impacted by a 23 Unit dwelling? Would that light be moved?
Would there be entrances and exits from that area for the dwellings that would make walking that portion of the sidewalk even more dangerous?
- 3) How would we exit Nevada Avenue to get onto Douglas. This is already a hard task during the busy morning or evening commutes. I often will go down Ben Ezra to avoid the traffic.

4) Is 23 already approved or could that number be lowered?

5) Will these units need to be built in a way that reflects the old home style of our neighborhood? We bought here for a reason. I don't want to have new style homes at the end of my street. That, in my opinion would decrease the value of my home.

I appreciate your time and look forward to hearing back from you.

Charissa A. Lott

Director of Operations

Capitol Advocacy

1301 I Street

Sacramento, CA 95814

Dir 916.273.1209

Wk 916.444.0400

clott@capitoladvocacy.com

www.capitoladvocacy.com



From: [Judy Fox](#)
To: [Shallow, Kinarik](#)
Cc: [Werner Kuehn](#)
Subject: Roseville Old Town Lofts
Date: Sunday, April 28, 2019 12:58:14 PM
Attachments: [IMG_9238.JPG](#)
[IMG_9236.JPG](#)

To: Sinarik Shallow
 RE: Proposed project of 241 Nevada Avenue

I am a long time resident living at 200 Nevada Avenue and have several concerns not addressed in the IS/MND report... I will try and be brief.

1. Parking at the site and in the 3 spaces in the neighborhood is not sufficient.

Three spaces on Nevada for the loft residents is not sufficient! 23 families with their own cars and visitors (friends/families/babysitters/deliveries/etc.) will all be trying to drop by at various times. Most apartment units have many overflow parking places for guests and short term parking needs. I suspect the Loft residents themselves will also want to park on the street for convenience at times. And I know some will use their garage as storage and will need to park on the street.

Nevada Avenue already has ongoing parking issues. There are many "granny flats" and homes without garages that cars fill the streets with. Often times the front of my house parking is filled with unknown cars since there is no parking on Ben Ezra alley. (It's an issue for my gardener and friends with limited mobility.)

2. The neighborhood streets are not conducive to the extra traffic requirements.

This is an old historic neighborhood with narrow one way streets and a very tight 2 way alley. Many a time trucks with trailers attached cannot make the turn from Ben Ezra onto Nevada (we have to find owners to move parked cars and neighbors come out and direct).

3. Turning left onto Douglas Blvd from Nevada Ave is already bad

Douglas Blvd is already a nightmare as you know if you live here (I suspect you do?). Getting across Douglas from Nevada is hard, cars travel fast there. How are you going to address this with the additional needs of the loft residents? Perhaps a traffic light?

As a resident in Roseville for 25 years, I have few complaints. And they both belong to the planning department - HA. The first is traffic and for the life of me I cannot understand why you keep planning without having or including the infrastructure (i.e. access to and from) to support them! For example: The fairgrounds event center said to hold up to 7K and all from 80 will be directed to drive Douglas thru our neighborhoods thru downtown....why would anyone PLAN that? Had anyone ever gone to the July 4th fireworks and sat in gridlock in all directions trying to exit?

The other is the homeless who are mainly in our old neighborhood. I seem to be in the middle of it - being centered between Roseville Square - Recycle on Douglas - Royer Park - Salvation

Army. I no longer walk alone anywhere (nor go Downtown after dark so I miss your public hearings).

Please do everything you can to protect the current residents in our old historic neighborhood!! Maybe the loft would be better suited off Atlantic where there would be less congested freeway access, and better in/out access?

Well, I tried to keep it short! I have attached a picture for your entertainment of a truck trying to make that turn onto Nevada from Ben Ezra, google directed him here as the traffic was backed up somewhere else!! Thought that would give you a laugh even though it wasn't so funny in my front yard that day.

Thanks for taking the time to read my 2 cents,
Regards,
Judy Fox
200 Nevada





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DURASHIFT



F35959

NEW BERN
TRANSPORT CORP.
CA 173519
USDOT692947
GVW 52,000

Driver Carries
No Cash

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Public Comments: Carol Sutton, 183 Nevada Ave. Roseville Ca. 95678
 Date: April 30, 2019

Regarding Infill Project; INFILL PCL 246—Roseville Old Town Lofts, File #PL 18-0178 Nevada Avenue and Douglas Blvd.

As an owner-resident in the Nevada Avenue neighborhood near the proposed project that faces Douglas Boulevard, I have numerous concerns. A sampling of those concerns follows.

1. General Plan Concerns: Does the plan for the **Douglas Blvd corridor provide specific details?** The City developed well-debated and specific plans for **downtown and Vernon Street**. Additionally, a comprehensive, creative plan for improving **Riverside Avenue** was carried out successfully.

It would be negligent, even derelict of City Planners to proceed in this day and age without a comprehensive plan. Prospective development must be compatible with the established, commonly understood vision/plan. Critical decisions and the future of our neighborhoods are jeopardized by a piecemeal approach, and neighbors and affected local businesses placed in a defensive mode as they fight to protect the investments we have made in our community.

Comprehensive planning is **proactive**. Such a plan takes into consideration the views, preferences, and concerns, as well as creative solutions to problems as voiced by owners and renters alike, from Roseville Square occupants to individual households. Undoubtedly the experiences of other communities are given importance, such as transportation planning in Portland, Oregon. Recent projects in Roseville have been successfully executed with such specific and careful planning (Note the Riverside Avenue Improvement Plan). How does the Infill Project meet the Plan for our Douglas Blvd Corridor?

2. Transportation is a major concern in all planning for the City. Future needs would, expectedly, include the following:

A. **Rapid transit** features connect main streets with the Galleria, downtown and the freeway, as well as with Sierra College, downtown Sacramento, Auburn, etc.

B. **Vehicle recharging centers** as well as **communal- use bicycle centers**, city-wide **safe bicycle lanes**, and wide **pedestrian-friendly sidewalks** are stipulated along with **train tracks** and other transit considerations.

C. **AMPLE Parking is provided with ACCESS** to residences and commercial buildings that are both **SAFE** and **convenient** for visitors, private and commercial deliveries, City and County Services, Fire, Emergency Vehicles, Garbage Pick-Ups and US Mail service. Concurrently, if need arises.

D. **SIGNALS, Street lights and roadway markings** facilitate and enhance safe and expedient transportation with clearly-understood street ingress, and sensibly-timed governing traffic lights coordinated to make driving, biking, walking, and rolling safe, obvious, and free of confusion to all users. Consideration of

possible negative impact to the established pathways/flyways of birds, bats, etc. must also be explored.

E. **INTERSECTING or conflicting transportation needs** should be addressed in Transportation Studies done by forward-looking professionals who take into consideration all those varied **intersecting needs**. For example,

- **Do bicycle paths, clearly marked, lead in the legal direction** on a one-way street?

- **Are adequate wheelchair and handicap accesses coupled with unobstructive views** down streets, avenues and boulevards?

- **Are setbacks ample for future projected rapid transit?** Are mandates adequate for new architectural and transit development? e.g., buildings and facilities located clearly away from **projected** bike lanes, train tracks, or streetcar paths?

3. **The proposal for the lofts mirrors the design of a development in Portland**, so it would be prudent to consider the similarities and differences in these locales. Obviously Portland's TriMet with its MAX Light Rail, with electric-powered buses and Streetcar System, WESCommuter railroad, etc. and the ongoing importance given to **planning** its transportation system has reaped rewards in tourism dollars as well providing an environmentally friendly and economically desirable destination. Portland is a good model for any city's development.

When Portland recently received a transit grant from the Federal Government, Portland Transportation Commissioner Chloe Eudaly commented, *"...this grant will help us continue to set an example for the nation in reducing carbon emissions as we grow our economy and address the housing crisis "As we expand public transit and grow the Central City, we will reduce traffic congestion and provide more opportunities for Portlanders to walk, roll, and bike through our public-transit oriented community."*

It would be advantageous for Roseville to learn from Portland and to adapt their experiences and successes into our own Plan. Have we done so?

4. **Comprehensive needs assessment and intelligent planning** pave the way for success, and thereby prevent an understandably hostile reaction to a piecemeal, developer-driven approach marked by costly mistakes—in terms of damage to the environment, lack of appropriate transportation, destruction to smooth-functioning neighborhoods, and esthetically jarring or non-harmonious architecture.

So please, plan to build the infrastructure to attract forward-seeing developers, so that Roseville's residents, workers, and visitors, all might look forward to biking, walking and rolling through our own downtown and Douglas Boulevard corridor.

5. **Environmental concerns are** major concerns. What is Roseville's plan to **reduce carbon emissions?** How are we to increase oxygen-producing vegetation

as well as provide relief from the ever- increasing city and freeway air, polluting noise, and visual pollution?

Hardscape “**water runoff**”, may be a potentially enormous problem in an unpredictable winter (reference the Sacramento Bee’s coverage of potential flooding of the valley floor in **extreme wet weather**). On the other hand, we are encouraged to utilize water-collection facilities in order to prepare for **dry** periods. Both optimal and adequate water storage and flood prevention are increasingly urgent due to changing, unpredictable weather patterns. Are storm drains and water holding facilities adequate?

The **nesting** and **flight patterns** of birds and bats necessitates thoughtful preservation of established trees, structures, and natural vegetation where existing. Have City Planners consulted the experts in these fields regarding the section of the plan that deals with our immediate portion of Douglas Boulevard Corridor development? What is the impact of oak tree removal? The notion of “pay- for- a- substitute- tree (maybe at the park?) may be inconsistent with preservation of this particular habitat.

6. Green Energy/Alternative Energy/ Solar Design. Surely the plan for Roseville’s future development specifies requirements for ecologically sound and aesthetically harmonious design. No new construction should be considered that has not included **exhaustive** measures to ameliorate any present or future negative impact on the environment. No project should be considered unless it ensures that the existing neighborhood **is aesthetically as well as environmentally enhanced**.

IN CONCLUSION, planners should be cautioned against imposing a Lofts-like project existing in Portland (with its well-planned and funded as well as highly-utilized and expanding transit -system and transportation-friendly housing provisions) on a quaint, sleepy neighborhood in Roseville.

As of today, any two adults residing in a neighborhood at any location in Roseville likely possess and park at least two vehicles in their garage, and often with additional vehicles in the driveway or at the curb and a boat or RV parked along side the house. More than two driving-age residents? More than two vehicles.

Additionally, neighboring small businesses cannot be counted upon to “share” their parking spaces. Our experience on Nevada Avenue is that **every single space at the curb is needed** by existing residents due to City-authorized Granny Flats, absence of garages, or several vehicle-owners living at one address, especially when residents are home and businesses are operating. Such existing street curbside parking should not be removed to accommodate new development. Where, logically, would these vehicle owners locate **new parking**?

In what ways will development enhance the neighborhood and ultimately the city?
Jamming twenty-three units with their respective closed, un-shared personal parking garages into an area approximately 9/10 of an acre and without providing ANY, let alone ample, additional parking would be a travesty.

I clearly voice the logic that NO DEVELOPMENT SHOULD PROCEED WITHOUT ROSEVILLE'S PLANNERS' CLEAR DEMONSTRATION OF THE COMPATIBILITY OF **ANY** GIVEN PROPOSAL WITH A **CURRENT, ENVIRONMENTALLY-FRIENDLY GENERAL PLAN**. MY FEAR IS THAT THE CORRIDOR WITH ITS NEIGHBORHOODS AND COMMERCIAL RESIDENTS JUST MAY BE FUNCTIONING **WITHOUT SUCH A PLAN**. **WHERE IS THE PLAN? Please do not proceed without it.**

Opinion on Proposed 23 unit "Old Town Lofts" at Nevada Ave. and Douglas Blvd.

It is obvious that the city has a great deal invested in this project. This is evidenced by their willingness to offer-up our public right of way by narrowing the width of Nevada Ave. only to benefit the developer. We can only hope to "shape" the outcome in certain key areas.

1. 23 homes add 43% more properties to the 57 total existing properties on Nevada. This would be a significant negative impact on our street density.
2. Three (3) Stories high with patio roof for human activities is not harmonious with bordering property owner's privacy.
3. No consideration for the west Nevada Ave. office complex overspill of parking on Nevada Ave. and the curbside parking along that west side curb.
4. East bound Douglas traffic turning from suicide lane north into proposed site conflicts with Nevada Ave egress traffic onto Douglas. One Way use on Nevada southbound conflicts with the site's egress flow to Nevada Ave. with Wrong Way flow potential for northbound travel into southbound Nevada one Way. Additional "wrong way" signage will be necessary at the north egress/ingress project location to warn motorist not to turn north onto Nevada Ave.!
5. Currently, Nevada one way south is main access onto Douglas and heavily used. It is extremely hazardous to pull out into Douglas east/west traffic. It is often confusing to make a driving decision with respect to the Keehner traffic signal. This Light Signal allows westbound through traffic while at same time creates appearance of stopped traffic at the southbound Keehner turn lane. Nevada intersection sits at a low point with respect to Douglas topography making it hard to judge Douglas down-hill vehicle distance and rate of travel.

Objectives for shaping outcome of project:

Argue for units 1, 2, 10, 9 and 17 (all on the Nevada Ave. side) to be removed from proposal and the internal road access be brought completely within the current site boundaries. Do not give up existing Nevada Ave. road width. Also, eliminate the roof top patio concept from the design.

Argue for city to install a new traffic signal at Nevada Ave. and Douglas, synchronized with the Keehner Ave. traffic signal. This will make access to Douglas Blvd. safer for motorist in our neighborhood and for added pedestrian travel crossing Douglas and Nevada. Citrus Heights City has a prime example of dual synchronized traffic signals at the intersection of Auburn Blvd., Kanai Ave. and Carleton Lane. The two side streets, Kanai and Carleton off busy Auburn Blvd. are nearly identical (75' apart) as Nevada and Keehner at Douglas. Their traffic signals enhance safe motoring and pedestrian foot travel for the local business establishments and serve as a perfect model for the City of Roseville.

General Plan - Looks like the proposal would be in violation of policies in the Land Use Element:

Policy: https://www.roseville.ca.us/UserFiles/Servers/Server_7964838/File/Government/Departments/Development%20Services/Planning/General%20Plan/02_Land_Use_Element%20%20ver.%202017-09.pdf

On Page II-33 "Community Form - Downtown Neighborhoods (DN):

"5. Encourage infill development and rehabilitation that:.... efficiently utilizes and does not overburden existing services and infrastructure; and ...

7. Support the maintenance and rehabilitation of existing residential units within established neighborhoods." *(this development is removing the the existing residential unit on the parcel)*

8. Identify locations where special study is necessary to develop strategies for preserving, enhancing and revitalizing these areas. *(there should be special study completed on Douglas - similar to Riverside, before this project is even considered)"*

In addition, Page II-48 C. Goals and Policies:

This development proposal is violation of Growth management Goal 4: " The City shall continue a comprehensive, logical planning process, rather than an incremental, piecemeal approach."

This is also in violation of Goal 12: The City shall use growth management as a tool to maintain the City's identity, community form, reputation in the region, to maintain high levels of service for residents, and to influence projects outside the City's boundaries that have the potential to affect the quality of life and/or services that are provided to residents."

ITEM 6.2: **General Plan Amendment, Design Review Permit, Tentative Subdivision Map, and Tree Permit – INFILL PCL 246 – Roseville Old Town Lofts – 241 Nevada Avenue – File # PL18-0178**

REQUEST

The project consists of the construction of 23 attached single-family dwelling units. The project includes a request for a General Plan Amendment to change the land use designation of the property from Business Professional (BP) to High Density Residential (HDR), a Design Review Permit for construction of 23 single-family units and to modify the development standards of the existing Attached Housing (R3) zone, a Tentative Subdivision Map, and a Tree Permit.

Applicant – Phil Harvey, Kuchman Architects
Property Owner – Robert Pegos

SUMMARY RECOMMENDATION

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

- A. Adopt the Roseville Old Town Lofts Mitigated Negative Declaration and the Mitigation Monitoring and Reporting Program;
- B. Recommend the City Council approve the General Plan Amendment (Text and Land Use Map);
- C. Adopt the four (4) findings of fact and approve the Design Review Permit subject to sixty-eight (68) conditions of approval;
- D. Adopt the three (3) findings of fact and approve the Tentative Subdivision Map subject to sixty-eight (68) conditions of approval; and
- E. Adopt the two (2) findings of fact and approve the Tree Permit subject to twenty-one (21) conditions of approval.

SUMMARY OF OUTSTANDING ISSUES

The proposed project has generated opposition from several nearby residents. The most common neighborhood concerns regarding the project are related to parking, traffic, and density. Further discussion and evaluation is provided in the Design Review Permit and Public Outreach sections of this report.

BACKGROUND

The 0.89-acre project site is located at 241 Nevada Avenue, on the northeast corner of Nevada Avenue and Douglas Boulevard (see Figure 1). The subject property is located on Parcel 246 of the City's Infill planning area and has a zoning designation of Attached Housing (R3) and a General Plan land use designation of Business Professional (BP). The project site is developed with a ±1,000 square-foot single-family dwelling and ±360 square-foot detached garage. The structures are located near the southeast portion of the property.

The current request is to construct 23 single-family residences, which includes a General Plan Amendment to change the land use designation from BP to High Density Residential (HDR), a Design Review Permit to review the site design and architecture, and a Tentative Subdivision Map to subdivide the 0.89-acre parcel into 23 lots. The project description on the public hearing notice included a request

for a Rezone to add a special area (SA) overlay to the R3 zone to modify the development standards. However, Section 19.10.030(A) of the Zoning Ordinance states that the R3 development standards may be modified through approval of a Design Review Permit. Therefore, staff determined a Rezone is not required and the modified development standards will be evaluated with the Design Review Permit. The applicant proposes to modify the R3 development standards to allow for smaller lot sizes, reduced setbacks, and greater lot coverage.

The units will be three-story buildings designed as row houses (see Figure 2). Each unit will be approximately 1,900 square feet and will consist of two bedrooms and three bathrooms, a two-car garage, and a useable roof deck. Eight (8) of the units will front onto Douglas Boulevard with garage access located behind the units, and the remaining fifteen (15) units will face one another across a paseo. Frontage landscaping will be provided along both Douglas Boulevard and Nevada Avenue. A proposed 20-foot driveway off of Douglas Boulevard will provide vehicle access to the site, which will be restricted to ingress movements only. In addition, the site will be accessed by a proposed 40-foot driveway off of Nevada Avenue (a one-way road), which will restrict egress onto Nevada Avenue and only allow motorists to travel in a south-bound direction.

As part of the proposed project, the existing residential structures on the property will be demolished and the site will be completely graded. Development of the project will impact several protected oak trees on the site; therefore, the applicant is requesting a Tree Permit to remove 12 oak trees.

Figure 1: Project Location



SITE INFORMATION

Location: 241 Nevada Avenue; APN 013-192-036-000

Total Size: 0.89 acres

Topography and Setting: The site is relatively flat and consists of non-native grasses and several native oak trees. The site is currently developed with a single-family dwelling on the southeast corner of the parcel. The site fronts onto Douglas Boulevard (a four-lane arterial roadway at this location) and is surrounded by residential development to the north, business professional and residential uses to the west, business professional uses to the east, and Douglas Boulevard to the south.

EVALUATION: GENERAL PLAN AMENDMENT

As mentioned previously, staff noticed the project to include a request for a Rezone to add a special area (SA) overlay to the R3 zone to modify the development standards. However, Section 19.10.030 of the Zoning Ordinance states that the general development standards for the R3 zone district may be modified through approval a Design Review Permit, so a Rezone is not required for the project. Further discussion is provided in the Design Review Permit section of this report. The following is an evaluation on the General Plan Amendment. Approval of the land use amendments would require updates to the City's General Plan land use maps and associated land use tables. Exhibit B includes the General Plan Amendment exhibit and Exhibit C includes the General Plan change pages.

The project site is currently zoned for residential uses, however the land use designation is Business Professional (BP). According to Section 19.02.030.B. of the Zoning Ordinance, where there are inconsistencies between the land use and zoning of a property, the zoning prevails. The General Plan does not currently allocate any residential units to the proposed site; therefore, there is a request for a General Plan Amendment to amend the land use to High Density Residential (HDR) to allow the site to be developed with 23 units (at approximately 26 units per acre). In addition, by aligning the zoning and land use of the property, inconsistency will be eliminated and help with administration of zoning standards in the future. Proposed amendments to the General Plan are analyzed for consistency with the goals and policies of the respective plans. The General Plan identifies the Attached Housing (R3) zone district as an implementing zone for the HDR land use. Furthermore, the Zoning Ordinance definition for the R3 zone district states it is intended for multiple-family housing, including apartments, condominiums, townhomes, and similar and related compatible uses.

The City adopted Guidelines for Conversion of Non-Residential Land Uses (Attachment 1), to guide proposed land use changes from non-residential to residential uses. The guidelines state:

1. Infill properties are identified as those properties located within the City's infill planning area as designated on the City's Zoning Map.
2. Parks obligation to include payment of citywide and neighborhood park fees. Neighborhood Park fees are to be applied to infill neighborhood park improvements as identified on an infill park CIP projects list. Where the Parks Department demonstrates a park need a Parkland dedication or in-lieu park fee for land dedication may be negotiated and evaluated on a project by project basis, based on the nature of the project and the benefit to the City.
3. Encourage the use of private passive open space in-lieu of land dedication for infill projects.
4. Off site utilities (e.g. water, sewer, electric) that serve more than the specific project are not the sole responsibility of the project. Over-sizing of improvements or upgrading to City standards may be available for City reimbursement. The City may develop a CIP for off-site improvements for which a project may pay an impact fee in lieu of constructing the improvement. Each project shall be reviewed on a case-by-case basis and shall be conditioned accordingly.
5. School impacts shall be mitigated through new impact agreements executed to reflect the payment of the City's existing infill school impact fees.
6. New housing development shall meet the City's 10% goal (4% affordable to very low, 4%affordable to low, and 2% affordable to middle income) except redevelopment areas shall provide 15%. (Of those 40% affordable to very low income and the balance affordable to low/middle income).
7. A land use change on the Placer County Fair Grounds shall require a master plan.
8. Encourage higher density residential mixed-use projects with consideration to the relaxing of any one guideline or multiple guidelines to promote and provide incentives for innovative higher density residential mixed-use projects.

The City's building permit process includes the assessment of all applicable and appropriate fees, which will ensure the project conforms to the guidelines addressing impact fees. Consistent with City housing policy, the project will provide two (2) affordable units reserved for middle-income buyers. The applicant is required to enter into the City's current Affordable Purchase Housing Agreement prior to approval of the final map. Conditions 51 through 53 of the Tentative Subdivision Map reflect these requirements.

The project is not mixed use, but is a high-density residential project, and is consistent with the intent of the City's guidelines for the Infill area to "encourage and emphasize reinvestment and revitalization." Per the General Plan, HDR land use sites should be located along arterial streets, transit linkages, and in close proximity to commercial services. The site is located along Douglas Boulevard (an arterial roadway), which provides transit linkages throughout Roseville and the region. Additionally, the site is located approximately 0.2 miles from the nearest established commercial center (Roseville Square), which consists of uses such as grocery stores, personal services, and restaurants.

The General Plan contains a Community Form component that includes goals and policies intended to identify elements that will result in a certain development "character." The Community Form component includes general policies that apply to all City areas, as well as policies specifically relating to retaining, enhancing, and preserving existing neighborhoods. Policies applicable to the proposed project are included below.

Community Form – General (G)

Policy #4: Promote a diversity of residential living options (e.g. density ranges, housing types, affordability ranges) while ensuring community compatibility and well-designed residential development.

Community Form – Downtown, Neighborhoods (DN)

Policy #3: Consider accommodating a portion of the overall projected population and economic growth in areas having the potential for revitalization.

Policy #4: Support the revitalization of areas that are in decline or economically underutilized.

Policy #5: Encourage infill development and rehabilitation that:

- upgrades the quality and enhances the character of existing areas;
- enhances public transit use and pedestrian access;
- efficiently utilizes and does not overburden existing services and infrastructure; and
- results in land use patterns and densities that provide the opportunity for the construction of household types affordable to all income groups.

The proposed high-density project will help provide a broad range of housing options in the City, while ensuring community compatibility and well-designed residential development through application of the City's Community Design Guidelines. The project will revitalize an underutilized R3 infill parcel and will enhance the character of the existing area. The site is located within close proximity to transit stops and established commercial centers, which will enhance public transit use and pedestrian access. Consistent with the intent of the HDR land use, the project will provide a transition between the surrounding commercial areas and lower density areas. Overall, the project is consistent with the Non-Residential Conversion Guidelines and is also consistent with the goals and policies of the General Plan.

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

Guidelines for compact residential development projects are included within the Community Design Guidelines (CDG). The guidelines include recommendations for site planning, circulation, architecture, and other aspects of site development. The following discussions provide an evaluation with respect to the applicable design guidelines in the CDG. Exhibits D through J include the proposed development standards, site plan, floor plans, elevations, landscape plan, grading plan, and utility plan.

Architecture and Site Design: The project consists of three-story, “rowhouse” style homes, with three rows of buildings consisting of 7 to 8 units each. The homes located along Douglas Boulevard will face the roadway, and will have paved walkways extending from the front door to the sidewalk along the street; the garages on these units will be located on the rear of the home. The remainder of the units will face one another across paseos. The overall architectural theme of the project is contemporary with colors and materials that complement the surrounding neighborhood. The project includes four color schemes consisting of warm tones. The project materials include brick veneer on the first floor, horizontal lap siding, cement plaster, metal awnings over windows and doors, and metal railings for the second-story balconies. The proposed color scheme and materials provides a variety of textures that create visual interest and depth in the façade, consistent with the CDG.

The rooflines of the homes are flat, however the buildings will range in height from 36 feet to 44 feet to allow for variation. The project will feature useable rooftop decks that will be accessible by a stairway on the third floor. The buildings also include wall plane variation such as building projections and inset walls that will generally provide for an engaging and activated streetscape. Mechanical equipment will be located on the roof deck and will be visually screened by the roof parapets, which measure approximately 5 feet tall. The roof parapets will also help to screen the rooftop patios and buffer noise from these areas.

Figure 2: Site Plan

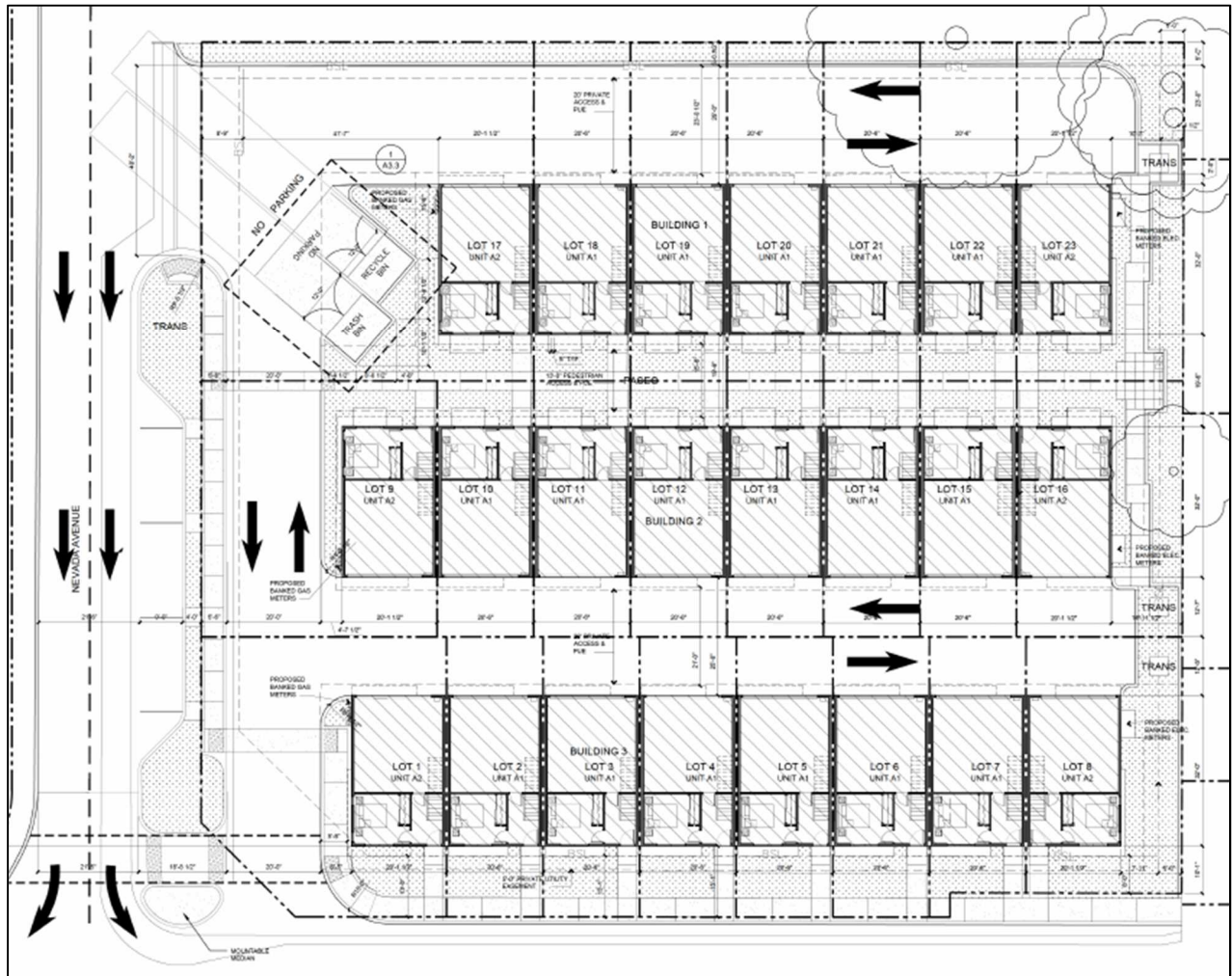


Figure 3: Rendering



Modification of Development Standards: Section 19.10.030(A) of the Zoning Ordinance allows for modifications to the R3 zone district through approval of a Design Review Permit. The project specific development standards are detailed in Table 1, below, and included as Exhibit D. The proposed standards allow for smaller lot sizes, a reduction in the minimum setback requirements, and greater lot coverage. No deviations from the existing height standard is requested.

Table 1: Proposed Development Standards

Development Feature	Existing R3 Development Standard	Proposed R3/DS Standard
Minimum lot area (square feet)		
Interior	6,000	1,112
Corner	7,500	1,159
Minimum lot width		
Interior	60'	20'-6"
Corner	75'	21'-4 ½"
Residential Density	As provided by General Plan	26 units per acre
Setbacks (minimum)		
Front	20' minimum on all street frontages	7'-5" for interior lot; 20' for corner lot
Sides	5' interior; 20' minimum on all street frontages	0'-3" interior; 20' street side on corner
Rear	20'; 20' minimum on all street frontages	10'
Maximum lot coverage	50%	60%
Height (maximum)	45 feet	45 feet

The proposed lot sizes are sufficient in size and shape to accommodate the proposed attached single-family product. Although reductions in setbacks are requested, the setbacks on the majority of the lots exceed the proposed standards. For example, the row of units along the north property line have a front yard setback of approximately 10 feet and a rear yard setback of approximately 25 feet.

Parking, Vehicle Access and Circulation: The Zoning Ordinance requires two (2) parking spaces for each single-family residential dwelling unit. Based on this, the total number of required parking spaces for the project is 46 spaces. The project meets this requirement as each dwelling unit will include a two-car garage. A condition of approval has been placed on the project requiring the CC&Rs to include a clause prohibiting storage in the garages that displaces vehicle parking (Condition 50e). Three (3) parallel public parking spaces will also be provided on Nevada Avenue to the west of the project site.

The project site will be accessed by a new, modified Type A-7 driveway measuring 20 feet wide along Douglas Boulevard, on the southwest corner of the site, and will be restricted to ingress movements only. A modified Type A-7 driveway measuring approximately 40 feet wide will also be constructed on Nevada Avenue, on the northwest portion of the site. This driveway will restrict egress movements to left turn only, however it will allow for vehicles to enter the site from Nevada Avenue. A condition of approval has been added requiring onsite signage be provided to identify restricted movements at each driveway. Nevada Avenue will be improved with a road width of 20 feet and will include three (3) parallel parking spaces on the east side of Nevada Avenue with five (5)-foot wide sidewalks constructed along the limits of the property. Nevada Avenue will be wide enough to provide space for two (2) vehicles to egress onto Douglas Boulevard; this improves circulation and minimizes vehicles queuing at the intersection by allowing for a left and right turn lane.

Additionally, the proposed site design includes a 20-foot travel lane within the subdivision, allowing for appropriate circulation throughout the site, as the main drive aisle will be wide enough for two-way traffic.

The internal drive aisles to the units will also be 20 feet wide. The project has been reviewed by the City Engineering and City Fire Department staff, and has been found to be consistent with the City's Design Standards.

The City's Engineering Division prepared a trip generation estimate and estimated the project will generate 12 PM peak-hour trips. Since the project will not generate more than 50 pm peak-hour trips, a traffic study is not required, and it can be concluded that the project will be consistent with the City's Level of Service (LOS) standards. The site design provides for appropriate circulation into, out of, and throughout the site.

Landscaping: The landscaping for each lot will consist of layered plantings, including a mix of flowering plants/shrubs and groundcover, and trees of varying heights that will provide texture and color. The lots facing Douglas Boulevard will include Armstrong red maple trees and a mix of shrubs and groundcover that will provide a visually engaging streetscape and strengthen the pedestrian scale. A 5-foot wide planter will be added along the northern property line and an approximate 12-foot wide planter will be added on the eastern property line to provide landscape buffering and screening from the adjacent uses. These planters will consist of species such as red tip photinia, which is an evergreen that can grow 18 feet high and nearly as wide. Existing native oak trees on the northeastern corner of the site will be retained. Consistent with the CDG, trees will be placed along the proposed parking stalls along Nevada Avenue to provide parking lot shading and buffering of pedestrian walkways from the street. Landscape buffering is also provided for the proposed trash enclosure which will consist of concrete block walls screened with shrubs and Armstrong red maple trees. As proposed and conditioned, staff finds the landscape plan meets the intent of the CDG and is consistent with the City's Water Efficient Landscape Ordinance.

Design Review Permit Conclusion

Based on the analysis contained in this staff report and with the project conditions, staff finds that the required findings for approval can be made for the proposed Design Review Permit. The project has been designed with consideration of the design concepts of the existing neighborhood and in a manner consistent with the General Plan and the Community Design Guidelines. The project provides adequate vehicle access and circulation, variation in color and materials, landscaping, and building design that enhances and engages the streetscape. The project will not be detrimental to the public health and safety, or be materially detrimental to the public welfare.

EVALUATION: TENTATIVE SUBDIVISION MAP

Section 18.06.180 of the City of Roseville Subdivision Ordinance requires that three findings be made 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 the findings.

- 1. The size, design, character, grading, location, orientation and configuration of lots, roads and all improvements for the tentative subdivision map are consistent with the density, uses, circulation and open space systems, applicable policies and standards of the general plan or any applicable specific plan for the area, whichever is more restrictive, and the design standards of Title 18 (Subdivision Ordinance) of the Roseville Municipal Code.***
- 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.***
- 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.***

The proposed subdivision will result in the creation of 23 lots (Exhibit K). Lots 1 through 8 will front onto Douglas Boulevard with garage access located behind the units, and Lots 9 through 23 will face one another across paseos. The minimum lot size is 1,112 square feet for an interior lot, while the lots located on corners are as large as 5,063 square feet. The Map Act and Subdivision Ordinance do not contain any maximum or minimum lot sizes. As further discussed in the Design Review Permit section of the staff report, the lots are large enough to adequately allow for the proposed development on the parcels.

The proposed lot sizes, depths, and widths conform to the proposed development standards for the project, and the design of the proposed improvements have been reviewed by all City divisions and departments and have been found to conform to City standards. The applicant has included a lotting plan (Exhibit L), which shows the lots can be used and built upon. There are no watercourses or other natural features on the site that would impede development. Approval of the project will not result in significant increases in demands on sewage services; there will be no impacts to the existing requirements established by the Regional Water Quality Control Board.

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 dripline of a native oak tree. The proposed project will result in the removal of 12 protected oak trees. 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 site by Abacus Consulting Arborists, dated September 11, 2018 and updated on April 8, 2019 (Exhibit M). The report identifies 19 protected oak trees that are either located on or overhanging the site. The project includes a Tree Preservation Plan (Exhibit N) that identifies 12 trees are proposed for removal to accommodate development of the site. Six (6) trees will be impacted by development activities such as grading and excavation for retaining wall footings. The anticipated encroachment for the six (6) impacted trees is detailed in Chart C of the Arborist Report, and includes recommendations to reduce the amount of encroachment. The encroachment percentage represents the direct impact to the tree's protected zone, which is defined by the Zoning Ordinance as the largest radius of the tree's dripline plus one (1) foot.

The protected oak trees proposed for removal have a total of 265 aggregate diameter inches. However, the arborist report identifies that impacts to tree numbers 6261 and 6264 (located along the east property line) may cause early demise due to the current health of the trees and amount of encroachment. As such, the project arborist will be onsite during utility placement, trenching, and grading activities to ensure protective measures have been met. Additionally, the arborist report identifies that tree numbers 6265 and 6270 (located in the northeast corner of the site) will sustain significant encroachment and their ultimate survivability cannot be determined at this time. The final determination for removal of these trees will occur prior to and during grading activities once the arborist has inspected the retaining wall footings and impacts to the tree's roots. A condition of approval has been added requiring these trees be monitored by the project arborist for a period of five years. If it is determined the trees need to be removed, a Tree Permit Modification would be required and would require approval by the City.

The applicant has proposed to comply with the compensation requirements of the City's Tree Preservation Ordinance. Mitigation will be completed with a combination of on-site planting and payment into the City's in-lieu fee program. A total of 44 inches will be mitigated with onsite planting of non-native species. The remaining 221 inches will be mitigated through payment of in-lieu fees. These funds are used

for the replanting and preservation of trees throughout the City. Mitigation fees are calculated at \$118 per inch of tree removed when measured at the tree's diameter at breast height (DBH). The tree mitigation fees for the project equate to \$26,078 and are required to be paid prior to the removal of the trees.

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 removal of these trees 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 all internal and external agencies and departments who have requested such notice, and all comments or recommended conditions of approval have been incorporated into the project, as appropriate. A notice of the public hearing was published on April 26, 2019 and a notice of hearing was also distributed to all property owners within 300 feet of the site, and to all interested persons who had requested such notices. The notice was also distributed to the Roseville Coalition of Neighborhood Associations. In addition, the property owner installed a sign on the project site for the purpose of notifying the public of the intended land use change.

A neighborhood meeting was held for the project on January 7, 2019. Approximately 15 residents were in attendance. Those in attendance raised concerns that were focused on the project's impacts to traffic and parking. A previous iteration of the project proposed narrowing Nevada Ave. to provide angled on-street parking. However, residents expressed concerns that narrowing the road would limit the ability to have vehicles turning both left and right onto Douglas Blvd. and would result in vehicle stacking. In response to these concerns, the project was redesigned with parallel parking spaces and Nevada Ave. at a width of 21.5 feet to allow space for both a left turn and right turn lane.

As of May 1st, 2019, eleven (11) comment letters have been received following distribution and publication of the public hearing notice. Concerns raised by residents are generally focused on parking, traffic, and the density of the project. A separate memorandum will be provided following publication of the staff report, which will include responses to: 1.) comments received related to the Initial Study/Mitigated Negative Declaration prepared for the project; and 2.) comments received related to the overall project.

ENVIRONMENTAL DETERMINATION

As required by the California Environmental Quality Act (CEQA), the City of Roseville, acting as Lead Agency, prepared an Initial Study/Mitigated Negative Declaration (IS/MND) to evaluate the environmental effects of the project. The document was released for a 20-day public comment period, which began on April 10, 2019 and ended on April 30, 2019. The document analyzed the potential for environmental impacts due to project implementation and determined that potentially significant impacts related to Biological Resources and Cultural Resources could be reduced to less than significant with mitigation. The Mitigated Negative Declaration and associated Mitigation Monitoring Program is included as Exhibit A. Written comments on the adequacy of the document were received. As mentioned in the Public Outreach section, these comments will be included and addressed in a separate memorandum that will be provided following publication of the staff report.

Similar to the public hearing notice, the project description contained in the CEQA document states that the project includes a request for a Rezone to modify the R3 development standards. However, after further review, it was determined a Rezone is not required for the project. The Zoning Ordinance states development standards may be modified through approval of a Design Review Permit. The environmental impacts analyzed in the IS/MND remain unchanged.

RECOMMENDATION

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

- A. Adopt the **Roseville Old Town Lofts Mitigated Negative Declaration and the Mitigation Monitoring and Reporting Program**;
- B. Recommend the City Council approve the **GENERAL PLAN AMENDMENT (TEXT AND LAND USE MAP) – 241 NEVADA AVENUE – INFILL PCL 246 – ROSEVILLE OLD TOWN LOFTS – PL18-0178**.
- C. Adopt the four (4) findings of fact as stated in the staff report and approve the **DESIGN REVIEW PERMIT – 241 NEVADA AVENUE – INFILL PCL 246 – ROSEVILLE OLD TOWN LOFTS – PL18-0178** subject to sixty-eight (68) conditions of approval.
- D. Adopt the three (3) findings of fact as stated in the staff report and approve the **TENTATIVE PARCEL MAP – 241 NEVADA AVENUE – INFILL PCL 246 – ROSEVILLE OLD TOWN LOFTS – PL18-0178** subject to sixty-eight (68) conditions of approval.
- E. Adopt the two (2) findings of fact as stated in the staff report and approve the **TREE PERMIT – 241 NEVADA AVENUE – INFILL PCL 246 – ROSEVILLE OLD TOWN LOFTS – PL18-0178** subject to twenty-one (21) conditions of approval.

CONDITIONS OF APPROVAL FOR THE DESIGN REVIEW PERMIT (FILE #PL18-0178)

- 1. The Design Review Permit application shall not be deemed approved until the actions on the General Plan Amendment are approved and become effective. (Planning)
- 2. This design review permit approval shall be effectuated within a period of two (2) years from **May 9, 2019** and if not effectuated shall expire on **May 9, 2021**. Prior to said expiration date, the applicant may apply for an extension of time, provided this approval does not extend the expiration beyond **May 9, 2022**. (Planning)
- 3. The project is approved as shown in Exhibits D-L, and as conditioned or modified below. (Planning)
- 4. The project shall comply with all required environmental mitigation identified in the Roseville Old Town Lofts Initial Study/Mitigated Negative Declaration, and shall include all applicable mitigation measures as notes on the grading plans. (All Departments)
- 5. The project shall be addressed as 241 Nevada Avenue. All projects with multi-tenants or buildings must submit a site plan with building footprint(s) to the Development Services Department (Business Services – Addressing) for building/suite addressing. (Business Services)
- 6. Within new subdivisions that are compact in development (i.e. parcels that are roughly less than 3000 sq ft), all interior roads that are 20 ft. in width, and classified as alleys or not clearly classified as roads, must be identified as a road with the classification type of Place. In these compact development subdivisions, houses will be addressed off of roads within the development. Generally, if the front doors of the houses within the subdivision face interior streets, they will be addressed off the front doors first. Where the front doors of the houses are facing walkways, common areas, or to streets outside the subdivision, the houses will be addressed off of the street the garage is facing. In all of these developments, the developer is required to provide signage on both front and back sides of the house identifying the Street Number and Street Name the houses are addressed off of. This signage will be a size of 1 1/4" with 1/4" stroke. (Business Services)
- 7. The applicant shall submit a street name application with proposed street names. After city review, the applicant will receive the application identifying approved or rejected street names. If enough street names are approved, the applicant shall submit a map with the approved street names to receive a

stamp and to be used as the approved street name exhibit. This shall be included in the submittal for improvement plans. (Business Services)

8. 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)
9. 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)
10. The developer shall not commence with any on-site improvements until such time as grading and/or improvement plans have been submitted for review and are approved with grading and/or encroachment permits issued by the Department of Development Services – Engineering Division (Engineering)
11. 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)

PRIOR TO ISSUANCE OF BUILDING PERMITS:

12. 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)
13. 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)
14. 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)
15. 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 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)
16. 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)
17. At the time of building permit application and plan submittal, the project applicant shall submit a proposed plan which shows the proposed addressing for the building and dwelling unit numbers. The Building Official, or the designee, shall approve said plan prior to building permit approval. Refer to the *City of Roseville Addressing Guidelines*. (Building)
18. Building permit plans shall comply with all applicable code requirements (California Building Code – CBC – based on the International Building Code, California Green Building Standards Code–CGBSC, California Mechanical Code – CMC – based on the Uniform Mechanical Code, California Plumbing Code – CPC – based on the Uniform Plumbing Code, California Fire Code – CFC – based on the International Fire Code – with City of Roseville Amendments – RFC, California Electrical Code – CEC – based on the National Electrical Code, and California Energy Standards – CEC T-24 Part 6), California Title 24 and the American with Disabilities Act - ADA requirements, and all State and Federally mandated requirements in effect at the time of submittal for building permits (contact the Building Division for applicable Code editions). (Building)
19. The building foundation for Lot 9 shall be designed such that future repair and trenching of the existing 36-inch storm drain pipe that runs along Nevada Street does not negatively impact the building foundation. (Building, Engineering)
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 Public Works prior to approval of any plans. (Public Works)
21. The Improvement Plans shall include a complete set of Landscape Plans. The Landscape Plans shall be approved with the Improvement Plans. (Planning, Public Works, 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."* (Public Works)

23. The applicant shall dedicate all necessary rights-of-way or Public Utility Easement for the widening of any streets or transfer of public utilities across and over any portion of the property as required with this entitlement. A separate document shall be drafted for approval and acceptance by the City of Roseville, and recorded at the County Recorder's Office. (Public Works)
24. Nevada Street shall be improved with a reduced road width consisting of 20-feet of pavement and standard curb and gutter at the intersection of Douglas Boulevard. This segment of Nevada Street will be signed for no parking on the west side of the street. Parallel parking shall be provided on the east side of Nevada Street per the approved tentative map. Five (5) foot wide sidewalk shall be constructed along the limits of the property. (Engineering)
25. The site shall be accessed by modified A-7 driveways located on Nevada Street and Douglas Boulevard. The Nevada Street driveway shall be 20-feet wide and restricted to ingress movements only. The Nevada Street driveway shall restrict egress movements to left turn only. Onsite signage shall be provided to identify restricted movements at each driveway. (Engineering)
26. The property owner shall be responsible for the maintenance of the Nevada frontage landscape located within the public Right of Way. Prior to permit issuance, the property owner shall enter into a landscape maintenance agreement with the City. (Engineering)
27. All storm drainage, including roof drains, shall be collected on site and treated with Best Management Practices (BMP's) per the City's Stormwater Quality Design Manual. All storm water shall be routed to the nearest existing storm drain system or natural drainage facility. Drain outfalls shall extend down to the receiving water and shall be constructed with adequate velocity attenuation devices. The grading/improvement plans for the site shall be accompanied with a shed map that defines that area tributary to this site and all drainage facilities shall be designed to accommodate the tributary flow. The storm drain system and proposed BMP's shall be privately owned and maintained by the property owner. Prior to the issuance of any permits, the owner shall provide a plan for the maintenance of the proposed BMP's. (Engineering)
28. Prior to the issuance of any permits, the property owner shall prepare and submit a Storm Water Pollution Prevention Plan (SWPPP) to the City, as defined by the Regional Water Quality Control Board. The SWPPP shall be submitted in a single three ring binder. Upon approval, the SWPPP will be returned to the property owner during the pre-construction meeting. (Engineering)
29. The developer shall be responsible for any necessary relocation of signal interconnect cables that may require re-location as a result of the construction of turn lanes and/or driveways. (Engineering)
30. To ensure that the design for any necessary widening, construction, or modifications of Public Streets does not conflict with existing dry utilities generally located behind the curb and gutter, and prior to the submittal of design drawings for those frontage improvements, the project proponent shall have the existing dry utilities pot holed for verification of location and depth. (Engineering)
31. Sight distances for all driveways shall be clearly shown on the improvement plans to verify that minimum standards are achieved. It will be the responsibility of the project proponent to provide appropriate landscaping and improvement plans, and to relocate and/or modify existing facilities as needed to meet these design objectives. (Engineering)
32. The applicant shall remove and reconstruct any existing damaged curb, gutter, and sidewalk along the property frontage. During plan check of the improvement plans and/or during inspection, Public Works will designate the exact areas to be reconstructed. Any existing public facilities damaged during the course of construction shall be repaired by the property owner and at the property owner's expense, to the satisfaction of the City. (Engineering)

33. Prior to the approval of the improvement plans, it will be the project proponent's responsibility to pay the standard City Trench Cut Recovery Fee for any cuts within the City streets that are required for the installation of underground utilities. (Engineering)
34. Prior to the issuance of building permits, the property owner shall pay into the following fee programs: Citywide Drainage Fee, Citywide Traffic Mitigation Fee (TMF), Highway 65 Joint Partners Association (JPA), South Placer Regional Transportation Authority (SPRTA), and City/County Fee. (Public Works)
35. 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)
36. The applicant shall pay all applicable water and sewer fees. (Environmental Utilities)
37. 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)
38. 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)
39. Trash enclosures, recycling areas, and enclosure approaches shall be designed to current Refuse Division specifications, the materials and colors shall match the building, and the location of such facilities shall be reviewed and approved by the Refuse Division, Planning and the Fire Department. The enclosure must have inside dimensions of 12 feet wide and 9 feet deep and be built to the specifications of the Solid Waste Department's Enclosure Description. (Refuse, Planning, Fire)
40. Access to trash enclosures shall have an inside turning radius of 25 feet and an outside turning radius of 45 feet must be maintained to allow the refuse truck access to and from the enclosure. Enclosures must have a clear approach of 65 feet in front of the enclosure to allow servicing bins. (Refuse)
41. 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)
42. 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)

43. 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

44. 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)

45. 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:

46. 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)

47. The following easements shall be provided by separate instrument and shown on the site plan, unless otherwise provided for in these conditions:

- a. A 20-foot-wide public utilities easement along all interior roads.
- b. Water, sewer, and reclaimed water easements.
- c. Additional internal easements will be required to cover primary electrical facilities to the project when the final electrical design is completed. (Electric)
- d. A public drain easement along the existing 36-inch storm drain pipe that runs along the north and western boundaries of the project. The easement width will vary with proximity to property lines. (Electric, Engineering, Environmental Utilities)

48. Easement widths shall comply with the City's Improvement Standards and Construction Standards. Separate document easements required by the City shall be prepared in accordance with the City's "Policy for Dedication of Easements to the City of Roseville". All legal descriptions shall be prepared by a licensed land Surveyor. All existing public utility, electric, water, sewer and reclaimed water easements shall be maintained unless otherwise authorized by these conditions of approval. (Public Works, Environmental Utilities, Electric)

49. 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)
50. All improvements being constructed in accordance with the approved grading and improvement plans shall be accepted as complete by the City. (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. 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)
53. All water backflow devices shall be tested and approved by the Environmental Utilities Department. (Environmental Utilities)
54. All Electric Department facilities, including streetlights where applicable, shall be designed and built to the "City of Roseville Specifications for Commercial Construction." (Electric)
55. 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)
56. Any relocation, rearrangement, or change of existing electric facilities due to this development shall be at the developer's expense. (Electric)
57. 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)
58. 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)
59. 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)

60. 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:

61. A Sign Permit is required for all project signs. (Planning)
62. 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)
63. The City reserves the right to restrict vehicle turning movements within the public right-of-way in the future if deemed necessary by the City Engineer. (Engineering)
64. 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)
65. 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)
66. 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)
67. 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)
68. 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)

CONDITIONS OF APPROVAL FOR THE TENTATIVE SUBDIVISION MAP (FILE #PL18-0178)

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 developer shall not commence with any on-site improvements until such time as grading and/or improvement plans have been submitted for review and are approved 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 Roseville Old Town Lofts Initial Study/Mitigated Negative Declaration, 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 City of Roseville Water Efficient Landscape Ordinance. (Planning, Engineering, Parks, Fire, Environmental Utilities)
7. Grading around the native oak trees 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. 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 applicant shall apply for and obtain an encroachment permit from the Engineering Division prior to any work conducted within the City right-of-way. (Engineering)
11. 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)

12. 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)
13. 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)*
14. 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)
15. 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)*
16. Nevada Avenue shall be improved with a reduced road width consisting of 20-feet of pavement and standard curb and gutter at the intersection of Douglas Boulevard. This segment of Nevada Avenue will be signed for no parking on the west side of the street. Parallel parking shall be provided on the east side of Nevada Avenue per the approved tentative map. Five (5) foot wide sidewalk shall be constructed along the limits of the property. (Engineering)
17. The site shall be accessed by modified A-7 driveways located on Nevada Avenue and Douglas Boulevard. The Douglas Boulevard driveway shall be 20-feet wide and restricted to ingress movements only. The Nevada Avenue driveway shall restrict egress movements to left turn only. Onsite signage shall be provided to identify restricted movements at each driveway. (Engineering)
18. The property owner shall be responsible for the maintenance of the Nevada Street frontage landscape located within the public Right of Way. Prior to permit issuance, the property owner shall enter into a landscape maintenance agreement with the City. (Engineering)
19. The applicant shall dedicate all necessary rights-of-way for the widening of any streets required with this entitlement. A separate document shall be drafted for approval and acceptance by the City of Roseville, and recorded at the County Recorder's Office. (Engineering)

20. 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 course. (Engineering)
21. All storm drainage, including roof drains, shall be collected on site and shall be routed to the nearest storm drain system or natural drainage facility. Prior to discharge from the site, the storm water shall be treated with appropriate storm water pollution treatment device(s). The storm drain system shall be a private system and shall be maintained by the property owner or Home Owners Association. (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. The developer shall be responsible for any necessary relocation of signal interconnect cables that may require re-location as a result of the construction of turn lanes and/or driveways. (Engineering)
24. To ensure that the design for any necessary widening, construction, or modifications of Public Streets does not conflict with existing dry utilities generally located behind the curb and gutter, and prior to the submittal of design drawings for those frontage improvements, the project proponent shall have the existing dry utilities pot holed for verification of location and depth. (Engineering)
25. 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)
26. **Prior to the approval of the Improvement Plans**, the project proponent shall prepare and submit a Storm Water Pollution Prevention Plan (SWPPP) to the City, as defined by the Regional Water Quality Control Board. The SWPPP shall be submitted in a single three ring binder. Upon approval, the SWPPP will be returned to the project proponent during the pre-construction meeting. (Engineering)
27. 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)
28. 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)
29. 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)
30. 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)
31. In cases where water and sewer services are less than 10' apart, the sewer material shall be DIP with permashield 431 lining.
32. Fire hydrants shall be located as required by the Fire Department. The maximum distance between fire hydrants shall not exceed 500' on center. (Fire)
33. 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)
34. The fire department access road shall meet the City's requirements for width and turning radii of 30 and 50 as noted on the fire department standards for access. This designated access road shall also maintained 20 feet wide unobstructed and 13 feet 6 inches vertical clearance. These provisions will be enforced at the time plan are submitted for review, Additional information can be found on the City's web site www.roseville.ca.us or contact Patrick Chew, Senior Fire Inspector, at 916-774-5823 or pchew@roseville.ca.us with the Fire and Life Safety Division for information. (Fire)
35. The required turning radii shall be met for each approach for every dead-end alleys. (Fire)
36. Cross-sectional view "C" on page TM-05 shall be 20 feet clear fire lanes without obstructions in accordance with the California Fire Code. (Fire)
37. 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)
38. All Electrical Department facilities, including street lights where applicable, shall be designed and built to the "City of Roseville Specifications for Residential Trenching". (Electric)
39. 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)

40. 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)
41. 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)
42. It is the developer's responsibility to notify PG&E of any work required on PG&E facilities. (PG&E)
43. Prior to submitting for an Improvement Plan for the subdivision, the applicant is required to submit a street name application for all of the streets within the subdivision. (Business Services)
44. Within new subdivisions that are compact in development (i.e. parcels that are roughly less than 3000 sq ft), all interior roads that are 20 ft. in width, and classified as alleys or not clearly classified as roads, must be identified as a road with the type of Place. In these compact development subdivisions, houses will be addressed off of roads *within* the development. If the front doors of the houses within the subdivision face interior streets, they will be addressed off the front doors first. Where the front doors of the houses are facing walkways, common areas, or to streets outside the subdivision, the houses will be addressed off of the street the garage is facing. In all of these developments, the developer is required to provide signage on both front and back sides of the house identifying the Street Number and Street Name the houses are addressed off of. (Business Services)

PRIOR TO OR UPON RECORDATION OF FINAL/PARCEL MAP:

45. 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 20-foot wide public utilities easement along all interior roads, includes water and sewer;
 - b. A public drain easement along the existing 36-inch storm drain pipe that runs along the north and western boundaries of the project. The easement width will vary with proximity to property lines. (Engineering)
46. Easement widths shall comply with the City’s Improvement Standards and Construction Standards. (Environmental Utilities, Electric, Engineering)
47. All existing easements shall be maintained, unless otherwise provided for in these conditions. (Environmental Utilities, Electric, Engineering)
48. Separate document easements required by the City shall be prepared in accordance with the City’s “Policy for Dedication of Easements to the City of Roseville”. All legal descriptions shall be prepared by a licensed land Surveyor. (Environmental Utilities, Electric, Engineering)
49. 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.
 - c. A clause providing for reciprocal access and drainage across all properties within the subdivision. (Engineering)

- d. A clause requiring the project HOA shall be responsible for on-going maintenance of all project installed landscape. (Planning)
- e. A clause prohibiting storage in the garages that displaces vehicle parking. (Planning)
- 50. The addition of 23 units triggers the requirement for two (2) affordable homes reserved for middle income buyers. (Housing)
- 51. Affordable housing shall be provided as follows: 2 affordable units sold to middle income households. (Housing)
- 52. Prior to the approval of each final small residential lot subdivision map containing lots for affordable purchase, the developer shall enter into City's current Affordable Purchase Housing Agreement (or other applicable City-approved form) for such residential purchase units affordable to middle-income households. (Housing)
- 53. The City shall not approve the Final Map for recordation until either:
 - a. A subdivision agreement is entered into along with the necessary bonds and insurance as required by the City. Said agreement shall be in a form acceptable to the City Attorney.
- OR
- b. The improvement plans are approved, and the improvements are constructed and accepted as complete. In this case, the subdivider shall enter into a one-year maintenance agreement concurrent with the recordation of the Final Map. (Engineering)
- 54. Any structures crossing Lot/Parcel lines created by the Final/Parcel map shall be removed. (Engineering)
- 55. Street names shall be approved by the City of Roseville. (Engineering)
- 56. 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)
- 57. 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)
- 58. 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)
- 59. 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)
- 60. 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)
- 61. The applicant shall pay all applicable water and sewer fees. (Environmental Utilities)

OTHER CONDITIONS OF APPROVAL:

- 62. 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)

63. Any relocation, rearrangement, or change to existing electric facilities due to this development shall be at the developer's expense. (Electric)
64. 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)
65. 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)
66. 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)
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 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)
68. 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 #PL18-0178)

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

1. All recommendations contained in the Arborist Report(s) (Exhibit M) are incorporated by reference into these conditions, except as modified herein. (Planning)
2. Tree(s) # 662, 672, 681, 6254, 6255, 6256, 6257, 6258, 6259, 6262, 6263, 6271 (or as listed in Exhibit M) are approved for removal with this tree permit. All other native oak trees shall remain in place. Trees to be removed shall be clearly marked in the field and inspected by Planning Staff prior to removal. Removal of the trees shall be performed by or under the supervision of a certified arborist. (Planning)
3. The developer shall be responsible for the replacement of the total number of inches proposed for removal prior to any tree removal. The total number of inches for this project is 265. Mitigation must be provided in the form of payment in the amount of \$26,078, and planting of forty-four (44) 15-gallon non-native trees, prior to tree removal unless otherwise approved in the tree replacement plan or in these conditions. (Planning)
4. 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(s) # 6261, 6264, 6265, 6266, 6269, 6270 (or as listed and detailed in Exhibit M) and described in the staff report is permitted. (Planning)
5. 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)

6. 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)
7. 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)
8. 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 4, 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)
9. 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)
10. 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)
11. 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)
12. 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)
13. 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)

14. 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)
15. 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)
16. 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)
17. 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)
18. 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:

19. 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)

OTHER CONDITIONS:

20. The approval of this Tree Permit shall expire on **May 9, 2019**. (Planning)
21. Tree(s) #6261, 6264, 6265, and 6270 shall be monitored by the project arborist for a period of five (5) years. Each year a letter shall be submitted to the Planning Division which provides a status update of the trees conditioned and any recommended preservation/survival measures. (Planning)

ATTACHMENT

1. Non-Residential Conversion Guidelines

EXHIBITS

- A. Initial Study/Mitigated Negative Declaration & Mitigation Monitoring and Reporting Program
- B. General Plan Amendment
- C. General Plan Change Pages
- D. Modified R3 Standards
- E. Site Plan
- F. Floor Plans (3 sheets)
- G. Elevations (4 sheets)
- H. Landscape Plan (2 sheets)
- I. Grading & Drainage Plan
- J. Utility Plan
- K. Tentative Subdivision Map
- L. Preliminary Lot Layout
- M. Arborist Report

- N. Existing Conditions & Tree Preservation Plan
- O. Preliminary Post Construction Plan

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

Guidelines for Conversion of Non-Residential Land Uses

August 4, 2004

Intent:

In response to pressures to convert portions of the City's non-residential land use inventory the City has developed the following guidelines for the consideration of land use changes. The intent of the guidelines is to articulate the City's expectations relating to land use change proposals. These guidelines are to be applied as performance measures in the preparation and review of any such proposals. The guidelines are not intended to be inclusive of all City development requirements, but rather supplement those requirements by identifying or emphasizing concepts particularly important or unique to potential land use changes. It is expected that the City's emphasis on certain concepts or requirements will change overtime. Therefore, the guidelines are to be a fluid document to be revisited every two years and updated to reflect the City's present need.

In consideration of the unique attributes and constraints of various areas of the City, the guidelines have been divided in two areas those guidelines that are applicable to the infill area and those that are applicable to the balance of the City. A map depicting these areas is attached.

Infill

The overarching goal to be applied to land use changes within the infill portion of the City is to encourage and emphasize reinvestment and revitalization without creating undue burdens and barriers to development while preserving neighborhood compatibility.

1. Infill properties are identified as those properties located within the City's infill planning area as designated on the City's Zoning Map.
2. Parks obligation to include payment of citywide and neighborhood park fees. Neighborhood Park fees are to be applied to infill neighborhood park improvements as identified on an infill park CIP projects list. Where the Parks Department demonstrates a park need a Parkland dedication or in-lieu park fee for land dedication may be negotiated and evaluated on a project by project basis, based on the nature of the project and the benefit to the City.
3. Encourage the use of private passive open space in-lieu of land dedication for infill projects.
4. Off site utilities (e.g. water, sewer, electric) that serve more than the specific project are not the sole responsibility of the project. Over-sizing of improvements or upgrading to City standards may be available for City reimbursement. The City may develop a CIP for off site improvements for which a project may pay an impact fee in lieu of constructing the improvement. Each project shall be reviewed on a case-by-case basis and shall be conditioned accordingly.
5. School impacts shall be mitigated through new impact agreements executed to reflect the payment of the City's existing infill school impact fees.
6. New housing development shall meet the City's 10% goal (4% affordable to very low, 4% affordable to low, and 2% affordable to middle income) except redevelopment areas shall provide 15%. (Of those 40% affordable to very low income and the balance affordable to low/middle income).
7. A land use change on the Placer County Fair Grounds shall require a master plan.

8. Encourage higher density residential mixed-use projects with consideration to the relaxing of any one guideline or multiple guidelines to promote and provide incentives for innovative higher density residential mixed-use projects.

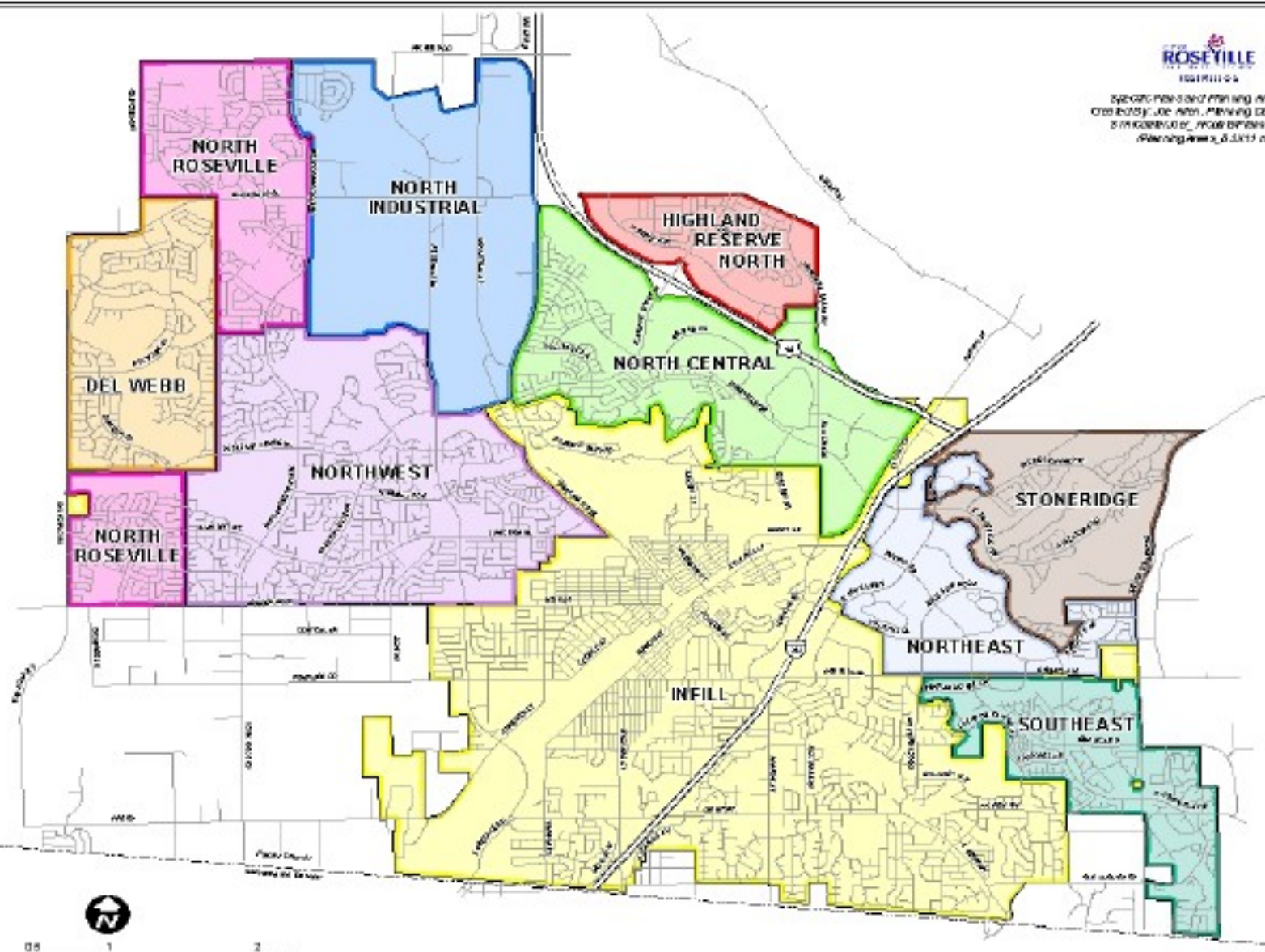
Balance of the City

The overarching goal to be applied to land use changes for the balance of the City is to maintain the City's fiscal balance and prevent the loss of jobs and existing job centers while maintaining a balanced community.

1. Balance of the City includes properties within all specific plans and the North Industrial Plan area.
2. A region wide employment and land inventory study shall be required of each project that is equal to or greater than 50 acres.
3. Land use changes will not have a negative fiscal impact to the City. Each project shall be modeled individually for citywide impacts utilizing the City's fiscal model.
4. Projects that are 50 acres or greater in size shall maintain employment options and a favorable jobs housing balance.
5. New housing development shall meet the City's 10% goal consistent with the Housing Element (4% affordable to very low, 4% affordable to low, and 2% affordable to middle income).
6. Projects shall provide a specific public benefit that may be in the form of a community benefit fee.
7. Increases in general fund service demands shall be mitigated by establishment of or annexation into a Community Facilities Mello Roos Assessment District to offset the costs of the project. The assessment may be utilized to offset the cost of the following: public safety; parks and open space maintenance; storm water management; and other costs identified by the City.
8. Parks obligation to include payment of citywide and neighborhood park fees. Active park needs shall be provided by the project. An in-lieu parkland dedication fee may be negotiated in lieu of land based on the project. For each acre of parkland dedication mitigated by an in-lieu fee a corresponding in-lieu fee shall be paid for park improvements. The in-lieu fees shall provide improvements of local benefit.
9. Place emphasis on the dedication of parklands within specific plan areas rather than acceptance of and in-lieu fee for land dedication.
10. Utilities (e.g. water, sewer, electric) shall not be impacted as to conveyance or capacity.
11. School impacts shall be mitigated through new impact agreements executed with the school districts to ensure that the projects student generation is accommodated.
12. Residential units not utilized within a specific plan area shall be reallocated within that plan area and school district. Otherwise, requests for units shall be considered as additive to the City's existing unit allocation.
13. Encourage higher density residential mixed-use projects with consideration to the relaxing of any one guideline or multiple guidelines to promote and provide incentives for innovative higher density residential mixed-use projects.



Specific Plans and Planning Areas
Created by Joe Allen, Planning Dept. Manager
5/1/2010, Roseville Planning
Planning Area 6.0/1.17.2010



SPECIFIC PLANS & PLANNING AREAS

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

Notice is hereby given that, as Lead Agency, the City of Roseville, Development Services Department, Planning Division has prepared an Initial Study leading to a **Mitigated Negative Declaration** for the project referenced below. This **Mitigated Negative Declaration** is available for public review and comment.

Project Title and File #: INFILL PCL 246 – Roseville Old Town Lofts, File #PL18-0178

Project Address: 241 Nevada Avenue

Project Owner: Robert Pegos

Project Applicant: Phil Harvey, Kuchman Architects

Project Planner: Kinarik Shallow, Assistant Planner

Project Description: The project consists of the construction of 23 attached single-family dwellings. The project includes a request for a General Plan Amendment to change the land use designation of the property from Business Professional (BP) to High Density Residential (HDR), a Rezone to add a special area (SA) overlay to the existing Attached Housing (R3) zone to modify the development standards, a Tentative Subdivision Map, a Design Review Permit, and a Tree Permit.

Document Review and Availability: The public review and comment period begins on April 10, 2019 and ends on April 30, 2019. The Mitigated Negative Declaration may be reviewed during normal business hours (8:00 am to 5:00 pm) at the Planning Division offices, located at 311 Vernon Street. It may also be viewed online at <https://www.roseville.ca.us/cms/One.aspx?portalId=7964922&pageId=8774505>.

Written comments on the adequacy of the Mitigated Negative Declaration may be submitted to Kinarik Shallow, Planning Division, 311 Vernon Street, Roseville, CA 95678, and must be received no later than 5:00 pm on April 30, 2019.

This project will be scheduled for a public hearing before the City's Planning Commission. At this hearing, the Planning Commission will consider the Mitigated Negative Declaration and associated project entitlements. The date and time of this hearing is not known at this time. Separate notices will be published when this hearing is scheduled.

Greg Bitter
Planning Manager

Dated: April 9, 2019

INITIAL STUDY & ENVIRONMENTAL CHECKLIST

Project Title/File Number:	INFILL PCL 246 – Roseville Old Town Lofts; File #PL18-0178
Project Location:	241 Nevada Avenue, Roseville, Placer County, CA; APN 013-192-036-000
Project Description:	The project consists of the construction of 23 attached single-family dwellings. The project includes a request for a General Plan Amendment to change the land use designation of the property from Business Professional (BP) to High Density Residential (HDR), a Rezone to add a special area (SA) overlay to the existing Attached Housing (R3) zone to modify the development standards, a Tentative Subdivision Map, a Design Review Permit, and a Tree Permit.
Project Applicant:	Phil Harvey, Kuchman Architects
Property Owner:	Robert Pegos
Lead Agency Contact:	Kinarik Shallow, Assistant Planner; Phone (916) 746-1309

This initial study has been prepared to identify and assess the anticipated environmental impacts of the above described project application. The document relies on previous environmental documents and site-specific studies prepared to address in detail the effects or impacts associated with the project. Where documents were submitted by consultants working for the applicant, City staff reviewed such documents in order to determine whether, based on their own professional judgment and expertise, staff found such documents to be credible and persuasive. Staff has only relied on documents that reflect their independent judgment, and has not accepted at face value representations made by consultants for the applicant.

This document has been prepared to satisfy the California Environmental Quality Act (CEQA), (Public Resources Code, Section 21000 et seq.) and the State CEQA Guidelines (14 CCR 15000 et seq.). CEQA requires that all state and local government agencies consider the environmental consequences of projects over which they have discretionary authority before acting on those projects.

The initial study is a public document used by the decision-making lead agency to determine whether a project may have a significant effect on the environment. If the lead agency finds substantial evidence that any aspect of the project, either individually or cumulatively, may have a significant effect on the environment, regardless of whether the overall effect of the project is adverse or beneficial, the lead agency is required to prepare an EIR. If the agency finds no substantial evidence that the project or any of its aspects may cause a significant effect on the environment, a negative declaration shall be prepared. If in the course of analysis, the agency recognizes that the project may have a significant impact on the environment, but that by incorporating specific mitigation measures to which the applicant agrees, the impact will be reduced to a less than significant effect, a mitigated negative declaration shall be prepared.

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PROJECT DESCRIPTION

Project Location/Background

The 0.89-acre project site is located at 241 Nevada Avenue, on the northeast corner of Nevada Avenue and Douglas Boulevard (see Figure 1). The subject property is located on Parcel 246 of the City's Infill planning area and has a zoning designation of Attached Housing (R3) and a General Plan land use designation of Business Professional (BP). Table 1 includes the zoning and land use designations of the subject and adjacent properties. The project site is developed with a $\pm 1,000$ square-foot single-family dwelling and ± 360 square-foot detached garage. The structures are located near the southeast portion of the property.

Figure 1: Project Location



Table 1: Adjacent Zoning and Land Use

Location	Zoning	General Plan Land Use	Actual Use of Property
Site	Attached Housing (R3)	Business Professional (BP)	Residential
North	R3	Low Density Residential (LDR-4.9)	Residential
South	Neighborhood Commercial (NC)	Community Commercial (CC)	Gas Station, Commercial
East	R3	BP & LDR-4.9	Office, Residential
West	R3	BP	Office

Environmental Setting

The project site is an infill property located in an urbanized setting. The site is currently developed with a single-family dwelling on the southeast corner of the parcel. The site fronts onto Douglas Boulevard (a four-lane arterial roadway at this location) and is surrounded by residential development to the north, business professional and residential uses to the west, business professional uses to the east, and Douglas Boulevard to the south. The site is relatively flat and consists of non-native grasses and several native oak trees.

Proposed Project

The applicant proposes to construct 23 attached single-family residences, with associated parking and landscaping, which requires a Design Review Permit. The existing structures on the property will be demolished and the site will be completely graded. Development of the project will impact several protected oak trees on the site, 13 of which will require removal. Additionally, minor trenching will occur on the site to install utilities and extend to existing utility connections within or adjacent to the site. Frontage improvements along Douglas Boulevard and Nevada Avenue will include new curb, gutter, sidewalk, and driveways. The proposed project also involves a General Plan Amendment to change the land use designation from BP to High Density Residential (HDR), a Rezone to add a special area (SA) overlay to the Attached Housing (R3) zone to modify the development standards, and a Tentative Subdivision Map to subdivide the 0.89-acre parcel into 23 lots.

CITY OF ROSEVILLE MITIGATION ORDINANCES, GUIDELINES, AND STANDARDS

For projects that are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified, CEQA Guidelines section 15183(f) allows a lead agency to rely on previously adopted development policies or standards as mitigation for the environmental effects, when the standards have been adopted by the City, with findings based on substantial evidence, that the policies or standards will substantially mitigate environmental effects, unless substantial new information shows otherwise (CEQA Guidelines §15183(f)). The City of Roseville adopted CEQA Implementing Procedures (Implementing Procedures) which are consistent with this CEQA Guidelines section. The current version of the Implementing Procedures were adopted in April 2008, along with Findings of Fact, as Resolution 08-172. The below regulations and ordinances were found to provide uniform mitigating policies and standards, and are applicable to development projects. The City's Mitigating Policies and Standards are referenced, where applicable, in the Initial Study Checklist.

- City of Roseville 2035 General Plan
- City of Roseville Zoning Ordinance (RMC Title 19)
- City of Roseville Improvement Standards (Resolution 02-37)
- City of Roseville Construction Standards (Resolution 01-208)
- Subdivision Ordinance (RMC Title 18)
- Noise Regulation (RMC Ch.9.24)
- Flood Damage Prevention Ordinance (RMC Ch.9.80)
- Drainage Fees (Dry Creek [RMC Ch.4.49] and Pleasant Grove Creek [RMC Ch.4.48])
- West Placer Stormwater Quality Design Manual (Resolution 16-152)
- Urban Stormwater Quality Management and Discharge Control Ordinance (RMC Ch. 14.20)
- Traffic Mitigation Fee (RMC Ch.4.44)
- Highway 65 Joint Powers Authority Improvement Fee (Resolution 2008-02)
- South Placer Regional Transportation Authority Transportation and Air Quality Mitigation Fee (Resolution 09-05)

- Tree Preservation Ordinance (RMC Ch.19.66)
- Community Design Guidelines (Resolution 95-347)

OTHER ENVIRONMENTAL DOCUMENTS RELIED UPON

- Amoruso Ranch Specific Plan Final Environmental Impact Report

Pursuant to CEQA Guidelines Section 15183, any project which is consistent with the development densities established by zoning, a Community Plan, or a General Plan for which an EIR was certified shall not require additional environmental review, except as may be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. The Amoruso Ranch Specific Plan EIR updated the City's General Plan to 2035, and updated Citywide analyses of traffic, water supply, water treatment, wastewater treatment, and waste disposal. The proposed project is inconsistent with the adopted land use designations examined within the environmental documents listed above, and thus this Initial Study focuses on effects particular to the specific project site, impacts which were not analyzed within the EIR, and impacts which may require revisiting due to substantial new information. When applicable, the topical sections within the Initial Study summarize the findings within the environmental documents listed above. The analysis, supporting technical materials, and findings of the environmental document are incorporated by reference, and are available for review at the Civic Center, 311 Vernon Street, Roseville, CA.

EXPLANATION OF INITIAL STUDY CHECKLIST

The California Environmental Quality Act (CEQA) Guidelines recommend that lead agencies use an Initial Study Checklist to determine potential impacts of the proposed project on the physical environment. The Initial Study Checklist provides a list of questions concerning a comprehensive array of environmental issue areas potentially affected by this project. This section of the Initial Study incorporates a portion of Appendix G Environmental Checklist Form, contained in the CEQA Guidelines. Within each topical section (e.g. Air Quality) a description of the setting is provided, followed by the checklist responses, thresholds used, and finally a discussion of each checklist answer.

There are four (4) possible answers to the Environmental Impacts Checklist on the following pages. Each possible answer is explained below:

- 1) A "Potentially Significant Impact" is appropriate if there is enough relevant information and reasonable inferences from the information that a fair argument based on substantial evidence can be made to support a conclusion that a substantial, or potentially substantial, adverse change may occur to any of the physical conditions within the area affected by the project. When one or more "Potentially significant Impact" entries are made, an EIR is required.
- 2) A "Less Than Significant With Mitigation" answer is appropriate when the lead agency incorporates mitigation measures to reduce an impact from "Potentially Significant" to "Less than Significant." For example, floodwater impacts could be reduced from a potentially-significant level to a less-than-significant level by relocating a building to an area outside of the floodway. The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less-than-significant level. Mitigation measures are identified as MM followed by a number.
- 3) A "Less Than significant Impact" answer is appropriate if there is evidence that one or more environmental impacts may occur, but the impacts are determined to be less than significant, or the application of development policies and standards to the project will reduce the impact(s) to a less-than-significant level. For instance, the application of the City's Improvement Standards reduces potential erosion impacts to a less-than-significant level.

- 4) A “No Impact” answer is appropriate where it can be demonstrated that the impact does not have the potential to adversely affect the environment. For instance, a project in the center of an urbanized area with no agricultural lands on or adjacent to the project area clearly would not have an adverse effect on agricultural resources or operations. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources cited in the Initial Study. Where a “No Impact” answer is adequately supported by the information sources cited in the Initial Study, further narrative explanation is not required. A “No Impact” answer is explained when it is based on project-specific factors as well as generous standards.

All answers must take account of the whole action involved, including off- and on-site, indirect, direct, construction, and operation impacts, except as provided for under State CEQA Guidelines.

INITIAL STUDY CHECKLIST

I. Aesthetics

The public views of the site are from both Douglas Boulevard and Nevada Avenue. The project site is developed with a single-family residence and detached garage on the southeastern portion of the site, with the remaining property generally left undeveloped. Several native oak trees are located on the property along with native grasslands and shrubs. There are existing visual encroachments on the site and the surrounding area, including light standards and telephone wires. The site is in a typical urbanized setting, and does not contain any scenic resources on the site or within the vicinity.

The proposed project would include the demolition of the existing on-site structures and subdivision of the site to develop twenty-three (23) single-family residences and associated improvements. The project will consist of three-story, “row house” style homes. The proposed building architecture utilizes an earth tone color scheme and the building materials consist of brick, plaster, and composite board siding to complement the surrounding neighborhood. Each unit will consist of a two-car garage. The units along Douglas Boulevard will have garage access on the rear of the homes, with the front doors facing Douglas Boulevard. The roof lines of the homes are flat and feature a roof deck to provide useable open space for each unit.

The project frontage totals approximately 210 lineal feet along Douglas Boulevard (a four-lane arterial road in this location). Access to the site will be provided by a 20-foot driveway off of Douglas Boulevard, on the southwest corner of the site, which will be restricted to ingress only. Vehicles will exit the site on the northwest portion of the property, onto Nevada Avenue (a one-way street). Access to the site will also be provided off of Nevada Avenue. There will also be two 20-foot wide internal drive-aisles providing access to each of the units.

Except as provided in Public Resources Code Section 21099, would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?				X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?				X
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?			X	

Thresholds of Significance and Regulatory Setting:

The significance of an environmental impact cannot always be determined through the use of a specific, quantifiable threshold. CEQA Guidelines Section 15064(b) affirms this by the statement “an ironclad definition of significant effect is not always possible because the significance of an activity may vary with the setting.” This is particularly true of aesthetic impacts. As an example, a proposed parking lot in a dense urban center would have markedly different visual effects than a parking lot in an open space area. For the purpose of this study, the significance thresholds are as stated in CEQA Guidelines Appendix G, as shown in a–d of the checklist below. The Findings of the Implementing Procedures indicate that compliance with the Zoning Ordinance (e.g. building height, setbacks, etc), Subdivision Ordinance (RMC Ch. 18), Community Design Guidelines (Resolution 95-347), and applicable Specific Plan Policies and/or Specific Plan Design Guidelines will prevent significant impacts in urban settings as it relates to items a and b, below.

Discussion of Checklist Answers:

a–b) There are no designated or eligible scenic vistas or scenic highways within or adjacent to the City of Roseville.

c) The project site is in an urban setting and is surrounded by residential development to the north, business professional and residential uses to the west, business professional uses to the east, and Douglas Boulevard to the south. The City of Roseville has adopted Community Design Guidelines (CDG) to establish common design elements and expectations for development within the City. The CDG includes provisions related to architectural design, site design and landscape design, to enhance the visual character of the urban environment. The CDG recommends preserving, to the extent feasible, visual resources such as native oak trees and creek or wetland resources. The site does not contain any creek or wetland resources; however, the project will impact 19 protected oak trees and therefore requires a Tree Permit. Consistent with the City’s Tree Preservation ordinance (RMC Ch. 19.66), the Tree Permit would contain conditions of approval that include protective measures for the trees to remain on site, and mitigation measures that include payment of in-lieu mitigation fees to compensate

for oak tree encroachment and removal. The project has been reviewed by City staff and was found to be consistent with the goals and policies of the CDG and applicable zoning regulations. As such, the aesthetic impacts of the project are less than significant.

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

II. Agricultural & Forestry Resources

The State Department of Conservation oversees the Farmland Mapping and Monitoring Program, which was established to document the location, quality, and quantity of agricultural lands, and the conversion of those lands over time. The primary land use classifications on the maps generated through this program are: Urban and Built Up Land, Grazing Land, Farmland of Local Importance, Unique Farmland, Farmland of Statewide Importance, and Prime Farmland. According to the current California Department of Conservation Placer County Important Farmland Map (2012), the majority of the City of Roseville is designated as Urban and Built Up Land and most of the open space areas of the City are designated as Grazing Land. There are a few areas designated as Farmland of Local Importance and two small areas designated as Unique Farmland located on the western side of the City along Baseline Road. The current Williamson Act Contract map (2013/2014) produced by the Department of Conservation shows that there are no Williamson Act contracts within the City, and only one (on PFE Road) that is adjacent to the City. None of the land within the City is considered forest land by the Board of Forestry and Fire Protection.

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

Thresholds of Significance and Regulatory Setting:

Unique Farmland, Farmland of Statewide Importance, and Prime Farmland are called out as protected farmland categories within CEQA Guidelines Appendix G. Neither the City nor the State has adopted quantified significance thresholds related to impacts to protected farmland categories or to agricultural and forestry resources. For the purpose of this study, the significance thresholds are as stated in CEQA Guidelines Appendix G, as shown in a–e of the checklist above.

Discussion of Checklist Answers:

a–e) The project site is not used for agricultural purposes, does not include agricultural zoning, is not within or adjacent to one of the areas of the City designated as a protected farmland category on the Placer County Important Farmland map, is not within or adjacent to land within a Williamson Act Contract, and is not considered forest land. Given the foregoing, the proposed project will have no impact on agricultural resources.

III. Air Quality

The City of Roseville, along with the south Placer County area, is located in the Sacramento Valley Air Basin (SVAB). The SVAB is within the Sacramento Federal Ozone Non-Attainment Area. Under the Clean Air Act, Placer County has been designated a "serious non-attainment" area for the federal 8-hour ozone standard, "non-attainment" for the state ozone standard, and a "non-attainment" area for the federal and state PM₁₀ standard (particulate matter less than 10 microns in diameter). Within Placer County, the Placer County Air Pollution Control District (PCAPCD) is responsible for ensuring that emission standards are not violated. Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Result in a cumulatively considerable net increase of any criteria for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?			X	
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	

Thresholds of Significance and Regulatory Setting:

In responding to checklist items a, b, and d, project-related air emissions would have a significant effect if they would result in concentrations that either violate an ambient air quality standard or contribute to an existing air quality violation. To assist in making this determination, the PCAPCD adopted thresholds of significance, which were developed by considering both the health-based ambient air quality standards and the attainment strategies outlined in the State Implementation Plan. The PCAPCD-recommended significance threshold for reactive organic gases (ROG) and nitrogen oxides (NO_x) is 82 pounds daily during construction and 55 pounds daily during operation, and for particulate matter (PM) is 82 pounds per day during both construction and operation. For all other constituents, significance is determined based on the concentration-based limits in the Federal and State Ambient Air Quality Standards. Toxic Air Contaminants (TAC) are also of public health concern, but no thresholds or standards are provided because they are considered to have no safe level of exposure. Analysis of TAC is based on the *Air Quality and Land Use Handbook – A Community Health Perspective* (April 2005, California Air Resources Board), which lists TAC sources and recommended buffer distances from sensitive uses. For checklist item c, the PCAPCD's *CEQA Air Quality Handbook (Handbook)* recommends that the same thresholds used for the project analysis be used for the cumulative impact analysis.

With regard to checklist item e, there are no quantified significance thresholds for exposure to objectionable odors. Significance is determined after taking into account multiple factors, including screening distances from odor sources (as found in the PCAPCD CEQA Handbook), the direction and frequency of prevailing winds, the time of day when odors are present, and the nature and intensity of the odor source.

Discussion of Checklist Answers:

a–c) Analyses are not included for sulfur dioxide, lead, and other constituents because there are no mass emission thresholds; these are concentration-based limits in the Federal and State Ambient Air Quality Standards which require substantial, point-source emissions (e.g. refineries, concrete plants, etc) before exceedance will occur, and the SVAB is in attainment for these constituents. Likewise, carbon monoxide is not analyzed because the SVAB is in attainment for this constituent, and it requires high localized concentrations

(called carbon monoxide “hot spots”) before the ambient air quality standard would be exceeded. “Hot spots” are typically associated with heavy traffic congestion occurring at high-volume roadway intersections. The Amoruso Ranch EIR analysis of Citywide traffic indicated that 198 out of 226 signalized intersections would operate at level of service C or better—that is, they will not experience heavy traffic congestion. It further indicated that analyses of existing CO concentrations at the most congested intersections in Roseville show that CO levels are well below federal and state ambient air quality standards. The discussions below focus on emissions of ROG, NO_x, or PM. A project-level analysis has been prepared to determine whether the project will, on a singular level, exceed the established thresholds.

PCAPCD recommends that lead agencies use the California Emissions Estimator Model (CalEEMod) to quantify a project’s construction and operational emissions for criteria air pollutants (NO_x, ROG, and PM). The results are then compared to the significance thresholds established by the district, as detailed above. However, according to PCAPCD’s published screening table, residential projects with less than 617 single family units will not result in NO_x emissions that exceed 55 lbs/day, and therefore modeling is not required. Typically, NO_x emissions are substantially higher than ROG and PM₁₀; therefore, it can be assumed that projects that do not exceed the NO_x threshold will not exceed the ROG and PM₁₀ thresholds, and will not result in a significant impact related to operational emissions.

The project proposes the construction of 23 single-family dwelling units, which is well below PCAPCD’s modeled example. Thus, the project is not expected to result in construction or operational emissions that would exceed the district’s thresholds for significance. The project must also comply with all applicable PCAPCD rules and regulations. The project would not substantially contribute to the region’s nonattainment status for ozone or particulate matter, and implementation of the project will not violate an air quality standard or contribute to an existing or projected air quality violation. In addition, because the proposed project would not produce substantial emissions of criteria air pollutants, adjacent residents or businesses would not be exposed to significant levels of pollutant concentrations during construction or operation. Therefore, implementation of the proposed project would result in less-than-significant impacts.

With regard to TAC, there are hundreds of constituents which are considered toxic, but they are typically generated by stationary sources like gas stations, facilities using solvents, and heavy industrial operations. The proposed project is not a TAC-generating use, nor is it within the specified buffer area of a TAC-generating use, as established in the *Air Quality and Land Use Handbook – A Community Health Perspective*. Impacts are less than significant.

d) Diesel fumes from construction equipment and delivery trucks are often found to be objectionable; however, construction is temporary and diesel emissions are minimal and regulated. Typical urban projects such as residences and retail businesses generally do not result in substantial objectionable odors when operated in compliance with City Ordinances (e.g. proper trash disposal and storage). The Project is a typical urban development that lacks any characteristics that would cause the generation of substantial unpleasant odors. Thus, construction and operation of the proposed project would not result in the creation of objectionable odors affecting a substantial number of people. A review of the project surroundings indicates that there are no substantial odor-generating uses near the project site; the project location meets the recommended screening distances from odor-generators provided by the PCAPCD. Impacts related to odors are less than significant.

IV. Biological Resources

The project site has been disturbed and is currently developed with a ±1,000 square-foot single-family dwelling with a detached ±360 square-foot garage, near the southeast portion of the property. The remaining area of the site is vegetated with native and non-native grasses and contains several oak trees, however some of the landscaping has been removed and left in a disturbed state. The topography of the site is relatively flat. City staff determined there are no evidence of wetlands or designated open space areas on the site.

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		X		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				X
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

Thresholds of Significance and Regulatory Setting:

There is no ironclad definition of significance as it relates to biological resources. Thus, the significance of impacts to biological resources is defined by the use of expert judgment supported by facts, and relies on the policies, codes, and regulations adopted by the City and by regulatory agencies which relate to biological resources (as cited and described in the Discussion of Checklist Answers section). Thresholds for assessing the significance of environmental impacts are based on the CEQA Guidelines checklist items a–f, above. Consistent with CEQA Guidelines Section 15065, a project may have a significant effect on the environment if:

The project has the potential to substantially degrade the quality of the environment; substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; [or] substantially reduce the number or restrict the range of an endangered, rare or threatened species . . .

Various agencies regulate impacts to the habitats and animals addressed by the CEQA Guidelines checklist. These include the United States Fish and Wildlife Service, National Oceanic and Atmospheric Administration–Fisheries, United States Army Corps of Engineers, Central Valley Regional Water Quality Control Board, and California Department of Fish and Wildlife. The primary regulations affecting biological resources are described in the sections below.

Checklist item a addresses impacts to special status species. A “special status” species is one which has been identified as having relative scarcity and/or declining populations. Special status species include those formally listed as threatened or endangered, those proposed for formal listing, candidates for federal listing, and those classified as species of special concern. Also included are those species considered to be “fully protected” by the California Department of Fish and Wildlife (California Fish and Wildlife), those granted “special animal” status for tracking and monitoring purposes, and those plant species considered to be rare, threatened, or endangered in California by the California Native Plant Society (CNPS). The primary regulatory protections for special status species are within the Federal Endangered Species Act, California Endangered Species Act, California Fish and Game Code, and the Federal Migratory Bird Treaty Act (MBTA).

Checklist item b addresses all “sensitive natural communities” that may be affected by local, state, or federal regulations/policies while checklist item c focuses specifically on one type of such a community: federally-protected wetlands. Focusing first on wetlands, there are two questions to be posed in examining wet habitats: the first is whether the wetted area meets the technical definition of a wetland, making it subject to checklist item b, and the second is whether the wetland is subject to federal jurisdiction, making it subject to checklist item c.

The 1987 Army Corps Wetlands Delineation Manual is used to determine whether an area meets the technical criteria for a wetland. A delineation verification by the Army Corps verifies the size and condition of the wetlands and other waters in question, and determines the extent of government jurisdiction as it relates to Section 404 of the Federal Clean Water Act and Section 401 of the State Clean Water Act.

The Clean Water Act protects all “navigable waters”, which are defined as traditional navigable waters that are or were used for commerce, or may be used for interstate commerce; tributaries of covered waters; and wetlands adjacent to covered waters, including tributaries. Non-navigable waters are called isolated wetlands, and are not subject to either the Federal or State Clean Water Act. Thus, isolated wetlands are not subject to federal wetland protection regulations. However, in addition to the Clean Water Act, the State also has jurisdiction over impacts to surface waters through the Porter-Cologne Water Quality Control Act (Porter-Cologne), which does not require that waters be “navigable”. For this reason, isolated wetlands are regulated by the State of California pursuant to Porter-Cologne. The City of Roseville General Plan also provides protection for wetlands, including isolated wetlands, pursuant to the General Plan Open Space and Conservation Element. Federal, State and City regulations/policies all seek to achieve no net loss of wetland acreage, values, or function.

Aside from wetlands, checklist item b also addresses other “sensitive natural communities,” which includes any habitats protected by local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. The City of Roseville General Plan Open Space and Conservation Element includes policies for the protection of riparian areas (streamside habitat) and floodplain areas; these are Vegetation and Wildlife section Policies 2 and 3. Policy 4 also directs preservation of additional area around stream corridors and floodplain if there is sensitive woodland, grassland, or other habitat which could be made part of a contiguous open space area. Other than wetlands, which were already discussed, US Fish and Wildlife and California Department of Fish and Wildlife habitat protections generally result from species protections, and are thus addressed via checklist item a.

For checklist item d, there are no regulations specific to the protection of migratory corridors. This item is addressed by an analysis of the habitats present in the vicinity and analyzing the probable effects on access to those habitats which will result from a project.

The City of Roseville Tree Preservation ordinance (RMC Ch.19.66) requires protection of native oak trees, and compensation for oak tree removal. The Findings of the Implementing Procedures indicate that compliance with the City of Roseville Tree Preservation ordinance (RMC Ch.19.66) will prevent significant impacts related to loss of native oak trees, referenced by item e, above.

Regarding checklist item f, there are no adopted Habitat Conservation Plans within the City of Roseville.

Discussion of Checklist Answers:

a) The project will require the removal of several oak trees, which could potentially provide habitat for nesting birds. Construction activities could also have the potential to disrupt offsite nesting species. A pre-construction nesting survey, **Mitigation Measure BIO-1**, is required in order to ensure that nesting birds are not harmed during construction. Ground disturbing activities shall not occur during the active nesting season, if it is necessary to conduct such activities during the nesting season, pre-construction surveys and mitigation as described in Mitigation Measure BIO-1, would be required. Compliance with Mitigation Measure BIO-1 will ensure that potential impacts to nesting birds are less than significant.

MM BIO-1: Migratory birds and other birds of prey, protected under 50 CFR 10 of the MBTA and/or Section 3503 of the California Fish and Game Code, including Nuttall’s woodpecker, loggerhead shrike, yellow-billed magpie, oak titmouse, grasshopper sparrow, song sparrow, purple martin, and white-tailed kite have the potential to nest within the trees within the riparian woodland and within the annual grassland. Ground-disturbing activities and/or vegetation clearing operations, including pruning or removal of trees and shrubs, shall be completed

between September 1 to February 14, if feasible. If ground-disturbing activities and/or vegetation removal begins during the nesting season (February 15 to August 31), the developer shall have a qualified biologist conduct a pre-construction survey for active nests within 300 feet of the Project Site. The pre-construction survey will be conducted within 14 days prior to commencement of ground-disturbing activities and/or vegetation removal. The biologist shall provide a brief written report (including the date, time of survey, survey method, name of surveyor, and survey results) to City Planning prior to any ground-disturbing activity or vegetation removal. If the pre-construction survey shows that there is no evidence of active nests, no additional measures are required. If construction does not commence within 14 days of the pre-construction survey, or halts for more than 14 days, an additional pre-construction survey shall be required.

If any active nests are located within the vicinity of the proposed project the qualified biologist shall delineate an appropriate buffer zone, subject to approval of City Planning and in consultation with any other appropriate agencies, with construction tape or pin flags and maintain the buffer zone until the end of the breeding season or the young have successfully fledged. Buffer zones are typically 100 feet for migratory bird nests and 250 feet for raptor nests. If active nests are found onsite, a qualified biologist shall monitor nests weekly during construction to ensure activities are not causing nesting disturbance.

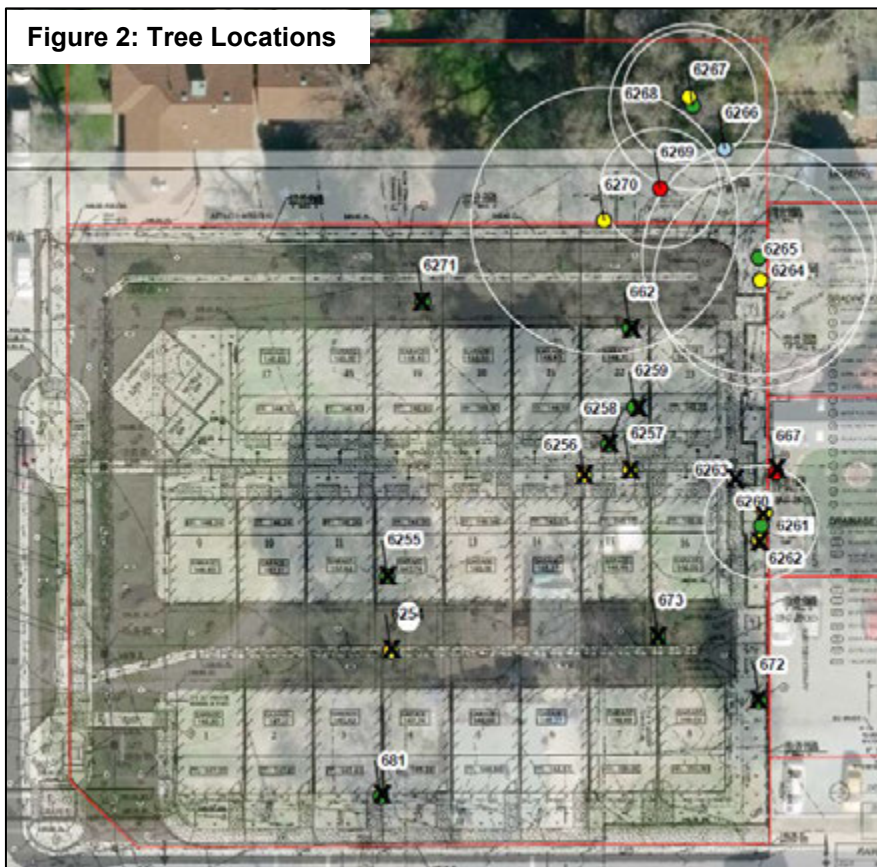
b-c) As discussed in the Environmental Setting, the project site is an infill property located in an urbanized area. The site is adjacent to paved roadways and is surrounded by residential and business professional uses. The property does not contain sensitive natural communities which are protected by federal, state or local policies, nor does it contain any wetlands; thus, the project will have no impact with regard to this criterion.

d) The City includes an interconnected network of open space corridors and preserves located throughout the City, to ensure that the movement of wildlife is not substantially impeded as the City develops. The project is not within the vicinity of any open space corridors or preserves. As such, the development of the project site will not negatively impact these existing and planned open space corridors, nor is the project site located in an area that has been designated by the City, United States Fish and Wildlife, or California Department of Fish and Wildlife as vital or important for the movement of wildlife or the use of native wildlife nursery sites.

e) As defined by the City of Roseville Zoning Ordinance (Chapter 19.66, Tree Preservation), native oak trees greater than six (6") diameter at breast height are defined as protected. A Tree Permit is required for the removal of any protected tree, and for any regulated activity within the protected zone of a protected tree where the encroachment exceeds 20 percent. As required, the applicant has submitted a request for a Tree Permit.

An arborist report was prepared for the site by Abacus Consulting Arborists, dated April 8, 2019 (Attachment 1). Exhibit B of the report identified 19 protected oak trees that are either located on or overhanging onto the property that could be impacted by the development of

Figure 2: Tree Locations



the site. The locations of the trees are also shown in Figure 2. Of the 19 protected trees, 13 trees are proposed for removal to accommodate development of the site (see Table 2) and six (6) trees will be impacted by development activities such as grading and excavation for retaining wall footings (see Table 3). The anticipated encroachment for the six (6) impacted trees is detailed in Chart C of the Arborist Report, and includes recommendations to reduce the amount of encroachment. The encroachment percentage represents the direct impact to the tree's protected zone, which is defined by the Zoning Ordinance as the largest radius of the tree's dripline plus one (1) foot.

Table 2: Trees Proposed for Removal

Tree Number	Common Name	Health	Diameter at Breast Height (DBH) (inches)	Canopy Radius (inches)	Total DBH (inches)
662	Interior Live Oak	Fair	23	32	23
667	Interior Live Oak	Poor	4, 5	14	9
672	Interior Live Oak	Fair-Good	13	20	13
681	Valley Oak	Fair	10, 11, 9	20	30
6254	Blue Oak	Fair-Poor	7, 6	20	13
6255	Interior Live Oak	Fair	23, 25	35	48
6256	Valley Oak	Fair-Poor	11	16	11
6257	Interior Live Oak	Fair-Poor	7, 9	20	16
6258	Valley Oak	Fair-Good	19	25	19
6259	Interior Live Oak	Fair	13	25	13
6262	Valley Oak	Fair	8	17	8
6263	Interior Live Oak	Good	19, 5, 7	35	31
6271	Valley Oak	Fair-Good	24, 16	36	40
Total Mitigation Inches					274

Table 3: Trees Impacted by Development

Tree Number	Common Name	Health	Diameter at Breast Height (DBH) (inches)	Canopy Radius (inches)	Maximum Percentage of Encroachment
6261	Interior Live Oak	Fair-Good	9	15	29%
6264	Interior Live Oak	Fair	15	32	45%
6265	Valley Oak	Fair-Poor	33	35	41%
6266	Valley Oak	Good	16	24	0%
6269	Interior Live Oak	Poor	8	18	16%
6270	Valley Oak	Fair	37, 38	40	44%

The protected oak trees proposed for removal have a total of 274 aggregate diameter inches. However, the arborist report identifies that impacts to tree numbers 6261 and 6264 may cause early demise due to the current health of the trees and amount of encroachment. As such, the project arborist will be onsite during utility placement, trenching, and grading activities to ensure protective measures have been met. Additionally, the arborist report identifies that tree numbers 6265 and 6270 will sustain significant encroachment and their ultimate survivability

cannot be determined at this time. The final determination for removal of these trees will occur prior to and during grading activities once the arborist has inspected the retaining wall footings and impacts to the tree's roots. If the arborist determines these four trees need to be removed, the total number of inches removed increases to 406 aggregate diameter inches.

If approved, the Tree Permit would contain conditions of approval that include protective measures for the trees to remain on site, and mitigation measures that include payment of in-lieu mitigation fees to compensate for oak tree encroachment and removal. Any deviation from the approved permit would require a Tree Permit Modification, which would require approval by the City. Consistency with the requirements of the Tree Permit will ensure that impacts are less than significant.

f) There are no Habitat Conservation Plans; Natural Community Conservation Plans; or other approved local, regional, or state habitat conservation plans that apply to the project site.

V. Cultural Resources

As described within the Open Space and Conservation Element of the City of Roseville General Plan, the Roseville region was within the territory of the Nisenan (also Southern Maidu or Valley Maidu). Two large permanent Nisenan habitation sites have been identified and protected within the City's open space (in Maidu Park). Numerous smaller cultural resources, such as midden deposits and bedrock mortars, have also been recorded in the City. The gold rush which began in 1848 marked another settlement period, and evidence of Roseville's ranching and mining past are still found today. Historic features include rock walls, ditches, low terraces, and other remnants of settlement and activity. A majority of documented sites within the City are located in areas designated for open space uses.

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of an historic resource pursuant to Section 15064.5?			X	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?			X	
c) Disturb any human remains, including those interred outside of dedicated cemeteries?			X	

Thresholds of Significance and Regulatory Setting:

The significance of impacts to cultural resources is based directly on the CEQA Guidelines checklist items a–e listed above. The Archaeological, Historic, and Cultural Resources section of the City of Roseville General Plan also directs the proper evaluation of and, when feasible, protection of significant resources (Policies 1 and 2). There are also various federal and State regulations regarding the treatment and protection of cultural resources,

including the National Historic Preservation Act and the Antiquities Act (which regulate items of significance in history), Section 7050.5 of the California Health and Safety Code, Section 5097.9 of the California Public Resources Code (which regulates the treatment of human remains) and Section 21073 et seq. of the California Public Resources Code (regarding Tribal Cultural Resources). The CEQA Guidelines also contains specific sections, other than the checklist items, related to the treatment of effects on historic resources.

Pursuant to the CEQA Guidelines, if it can be demonstrated that a project will cause damage to a unique archaeological resource, the lead agency may require reasonable efforts to be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. To the extent that they cannot be left undisturbed, mitigation measures are required (Section 21083.2 (a), (b), and (c)). A *historical resource* is a resource listed, or determined to be eligible for listing, in the California Register of Historical Resources (CRHR) (Section 21084.1); a resource included in a local register of historical resources (Section 15064.5(a)(2)); or any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant (Section 15064.5 (a)(3)). Public Resources Code Section 5024.1 requires evaluation of historical resources to determine their eligibility for listing on the CRHR.

Discussion of Checklist Answers:

a–c) No cultural resources are known to exist on the project site per the General Plan EIR; however, standard mitigation measures, as detailed in the Tribal Cultural Resources section below and included as Attachment 3, apply which are designed to reduce impacts to cultural resources, should any be found on-site. The measure requires an immediate cessation of work, and contact with the appropriate agencies to address the resource before work can resume. With mitigation, project impacts are less than significant.

VI. Energy

Roseville Electric provides electrical power in the City and Pacific Gas and Electric (PG&E) provides natural gas. The City purchases wholesale electrical power from both the Western Area Power Administration (WAPA), which is generated by the federal government's Central Valley Project, which produces 100 percent hydroelectric energy sources from a system of dams, reservoirs, and power plants within central and northern California. In addition, up to 50 percent of the City's power is generated at the City-owned Roseville Energy Park (REP). The REP is a 160 megawatt natural-gas-fired power plant that uses a combined cycle gas turbine technology. The City also owns the 48 megawatt combustion-turbine Roseville Power Plant 2 (REP 2), which is used for peaking energy. The City's electric power mix varies from year-to-year, but according to the most recent Citywide energy analysis (the Amoroso Ranch Environmental Impact Report), the mix in 2013/2014 was 25% eligible renewable (geothermal, small hydroelectric, and wind), 14% hydroelectric, 48% natural gas, and 13% from other sources (power purchased by contract).

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	

Thresholds of Significance and Regulatory Setting:

Established in 2002, California's Renewable Portfolio Standard (RPS) currently requires that 33 percent of electricity retail sales be served by renewable energy resources by 2020, and 50 percent by 2030. The City published a Renewables Portfolio Standard Procurement Plan in June 2018, and continues to comply with the RPS reporting and requirements and standards. There are no numeric significance thresholds to define "wasteful, inefficient, or unnecessary" energy consumption, and therefore significance is based on CEQA Guidelines checklist items a and b, above, and by the use of expert judgment supported by facts, relying on the policies, codes, and regulations adopted by the City and by regulatory agencies which relate to energy. The analysis considers compliance with regulations and standards, project design as it relates to energy use (including transportation energy), whether the project will result in a substantial unplanned demand on the City's energy resources, and whether the project will impede the ability of the City to meet the RPS standards.

Discussion of Checklist Answers:

a, b) The project proposes development of a 23-unit subdivision. The project is expected to consume energy both during project construction and during project operation. During construction, fossil fuels, electricity, and natural gas would be used by construction vehicles and equipment. However, the energy consumed during construction would be temporary, and would not represent a significant demand on available resources. There are no unusual project characteristics that would necessitate the use of construction equipment or methods that would be less energy-efficient or which would be wasteful.

The completed project would consume energy related to building operation, exterior lighting, landscape irrigation and maintenance, and vehicle trips to and from the use. In accordance with California Energy Code Title 24, the project would be required to meet the Building Energy Efficiency Standards. This includes standards for water and space heating and cooling equipment; insulation for doors, pipes, walls, and ceilings; and appliances, to name a few. The project would also be eligible for rebates and other financial incentives from both the electric and gas providers for the purchase of energy-efficient appliances and systems, which would further reduce the operational energy demand of the project. The project was distributed to both PG&E and Roseville Electric for comments, and was found to conform to the standards of both providers; energy supplies are available to serve the project.

The site is an infill property within ¼-mile of services, such as a park, grocery store, restaurants, and retail shops, and is within ½-mile of a public elementary school. The site is located one block from a bus stop on the City's Route L bus line, is within ¼-mile of a commuter bus stop, and is within ½-mile of a major bus transfer point serving four bus lines as well as an Amtrak station, and is within a designated Transit Priority Area in the Sacramento Area Council of Governments Metropolitan Transportation Plan/Sustainable Communities Strategy. These factors increase the ability to walk or use alternative modes of transportation, and shorten the distance of vehicle trips. As a result of all these factors, this project will result in lower than average vehicle trips and vehicle miles traveled. Accordingly, the project would not result in substantial unplanned, inefficient, wasteful, or unnecessary consumption of energy, nor would it conflict with or obstruct State or local plans for renewable energy or energy efficiency. Thus, impacts are less than significant.

VII. Geology and Soils

As described in the Safety Element of the City of Roseville General Plan, there are three inactive faults (Volcano Hill, Linda Creek, and an unnamed fault) in the vicinity, but there are no known active seismic faults within Placer County. The last seismic event recorded in the South Placer area occurred in 1908, and is estimated to have been at least a 4.0 on the Richter Scale. Due to the geographic location and soil characteristics within the City, the General Plan indicates that soil liquefaction, landslides, and subsidence are not a significant risk in the area.

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
c) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:			X	
i) Ruptures of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?			X	
d) Result in substantial soil erosion or the loss of topsoil?			X	
e) Be located in a geological unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
f) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			X	
g) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X
h) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	

Thresholds of Significance and Regulatory Setting:

The significance of impacts related to geology and soils is based directly on the CEQA Guidelines checklist items a–e listed above. Regulations applicable to this topic include the Alquist-Priolo Act, which addresses earthquake safety in building permits, and the Seismic Hazards Mapping Act, which requires the state to gather and publish data on the location and risk of seismic faults.

The Findings of the Implementing Procedures indicate that compliance with the Flood Damage Prevention Ordinance (RMC Ch.9.80) and Design/Construction Standards (Resolution 07-107) will prevent significant impacts related to checklist item b. The Ordinance and standards include permit requirements for construction and development in erosion-prone areas and ensure that grading activities will not result in significant soil erosion or loss of topsoil. The use of septic tanks or alternative waste systems is not permitted in the City of Roseville, and therefore no analysis of criterion e is necessary.

Discussion of Checklist Answers:

a) The project will not expose people or structures to potential substantial adverse effects involving seismic shaking, ground failure or landslides.

i–iii) According to United States Geological Service mapping and literature, active faults are largely considered to be those which have had movement within the last 10,000 years (within the Holocene or Historic time periods)¹ and there are no major active faults in Placer County. The California Geological Survey has prepared a map of the state which shows the earthquake shaking potential of areas throughout California based primarily on an area's distance from known active faults. The map shows that the City lies in a relatively low-intensity ground-shaking zone. Commercial, institutional, and residential buildings as well as all related infrastructure are required, in conformance with Chapter 16, *Structural Design Requirements*, Division IV, *Earthquake Design* of the California Building Code, to lessen the exposure to potentially damaging vibrations

¹ United States Geological Survey, <http://earthquake.usgs.gov/learn/glossary/?term=active%20fault>, Accessed January 2016

through seismic-resistant design. In compliance with the Code, all structures in the Project area would be well-built to withstand ground shaking from possible earthquakes in the region; impacts are less than significant.

iv) Landslides typically occur where soils on steep slopes become saturated or where natural or manmade conditions have taken away supporting structures and vegetation. The existing and proposed slopes of the project site are not steep enough to present a hazard during development or upon completion of the project. In addition, measures would be incorporated during construction to shore minor slopes and prevent potential earth movement. Therefore, impacts associated with landslides are less than significant.

b) Grading activities will result in the disruption, displacement, compaction and over-covering of soils associated with site preparation (grading and trenching for utilities). Grading activities for the project will be limited to the project site. Grading activities require a grading permit from the Engineering Division. The grading permit is reviewed for compliance with the City's Improvement Standards, including the provision of proper drainage, appropriate dust control, and erosion control measures. Grading and erosion control measures will be incorporated into the required grading plans and improvement plans. Therefore, the impacts associated with disruption, displacement, and compaction of soils associated with the project are less than significant.

c, d) A review of the Natural Resources Conservation Service Soil Survey for Placer County, accessed via the Web Soil Survey (<http://websoilsurvey.nrcs.usda.gov/app/>), indicates that the soils on the site are Cometa-Ramona sandy loams, 1 to 5 percent slopes, and Xerofluvents, frequently flooded, neither of which are listed as geologically unstable or sensitive.

e) The City's General Plan Policy requires that new development connect to the City's sanitary sewer system. The City's Environmental Utilities Department has reviewed the project and determined that City's sanitary sewer system can accommodate the project. No septic tanks will be permitted as part of the project. Therefore, no impact to soils relative to supporting use of septic tanks would occur.

f) No paleontological resources are known to exist on the project site per the City's General Plan EIR; however, standard mitigation measures apply which are designed to reduce impacts to such resources, should any be found on-site (see Attachment 3). The measure requires an immediate cessation of work, and contact with the appropriate agencies to address the resource before work can resume. The project will not result in any new impacts beyond those already discussed and disclosed in the General Plan EIR; project-specific impacts are less than significant.

VIII. Greenhouse Gases

Greenhouse gases trap heat in the earth's atmosphere. The principal greenhouse gases (GHGs) that enter the atmosphere because of human activities are carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and fluorinated gases. As explained by the United States Environmental Protection Agency², global average temperature has increased by more than 1.5 degrees Fahrenheit since the late 1800s, and most of the warming of the past half century has been caused by human emissions. The City has taken proactive steps to reduce

² <http://www3.epa.gov/climatechange/science/overview.html>, Accessed January 2016

greenhouse gas emissions, which include the introduction of General Plan policies to reduce emissions, changes to City operations, and climate action initiatives.

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

Thresholds of Significance and Regulatory Setting:

In Assembly Bill 32 (the California Global Warming Solutions Act), signed by Governor Schwarzenegger of California in September 2006, the legislature found that climate change resulting from global warming was a threat to California, and directed that “the State Air Resources Board design emissions reduction measures to meet the statewide emissions limits for greenhouse gases . . .”. The target established in AB 32 was to reduce emissions to 1990 levels by the year 2020. CARB subsequently prepared the *Climate Change Scoping Plan* (Scoping Plan) for California, which was approved in 2008. The Scoping Plan provides the outline for actions to reduce California’s GHG emissions. CARB’s updated August 2011 Scoping Plan calculated a reduction needed of 21.7% from future “Business As Usual” (BAU) conditions in the year 2020. The current Scoping Plan (adopted May 2014) indicates that statewide emissions of GHG in 1990 amounted to 431 million metric tons, and that the 2020 “Business As Usual” (BAU) scenario is estimated as 509³ million metric tons, which would require a reduction of 15.3% from 2020 BAU. In addition to this, Senate Bill 32 was signed by the Governor on September 8, 2016, to establish a reduction target of 40 percent below 1990 levels by 2030. The Air Resources Board is currently updating the Scoping Plan to reflect this target.

The Placer County Air Pollution Control District (PCAPCD) recommends that thresholds of significance for GHG be related to AB 32 reduction goals, and has adopted thresholds of significance which take into account the 2030 reduction target. The thresholds include a de minimis and a bright-line maximum threshold. Any project emitting less than 1,100 metric tons of carbon dioxide equivalents per year (MT CO₂e/yr) during construction or operation results in less than significant impacts. The PCAPCD considers any project with emissions greater than the bright-line cap of 10,000 MT CO₂e/yr to have significant impacts. For projects exceeding the de minimum threshold but below the bright-line threshold, comparison to the appropriate efficiency threshold is recommended. The significance thresholds are shown in Table 1 below.

³ Includes Pavely and Renewables Portfolio Standard reduction

Table 1: GHG Significance Thresholds

Bright-line Threshold 10,000 MT CO₂e/yr			
Residential Efficiency (MT CO₂e/capita¹)		Non-Residential Efficiency (MT CO₂e/ksf²)	
Urban	Rural	Urban	Rural
4.5	5.5	26.5	27.3
De Minimis Threshold 1,100 MT CO₂e/yr			
1. Per Capita = per person			
2. Per ksf = per 1,000 square feet of building			

Discussion of Checklist Answers:

a–b) CalEEMod (version 2016.3.1) was used to model the project's construction related GHG emissions (CO₂e) (see Attachment 2). Construction related GHG emissions occur at one point in time and are, therefore, not typically expected to significantly contribute to climate change. Climate change is a cumulative effect that occurs over time, and emissions increase on a year-to-year basis due to increases in developed area and other factors. However, the proposed project's construction related GHG has been estimated and compared to the PCAPCD thresholds. The project's maximum construction related emissions is 49.4 CO₂e in the most active construction year. The project's construction related emissions are below the de minimis threshold of 1,100 MT CO₂e.

The PCAPCD's CEQA Air Quality Handbook contains a screening table used to determine if a residential project will exceed the long-term operational GHG emissions significance threshold (Table 2-6: Corresponding Size of a Project for De Minimis Level of 1,100 MT CO₂e/yr). The screening table identifies that residential projects consisting of 71 single-family dwelling units or less are considered to have a less-than-significant impact related to long-term operational GHG emissions. The project proposes a total of 23 single-family residential units, which is well below the screening threshold of 71 units. Thus, project-generated GHG emissions would not conflict with, and are consistent with, the State goals listed in AB32 and policies and regulation adopted by the California Air Resources Board pursuant to AB32. Impacts are less than significant.

IX. Hazards and Hazardous Materials

There are three hazardous cleanup sites of record within 1,000 feet of the site according to both the Department of Toxic Substances Control Envirostor database (<http://www.envirostor.dtsc.ca.gov/public/>) and the State Water Resources Control Envirostor database (<http://geotracker.waterboards.ca.gov/>). All three sites were Leaking Underground Storage Tanks (LUST) cleanup sites. The cleanup status of all three sites is completed and the cases have been closed. Of the three sites, the nearest cleanup site is the underground fuel storage tank at the Exxon gas station located approximately 80 feet south of the project site; this is also the nearest property where hazardous materials are stored or handled. The nearest school to the project site is Adelante High School, located approximately 1 mile north of the site.

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				X
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				X

Thresholds of Significance and Regulatory Setting:

The significance of impacts related to hazardous materials is based directly on the CEQA Guidelines checklist items a–h listed above. A material is defined as hazardous if it appears on a list of hazardous materials prepared by a federal, state or local regulatory agency, or if it has characteristics defined as hazardous by such an agency. The determination of significance based on the above criteria depends on the probable frequency and severity of consequences to people who might be exposed to the health hazard, and the degree to which Project design or existing regulations would reduce the frequency of or severity of exposure. As an example, products commonly used for household cleaning are classified as hazardous when transported in large quantities, but one would not conclude that the presence of small quantities of household cleaners at a home would pose a risk to a school located within ¼-mile.

Many federal and State agencies regulate hazards and hazardous substances, including the United States Environmental Protection Agency (US EPA), California Department of Toxic Substances Control (DTSC), Central Valley Regional Water Quality Control Board (Regional Water Board), and the California Occupational Safety and Health Administration (CalOSHA). The state has been granted primacy (primary responsibility for oversight) by the US EPA to administer and enforce hazardous waste management programs. State regulations also have detailed planning and management requirements to ensure that hazardous materials are handled, stored, and disposed of properly to reduce human health risks. California regulations pertaining to hazardous waste management are published in the California Code of Regulations (see 8 CCR, 22 CCR, and 23 CCR).

The project is not within an airport land use plan or within two miles of a public or public use airport. Therefore, no further discussion is provided for items e.

Discussion of Checklist Answers:

a, b) Standard construction activities would require the use of hazardous materials such as fuels, oils, lubricants, glues, paints and paint thinners, soaps, bleach, and solvents. These are common household and commercial materials routinely used by both businesses and average members of the public. The materials only pose a hazard if they are improperly used, stored, or transported either through upset conditions (e.g. a vehicle accident) or mishandling. In addition to construction use, the operational project would result in the use of common hazardous materials as well, including bleach, solvents, and herbicides. Regulations pertaining to the transport of materials are codified in 49 Code of Federal Regulations 171–180, and transport regulations are enforced and monitored by the California Department of Transportation and by the California Highway Patrol. Specifications for storage on a construction site are contained in various regulations and codes, including the California Code of Regulations, the Uniform Fire Code, and the California Health and Safety Code. These same codes require that all hazardous materials be used and stored in the manner specified on the material packaging. Existing regulations and programs are sufficient to ensure that potential impacts as a result of the use or storage of hazardous materials are reduced to less than significant levels.

c) See response to Items (a) and (b) above. While development of the site will result in the use, handling, and transport of materials deemed to be hazardous, the materials in question are commonly used in both residential and commercial applications, and include materials such as bleach and herbicides. The project will not result in the use of any acutely hazardous materials, substances, or waste.

d) The project is not located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5⁴; therefore, no impact will occur.

f) This project is located within an area currently receiving City emergency services and development of the site has been anticipated and incorporated into emergency response plans. As such, the project will cause a less than significant impact to the City's Emergency Response or Management Plans. Furthermore, the project will be required to comply with all local, State and federal requirements for the handling of hazardous materials, which will ensure less-than-significant impacts. These will require the following programs:

- A Risk Management and Prevention Program (RMPP) is required of uses that handle toxic and/or hazardous materials in quantities regulated by the California Health and Safety Code and/or the City.
- Businesses that handle toxic or hazardous materials are required to complete a Hazardous Materials Management Program (HMMP) pursuant to local, State, or federal requirements.

g) The California Department of Forestry and Fire Protection (CAL FIRE) is the state agency responsible for wildland fire protection and management. As part of that task, CAL FIRE maintains maps designating Wildland Fire Hazard Severity zones. The City is not located within a Very High Fire Hazard Severity Zone, and is not in a CAL FIRE responsibility area; fire suppression is entirely within local responsibility. The project site is in an urban area, and therefore would not expose people to any risk from wildland fire. There would be no impact with regard to this criterion.

X. Hydrology and Water Quality

As described in the Open Space and Conservation Element of the City of Roseville General Plan, the City is located within the Pleasant Grove Creek Basin and the Dry Creek Basin. Pleasant Grove Creek and its tributaries drain most of the western and central areas of the City and Dry Creek and its tributaries drain the remainder of the City. Most major stream areas in the City are located within designated open space.

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	

⁴ <http://www.calepa.ca.gov/SiteCleanup/CorteseList/SectionA.htm>

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:			X	
i. result in substantial erosion or siltation on or off-site;			X	
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;			X	
iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater systems or provide substantial additional sources of polluted runoff; or			X	
iv. impede or redirect flood flows?				X
d) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	
e) In flood hazard, tsunami, or seiches zones, risk release of pollutants due to project inundation?				X

Thresholds of Significance and Regulatory Setting:

The significance of impacts related to hydrology and water quality is based directly on the CEQA Guidelines checklist items a–e listed above. For checklist item a, c (i), d, and e, the Findings of the Implementing Procedures indicate that compliance with the City of Roseville Design/Construction Standards (Resolution 07-107), Urban Stormwater Quality Management and Discharge Control Ordinance (RMC Ch. 14.20), and Stormwater Quality Design Manual (Resolution 16-152) will prevent significant impacts related to water quality or erosion. The standards require preparation of an erosion and sediment control plan for construction activities and includes designs to control pollutants within post-construction urban water runoff. Likewise, it is indicated that the Drainage Fees for the Dry Creek and Pleasant Grove Watersheds (RMC Ch.4.48) and City of Roseville

Design/Construction Standards (Resolution 07-107) will prevent significant impacts related to checklist items c (ii) and c (iii). The ordinance and standards require the collection of drainage fees to fund improvements that mitigate potential flooding impacts, and require the design of a water drainage system that will adequately convey anticipated stormwater flows without increasing the rate or amount of surface runoff. These same ordinances and standards prevent impacts related to groundwater (items a and d), because developers are required to treat and detain all stormwater onsite using stormwater swales and other methods which slow flows and preserve infiltration. Finally, it is indicated that compliance with the Flood Damage Prevention Ordinance (RMC Ch. 9.80) will prevent significant impacts related to items c (iv) and e. The Ordinance includes standard requirements for all new construction, including regulation of development with the potential to impede or redirect flood flows, and prohibits development within flood hazard areas. Impacts from tsunamis and seiches were screened out of the analysis (item e) because the project is not located near a water body or other feature that would pose a risk of such an event.

Discussion of Checklist Answers:

a, c (i), d, e) The project will involve the disturbance of on-site soils and the construction of impervious surfaces, such as asphalt paving and buildings. Disturbing the soil can allow sediment to be mobilized by rain or wind, and cause displacement into waterways. To address this and other issues, the developer is required to receive approval of a grading permit and/or improvement plants prior to the start of construction. The permit or plans are required to incorporate mitigation measures for dust and erosion control. In addition, the City has a National Pollutant Discharge Elimination System (NPDES) Municipal Stormwater Permit issued by the Central Valley Regional Water Quality Control Board which requires the City to reduce pollutants in stormwater to the maximum extent practicable. The City does this, in part, by means of the City's 2016 Design/Construction Standards, which require preparation and implementation of a Stormwater Pollution Prevention Plan. All permanent stormwater quality control measures must be designed to comply with the City's Manual for Stormwater Quality Control Standards for New Development, the City's 2016 Design/Construction Standards, Urban Stormwater Quality Management and Discharge Control Ordinance, and Stormwater Quality Design Manual. For these reasons, impacts related to water quality are less than significant.

b, d) The project does not involve the installation of groundwater wells. The City maintains wells to supplement surface water supplies during multiple dry years, but the effect of groundwater extraction on the aquifer was addressed in the Water Supply Assessment of the Amoruso Ranch Specific Plan EIR, which included a Citywide water analysis. The proposed project is consistent with the General Plan land use designation, and is thus consistent with the citywide Water Supply Assessment. Project impacts related to groundwater extraction are less than significant. Furthermore, all permanent stormwater quality control measures must be designed to comply with the Stormwater Quality Design Manual, which requires the use of bioswales and other onsite detention and infiltration methods. These standards ensure that stormwater will continue to infiltrate into the groundwater aquifer.

c (ii and iii)) The project has been reviewed by City Engineering staff for conformance with City ordinances and standards. The project includes adequate and appropriate facilities to ensure no net increase in the amount or rate of stormwater runoff from the site, and which will adequately convey stormwater flows.

c (iv) and e) The project has been reviewed by City Engineering staff for conformance with City ordinances and standards. The project is not located within either the Federal Emergency Management Agency floodplain or the City's Regulatory Floodplain (defined as the floodplain which will result from full buildout of the City). Therefore, the project will not impede or redirect flood flows, nor will it be inundated. The proposed project is located within an area of flat topography and is not near a waterbody or other feature which could cause a seiche or tsunami. There would be no impact with regard to these criterion.

XI. Land Use and Planning

The project site is located within the City's Infill planning area. The 0.89-acre property currently has a zoning designation of Attached Housing (R3) and a General Plan land use designation of Business Professional (BP). The project site is surrounded by residential uses to the north, residential and business professional uses to the east and west, and Douglas Boulevard to the south with commercial uses beyond.

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Physically divide an established community?				X
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			X	

Thresholds of Significance and Regulatory Setting:

The significance of impacts related to land use is based directly on the CEQA Guidelines checklist items a–c listed above. Consistency with applicable City General Plan policies, Improvement Standards, and design standards is already required and part of the City's processing of permits and plans, so these requirements do not appear as mitigation measures.

Discussion of Checklist Answers:

a) The project area has been planned for development, including adequate roads, pedestrian paths, and bicycle paths to provide connections within the community. The project will not physically divide an established community.

b) The project site is currently zoned for residential uses, however the land use designation is Business Professional (BP). The project includes amending the current land use designation to High Density Residential (HDR) to align with the Attached Housing (R3) zoning designation of the site. The City's General Plan contains policies and regulations to ensure compatibility with adjacent land uses. Per the General Plan, HDR land use sites should be located along arterial streets, transit linkages, and in close proximity to commercial services. The site is located along Douglas Boulevard (an arterial roadway), which provides transit linkages throughout Roseville and the region. Additionally, the site is located approximately 0.2 miles from the nearest established commercial center (Roseville Square), which consists of uses such as grocery stores, personal services, and restaurants. The proposed project is consistent with the General Plan and does not conflict with the City's policies and regulations adopted for the purpose of avoiding or mitigating an environmental impact. Impacts are less than significant.

XII. Mineral Resources

The Surface Mining and Reclamation Act (SMARA) of 1975 requires the State Geologist to classify land into Mineral Resource Zones (MRZ's) based on the known or inferred mineral resource potential of that land. The California Division of Mines and Geology (CDMG) was historically responsible for the classification and

designation of areas containing—or potentially containing—significant mineral resources, though that responsibility now lies with the California Geological Survey (CGS). CDMG published Open File Report 95-10, which provides the mineral classification map for Placer County. A detailed evaluation of mineral resources has not been conducted within the City limits, but MRZ's have been identified. There are four broad MRZ categories (MRZ-1 through MRZ-4), and only MRZ-2 represents an area of known significant mineral resources. The City of Roseville General Plan EIR included Exhibit 4.1-3, depicting the location of MRZ's in the City limits. There is only one small MRZ-2 designation area, located at the far eastern edge of the City.

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

Thresholds of Significance and Regulatory Setting:

The significance of impacts related to mineral resources is based directly on the CEQA Guidelines checklist items a and b listed above.

Discussion of Checklist Answers:

a–b) The project site is not in the area of the City known to include any mineral resources that would be of local, regional, or statewide importance; therefore, the project has no impacts on mineral resources.

XIII. Noise

The project includes the construction of 23 single-family residential units. The proposed residential uses generate low outdoor noise volumes. The site is surrounded by single-family residential uses, as well as professional offices which also generate low outdoor noise volumes. The nearest sensitive receptors are the residents adjacent to the north and east property lines of the project site. According to the General Plan, the project site is within the 60 dB L_{dn} noise contour for both existing roadways and future roadways (City of Roseville 2015, Figure IX-1 and Figure IX-2).

Would the project result in:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Generation of excessive ground borne vibration of ground borne noise levels?			X	
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X

Thresholds of Significance and Regulatory Setting:

Standards for transportation noise and non-transportation noise affecting existing or proposed land uses are established within the City of Roseville General Plan Noise Element Table IX-1 and IX-3, and these standards are used as the thresholds to determine the significance of impacts related to items a and c. The significance of other noise impacts is based directly on the CEQA Guidelines checklist items b and c listed above. The Findings of the Implementing Procedures indicate that compliance with the City Noise Regulation (RMC Ch. 9.24) will prevent significant non-transportation noise as it relates to items a and b. The Ordinance establishes noise exposure standards that protect noise-sensitive receptors from a variety of noise sources, including non-transportation/fixed noise, amplified sound, industrial noise, and events on public property. The project is not within an airport land use plan, within two miles of a public or public use airport and there are also no private airstrips in the vicinity of the project area. Therefore, item c has been ruled out from further analysis.

Discussion of Checklist Answers:

a) The project site is an infill property located within an urbanized area. The project will create 23 single-family residential units and is compatible with the surrounding uses, which include both residential and commercial uses. The project does not involve uses that generate high noise volumes, such as automotive repair or heavy industrial uses. The outdoor activity areas of the proposed units are designed as roof decks which will be designed to minimize outdoor noise volumes. Overall, the proposed residential use is not considered to be a substantial noise-generating source. The project will not generate a substantial temporary

or permanent increase in ambient noise levels in the vicinity of the project in excess of City standards; thus, impacts are less than significant.

b) Surrounding uses may experience short-term increases in groundborne vibration, groundborne noise, and airborne noise levels during construction. However, these increases would only occur for a short period of time. When conducted during daytime hours, construction activities are exempt from Noise Ordinance standards, but the standards do apply to construction occurring during nighttime hours. While the noise generated may be a minor nuisance, the City Noise Regulation standards are designed to ensure that impacts are not unduly intrusive. Based on this, the impact is less than significant.

XIV. Population and Housing

The project site is located within the City's Infill area, is zoned for residential uses, and has a land use designation of Business Professional. The City of Roseville General Plan Table II-4 identifies the total number of residential units and population anticipated as a result of buildout of the City, and the Specific Plan likewise includes unit allocations and population projections for the Plan Area. Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?			X	

Thresholds of Significance and Regulatory Setting:

The significance of impacts related to population and housing is based directly on the CEQA Guidelines checklist items a–c listed above.

Discussion of Checklist Answers:

a) The CEQA Guidelines identify several ways in which a project could have growth-inducing impacts (Public Resources Code Section 15126.2), either directly or indirectly. Growth-inducement may be the result of fostering economic growth, fostering population growth, providing new housing, or removing barriers to growth. Growth inducement may be detrimental, beneficial, or of no impact or significance under CEQA. An impact is only deemed to occur when it directly or indirectly affects the ability of agencies to provide needed public services, or if it can be shown that the growth will significantly affect the environment in some other way.

The project will add additional residential units that were not contemplated in the City's General Plan. While the project in question will add additional units, the City has existing infrastructure to accommodate the increase. The project will not result in additional infrastructure that will lead to additional growth and the project will not

negatively affect the City's ability to provide public services. Therefore, impacts of the project related to growth inducement are less than significant.

b) The existing single-family dwelling on the project site is currently unoccupied and will be demolished in order to accommodate the proposed project. The project will replace the demolished unit with 23 new residential units; thus, impacts related to this criteria are less than significant.

XV. Public Services

Fire protection, police protection, park services, and library services are provided by the City. The project is located within the Roseville Elementary School District and the Roseville Joint Union High School District. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Fire protection?			X	
b) Police protection?			X	
c) Schools?			X	
d) Parks?			X	
e) Other public facilities?			X	

Thresholds of Significance and Regulatory Setting:

The General Plan EIR identifies and adopts mitigation for impacts to public services, including police and fire protection, wastewater services, and solid waste disposal. The proposed project may incrementally increase the need for public services. However, the City's Fire, Police, Parks, and Utilities Departments have all reviewed the project plans and have not identified any significant impacts to City services.

The significance of impacts related to public services is based directly on the CEQA Guidelines checklist items a–e listed above. The City's General Plan EIR addressed the level of public services which would need to be provided in order to serve planned growth in the community. In addition, the project has been routed to the various public service agencies, both internal and external, to ensure that the project meets the agencies' design standards (where applicable) and to provide an opportunity to recommend appropriate conditions of approval.

Discussion of Checklist Answers:

a) Existing City codes and regulations require adequate water pressure in the water lines, and construction must comply with the Uniform Fire and Building Codes used by the City of Roseville. Additionally, the applicant is required to pay a fire service construction tax, which is used for purchasing capital facilities for the Fire Department. Existing codes, regulations, funding agreements, and facilities plans are sufficient to ensure less than significant impacts.

b) Sales taxes and property taxes resulting from the development will add revenue to the General Fund, which also serves to fund police services. Existing codes, regulations, funding agreements, and facilities plans are sufficient to ensure less than significant impacts.

c) The applicant for this project is required to pay school impact fees at a rate determined by the local school districts. School fees will be collected prior to the issuance of building permits, consistent with City requirements. School sites have already been designated as part of the Specific Plan process. Existing codes, regulations, funding agreements, and facilities plans are sufficient to ensure less than significant impacts.

d) Future park and recreation sites and facilities have already been identified in the General Plan. Existing codes, regulations, funding agreements, and facilities plans are sufficient to ensure less than significant impacts.

e) The City charges fees to end-users for other public facilities and services, such as garbage and greenwaste collection, in order to fund those services. Existing codes, regulations, funding agreements, and facilities plans are sufficient to ensure less than significant impacts.

XVI. Recreation

There are no parks or recreation facilities adjacent to the project site. The nearest recreation area is Royer Park, located approximately 0.17-mile to the west of the site.

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that physical deterioration of the facility would occur or be accelerated?			X	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

Thresholds of Significance and Regulatory Setting:

The significance of impacts related to recreation services is based directly on the CEQA Guidelines checklist items a–b listed above.

Discussion of Checklist Answers:

a) The project has the potential to increase the use of existing neighborhood and recreational facilities, but the increase is not anticipated to be substantial or result in accelerated physical deterioration of existing recreational facilities. Existing codes, regulations, funding agreements, and facilities plans are sufficient to ensure less-than-significant impacts.

b) The project does not include recreational facilities nor will it require additional recreational facilities. Thus, the project will not cause any unforeseen or new impacts related to the construction or expansion of recreational facilities.

XVII. Transportation

The project site has frontage on both Douglas Boulevard to the south and Nevada Avenue to the west. Douglas Boulevard is a four-lane arterial road at this location, and Nevada Avenue is a single-lane, one-way street. Access into the site will be provided by a 20-foot driveway off of Douglas Blvd. that will be located on the southwest portion of the site. The driveway will be restricted to vehicular ingress only. Vehicles will exit the site on the northwest portion of the property, onto Nevada Ave. Additionally, there will be two 20-foot wide internal drive-aisles providing access to each of the units. The residential units will include a two-car garage and there will be three on-street parallel parking spaces along Nevada Ave.

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			X	
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?			X	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
d) Result in inadequate emergency access?			X	

Thresholds of Significance and Regulatory Setting:

CEQA Guidelines Section 15064.3 indicates that a project's effect on automobile delay cannot be considered a significant impact, and directs transportation system analysis to focus on vehicle miles traveled (VMT), per checklist item b. However, the CEQA Guidelines also include consistency with a program, plan, or policy addressing transportation systems as an area of potential environmental effects (checklist item a). The City has adopted the following plans, ordinances, or policies applicable to this checklist item: Pedestrian Master Plan, Bicycle Master Plan, Short-Range Transit Plan, and General Plan Circulation Element. The project is evaluated for consistency with these plans and the policies contained within them, which includes an analysis of delay as a potential policy impact. The Circulation Element of the General Plan establishes Level of Service C or better as an acceptable operating condition at all signalized intersections during a.m. and p.m. peak hours. Exceptions to this policy may be made by the City Council, but a minimum of 70% of all signalized intersections must maintain LOS C. The Findings of the Implementing Procedures indicate that compliance with the Traffic Mitigation Fee (RMC Ch. 4.44) will fund roadway projects and improvements necessary to maintain the City's Level of Service standards for projects consistent with the General Plan and related Specific Plan. An existing plus project conditions (short-term) traffic impact study may be required for projects with unique trip generation or distribution characteristics, in areas of local traffic constraints, or to study the proposed project access. A cumulative plus

project conditions (long-term) study is required if a project is inconsistent with the General Plan or Specific Plan and would generate more than 50 pm peak-hour trips. The guidelines for traffic study preparation are found in the City of Roseville Design and Construction Standards–Section 4.

For checklist item b, the CEQA Guidelines Section 15064.3 establishes a detailed process for evaluating the significance of transportation impacts. In accordance with this section, the analysis must focus on the generation of VMT. Projects within one-half mile of either an existing major transit stop⁵ or a stop along an existing high quality transit corridor⁶ should be presumed to have less than significant impacts, as should any project which will decrease VMT when compared with the existing conditions. VMT may be analyzed qualitatively if existing models or methods are not available to estimate VMT for a particular project; this will generally be appropriate for discussions of construction traffic VMT.

Impacts with regard to items c and d are assessed based on the expert judgment of the City Engineer and City Fire Department, as based upon facts and consistency with the City's Design and Construction Standards.

Discussion of Checklist Answers:

a) The City of Roseville Engineering Division evaluated the need for a long term and short term traffic study and prepared a trip generation estimate. The anticipated number of trips generated by the project is 12 pm peak-hour trips. Since the project will not generate more than 50 pm peak-hour trips, a traffic study is not required, and it can be concluded that the project will be consistent with the City's Level of Service standards. The City of Roseville has adopted a Pedestrian Master Plan, Bicycle Master Plan, and Short-Range Transit Plan. The project was reviewed for consistency with these documents. The surrounding pedestrian, transit, and bicycle facilities have been already been constructed and the project will not decrease the performance or safety of those facilities. The project is consistent with these plans; impacts are less than significant.

b) Although the City of Roseville currently has no VMT standards, the project is expected to be consistent with the intent of implementing the VMT metric due to the proximity to existing transit stops. For example, the site is located within one-half mile of two bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. These transit stops are located at Douglas Boulevard and S Lincoln Street, and at Douglas Boulevard and Donner Avenue. The project site is also located in close proximity to bikeways and sidewalks, which would encourage alternative modes of transportation. Therefore, impacts with respect to this criterion will be less than significant.

c,d) A new, modified Type A-7 driveway measuring 20 feet wide will be constructed on Douglas Boulevard, on the southwest corner of the site, which will be restricted to ingress movements only. A modified Type A-7 driveway measuring approximately 40 feet wide will also be constructed on Nevada Avenue, on the northwest portion of the site. This driveway will restrict egress movements to left turn only, however it will allow for vehicles to enter the site from Nevada Avenue. Nevada Avenue will be improved with a road width of 20 feet and will include three (3) parallel parking spaces on the east side of Nevada Avenue with five (5)-foot wide sidewalks constructed along the limits of the property. Nevada Avenue will be wide enough to provide space for two (2) vehicles to egress onto Douglas Boulevard; this improves circulation and minimizes vehicles queuing at the intersection by allowing for a left and right turn lane. Additionally, the proposed site design includes a 20-foot travel lane within the subdivision, allowing for appropriate circulation throughout the site as the main drive aisle will be wide enough for two-way traffic. The internal drive aisles to the units will also be 20 feet wide. The project has been reviewed by the City Engineering and City Fire Department staff, and has been found to be consistent with the City's Design Standards. Furthermore, standard conditions of approval added to all City project require

⁵ A site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. (Public Resources Code Section 21064.3)

⁶ A corridor with fixed route bus service at service intervals of 15 minutes or less during peak commute hours.

compliance with Fire Codes and other design standards. Compliance with existing regulations ensure that impacts are less than significant.

XVIII. Tribal Cultural Resources

As described within the Open Space and Conservation Element of the City of Roseville General Plan, the Roseville region was within the territory of the Nisenan (also Southern Maidu or Valley Maidu). Two large permanent Nisenan habitation sites have been identified and protected within the City's open space (in Maidu Park). Numerous smaller cultural resources, such as midden deposits and bedrock mortars, have also been recorded in the City. A majority of documented sites within the City are located in areas designated for open space uses.

Would the project cause a substantial adverse change in the significance of a Tribal Cultural Resource as defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?			X	
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1 the lead agency shall consider the significance of the resource to a California Native American tribe.		X		

Thresholds of Significance and Regulatory Setting:

In addition to archeological resources, tribal cultural resources are also given particular treatment. Tribal cultural resources are defined in Public Resources Code Section 21074, as either 1) a site, feature, place, geographically-defined cultural landscape, sacred place, or object with cultural value to a California Native American Tribe, that is listed or eligible for listing on the California Register or Historical Resources, or on a local register of historical resources or as 2) a resource determined by the lead agency, supported by substantial

evidence, to be significant according to the historical register criteria in Public Resources Code section 5024.1(c), and considering the significance of the resource to a California Native American Tribe.

Discussion of Checklist Answers:

a) The General Plan EIR included a historic and cultural resources study, which concluded there were no listed or eligible sites documented in the project area. However, the General Plan EIR includes standard mitigation measures (as identified in item b, below) which are designed to reduce impacts to any previously undiscovered resources should any be found on site. Language included in the measure requires an immediate cessation of work, and the requirement to contact the appropriate agencies to address the resource before work can resume. No Tribal Cultural Resources are known to exist on the project site, and construction will occur within an area that has been previously graded and is currently developed with a single-family residence. The project will not result in any new impacts beyond those already discussed and disclosed in the General Plan EIR; therefore, project-specific impacts are less than significant.

b) Pursuant to Assembly Bill 52 (AB 52) and Senate Bill 18 (SB 18), the current project was routed to all tribes which requested such notice. A request for consultation was received from the United Auburn Indian Community (UAIC). On August 1, 2018, City staff had a conference call with tribal representatives to discuss whether there were any resources on the site. No resources are known to exist on the site; however, the UAIC concluded consultation with a recommendation that standard mitigation measures be made a requirement of the project to reduce impacts to resources, should any be found on-site. **Mitigation Measure CUL-1** requires an immediate cessation of work, and contact with the appropriate agencies to address the resource before work can resume. With mitigation, impacts are less than significant.

CUL-1: Should any cultural resources, such as structural features, any amount of bone or shell, artifacts, human remains, or architectural remains, be encountered during any subsurface development activities, work shall be suspended within 100-feet of the find. The City of Roseville Planning and Public Works Staff shall be immediately notified. At that time, as deemed necessary by the City, the developer shall retain a qualified archaeologist to assess the resource and provide proper management recommendations should potential impacts to the resources be found to be significant. All work by the archeologist shall be completed in consultation with and subject to the approval of City Planning. The archeologist shall also coordinate with and consult potentially-affected tribal representatives. Possible management recommendations for important resources could include resource avoidance or preservation in place. The contractor shall implement any measures deemed feasible and necessary by City staff, in consultation with the archaeologists, to avoid or minimize significant effects to the cultural resources. In addition, pursuant to Section 5097.98 or the State Public Resources Code, and Section 7050.5 of the State Health and Safety Code, in the event of the discovery of human remains, the County Coroner shall be immediately notified. If the remains are determined to be Native American, guidelines of the Native American Heritage Commission shall be adhered to in the treatment and disposition of the remains.

XIX. Utilities and Service Systems

Water and sewer services are provided by the City of Roseville. Existing utilities such as water, sewer, and storm drain lines are located within Nevada Avenue and Douglas Boulevard. Storm water will be collected on-site and transferred via the existing storm drain system into an off-site storm drain system. Solid waste will be collected by the City of Roseville's Refuse Department. The City of Roseville will provide electric service to the site, while natural gas will be provided by PG&E. Comcast will provide cable. The project has been reviewed by the City's Engineering Division, Environmental Utilities, Roseville Electric and PG&E. Adequate services are available for the project.

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
c) Result in a determination by the wastewater treatment provider which serves the project that it has adequate capacity to serve the project's projected demand in addition of the provider's existing commitments?			X	
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

Thresholds of Significance and Regulatory Setting:

The significance of impacts related to utilities and service systems is based directly on the CEQA Guidelines checklist items a–g listed above.

Discussion of Checklist Answers:

a) Minor additional infrastructure will be constructed within the project site to tie the project into the major systems, but these facilities will be constructed in locations where site development is already occurring as part of the overall project; there are no additional substantial impacts specific or particular to the minor infrastructure improvements.

b) The City of Roseville 2015 Urban Water Management Plan (UWMP), adopted May 2016, estimates water demand and supply for the City through the year 2040, based on existing land use designations and population projections. In addition, the Amoruso Ranch Water Supply Assessment (AR WSA, Appendix E of the Amoruso Ranch FEIR), dated May 2016, estimates water demand and supply for ultimate General Plan buildout. The UWMP indicates that existing water supply sources are sufficient to meet all near term needs, estimating an annual water demand of 45,475 acre-feet per year (AFY) by the year 2020 and existing surface and recycled water supplies in the amount of 70,421 AFY. The AR WSA estimates a Citywide buildout demand of 64,370 AFY when including recycled water, and of 59,657 AFY of potable water. The AR WSA indicates that surface water supply is sufficient to meet demand during normal rainfall years, but is insufficient during single- and multiple-dry years. However, the City's UWMP establishes mandatory water conservation measures and the use of groundwater to offset reductions in surface water supplies. Both the UWMP and AR WSA indicate that these measures, in combination with additional purchased water sources, will ensure that supply meets projected demand.

The project includes a request for a General Plan Amendment to change the land use designation on the subject property from BP to HDR, which will add residential units to the site that were not assumed in the UWMP or the AR WSA. The water demand factor for the existing BP designation is 2,598 gallons per day per acre (GPD/ac), resulting in an annual demand of 2.6 acre feet per year (AF/yr). The water demand factor for the proposed HDR designation is 177 GPD/dwelling unit, resulting in an annual demand of 4.6 AF/yr (or 4,071 GPD), which is a 2.0 AF/yr increase in the prior allocation. Assuming compliance with the City's Water Efficient Landscape Ordinance reduces the water irrigation use to 1,671 GPD, bringing the proposed annual usage to 2.7 AF/yr, which is a 0.1 AF/yr increase compared to the existing allocation. The City's Environmental Utilities Department reviewed the project and determined the increased water demand is minimal and will not negatively impact either water supply or infrastructure. Sufficient water supplies are available to serve the project from existing sources and no new or expanded entitlements needed. Impacts are less than significant.

c) The proposed project would be served by the Dry Creek Wastewater Treatment Plant (DCWWTP). The Central Valley Regional Water Quality Control Board (RWQCB) regulates water quality and quantity of effluent discharged from the City's wastewater treatment facilities. The DCWWTP has the capacity to treat 18 million gallons per day (mgd) and is currently treating 8.9 mgd. The City's Environmental Utilities Department reviewed the proposed project and determined the change in land use results in an increase of 0.2 mg of wastewater, which is considered to be negligible and could be accommodated by the facility; the proposed project will not contribute to an exceedance of applicable wastewater treatment requirements. The impact would be less than significant.

d,e) The Western Placer Waste Management Authority is the regional agency handling recycling and waste disposal for Roseville and surrounding areas. The regional waste facilities include a Material Recovery Facility (MRF) and the Western Regional Sanitary Landfill (WRSL). Currently, the WRSL is permitted to accept up to 1,900 tons of municipal solid waste per day. According to the solid waste analysis of the Amoruso Ranch Specific Plan FEIR, under current projected development conditions the WRSL has a projected lifespan extending through 2058. There is sufficient existing capacity to serve the proposed project. Though the project will contribute incrementally to an eventual need to find other means of waste disposal, this impact of City buildout has already been disclosed and mitigation applied as part of each Specific Plan the City has approved, including the most recent Amoruso Ranch Specific Plan. All residences and business in the City pay fees for solid waste collection, a portion of which is collected to fund eventual solid waste disposal expansion. The project will not

result in any new impacts associated with major infrastructure. Environmental Utilities staff has reviewed the project for consistency with policies, codes, and regulations related to waste disposal services and has found that the project design is in compliance.

XX. Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				X
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				X
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				X
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				X

Thresholds of Significance and Regulatory Setting:

The significance of impacts related to utilities and service systems is based directly on the CEQA Guidelines checklist items a–d listed above. The California Department of Forestry and Fire Protection (CAL FIRE) is the state agency responsible for wildland fire protection and management. As part of that task, CAL FIRE maintains maps designating Wildland Fire Hazard Severity zones. The City is not located within a Very High Fire Hazard Severity Zone, and is not in a CAL FIRE responsibility area; fire suppression is entirely within local responsibility.

Discussion of Checklist Answers:

a–d) Therefore, checklist questions a–d above do not apply, because the project site is not within a Very High Fire Hazard Severity Zone and is not in a CAL FIRE responsibility area.

XXI. Mandatory Findings of Significance

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
e) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, threatened or rare species, or eliminate important examples of the major periods of California history or prehistory?			X	
f) Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)			X	
g) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

Significance Criteria and Regulatory Setting:

The significance of impacts related to mandatory findings of significance is based directly on the CEQA Guidelines checklist items a–c listed above.

Discussion of Checklist Answers:

a–c) Long term environmental goals are not impacted by the proposed project. The cumulative impacts do not deviate beyond what was contemplated in the General Plan and Amoruso Ranch Specific Plan EIRs, and mitigation measures have already been incorporated. With implementation of the City's Mitigating Ordinances, Guidelines, and Standards and best management practices, mitigation measures described in this chapter, and permit conditions, the proposed project will not have a significant impact on the habitat of any plant or animal species. Based on the foregoing, the proposed project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of any wildlife species, or create adverse effects on human beings.

ENVIRONMENTAL DETERMINATION:

*In reviewing the site specific information provided for this project and acting as Lead Agency, the City of Roseville, Development Services Department, Planning Division has analyzed the potential environmental impacts created by this project and determined that with mitigation the impacts are less than significant. As demonstrated in the initial study checklist, there are no "project specific significant effects which are peculiar to the project or site" that cannot be reduced to less than significant effects through mitigation (CEQA Section 15183) and therefore an EIR is **not** required. Therefore, **on the basis of the foregoing initial study:***

[**X**] I find that the proposed project COULD, but with mitigation agreed to by the applicant, clearly will not have a significant effect on the environment and a *MITIGATED NEGATIVE DECLARATION* has been prepared.

Initial Study Prepared by:

Kinarik Shallow 4/4/2019

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

Attachments:

1. Arborist Report from Abacus Consulting Arborists, dated April 8, 2019
2. CalEEMod (version 2016.3.1) Modeling Calculations
3. Mitigation Monitoring and Reporting Program

Exhibits:

- A. Site Plan
- B. Tentative Subdivision Map
- C. Preliminary Grading and Drainage Plan
- D. Landscape Plan
- E. Elevations

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Consulting Arborist Report & **Tree Inventory & Assessment**

Prepared at the request of:

Karlton Castles

For

241 Nevada Street
APN #013-0190-0360

In

City of Roseville, California

Nicole Harrison

International Society of Arboriculture, Certified Arborist #WE-6500AM, TRAQ

September 11, 2018 (Updated April 8, 2019 to correspond with
Preliminary Grading, 03-01-2019 by RFE Engineering)

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Executive Summary

Karlton Castles of DBISBK, LLC. contacted Abacus Consulting Arborists to inventory and evaluate the protected trees and produce an Arborist Report as the end product. The property is parcel 013-192-036-000, located at 1007 Douglas Boulevard in Roseville, California.

Nicole Harrison, ISA Certified Arborist #WE6500AM, and Nicholas McNamara, arborists assistant, of Abacus Consulting Arborists was on site on March 28, 2018; to identify species, take measurements of DBH¹ and canopy, field condition notes, recommended actions, ratings, and locations of the protected trees.

There are 23 trees surveyed of which 21 qualify as protected trees as defined by the City of Roseville municipal code, Title 19, Article IV, Chapter 19.66 Tree Preservation. There are five (5) trees off site or property line trees which could be impacted by the development of the site².

<u>Tree Species</u>	<u>Trees on this Site:</u>	<u>Property Line³ and/or Offsite Trees</u>	<u>Protected by City of Roseville Title 19 Chapter 19.66</u>	<u>Trees Proposed for Removal⁴</u>	<u>Protected Trees Proposed for Retention with Impacts⁵</u>	<u>Total Trees to be Retained</u>
Valley Oak, <i>Quercus lobata</i>	6	4	10	5	3	5
Interior Live Oak, <i>Quercus wislizenii</i>	9	2	10	7	3	3
Blue Oak, <i>Quercus douglasii</i>	1	0	1	1	0	0
London Planetree, <i>Plantanus x acerifolia</i>	1	0	0	1	0	0
Privet, <i>Ligustrum sp.</i>	1	0	0	1	0	0
Total	18	6	21	15	6	8

See Chart B – Inventory of Trees for specific information on each tree.

See Chart C – Trees Proposed for Removal or Impact for additional Mitigation information

¹ DBH or 'Diameter at Breast High' is the industry accepted measurement for mature trees. The measurement is taken at 54" off of native grade. See attached 'Tree Size Expressed by Trunk Diameter'.

² Tree locations are approximate. Abacus Consulting Arborists is not responsible for determination of tree location and/or ownership.

³ Trees with any portion of the trunk on the property line are considered to be joint ownership trees between the parcels and require agreement between parcel owners for removal or impact (Stamen, 1997).

⁴ **Current Development Plan by RFE Engineering, Inc. Titled Nevada Street Lofts and dated 4-18-2018.**

⁵ Impacts occur when development activities, including grading or trenching, are within the protected root zone defined for each tree in Chart B. The impact result and/or additional protection measures can be found in the conclusion of this report

Methods

The protected trees (on-site) tagged by **ABACUS** have a numbered tag, placed on each one that is 1-1/8" x 1-3/8", green anodized aluminum, "acorn" shaped, and labeled: **ABACUS**, Auburn, CA with 1/4" pre-stamped tree number and Tree Tag. They are attached with a natural colored aluminum 10d nail, installed at approximately 6 feet above ground level on the approximate north side of the tree. The tag should last ~10 – 20+ years depending on the species, before it is enveloped by the trees' normal growth cycle.



A Level 2 – Basic Visual Assessment was performed in accordance with the International Society of Arboriculture's best management practices. This assessment level is limited to the observation of conditions and defects which are readily visible. Additional limiting factors, such as blackberries, poison oak, and/or debris piled at the base of a tree can inhibit the visual assessment.

Tree Location: The GPS location of each tree was collected using the ESRI's ArcGIS collector application on an Apple iPad. The data was then processed in ESRI's ArcMap by Julie McNamara, M.S. GISci, to produce the tree location map.

Tree Measurements: DBH (diameter breast high) is normally measured at 4'6" (above the average ground height for "Urban Forestry"), but if that varies then the location where it is measured is noted. A Hagl6f Mantax Caliper was used to measure the DBH for trees less than 32" in diameter or less and a steel diameter tape for trees greater than 32".

Terms

Field Tag #	The pre-stamped tree number on the tag which is installed at approximately 6 feet above ground level on the north side of the tree.
Other Tag #	If additional field tags are found on the trees and are legible, they are listed here.
Offsite/Property Line	Indicates if an off-site tree was included in the inventory. Inclusion of off-site trees is conducted when these trees could potentially be impacted by any proposed development. Trees located within 25' of the development boundary are normally included and provided protection recommendations when development is proposed in the area. We are not surveyors and do not guarantee trees listed as on or off the site are correctly indicated.
Protected	Indicates if the tree qualifies as a "protected tree" by the standards of the local jurisdiction.
Species Common Name	The species of a tree is listed by our local common name. Our native oaks frequently cross-pollinate and hybridize, but the identification is towards the strongest characteristics.
Species Botanical Name	Industry accepted botanical name by genus (capitalized) and species (lower case).
DBH	'Diameter Breast High' is normally measured at 4'6" (above the average ground height for "Urban Forestry"), but if the measurement was taken at another location it is noted here. A Swedish caliper [1] was used to measure the DBH for trees less than 30" in diameter and a steel diameter tape for trees greater than 30"Ø.
Measured Canopy radius	The farthest extent of the crown composed of leaves and small twigs. Often a tree's canopy will be irregular, however, the canopy radius is measured as longest dripline measurement from the center point of the tree as the limbs with the farthest reach.

Notes:

Notes provide notable details about each tree which are factors considered in the determination of the tree rating including: (a) condition of root crown and/or roots; (b) condition of trunk; (c) condition of limbs and structure; (d) growth history and twig condition; (e) leaf appearance; and (f) dripline environment. Notes also indicate if the standard tree evaluation procedure was not followed and why (ie. why dbh may have been measured at a location other than the standard 54"). Additionally, notes will list any evaluation limiting factors such as debris at the base of a tree.

**City of
Roseville Tree
Rating**

Pursuant to Title 19, Chapter 19.66 Tree Preservation of the Roseville Municipal Code as information to be included in the Arborist Report.

Arborist Rating

Subjective to condition and is based on both the health and structure of the tree. All of the trees were rated for condition, per the recognized national standard as set up by the Council of Tree and Landscape Appraisers and the International Society of Arboriculture (ISA) on a numeric scale of 5 (being the highest) to 0 (the worst condition, dead) as in Chart A. The rating was done in the field at the time of the measuring and inspection. The scale is as follows:

Chart A – Tree Ratings

<u>Arborist Ratings</u>			<u>Roseville Ratings, 19.66.050 B.1.</u>
No problem(s)	Excellent	5	Excellent
No apparent problem(s)	Good	4	Good
Minor problem(s)	Fair	3	Fair to Good
Minor problem(s)		2 or 3	Fair
Major problem(s)	Poor	2	Fair to Poor
Extreme problem(s)	Hazardous	1	Poor
Dead	Dead	0	Dead

Ratings Description

Rating #0: This indicates a tree that has no significant sign of life.

Rating #1: The problems are extreme. This rating is assigned to a tree that has structural and/or health problems that no amount of work or effort can change. The issues may or may not be considered a dangerous situation.

Rating #2: The tree has major problems. If the option is taken to preserve the tree, its condition could be improved with correct arboricultural work including, but not limited to: pruning, cabling, bracing, bolting, guying, spraying, mistletoe removal, vertical mulching, fertilization, etc. If the recommended actions are completed correctly, hazard can be reduced and the rating can be elevated to a 3. If no action is taken the tree is considered a liability and should be removed.

Rating #3: The tree is in fair condition. There are some minor structural or health problems that pose no immediate danger. When the recommended actions in an arborist report are completed correctly the defect(s) can be minimized or eliminated.

Rating #4: The tree is in good condition and there are no apparent problems that a Certified Arborist can see from a visual ground inspection. If potential structural or health problems are tended to at this stage future hazard can be reduced and more serious health problems can be averted.

Rating #5: No problems found from a visual ground inspection. Structurally, these trees have properly spaced branches and near perfect characteristics for the species. Highly rated trees are not common in natural or developed landscapes. No tree is ever perfect especially with the unpredictability of nature, but with this highest rating, the condition should be considered excellent.

Development Impact Indicates if the tree is planned for removal or preservation, and if preserved, the relative impact of the proposed development according to the development plans. The scale is as follows:

Impact Terms

Impact Description

Negligible	Tree is unlikely to show any symptoms. Chance of survival post development is excellent. Impacts to the Protected Root Zone (see Glossary) are less than 5%.
Minor	Tree is likely to show minor symptoms. Chance of survival post development is good. Impacts to the Protected Root Zone are less than 15% and species tolerance is good.
Moderate	Tree is likely to show moderate symptoms. Chance of survival post development is fair. Impacts to the Protected Root Zone are less than 35% and species tolerance is good or moderate.
Severe	Tree is likely to show moderate symptoms annually and a pattern of decline. Chance of long term survival post development is low. Impacts to the Protected Root Zone are up to 50% and species tolerance is moderate to poor.
Critical	Tree is likely to show moderate to severe symptoms annually and a pattern of decline. Chance of long term survival post development is negligible. Impacts to the Protected Root Zone are up to 80%.

Impact Notes

Development Restrictions

The proposed impact to the tree based on the current development plan
Arborist preservation recommendations to support long-term health of the tree during the development process often in the form of restrictions.

Chart B – Inventory of Trees

Blue indicates tree is off site or on the property line. Note: Actual tree locations are to be determined by others. We are not surveyors. Abacus takes no responsibility for determination of tree ownership.

Field Tag #	Protected by 19.66	Offsite /Line	Species Common Name	Species Botanical Name	DBH	Measured Canopy Radius	Notes	Arborist Rating	Roseville Rating	Development Status
662	Yes		Interior Live Oak	Quercus wislizenii	23	32	Debris at base, codominant leader at 10', seam ground to 4', north stem included bark and narrow attachment angle @ 15' in main stem	3 Fair - Minor Problems	Fair	Remove
667	Yes		Interior Live Oak	Quercus wislizenii	4, 5	14	Poor structure, bows @ 2-6', S limb stubbed	1 Extreme Structure or Health Problems	Poor	Remove
672	Yes	Yes	Interior Live Oak	Quercus wislizenii	13	20	Fenceline, retaining wall cracking at base, codominant leader at 6' into 3 stems, imbedded fence wire, good leaf surface	3 Fair - Minor Problems	Fair to Good	Remove
673	No		London Planetree	Platanus x acerifolia	20	25	Sparse canopy, powdery mildew, stubs to east	3 Fair - Minor Problems	Fair to Good	Remove
681	Yes	Street Tree?	Valley Oak	Quercus lobata	10, 11, 9	20	Co-dominant leader at 1' into 3 stems, 9" stem bows to west, 11 is upright 10 has dogleg to east, abnormal trunk shape, epicormic growth, topped - under high voltage, retaining wall is cracking at 1' to south	2 Major Structure or Health Problems	Fair	Remove
6254	Yes		Blue Oak	Quercus douglasii	7, 6	20	CDL at 1 foot, both systems lean, chainsaw chatter at 3 feet on W stem, suppressed poor crown ratio	2 Major Structure or Health Problems	Fair to Poor	Remove
6255	Yes		Interior Live Oak	Quercus wislizenii	23, 25	35	Codominant leader at 2', abnormal flare at ground with imbedded post/pipe (?), debris at crotch, co-dominant leader in both stems at 5-6', included bark, north stem is dominant, north stem has old pruning cuts with callous and borers, south stem has prostrate limb at 6-8' to south and 15' to west	3 Fair - Minor Problems	Fair	Remove
6256	Yes		Valley Oak	Quercus lobata	11 @ 2'	16	Codominant leader at 5' included bark, understory, bows to west	2 Major Structure or Health Problems	Fair to Poor	Remove
6257	Yes		Interior Live Oak	Quercus wislizenii	7, 9 @ 2'	20	Understory, poor structure, bows to south at 8', abnormal flare at base	2 Major Structure or Health Problems	Fair to Poor	Remove

Field Tag #	Protected by 19.66	Offsite /Line	Species Common Name	Species Botanical Name	DBH	Measured Canopy Radius	Notes	Arborist Rating	Roseville Rating	Development Status
6258	Yes		Valley Oak	Quercus lobata	19	25	Narrow angle attachment at 6', main stem has a slight lean to west, sparse canopy	3 Fair - Minor Problems	Fair to Good	Remove
6259	Yes		Interior Live Oak	Quercus wislizenii	13	25	Codominant leader at 8', included bark, crossing limbs @ 12', poor structure	3 Fair - Minor Problems	Fair	Remove
6260	No		Glossy Privet	Ligustrum sp.	7, 7, 7	15	Poor structure, crossing limbs, poor species	2 Major Structure or Health Problems	Fair	Remove
6261	Yes		Interior Live Oak	Quercus wislizenii	9	15	Lean to south with correction	3 Fair - Minor Problems	Fair to Good	Impacted
6262	Yes		Valley Oak	Quercus lobata	8	17	Dogleg to east at 10', sparse canopy	2 Major Structure or Health Problems	Fair	Remove
6263	Yes		Interior Live Oak	Quercus wislizenii	19, 5, 7	35	Codominant leader at 6" with two 5" stems, main stem has a seam 6" to 4", good canopy; 5" stems are both suppressed and bow to west north west	4 Good - No Apparent Problems	Good	Remove
6264	Yes		Interior Live Oak	Quercus wislizenii	15	32	Advanced decay pocket at 2' to south with callous, suppressed, bows to south west - not correctible	2 Major Structure or Health Problems	Fair	Impacted
6265	Yes		Valley Oak	Quercus lobata	33	35	Co-dominant leader at 8', included bark, north east stem in contact with fence, large dead and decaying stub in crotch, bows to east, over-weight limb to east	3 Fair - Minor Problems	Fair	Impacted
6266	Yes	Yes	Valley Oak	Quercus lobata	16	24	good flare, upright structure, previously surrounded by bamboo, good leaf surface	4 Good - No Apparent Problems	Good	Impacted
6267	Yes	Yes	Valley Oak	Quercus lobata	13	25	good flair, slight lean from suppression by 6268, good leaf surface	3 Fair - Minor Problems	Fair to Good	Preserve
6268	Yes	Yes	Valley Oak	Quercus lobata	16	20	large codominant leader failure at 10' jagged decaying stub, upper canopy poor structure, fair leaf surface	2 Major Structure or Health Problems	Fair to Poor	Preserve
6269	Yes	Yes	Interior Live Oak	Quercus wislizenii	8	18	2 stems removed at base, remaining stem has poor structure. Potential for basal decay and failure is high	1 Extreme Structure or Health Problems	Poor	Impacted

Field Tag #	Protected by 19.66	Offsite /Line	Species Common Name	Species Botanical Name	DBH	Measured Canopy Radius	Notes	Arborist Rating	Roseville Rating	Development Status
6270	Yes	Yes	Valley Oak	Quercus lobata	37, 38	40	Debris at base, codominant leader at 10', narrow angle to base, sparse canopy, large dead wood, over-mature and declining	2 Major Structure or Health Problems	Fair	Impacted
6271	Yes		Valley Oak	Quercus lobata	24, 16	36	Co-dominant leader at 4', included bark to ground, sparse canopy, limb tip dieback	3 Fair - Minor Problems		Remove

Limitations

All of the conclusions in this report are based solely on the observation of conditions on the site which were readily visible. Trees may appear to be healthy and structurally sound but can contain hidden faults which could result in failure.

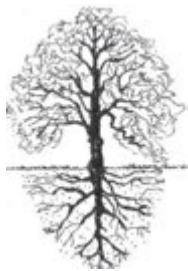
This inventory and all the evaluations were conducted during the dormant season. While we endeavor to evaluate the canopy of each tree based on twig condition, there may be conditions which cannot be detected at this time of the year.

Blackberries, Poison Oak and/or Debris (such as limbs, firewood, garbage, etc) visually inhibit the observation of critical defects at the base of a tree such as decay or evidence of decay agents (mushrooms or conks). They also can hide ground heaving, compacted soil, soil contamination, and many other critical evaluation details. Whenever these conditions exist, the visual assessment was limited and the tree should be reevaluated upon removal of the inhibiting condition.

Discussion

Root Structure

The majority of a tree's roots are contained in a radius from the main trunk outward approximately two to three times the canopy of the tree. These roots are located in the top 6" to 3' of soil. It is a common misconception that a tree underground resembles the canopy (see Drawing A below). The correct root structure of a tree is in Drawing B. Accordingly, tree protection during development involves preserving an area that extends beyond the dripline.



Drawing A
***Common misconception of where
tree roots are assumed to be
located***



Drawing B
The reality of where roots are located

Conclusion

There are 23 trees surveyed of which 21 qualify as protected trees as defined by the City of Roseville municipal code, Title 19, Article IV, Chapter 19.66 Tree Preservation. There are six (6) trees off site or on the property line which could be impacted by the development of the site.

Protected Tree Status	Tree Count	Inches ⁶
Trees to Remain on the Site without Impact	0	
Trees Proposed for Removal	15	274
Trees with Impacts Causing Early Demise (6261 & 6264)	2	24
Trees with Impacts to be Determined ⁷ (6265 & 6270)	2	Up to 108

(Updated April 4, 2019 for Plan update Preliminary Grading, 03-01-2019 by RFE Engineering)

Projected development impacts are based solely on distance relationships between tree location and grading and/or trenching. Field inspections and findings during the project at the time of grading and trenching can change relative impacts. Closely followed guidelines and restrictions can result in a higher chance of survival, while restrictions that are overlooked can result in a dramatically lower chance of survival. **The final impact will be measured at project completion and reported by the project arborist in the 'Final Compliance Letter'.**

General Development Guidelines

- 1 Any recommended chemical treatments shall be performed 30 days prior to onset of grading activities. Project arborist shall require confirmation of treatment.
- 2 No wheeled equipment or pickup trucks shall be allowed on site until exclusionary tree fencing is installed by developer and inspected by the project arborist.
- 3 All of the trees to be removed or pruned shall be chipped onsite to the greatest degree possible. The chips are to be used under the trees that are to remain as mulch in the Protected Root Zone (see 6 below).
- 4 All trees to be removed within the Protected Root Zone of a tree to remain on site shall NOT be removed with equipment, but rather shall be stump ground.
- 5 All of the trees to remain shall have mulch installed in the Protected Root Zone 4 - 6" deep prior to grading and/or grubbing. It is preferred this mulch is from the trees to be removed, however, other mulch may be used but it is required to be arborist type woodchips (4 – 6" deep), but not redwood or cedar bark. Redwood or Cedar bark mulch will not be accepted. If applied, it will be required to be removed and placed on top of the required arborist type mulch.
- 6 All trees to be saved shall have their root zones and trunk(s) protected with exclusionary fencing. Unless otherwise specified by the City or County, a four (4') foot high orange or yellow plastic, high visibility fence shall be installed surrounding the trees' root zone (defined by canopy radius), hereafter referred to as the Protected Root Zone. The fence shall be staked 10'o.c. maximum spacing, with 5' steel "T"

⁶ Inches are DBH for single trunk trees and DBH added together for multi-stem trees

⁷ Trees with Impacts to be determined during construction are assumed to be 'preserved' and often Bonded to ensure every effort is made to manage the site activities to preserve these trees.

- posts, 2" x 2" square or 2"+ Ø wood posts. The Protected Root Zone area shall extend out to the tree's longest dripline radius plus one foot, as a circle. See Arborist Report - Chart B for radius measurement for each individual tree. The fencing shall completely surround the trees' root zone and not be "U" shaped or open at any point. Whenever possible, include as many trees that are to be saved into one fenced exclusionary Protected Root Zone. The fencing shall be maintained and not moved or removed until the final arborist inspection at the completion of construction.
- 7 No material storage, people, portable outhouses, vehicles, or dogs shall be allowed in the Protected Root Zone.
 - 8 Utility-trenching paths are to be placed outside the Protected Root Zone unless previously approved by project Arborist.
 - 9 The cut and fill material excavated from or added to the lot can kill trees by removing too many roots, drying/wetting the soil, or by suffocating the roots with too much soil. If fill material is needed within 20' of the Protected Root Zone, properly designed aeration/ventilation systems made to protect the trees and allow for the fill material can be installed.
 - 10 Limestone gravel shall not be used as base material or for drain rock as it will change the pH to be more alkaline, and may harm the trees.
 - 11 Lime to assist in soil compaction, if required, shall not be used within 100' of any tree to remain and be preserved.
 - 12 Soil contamination shall be avoided by eliminating chemical dumping on the property that may infiltrate into the Protected Root Zone. **No**: washing, dumping, or contaminating the site including but not necessarily limited to the following: concrete from tools or trucks, paint materials, sheetrock mud or stucco materials, other chemicals, solvents, herbicides, etc.
 - 13 Irrigation is required once per month for a trees to remain within 30' of any grading activity during the months of May - November, unless 1" of rain has been recorded within the 2 week period. The project arborist is required to inspect the site and specify irrigation requirements once per month during the months of May – November.
 - 14 Irrigation is required as soon as the concrete is poured and footings and stem walls are backfilled. The protected trees within 30' should be watered to the point of soil saturation at a minimum depth of 12".
 - 15 Do not nail, tie, screw, or fasten any signs, braces, etc. to the trees that are to remain.
 - 16 Pruning is to be completed by a qualified ISA Certified Arborist or under the direct supervision of the project arborist. No cutting of live wood over 2"Ø shall be made. All cutting, pruning, trimming, cabling, guying, bracing, and lightning protection systems shall conform to the most current standards of the American National Standards Institute (ANSI). The current ANSI Tree Care Standards are A300 (Parts 1-4) 2000 to 2002 (copies at: www.ansi.org). The BMPs are "Best Management Practices", as companion publications to the ANSI Tree Care Standards, printed by the International Society of Arboriculture (copies at: www.isa-arbor.com). The BMP booklets explain the details of the ANSI Tree Care Standards and how to follow them correctly. Pruning of branches under 3" in diameter should be made with sharp hand tools: pruners, loppers, and/or handsaws, not chainsaws.
 - 17 Additional recommendations to enhance the likelihood of tree survival may be required or recommended in supplemental inspections by the project arborist.

Chart C – Trees Proposed for Removal

Field Tag #	Protected by 19.66	Offsite/Property Line	Species Common Name	Species Botanical Name	DBH	Measured Canopy Radius	Arborist Rating	Roseville Rating	Development Status, 9-11-18	Mitigation Inches	Removal Count
662	Yes		Interior Live Oak	Quercus wislizenii	23	32	3 Fair - Minor Problems	Fair	Remove	23	1
667	Yes		Interior Live Oak	Quercus wislizenii	4, 5	14	1 Extreme Structure or Health Problems	Poor	Remove	9	2
672	Yes	Yes	Interior Live Oak	Quercus wislizenii	13	20	3 Fair - Minor Problems	Fair to Good	Remove	13	3
673	No		London Planetree	Platanus x acerifolia	20	25	3 Fair - Minor Problems	Fair to Good	Remove	0 – Unprotected Species	4
681	Yes		Valley Oak	Quercus lobata	10, 11, 9	20	2 Major Structure or Health Problems	Fair	Remove	30	5
6254	Yes		Blue Oak	Quercus douglasii	7, 6	20	2 Major Structure or Health Problems	Fair to Poor	Remove	13	6
6255	Yes		Interior Live Oak	Quercus wislizenii	23, 25	35	3 Fair - Minor Problems	Fair	Remove	48	7
6256	Yes		Valley Oak	Quercus lobata	11 @ 2'	16	2 Major Structure or Health Problems	Fair to Poor	Remove	11	8
6257	Yes		Interior Live Oak	Quercus wislizenii	7, 9 @ 2'	20	2 Major Structure or Health Problems	Fair to Poor	Remove	16	9

Field Tag #	Protected by 19.66	Offsite/ Property Line	Species Common Name	Species Botanical Name	DBH	Measured Canopy Radius	Arborist Rating	Roseville Rating	Development Status, 9-11-18	Mitigation Inches	Removal Count
6258	Yes		Valley Oak	Quercus lobata	19	25	3 Fair - Minor Problems	Fair to Good	Remove	19	10
6259	Yes		Interior Live Oak	Quercus wislizenii	13	25	3 Fair - Minor Problems	Fair	Remove	13	11
6260	No		Privet sp.	Ligustrum sp.	7, 7, 7	15	2 Major Structure or Health Problems	Fair	Remove	0 – Species not Protected	12
6262	Yes		Valley Oak	Quercus lobata	8	17	2 Major Structure or Health Problems	Fair	Remove	8	13
6263	Yes		Interior Live Oak	Quercus wislizenii	19, 5, 7	35	4 Good - No Apparent Problems	Good	Remove	31	14
6271	Yes		Valley Oak	Quercus lobata	24, 16	36	3 Fair - Minor Problems	Fair to Good	Remove	40	15
Total										274	15

Chart C – Impacted Trees and Development Restrictions

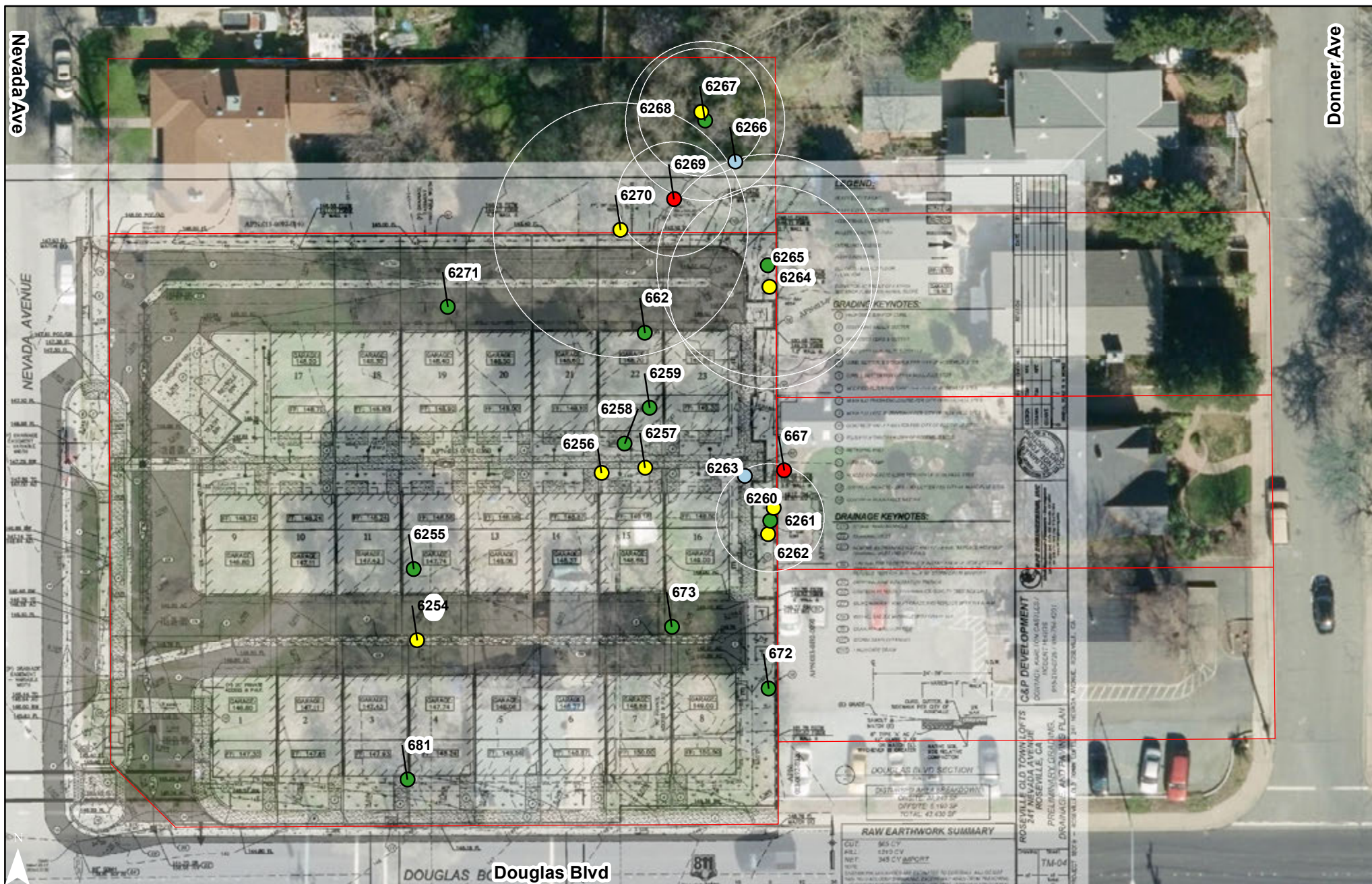
Field Tag #	Protected by 19.66	Species Common Name	Species Botanical Name	DBH	Measured Canopy Radius	Arborist Rating	Roseville Rating	Mitigation Inches	Impact Term	Special Preservation Requirements
6261	Yes	Interior Live Oak	Quercus wislizenii	9	15	3 Fair - Minor Problems	Fair to Good	9	Critical to Severe	Consider geotextile fabric under fill for 10', min requirement is 5'. Project arborist to be onsite during utility placement and trenching.
6264	Yes	Interior Live Oak	Quercus wislizenii	15	32	2 Major Structure or Health Problems	Fair	15	Critical	Chemical treatment for stress and as a preventative for leaf disorders and insects shall be applied 30 days prior to grading. Install protective fencing at 10' from base of tree west and south. All activities inside fencing shall be

Field Tag #	Protect ed by 19.66	Species Common Name	Species Botanical Name	DBH	Measure d Canopy Radius	Arborist Rating	Roseville Rating	Mitigati on Inches	Impact Term	Special Preservation Requirements
										under the direct supervision of the project arborist, including grading and digging for retaining wall for transformer pad. (Updated April 4, 2019 for Plan update Preliminary Grading, 03-01-2019 by RFE Engineering)
6265	Yes	Valley Oak	Quercus lobata	33	35	3 Fair - Minor Problems	Fair to Poor	TBD (33)	Moderate to Critical	Chemical treatment for stress and as a preventative for leaf disorders and insects shall be applied 30 days prior to grading. Install protective fencing at 10' from base of tree west. All activities inside fencing shall be under the direct supervision of the project arborist, including any clearance pruning. (Updated April 4, 2019 for Plan update Preliminary Grading, 03-01-2019 by RFE Engineering)
6266	Yes	Valley Oak	Quercus lobata	16	24	4 Good - No Apparent Problems	Good	0	Minor	Follow all general recommendations. Protective fencing and recommendations for surrounding trees will provide adequate protection.
6269	Yes	Interior Live Oak	Quercus wislizenii	8	18	1 Extreme Structure or Health Problems	Poor	0	Moderate	Tree is structurally poor. Impacts will not significantly change the life span of the tree. No protection is required.
6270	Yes	Valley Oak	Quercus lobata	37, 38	40	2 Major Structure or Health Problems	Fair	TBD (75)	Moderate	Chemical treatment for stress and as a preventative for leaf disorders and insects shall be applied 30 days prior to grading. All grading within 50' shall be evaluated by project arborist after retaining wall evaluation. Trenching for retaining wall and root evaluation shall occur prior to grading. Geotextile fabric may be required to be placed under fill at discretion of project arborist. Install protective fencing at 50' from base of tree. All activities inside fencing shall be under the direct supervision of the project arborist, including any clearance

Field Tag #	Protect ed by 19.66	Species Common Name	Species Botanica l Name	DBH	Measure d Canopy Radius	Arborist Rating	Roseville Rating	Mitigati on Inches	Impact Term	Special Preservation Requirements
										pruning. Utility and or storm drain trenches may require boring and/or hand digging within the 50' protected zone. Tree shall be pruned prior to grading under project arborist supervision for clearance and risk reduction. (Updated April 4, 2019 for Plan update Preliminary Grading, 03-01-2019 by RFE Engineering)

Field Tag #	Protected by 19.66	Species Common Name	Species Botanical Name	DBH	Measured Canopy Radius	Arborist Rating	Roseville Rating	Mitigation Inches	Impact Term	Encroachment percentage and notes	Encroachment percentage and notes - updated, 04-10-19
6261	Yes	Interior Live Oak	Quercus wislizenii	9	15	3 Fair - Minor Problems	Fair to Good	9	Critical to Severe	Assumed impact at 5' - % Based on Canopy = 29; Based on Industry standard protection = 17	New retaining wall 5' W, height TBD < 1' per Tony. More than adequate protection N-S. % based on canopy = 29
6264	Yes	Interior Live Oak	Quercus wislizenii	15	32	2 Major Structure or Health Problems	Fair	15	Critical	Assumed impact at 3' - % Based on Canopy = 45; Based on Industry standard protection = 37 NOTE: Existing slope will provide some additional protection. installation of geo textile above minimum compaction will result in impacts at 10' - 11%	Retaining walls at <5' W and S. S wall noted at .5' which should be insignificant except for coverage. Total impacts 47%. Installation of geo textile above minimum compaction in transformer pad area and under paving within 20' of tree will result in impact < 15%
6265	Yes	Valley Oak	Quercus lobata	33	35	3 Fair - Minor Problems	Fair to Poor	TBD (33)	Moderate to Critical	Assumed impact at 5' - % Based on Canopy = 41; Based on Industry standard protection = 40 NOTE: Existing slope will provide some additional protection, installation of geo textile above minimum compaction will result in impacts at 20' - 11%	Same
6266	Yes	Valley Oak	Quercus lobata	16	24	4 Good - No Apparent Problems	Good	0	Minor	Assumed impact at 25' - % Based on Canopy = 0; Based on Industry standard protection = 0	Same

6269	Yes	Interior Live Oak	Quercus wislizenii	8	18	1 Extreme Structure or Health Problems	Poor	0	Moderate	Assumed impact at 10' to new drive - % Based on Canopy = 16; Based on Industry standard protection = 0	Same
6270	Yes	Valley Oak	Quercus lobata	37, 38 [53]	40	2 Major Structure or Health Problems	Fair	TBD (75)	Moderate	Assumed impact at 5' - % Based on Canopy = 42; Based on Industry standard protection = 44%. NOTE: With application of geo fabric and minimum compaction under, impacts are moved to utility location. If utilities are bored (instead of trenched), impact is moved to far side of access road at ±25' resulting in impacts of 20%	New retaining wall footing to be less than 1' deep into existing grade. 36" storm drain is existing and to remain without improvements. New impact is from proposed 12" Storm Drain at ±15' and cover. Impact = 26%



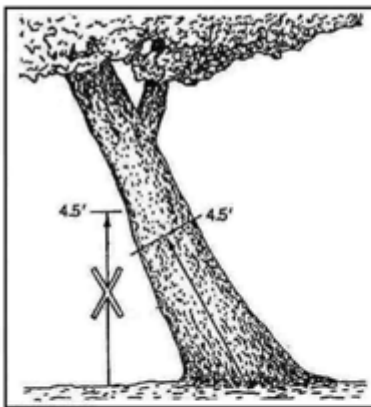
Please refer to the Arborist Report for additional information.
Tree locations are approximate.

Tree Size Expressed by Trunk Diameter

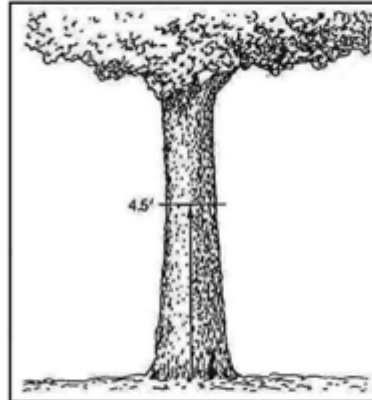
Tree SIZE Expressed by Trunk Diameter

"The height at which the trunk diameter of a tree is measured depends upon its size. The American Standard for Nursery Stock (ANSI, 1990) state that measurements shall be taken 6 inches (15 cm) above the ground for trunk diameters up to and including 4 inches (10 cm). Larger trees (assumed, but not stated, to be of transplantable size) are to be measured at 12 inches (30 cm). Trees normally considered too large to transplant are to be measured 4.5 feet [4'-6" is also called diameter breast high or dbh] (1.4 m) above the ground. Trees, like conifers, which have branches below 4.5 feet should be measured at a height that most effectively represents the size of the tree." The diameter is calculated by first measuring the circumference divided by 3.14 (π called pi) or by using a "diameter tape" whereon the inches are multiplied by π and shown to produce the diameter directly.

This is the dbh standard for measurement as shown in figure 4-2.



Figures 4-3 (top) and 4-4 (bottom). In each case, the trunk circumference should be measured at right angles to the trunk 4.5 feet (1.4 m) along the center of the trunk axis so the height is the average of the shortest and longest sides of the trunk.



Figures 4-2. Trees with fairly straight, upright trunks with the lowest branch arising on the trunk higher than 6 feet (1.8 m) above the ground should be measured at 4.5 feet (1.4 m).

There are some exceptions to the dbh standard as shown in the figures 4-3, 4-4, 4-5 & 4-6.

Figure 4-6. In a multi-stem tree, measure the trunk circumference of each trunk at 4.5 feet (1.4 m) above the ground. The area of each trunk is determined and then added together to obtain a trunk area that is representative of the size of the tree and each of the stems contribute its proportionate share to the canopy.

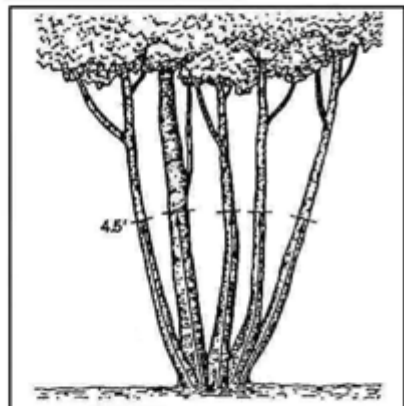
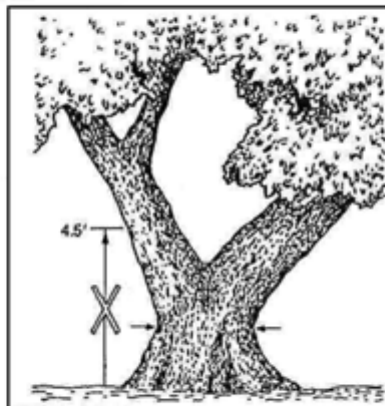
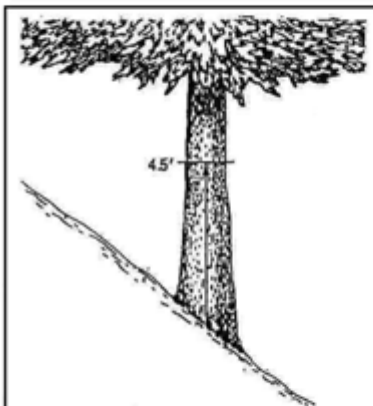


Figure 4-5. When low branches preclude measuring the trunk at 4.5 feet (1.4 m) measure the smallest circumference below the smallest branch. In this example, an alternative would be to determine the sum of the cross-sectional areas of the two stems measured about 12 inches (30 cm) above the crotch; then average the sum of the two branch areas and the smallest cross-sectional area below the branches. This may give a better estimate of tree size. Record the height of measurement(s) and the reasons the height or those heights were chosen.

ABACUS

"Where Every Detail Counts"



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Tree SIZE Expressed by Trunk Diameter

Scale: NTS

Drawing: TSE

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Disclosure, Assumptions and Disclaimer

- 1) I, Nicole Harrison, *ISA Certified Arborist WE-6500AM*, with “**ABACUS**”, did personally inspect the site and investigated the tree(s) as mentioned in this report and I performed all aspects of this report unless noted otherwise in the report.
- 2) We have neither financial interest in the tree work that may or may not be done, nor financial interest in the property where the tree(s) is (are) located unless noted within the report.
- 3) All opinions and recommendations expressed herein this report are ours solely. We have used our specialized education, knowledge, training and experience to examine the tree(s) and to make our opinions and recommendations to enhance the beauty, health and longevity, with an attempt to reduce the risk of who and/or what is near these trees. We cannot guarantee or warranty that a tree will not be healthy or safe under all circumstances, nor for a specific period of time or that problems may not arise in the future.
- 4) Our report with its opinions and recommendations are limited to the tree(s) inspected.
- 5) We attempt to be cognizant of the whole scope of a project, but many matters are beyond the scope of our professional consulting arborist services such as: exact property boundaries, property ownership, site lines, easements, codes, covenants & restrictions (CC&Rs), disputed between neighbors, and other issues.
- 6) We rely on the information disclosed to us and assume the information to be complete, true, and accurate.
- 7) The inspection is limited to visual examination of accessible items of the tree(s), from the ground unless otherwise noted, without excavation, probing, boring, or dissection, unless noted otherwise. Only information covered in this report was examined, and reflects the condition of those inspected items at that specific time.
- 8) Clients may choose to accept or disregard these opinions and recommendations of the arborist or to seek additional advice.
- 9) This report is copyrighted. Any modification or partial use shall nullify the whole report. Do not copy without written permission. This report is for the client and the client's assignees.
- 10) Sketches, diagrams, graphs, drawings, and photographs within this report are intended as visual aids and are not necessarily to scale, and should not be construed as engineering or architectural detail, reports or surveys.
- 11) We shall not attend or give a deposition and/or attend court by reason of this report unless fees are contracted for in advance, according to our standard fee schedule, adjusted yearly, for such services as described.

Signed: _____

A handwritten signature in blue ink, appearing to be 'N.H.', written over a horizontal line.

Roseville Old Town Lofts - Placer-Sacramento County, Annual

Roseville Old Town Lofts

Placer-Sacramento County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Single Family Housing	23.00	Dwelling Unit	0.89	44,905.00	66

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	74
Climate Zone	2			Operational Year	2021
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Start of construction and operational year is estimated.

Land Use - Lot acreage is based on actual lot size of project site.

Square feet is based on total square footage of units.

Grading - Total acres graded based on proposed grading plan.

Demolition - Demolition of existing single-family residence and garage.

Energy Use -

Mobile Land Use Mitigation -

Energy Mitigation -

Water Mitigation -

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Table Name	Column Name	Default Value	New Value
tblGrading	AcresOfGrading	0.00	0.89
tblLandUse	LandUseSquareFeet	41,400.00	44,905.00
tblLandUse	LotAcreage	7.47	0.89

2.0 Emissions Summary

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2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2019	0.0432	0.4309	0.3398	5.5000e-004	5.4800e-003	0.0259	0.0314	1.4900e-003	0.0239	0.0254	0.0000	49.4060	49.4060	0.0135	0.0000	49.7436
2020	0.2954	0.1408	0.1230	2.0000e-004	1.3800e-003	8.0800e-003	9.4600e-003	3.7000e-004	7.4600e-003	7.8300e-003	0.0000	17.7559	17.7559	5.0000e-003	0.0000	17.8809
Maximum	0.2954	0.4309	0.3398	5.5000e-004	5.4800e-003	0.0259	0.0314	1.4900e-003	0.0239	0.0254	0.0000	49.4060	49.4060	0.0135	0.0000	49.7436

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2019	0.0432	0.4309	0.3398	5.5000e-004	5.4800e-003	0.0259	0.0314	1.4900e-003	0.0239	0.0254	0.0000	49.4059	49.4059	0.0135	0.0000	49.7435
2020	0.2954	0.1408	0.1230	2.0000e-004	1.3800e-003	8.0800e-003	9.4600e-003	3.7000e-004	7.4600e-003	7.8300e-003	0.0000	17.7559	17.7559	5.0000e-003	0.0000	17.8809
Maximum	0.2954	0.4309	0.3398	5.5000e-004	5.4800e-003	0.0259	0.0314	1.4900e-003	0.0239	0.0254	0.0000	49.4059	49.4059	0.0135	0.0000	49.7435

[illegible]

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Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	9-1-2019	11-30-2019	0.3521	0.3521
2	12-1-2019	2-29-2020	0.5577	0.5577
		Highest	0.5577	0.5577

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.6518	0.0302	1.9526	3.2400e-003		0.2507	0.2507		0.2507	0.2507	23.7580	10.2427	34.0008	0.0222	1.8700e-003	35.1125
Energy	3.2000e-003	0.0274	0.0117	1.7000e-004		2.2100e-003	2.2100e-003		2.2100e-003	2.2100e-003	0.0000	101.6351	101.6351	3.1600e-003	1.1100e-003	102.0449
Mobile	0.0702	0.4999	0.8255	3.1300e-003	0.2314	2.7800e-003	0.2342	0.0623	2.6200e-003	0.0649	0.0000	288.0118	288.0118	0.0113	0.0000	288.2946
Waste						0.0000	0.0000		0.0000	0.0000	4.8231	0.0000	4.8231	0.2850	0.0000	11.9489
Water						0.0000	0.0000		0.0000	0.0000	0.4754	4.1102	4.5856	0.0490	1.1800e-003	6.1629
Total	1.7252	0.5574	2.7897	6.5400e-003	0.2314	0.2557	0.4871	0.0623	0.2556	0.3178	29.0565	403.9998	433.0563	0.3707	4.1600e-003	443.5639

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2.2 Overall Operational**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.6518	0.0302	1.9526	3.2400e-003		0.2507	0.2507		0.2507	0.2507	23.7580	10.2427	34.0008	0.0222	1.8700e-003	35.1125
Energy	3.2000e-003	0.0274	0.0117	1.7000e-004		2.2100e-003	2.2100e-003		2.2100e-003	2.2100e-003	0.0000	101.6351	101.6351	3.1600e-003	1.1100e-003	102.0449
Mobile	0.0655	0.4569	0.7201	2.6500e-003	0.1922	2.3700e-003	0.1945	0.0517	2.2300e-003	0.0539	0.0000	244.2395	244.2395	0.0103	0.0000	244.4962
Waste						0.0000	0.0000		0.0000	0.0000	4.8231	0.0000	4.8231	0.2850	0.0000	11.9489
Water						0.0000	0.0000		0.0000	0.0000	0.4754	4.1102	4.5856	0.0490	1.1800e-003	6.1629
Total	1.7205	0.5145	2.6843	6.0600e-003	0.1922	0.2553	0.4475	0.0517	0.2552	0.3069	29.0565	360.2276	389.2841	0.3696	4.1600e-003	399.7655

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.28	7.71	3.78	7.34	16.95	0.16	8.14	16.95	0.15	3.44	0.00	10.83	10.11	0.28	0.00	9.87

3.0 Construction Detail**Construction Phase**

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Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2019	9/13/2019	5	10	
2	Site Preparation	Site Preparation	9/14/2019	9/16/2019	5	1	
3	Grading	Grading	9/17/2019	9/18/2019	5	2	
4	Building Construction	Building Construction	9/19/2019	2/5/2020	5	100	
5	Paving	Paving	2/6/2020	2/12/2020	5	5	
6	Architectural Coating	Architectural Coating	2/13/2020	2/19/2020	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0.89

Acres of Paving: 0

Residential Indoor: 90,933; Residential Outdoor: 30,311; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0
(Architectural Coating – sqft)

OffRoad Equipment

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Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	6.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	8.00	2.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	2.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

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3.1 Mitigation Measures Construction**3.2 Demolition - 2019****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					6.4000e-004	0.0000	6.4000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.7700e-003	0.0430	0.0385	6.0000e-005		2.6900e-003	2.6900e-003		2.5600e-003	2.5600e-003	0.0000	5.2601	5.2601	1.0000e-003	0.0000	5.2852
Total	4.7700e-003	0.0430	0.0385	6.0000e-005	6.4000e-004	2.6900e-003	3.3300e-003	1.0000e-004	2.5600e-003	2.6600e-003	0.0000	5.2601	5.2601	1.0000e-003	0.0000	5.2852

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3.2 Demolition - 2019**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.0000e-005	9.0000e-004	1.5000e-004	0.0000	5.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	2.0000e-005	0.0000	0.2360	0.2360	1.0000e-005	0.0000	0.2362
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.9000e-004	1.4000e-004	1.4500e-003	0.0000	3.9000e-004	0.0000	4.0000e-004	1.0000e-004	0.0000	1.1000e-004	0.0000	0.3501	0.3501	1.0000e-005	0.0000	0.3503
Total	2.2000e-004	1.0400e-003	1.6000e-003	0.0000	4.4000e-004	0.0000	4.5000e-004	1.1000e-004	0.0000	1.3000e-004	0.0000	0.5861	0.5861	2.0000e-005	0.0000	0.5865

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					6.4000e-004	0.0000	6.4000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.7700e-003	0.0430	0.0385	6.0000e-005		2.6900e-003	2.6900e-003		2.5600e-003	2.5600e-003	0.0000	5.2601	5.2601	1.0000e-003	0.0000	5.2852
Total	4.7700e-003	0.0430	0.0385	6.0000e-005	6.4000e-004	2.6900e-003	3.3300e-003	1.0000e-004	2.5600e-003	2.6600e-003	0.0000	5.2601	5.2601	1.0000e-003	0.0000	5.2852

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3.2 Demolition - 2019**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.0000e-005	9.0000e-004	1.5000e-004	0.0000	5.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	2.0000e-005	0.0000	0.2360	0.2360	1.0000e-005	0.0000	0.2362
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.9000e-004	1.4000e-004	1.4500e-003	0.0000	3.9000e-004	0.0000	4.0000e-004	1.0000e-004	0.0000	1.1000e-004	0.0000	0.3501	0.3501	1.0000e-005	0.0000	0.3503
Total	2.2000e-004	1.0400e-003	1.6000e-003	0.0000	4.4000e-004	0.0000	4.5000e-004	1.1000e-004	0.0000	1.3000e-004	0.0000	0.5861	0.5861	2.0000e-005	0.0000	0.5865

3.3 Site Preparation - 2019**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.6000e-004	4.4600e-003	2.0700e-003	0.0000		1.8000e-004	1.8000e-004		1.7000e-004	1.7000e-004	0.0000	0.4378	0.4378	1.4000e-004	0.0000	0.4413
Total	3.6000e-004	4.4600e-003	2.0700e-003	0.0000	2.7000e-004	1.8000e-004	4.5000e-004	3.0000e-005	1.7000e-004	2.0000e-004	0.0000	0.4378	0.4378	1.4000e-004	0.0000	0.4413

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3.3 Site Preparation - 2019**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	7.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0175	0.0175	0.0000	0.0000	0.0175
Total	1.0000e-005	1.0000e-005	7.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0175	0.0175	0.0000	0.0000	0.0175

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.6000e-004	4.4600e-003	2.0700e-003	0.0000		1.8000e-004	1.8000e-004		1.7000e-004	1.7000e-004	0.0000	0.4378	0.4378	1.4000e-004	0.0000	0.4413
Total	3.6000e-004	4.4600e-003	2.0700e-003	0.0000	2.7000e-004	1.8000e-004	4.5000e-004	3.0000e-005	1.7000e-004	2.0000e-004	0.0000	0.4378	0.4378	1.4000e-004	0.0000	0.4413

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3.3 Site Preparation - 2019**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	7.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0175	0.0175	0.0000	0.0000	0.0175
Total	1.0000e-005	1.0000e-005	7.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0175	0.0175	0.0000	0.0000	0.0175

3.4 Grading - 2019**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.2200e-003	0.0000	1.2200e-003	4.6000e-004	0.0000	4.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.5000e-004	8.6000e-003	7.6900e-003	1.0000e-005		5.4000e-004	5.4000e-004		5.1000e-004	5.1000e-004	0.0000	1.0520	1.0520	2.0000e-004	0.0000	1.0570
Total	9.5000e-004	8.6000e-003	7.6900e-003	1.0000e-005	1.2200e-003	5.4000e-004	1.7600e-003	4.6000e-004	5.1000e-004	9.7000e-004	0.0000	1.0520	1.0520	2.0000e-004	0.0000	1.0570

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3.4 Grading - 2019**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	3.0000e-005	2.9000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0700	0.0700	0.0000	0.0000	0.0701
Total	4.0000e-005	3.0000e-005	2.9000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0700	0.0700	0.0000	0.0000	0.0701

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.2200e-003	0.0000	1.2200e-003	4.6000e-004	0.0000	4.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.5000e-004	8.6000e-003	7.6900e-003	1.0000e-005		5.4000e-004	5.4000e-004		5.1000e-004	5.1000e-004	0.0000	1.0520	1.0520	2.0000e-004	0.0000	1.0570
Total	9.5000e-004	8.6000e-003	7.6900e-003	1.0000e-005	1.2200e-003	5.4000e-004	1.7600e-003	4.6000e-004	5.1000e-004	9.7000e-004	0.0000	1.0520	1.0520	2.0000e-004	0.0000	1.0570

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3.4 Grading - 2019**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	3.0000e-005	2.9000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0700	0.0700	0.0000	0.0000	0.0701
Total	4.0000e-005	3.0000e-005	2.9000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0700	0.0700	0.0000	0.0000	0.0701

3.5 Building Construction - 2019**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0354	0.3634	0.2791	4.2000e-004		0.0224	0.0224		0.0206	0.0206	0.0000	37.8512	37.8512	0.0120	0.0000	38.1506
Total	0.0354	0.3634	0.2791	4.2000e-004		0.0224	0.0224		0.0206	0.0206	0.0000	37.8512	37.8512	0.0120	0.0000	38.1506

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3.5 Building Construction - 2019**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.3000e-004	9.5300e-003	1.9700e-003	2.0000e-005	4.8000e-004	6.0000e-005	5.4000e-004	1.4000e-004	6.0000e-005	2.0000e-004	0.0000	2.0588	2.0588	1.1000e-004	0.0000	2.0615
Worker	1.1200e-003	8.1000e-004	8.5800e-003	2.0000e-005	2.3200e-003	2.0000e-005	2.3400e-003	6.2000e-004	1.0000e-005	6.3000e-004	0.0000	2.0725	2.0725	6.0000e-005	0.0000	2.0739
Total	1.4500e-003	0.0103	0.0106	4.0000e-005	2.8000e-003	8.0000e-005	2.8800e-003	7.6000e-004	7.0000e-005	8.3000e-004	0.0000	4.1313	4.1313	1.7000e-004	0.0000	4.1354

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0354	0.3634	0.2791	4.2000e-004		0.0224	0.0224		0.0206	0.0206	0.0000	37.8511	37.8511	0.0120	0.0000	38.1505
Total	0.0354	0.3634	0.2791	4.2000e-004		0.0224	0.0224		0.0206	0.0206	0.0000	37.8511	37.8511	0.0120	0.0000	38.1505

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3.5 Building Construction - 2019**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.3000e-004	9.5300e-003	1.9700e-003	2.0000e-005	4.8000e-004	6.0000e-005	5.4000e-004	1.4000e-004	6.0000e-005	2.0000e-004	0.0000	2.0588	2.0588	1.1000e-004	0.0000	2.0615
Worker	1.1200e-003	8.1000e-004	8.5800e-003	2.0000e-005	2.3200e-003	2.0000e-005	2.3400e-003	6.2000e-004	1.0000e-005	6.3000e-004	0.0000	2.0725	2.0725	6.0000e-005	0.0000	2.0739
Total	1.4500e-003	0.0103	0.0106	4.0000e-005	2.8000e-003	8.0000e-005	2.8800e-003	7.6000e-004	7.0000e-005	8.3000e-004	0.0000	4.1313	4.1313	1.7000e-004	0.0000	4.1354

3.5 Building Construction - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0112	0.1151	0.0960	1.5000e-004		6.7900e-003	6.7900e-003		6.2500e-003	6.2500e-003	0.0000	13.0079	13.0079	4.2100e-003	0.0000	13.1130
Total	0.0112	0.1151	0.0960	1.5000e-004		6.7900e-003	6.7900e-003		6.2500e-003	6.2500e-003	0.0000	13.0079	13.0079	4.2100e-003	0.0000	13.1130

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3.5 Building Construction - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.0000e-004	3.0900e-003	6.1000e-004	1.0000e-005	1.7000e-004	1.0000e-005	1.8000e-004	5.0000e-005	1.0000e-005	6.0000e-005	0.0000	0.7177	0.7177	4.0000e-005	0.0000	0.7186
Worker	3.6000e-004	2.5000e-004	2.7000e-003	1.0000e-005	8.2000e-004	1.0000e-005	8.2000e-004	2.2000e-004	1.0000e-005	2.2000e-004	0.0000	0.7049	0.7049	2.0000e-005	0.0000	0.7053
Total	4.6000e-004	3.3400e-003	3.3100e-003	2.0000e-005	9.9000e-004	2.0000e-005	1.0000e-003	2.7000e-004	2.0000e-005	2.8000e-004	0.0000	1.4226	1.4226	6.0000e-005	0.0000	1.4239

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0112	0.1151	0.0960	1.5000e-004		6.7900e-003	6.7900e-003		6.2500e-003	6.2500e-003	0.0000	13.0079	13.0079	4.2100e-003	0.0000	13.1130
Total	0.0112	0.1151	0.0960	1.5000e-004		6.7900e-003	6.7900e-003		6.2500e-003	6.2500e-003	0.0000	13.0079	13.0079	4.2100e-003	0.0000	13.1130

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3.5 Building Construction - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.0000e-004	3.0900e-003	6.1000e-004	1.0000e-005	1.7000e-004	1.0000e-005	1.8000e-004	5.0000e-005	1.0000e-005	6.0000e-005	0.0000	0.7177	0.7177	4.0000e-005	0.0000	0.7186
Worker	3.6000e-004	2.5000e-004	2.7000e-003	1.0000e-005	8.2000e-004	1.0000e-005	8.2000e-004	2.2000e-004	1.0000e-005	2.2000e-004	0.0000	0.7049	0.7049	2.0000e-005	0.0000	0.7053
Total	4.6000e-004	3.3400e-003	3.3100e-003	2.0000e-005	9.9000e-004	2.0000e-005	1.0000e-003	2.7000e-004	2.0000e-005	2.8000e-004	0.0000	1.4226	1.4226	6.0000e-005	0.0000	1.4239

3.6 Paving - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.9300e-003	0.0181	0.0178	3.0000e-005		9.9000e-004	9.9000e-004		9.2000e-004	9.2000e-004	0.0000	2.3482	2.3482	6.8000e-004	0.0000	2.3653
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	1.9300e-003	0.0181	0.0178	3.0000e-005		9.9000e-004	9.9000e-004		9.2000e-004	9.2000e-004	0.0000	2.3482	2.3482	6.8000e-004	0.0000	2.3653

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3.6 Paving - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6000e-004	1.1000e-004	1.1700e-003	0.0000	3.5000e-004	0.0000	3.6000e-004	9.0000e-005	0.0000	1.0000e-004	0.0000	0.3050	0.3050	1.0000e-005	0.0000	0.3052
Total	1.6000e-004	1.1000e-004	1.1700e-003	0.0000	3.5000e-004	0.0000	3.6000e-004	9.0000e-005	0.0000	1.0000e-004	0.0000	0.3050	0.3050	1.0000e-005	0.0000	0.3052

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.9300e-003	0.0181	0.0178	3.0000e-005		9.9000e-004	9.9000e-004		9.2000e-004	9.2000e-004	0.0000	2.3482	2.3482	6.8000e-004	0.0000	2.3653
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	1.9300e-003	0.0181	0.0178	3.0000e-005		9.9000e-004	9.9000e-004		9.2000e-004	9.2000e-004	0.0000	2.3482	2.3482	6.8000e-004	0.0000	2.3653

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3.6 Paving - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6000e-004	1.1000e-004	1.1700e-003	0.0000	3.5000e-004	0.0000	3.6000e-004	9.0000e-005	0.0000	1.0000e-004	0.0000	0.3050	0.3050	1.0000e-005	0.0000	0.3052
Total	1.6000e-004	1.1000e-004	1.1700e-003	0.0000	3.5000e-004	0.0000	3.6000e-004	9.0000e-005	0.0000	1.0000e-004	0.0000	0.3050	0.3050	1.0000e-005	0.0000	0.3052

3.7 Architectural Coating - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.2810					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.1000e-004	4.2100e-003	4.5800e-003	1.0000e-005		2.8000e-004	2.8000e-004		2.8000e-004	2.8000e-004	0.0000	0.6383	0.6383	5.0000e-005	0.0000	0.6396
Total	0.2816	4.2100e-003	4.5800e-003	1.0000e-005		2.8000e-004	2.8000e-004		2.8000e-004	2.8000e-004	0.0000	0.6383	0.6383	5.0000e-005	0.0000	0.6396

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3.7 Architectural Coating - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	1.0000e-005	1.3000e-004	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0339	0.0339	0.0000	0.0000	0.0339
Total	2.0000e-005	1.0000e-005	1.3000e-004	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0339	0.0339	0.0000	0.0000	0.0339

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.2810					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.1000e-004	4.2100e-003	4.5800e-003	1.0000e-005		2.8000e-004	2.8000e-004		2.8000e-004	2.8000e-004	0.0000	0.6383	0.6383	5.0000e-005	0.0000	0.6396
Total	0.2816	4.2100e-003	4.5800e-003	1.0000e-005		2.8000e-004	2.8000e-004		2.8000e-004	2.8000e-004	0.0000	0.6383	0.6383	5.0000e-005	0.0000	0.6396

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3.7 Architectural Coating - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	1.0000e-005	1.3000e-004	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0339	0.0339	0.0000	0.0000	0.0339
Total	2.0000e-005	1.0000e-005	1.3000e-004	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0339	0.0339	0.0000	0.0000	0.0339

4.0 Operational Detail - Mobile**4.1 Mitigation Measures Mobile**

Increase Density

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0655	0.4569	0.7201	2.6500e-003	0.1922	2.3700e-003	0.1945	0.0517	2.2300e-003	0.0539	0.0000	244.2395	244.2395	0.0103	0.0000	244.4962
Unmitigated	0.0702	0.4999	0.8255	3.1300e-003	0.2314	2.7800e-003	0.2342	0.0623	2.6200e-003	0.0649	0.0000	288.0118	288.0118	0.0113	0.0000	288.2946

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Single Family Housing	218.96	227.93	198.26	622,420	516,936
Total	218.96	227.93	198.26	622,420	516,936

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Single Family Housing	10.80	7.30	7.50	42.60	21.00	36.40	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Single Family Housing	0.494811	0.040252	0.220236	0.128508	0.023782	0.006284	0.029295	0.046215	0.001446	0.001205	0.005961	0.000773	0.001232

5.0 Energy Detail

Historical Energy Use: N

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5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	69.9265	69.9265	2.5500e-003	5.3000e-004	70.1478
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	69.9265	69.9265	2.5500e-003	5.3000e-004	70.1478
NaturalGas Mitigated	3.2000e-003	0.0274	0.0117	1.7000e-004		2.2100e-003	2.2100e-003		2.2100e-003	2.2100e-003	0.0000	31.7087	31.7087	6.1000e-004	5.8000e-004	31.8971
NaturalGas Unmitigated	3.2000e-003	0.0274	0.0117	1.7000e-004		2.2100e-003	2.2100e-003		2.2100e-003	2.2100e-003	0.0000	31.7087	31.7087	6.1000e-004	5.8000e-004	31.8971

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5.2 Energy by Land Use - NaturalGas**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Single Family Housing	594198	3.2000e-003	0.0274	0.0117	1.7000e-004		2.2100e-003	2.2100e-003		2.2100e-003	2.2100e-003	0.0000	31.7087	31.7087	6.1000e-004	5.8000e-004	31.8971
Total		3.2000e-003	0.0274	0.0117	1.7000e-004		2.2100e-003	2.2100e-003		2.2100e-003	2.2100e-003	0.0000	31.7087	31.7087	6.1000e-004	5.8000e-004	31.8971

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Single Family Housing	594198	3.2000e-003	0.0274	0.0117	1.7000e-004		2.2100e-003	2.2100e-003		2.2100e-003	2.2100e-003	0.0000	31.7087	31.7087	6.1000e-004	5.8000e-004	31.8971
Total		3.2000e-003	0.0274	0.0117	1.7000e-004		2.2100e-003	2.2100e-003		2.2100e-003	2.2100e-003	0.0000	31.7087	31.7087	6.1000e-004	5.8000e-004	31.8971

Roseville Old Town Lofts - Placer-Sacramento County, Annual

5.3 Energy by Land Use - Electricity**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Single Family Housing	194207	69.9265	2.5500e-003	5.3000e-004	70.1478
Total		69.9265	2.5500e-003	5.3000e-004	70.1478

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Single Family Housing	194207	69.9265	2.5500e-003	5.3000e-004	70.1478
Total		69.9265	2.5500e-003	5.3000e-004	70.1478

6.0 Area Detail**6.1 Mitigation Measures Area**

Roseville Old Town Lofts - Placer-Sacramento County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.6518	0.0302	1.9526	3.2400e-003		0.2507	0.2507		0.2507	0.2507	23.7580	10.2427	34.0008	0.0222	1.8700e-003	35.1125
Unmitigated	1.6518	0.0302	1.9526	3.2400e-003		0.2507	0.2507		0.2507	0.2507	23.7580	10.2427	34.0008	0.0222	1.8700e-003	35.1125

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0281					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1754					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	1.4432	0.0282	1.7814	3.2300e-003		0.2498	0.2498		0.2498	0.2498	23.7580	9.9638	33.7218	0.0219	1.8700e-003	34.8268
Landscaping	5.1900e-003	1.9800e-003	0.1712	1.0000e-005		9.4000e-004	9.4000e-004		9.4000e-004	9.4000e-004	0.0000	0.2790	0.2790	2.7000e-004	0.0000	0.2857
Total	1.6518	0.0302	1.9526	3.2400e-003		0.2507	0.2507		0.2507	0.2507	23.7580	10.2427	34.0008	0.0222	1.8700e-003	35.1125

Roseville Old Town Lofts - Placer-Sacramento County, Annual

6.2 Area by SubCategory**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0281					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1754					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	1.4432	0.0282	1.7814	3.2300e-003		0.2498	0.2498		0.2498	0.2498	23.7580	9.9638	33.7218	0.0219	1.8700e-003	34.8268
Landscaping	5.1900e-003	1.9800e-003	0.1712	1.0000e-005		9.4000e-004	9.4000e-004		9.4000e-004	9.4000e-004	0.0000	0.2790	0.2790	2.7000e-004	0.0000	0.2857
Total	1.6518	0.0302	1.9526	3.2400e-003		0.2507	0.2507		0.2507	0.2507	23.7580	10.2427	34.0008	0.0222	1.8700e-003	35.1125

7.0 Water Detail**7.1 Mitigation Measures Water**

Roseville Old Town Lofts - Placer-Sacramento County, Annual

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	4.5856	0.0490	1.1800e-003	6.1629
Unmitigated	4.5856	0.0490	1.1800e-003	6.1629

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Single Family Housing	1.49854 / 0.944733	4.5856	0.0490	1.1800e-003	6.1629
Total		4.5856	0.0490	1.1800e-003	6.1629

Roseville Old Town Lofts - Placer-Sacramento County, Annual

7.2 Water by Land Use**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Single Family Housing	1.49854 / 0.944733	4.5856	0.0490	1.1800e-003	6.1629
Total		4.5856	0.0490	1.1800e-003	6.1629

8.0 Waste Detail**8.1 Mitigation Measures Waste****Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	4.8231	0.2850	0.0000	11.9489
Unmitigated	4.8231	0.2850	0.0000	11.9489

Roseville Old Town Lofts - Placer-Sacramento County, Annual

8.2 Waste by Land Use**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Single Family Housing	23.76	4.8231	0.2850	0.0000	11.9489
Total		4.8231	0.2850	0.0000	11.9489

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Single Family Housing	23.76	4.8231	0.2850	0.0000	11.9489
Total		4.8231	0.2850	0.0000	11.9489

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	-----------	-------------	-------------	-----------

Roseville Old Town Lofts - Placer-Sacramento County, Annual

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	------------	-------------	-------------	-----------

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

User Defined Equipment

Equipment Type	Number
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11.0 Vegetation


DEVELOPMENT SERVICES DEPARTMENT – PLANNING DIVISION

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

MITIGATION MONITORING AND REPORTING PROGRAM

Project Title/File Number:	INFILL PCL 246 – Roseville Old Town Lofts, File #PL18-0178
Project Location:	241 Nevada Avenue, Roseville, Placer County, CA; APN: 013-192-036-000
Project Description:	The project consists of the construction of 23 attached single-family dwellings. The project includes a request for a General Plan Amendment to change the land use designation of the property from Business Professional (BP) to High Density Residential (HDR), a Rezone to add a special area (SA) overlay to the existing Attached Housing (R3) zone to modify the development standards, a Tentative Subdivision Map, a Design Review Permit, and a Tree Permit.
Environmental Document	Mitigated Negative Declaration
Project Applicant:	Phil Harvey, Kuchman Architects
Property Owner:	Robert Pegos
Lead Agency Contact Person:	Kinarik Shallow, Assistant Planner, (916) 746-1309

Section 21081.6 of the California Public Resources Code requires public agencies to "adopt a reporting and monitoring program for the changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment." This Mitigation Monitoring and Reporting Program has been adopted for the purpose of avoiding environmental impacts

MONITORING PROCESS: Existing monitoring mechanisms are in place that assist the City of Roseville in meeting the intent of CEQA. These existing monitoring mechanisms eliminate the need to develop new monitoring processes for each mitigation measure. These mechanisms include grading plan review and approval, improvement/building plan review and approval and on-site inspections by City Departments. Given that these monitoring processes are requirements of the project, they are not included in the mitigation monitoring program.

It shall be the responsibility of the project applicant/owner to provide written notification to the City using the Mitigation Verification Cover Sheet and Forms, in a timely manner, of the completion of each Mitigation Measure as identified on the following pages. The City will verify that the project is in compliance with the adopted Mitigation Monitoring and Reporting Program. Any non-compliance will be reported by the City to the applicant/owner, and it shall be the project applicant's/owner's responsibility to rectify the situation by bringing the project into compliance. The purpose of this program is to ensure diligent and good faith compliance with the Mitigation Measures which have been adopted as part of the project.

TABLE OF MITIGATION MEASURES

Mitigation Measure	Implementation	Timing	Reviewing Party	Documents to be Submitted to City	Staff Use Only
MM BIO-1 Migratory birds and other birds of prey, protected under 50 CFR 10 of the MBTA and/or Section 3503 of the California Fish and Game Code, including Nuttall's woodpecker, loggerhead shrike, yellow-billed magpie, oak titmouse, grasshopper sparrow, song sparrow, purple martin, and white-tailed kite have the potential to nest within the trees within the riparian woodland and within the annual grassland. Ground-disturbing activities and/or vegetation clearing operations, including pruning or removal of trees and shrubs, shall be completed between September 1 to February 14, if feasible. If ground-disturbing activities and/or vegetation removal begins during the nesting season (February 15 to August 31), the developer shall have a qualified biologist conduct a pre-construction survey for active nests within 300 feet of the Project Site. The pre-construction survey will be conducted within 14 days prior to commencement of ground-disturbing activities and/or vegetation removal. The biologist shall provide a brief written report (including the date, time of survey, survey method, name of surveyor, and survey results) to City Planning prior to any ground-disturbing activity or vegetation removal. If the pre-construction survey shows that there is no evidence of active nests, no additional measures are required. If construction does not commence within 14 days of the pre-construction survey, or halts for more than 14 days, an additional pre-construction survey shall be required. If any active nests are located within the vicinity of the proposed project the qualified biologist shall delineate an appropriate buffer zone, subject to approval of City Planning and in consultation with any other appropriate agencies, with construction tape or pin flags and maintain the buffer zone until the end of the breeding season or the young have successfully fledged. Buffer zones are typically 100 feet for migratory bird nests and 250 feet for raptor nests. If active nests are found onsite, a qualified biologist shall monitor nests weekly during construction to ensure activities are not causing nesting disturbance.	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.	<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.	Planning and Engineering	Nesting bird surveys	
CUL-1: Should any cultural resources, such as structural features, any amount of bone or shell, artifacts, human remains, or architectural remains, be encountered during any subsurface development activities, work shall be suspended within 100-feet of the find. The City of Roseville Planning and Public Works Staff shall be immediately notified. At that time, as deemed necessary by the City, the developer shall retain a qualified archaeologist to assess the resource and provide proper management recommendations should potential impacts to the resources be found to be significant. All work by the archeologist shall be completed in consultation with and subject to the approval of City Planning. The archeologist shall also coordinate with and consult potentially-affected tribal representatives. Possible management recommendations for important resources could include resource avoidance or preservation in place. The contractor shall implement any measures deemed feasible and necessary by City staff, in consultation with the archaeologists, to avoid or minimize significant effects to the cultural resources. In addition, pursuant to Section 5097.98 or the State Public Resources Code, and Section 7050.5 of the State Health and Safety Code, in the event of the discovery of human remains, the County Coroner shall be immediately notified. If the remains are determined to be Native American, guidelines of the Native American Heritage Commission shall be adhered to in the treatment and disposition of the remains.	Project Applicant/Contractor/Qualified Archaeologist	During Construction	City of Roseville Planning and Public Works, and County Coroner		

**DEVELOPMENT SERVICES DEPARTMENT**

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

MITIGATION VERIFICATION SUBMITTAL COVER SHEET

Project Title/Planning File #	INFILL PCL 246 – Roseville Old Town Lofts, File #PL18-0178
Project Address	241 Nevada Avenue
Property Owner	Robert Pegos
Planning Division Contact	Kinarik Shallow, Assistant Planner, Phone (916) 746-1309

SUMMARY OF VERIFICATION MATERIALS INCLUDED IN THIS SUBMITTAL

Mitigation Measure	Supporting Attachments Included	Date Complete

I HAVE ATTACHED THE FOLLOWING REQUIRED ITEMS:

- ☐ Table of Applicable Mitigation Measures
- ☐ Mitigation Verification Form(s)
- ☐ Specific supporting documentation required by measure(s), if applicable (e.g. biologist's report)

I hereby certify under penalty of perjury under the laws of the State of California that I am the property owner or an agent of the property owner and am authorized to submit this Mitigation Verification Form. I also certify that the above-listed mitigation measures have been completed in the manner required, and that all of the information in this submittal is true and correct, to the best of my knowledge:

Signature and Date_____
Print Name_____
Contact Number

MITIGATION VERIFICATION FORM

Mitigation Measure _____

Description of Monitoring and Verification Work Performed. The following information is a required part of the description: dates, personnel names or titles, and the stage/phase of construction work. Additional notes sheets may be attached, if necessary, or the below may simply reference a separate attachment that provides the required information.

INSTRUCTIONS

COVER SHEET:

A Cover Sheet for the project/development is prepared by City staff, with the top portion filled out. Each time Mitigation Verification Forms(s) are being submitted, a Cover Sheet completed by the Developer, Contractor, or Designee is required. An example of a completed summary table is provided below. The signature on the Cover Sheet must be *original wet ink*.

EXAMPLE MITIGATION VERIFICATION SUBMITTAL COVER SHEET

Project Title/Planning File #	New Coffee Shop, PL15-0000
Project Address	10 Justashort Street
Property Owner	Jane Owner
Planning Division Contact	Joe Planner, Associate Planner, (916) 774-####

SUMMARY OF VERIFICATION MATERIALS INCLUDED IN THIS SUBMITTAL

Mitigation Measure	Supporting Attachments Included	Date Complete
MM-3	Copy of survey report signed by biologist	5/10/2016
MM-4	All information included in Mitigation Verification Form	5/12/2016
MM-5	E-mail from Air District approving Dust Control Plan	5/05/2016

MITIGATION VERIFICATION FORM:

A Mitigation Verification Form is provided by City staff, along with the Cover Sheet and Table of Applicable Mitigation Measures. A form is filled in and submitted for each mitigation measure by the Developer, Contractor, or Designee. The form needs only the mitigation number to be filled in, along with the Description of Monitoring and Verification Work Performed. Multiple forms may be submitted simultaneously, under one cover sheet. It is also permissible to submit a form for each part of a measure, on separate dates. For instance, in the example measure MM-4 in the table above, the actual mitigation requires informing construction workers *and* retaining a qualified archeologist if resources are uncovered. Thus, a developer may submit a form in May certifying that construction workers have been informed, and also submit a second copy of the form in July because resources were discovered and additional actions had to be undertaken.

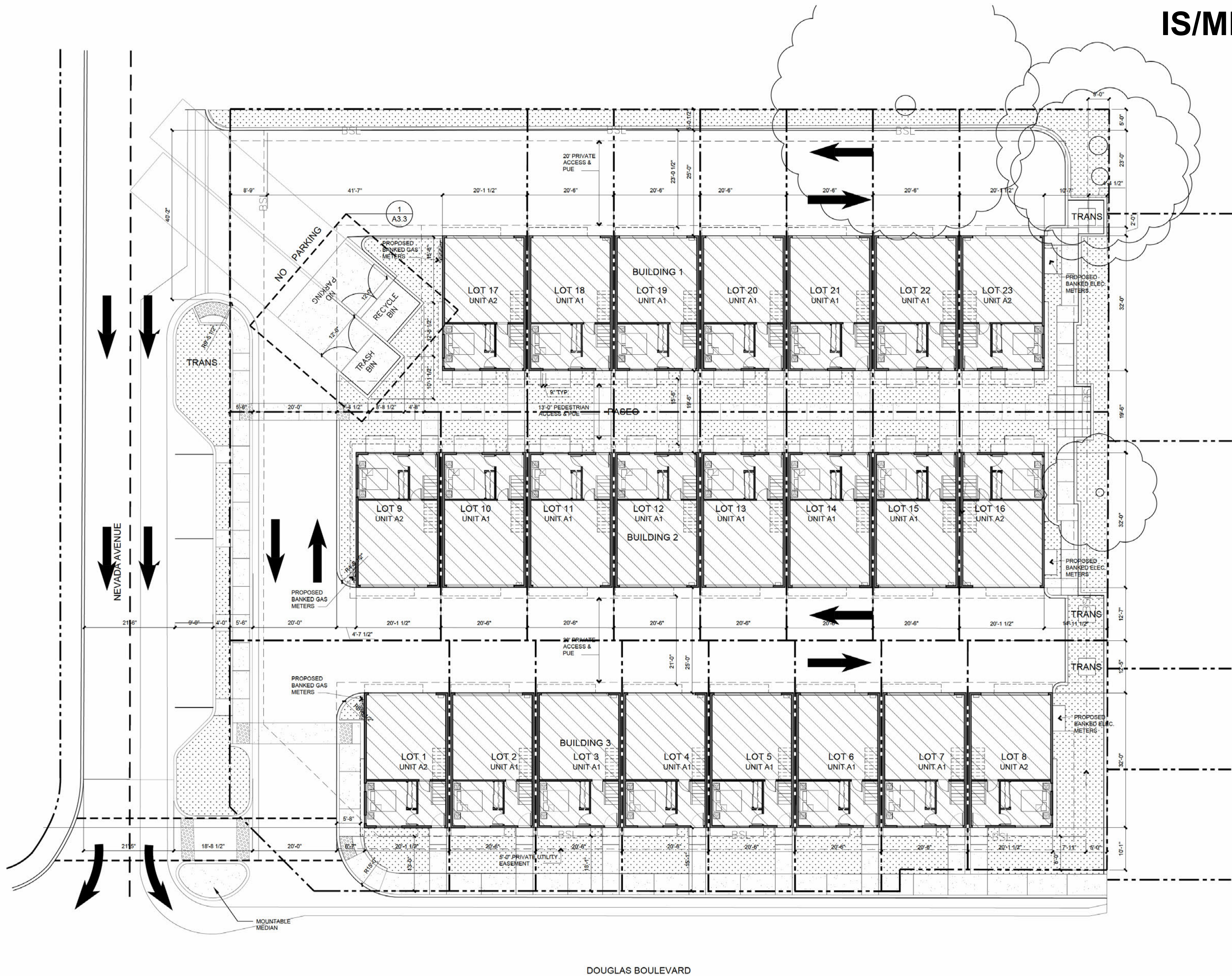
Each mitigation measure specifies the type of supporting documentation required; this must be submitted in order for the City to accept the mitigation as complete. An example of a completed Mitigation Verification Form is provided below.

EXAMPLE **MITIGATION VERIFICATION FORM**

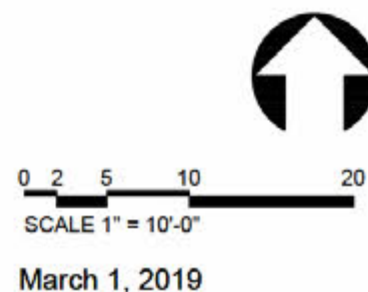
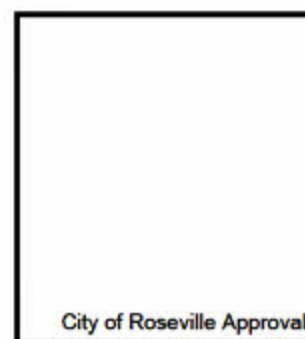
Mitigation Measure MM3

Description of Monitoring and Verification Work Performed. The following information is a required part of the description: dates, personnel names or titles, and the stage/phase of construction work. Additional notes sheets may be attached, if necessary, or the below may simply reference a separate attachment that provides the required information.

The mitigation measure text is included on the Improvement Plans General Notes page (Improvement Plan EN15-0001). On May 4, 2016, prior to any ground-disturbing activities (the pre-construction phase), a site meeting was held. At this meeting, workers on the site were informed of the potential to unearth remains, and were instructed to cease work and notify their supervisor immediately if any resources were observed.



03/01/19	3	CYCLE 4 - SUBMITTAL	GK
11/19/18	2	CYCLE 3 - SUBMITTAL	GK
08/16/18	1	CYCLE 2 - SUBMITTAL	GK



C&P
DEVELOPMENT
L.L.C.

Roseville Old Town Lofts

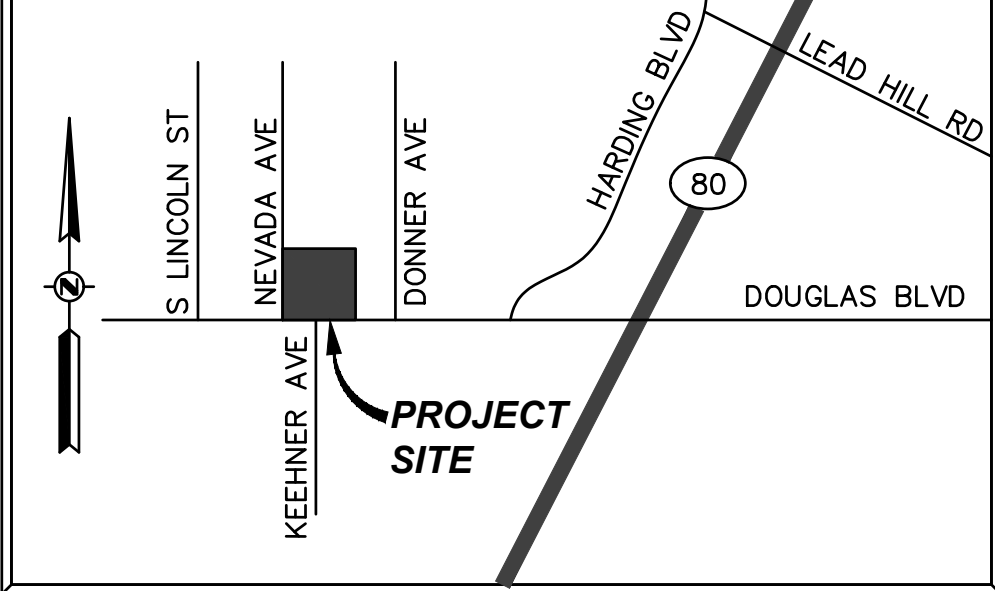
Roseville, California

SITE PLAN

A1.1

TENTATIVE SUBDIVISION MAP FOR:
ROSEVILLE OLD TOWN LOFTS
241 NEVADA AVENUE
ROSEVILLE, CA 95678
APN: 013-192-036-000

IS/MND EXHIBIT B



VICINITY MAP
NOT TO SCALE

SHEET INDEX:

CIVIL	TENTATIVE SUBDIVISION MAP
TM-01	PRELIMINARY LOT LAYOUT PLAN
TM-02	EXISTING CONDITIONS AND TREE PRESERVATION PLAN
TM-03	PRELIMINARY GRADING, DRAINAGE & PAVING PLAN
TM-04	PRELIMINARY CROSS SECTIONS
TM-05	PRELIMINARY UTILITY PLAN
TM-06	PRELIMINARY POST CONSTRUCTION SWQCP
TM-07	FIRE FLOW EXHIBIT
TM-08	FIRE TRUCK TURNING RADII PLAN

PROPERTY OWNER / DEVELOPER:

C&P DEVELOPMENT
CONTACT: KARLTON CASTLES / ROBERT PEGOS
916-218-0728 / 916-764-4201

TOPOGRAPHIC SURVEY:

SURVEY BY RFE ENGINEERING, INC.
DATED: 08-20-2015

BASIS OF BEARINGS

THE BASIS OF BEARINGS OF THIS SURVEY IS BASED ON THE EAST RIGHT OF WAY LINE OF NEVADA AVENUE AS SHOWN ON THE PARCEL MAP FILED FOR RECORD IN BOOK 35 OF PARCEL MAPS, AT PAGE 19, THE BEARING OF WHICH IS N 00°02'33" E AND WAS ESTABLISHED FROM RECORD MONUMENTS FOUND THEREON.

BENCHMARK:

THE BENCHMARK USED FOR THIS SURVEY WAS THE CITY OF ROSEVILLE BENCHMARK NO. 83, WHICH IS A 3 1/2" BRASS DISC STAMPED "SEPT 97 LS 4519" LOCATED IN THE NORTHEAST CORNER OF THE DOUGLAS BLVD. BRIDGE OVER DRY CREEK. ELEVATION = 142.237 (DATUM: CITY OF ROSEVILLE NGVD 1929)

FLOOD NOTE:

SUBJECT PROPERTY IS LOCATED WITHIN ZONE "X", AREAS WITHIN ZONE "X" ARE DETERMINED TO BE OUTSIDE THE 0.2 ANNUAL CHANCE FLOOD PLAIN AS DETERMINED BY THE NATIONAL FLOOD INSURANCE PROGRAM, FLOOD INSURANCE RATE MAP COMMUNITY: PANEL NO. 06061C0478 DATED: JUNE 8, 1998

PRELIMINARY TITLE REPORT:

CHICAGO TITLE COMPANY
TITLE NO. FSJP-8501800407-RV
DATED: JUNE 23, 2015
UPDATED: APRIL 13, 2018

ARBORIST REPORT:

ABACUS CONSULTING ARBORISTS
DATED: APRIL 07, 2018

PROPOSED LOT AREAS:

AS SHOWN ON SHEET TM-02

ENGINEER AND SURVEYOR:

RFE ENGINEERING, INC.
2260 DOUGLAS BLVD, SUITE 160
ROSEVILLE, CA 95661

JURISDICTION:

CITY OF ROSEVILLE

REFUSE:

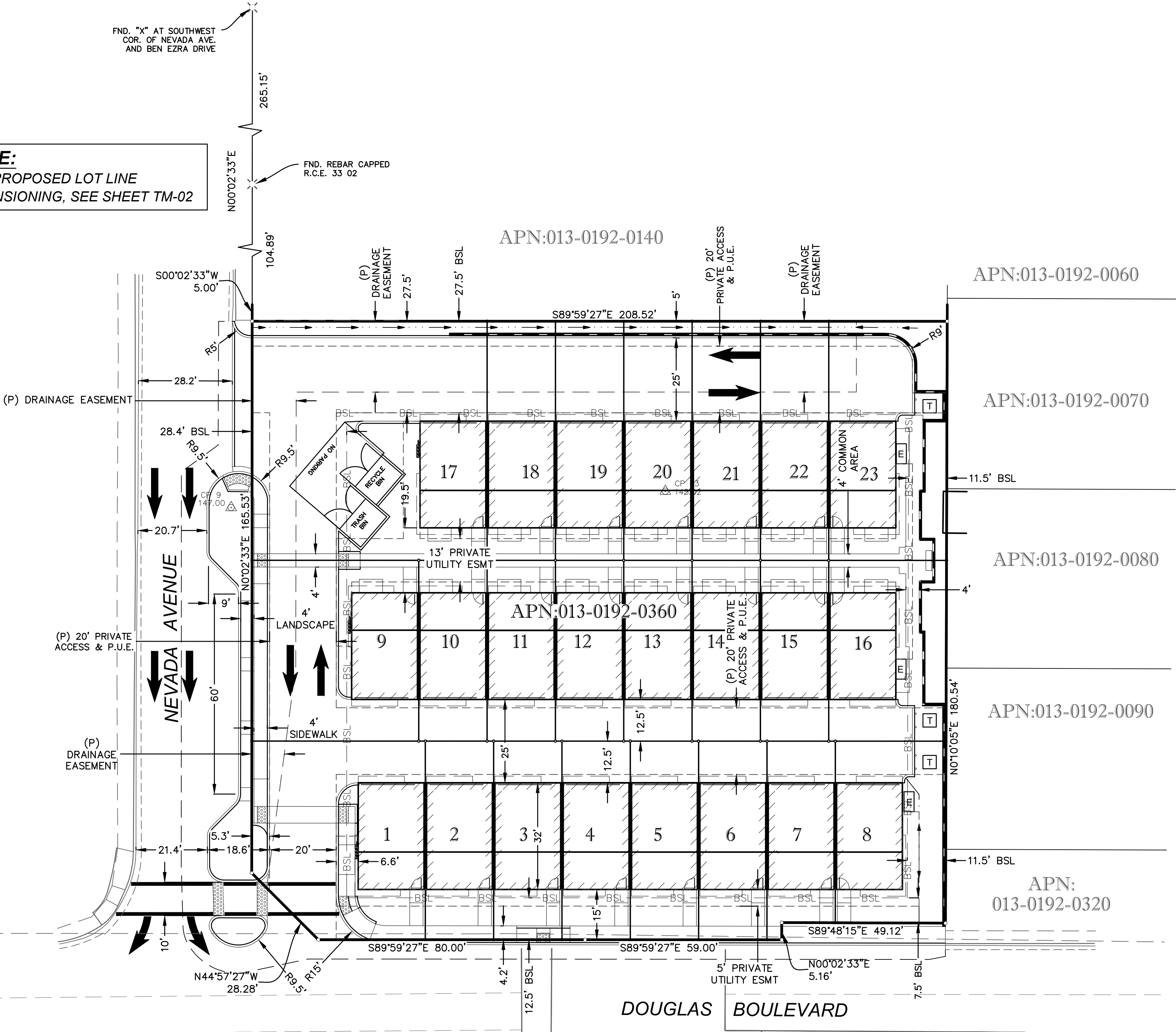
CITY OF ROSEVILLE SOLID WASTE DIVISION
PH: 916-774-5780

SCHOOL DISTRICT:

ROSEVILLE UNIFIED

DESCRIPTION	EXISTING	PROPOSED
PROPERTY LINE	---	---
ROW	---	---
EASEMENT	---	---
LOT LINE	---	---
CENTERLINE	---	---
BUILDING SETBACK LINE	---	---
SW, CURB & GUTTER	---	---
DITCH / FLOWLINE	---	---
EP	---	---
STORM DRAIN	XX"SD	XX"SD
SANITARY SEWER	XX"SS	XX"SS
WATER	XX"W	XX"W
GAS LINE	GAS	GAS
SDMH	SDMH	SDMH
DROP INLET	DI	DI
SSMH	SSMH	SSMH
SSCO	SSCO	SSCO
FIRE HYDRANT	FH	FH
WATER VALVE	WV	WV
WATER METER	WM	WM
UTILITY POLE	UP	UP
FENCE	F	F
RETAINING WALL	RW	RW
BLOCK SCREEN WALL	BSW	BSW
INDEX CONTOUR	IC	IC
INTERMEDIATE CONTOURS	ICC	ICC
TREE & DRIP	TD	TD
FINISHED FLOOR ELEVATION	FF: 123.00	FF: 123.00
BUILDING	B	B

NOTE:
FOR PROPOSED LOT LINE
DIMENSIONING, SEE SHEET TM-02



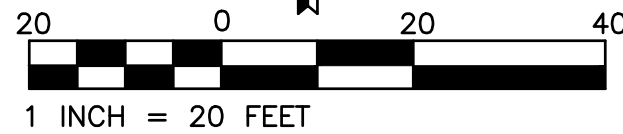
PROPERTY INFORMATION		
LOCATION: 241 NEVADA AVENUE, ROSEVILLE, CA		
APN: 013-0192-0360		
PROPERTY AREA: 0.89 AC (38,838 SF)		
EXISTING ZONE: R3	PROPOSED ZONE: R3/DS	
EXISTING USE: BUSINESS POTENTIAL	PROPOSED USE: SINGLE FAMILY HIGH DENSITY RESIDENTIAL	
ITEM	REQUIREMENTS	PROVIDED
SETBACKS (MIN) SEE CHAPTER 19.22 FOR SETBACKS		
FRONT SETBACK	N/A	7.50' MIN
SIDE SETBACK	N/A	11.50' MIN
SIDE (FRONTAGE) SETBACK	N/A	28.40' MIN
REAR SETBACK	N/A	27.50' MIN
SITE COVERAGE	50%	
HEIGHT LIMITS	45 FT	
REFERENCE IS MADE TO THE CITY OF ROSEVILLE ZONING ORDINANCE 19.10.030		

ABBREVIATIONS:

AC	ASPHALT CONCRETE	ℙ	PROPERTY LINE
DI	DROP INLET	PUE	PUBLIC UTILITY EASEMENT
BSL	BUILDING SETBACK LINE	(P)	PROPOSED
BW	BOTTOM WALL	SDMH	STORM DRAIN MANHOLE
CL	CENTERLINE	SSCO	SANITARY SEWER CLEANOUT
(E)	EXISTING	SSMH	SANITARY SEWER MANHOLE
EP	EDGE OF PAVEMENT	TBC	TOP BACK OF CURB
FL	FLOW LINE	TW	TOP OF WALL
GR	GRATE	UG	UNDERGROUND
INV	INVERT	WA	WATER
IRR	IRRIGATION	WM	WATER METER
OH	OVER HEAD POWER LINES		

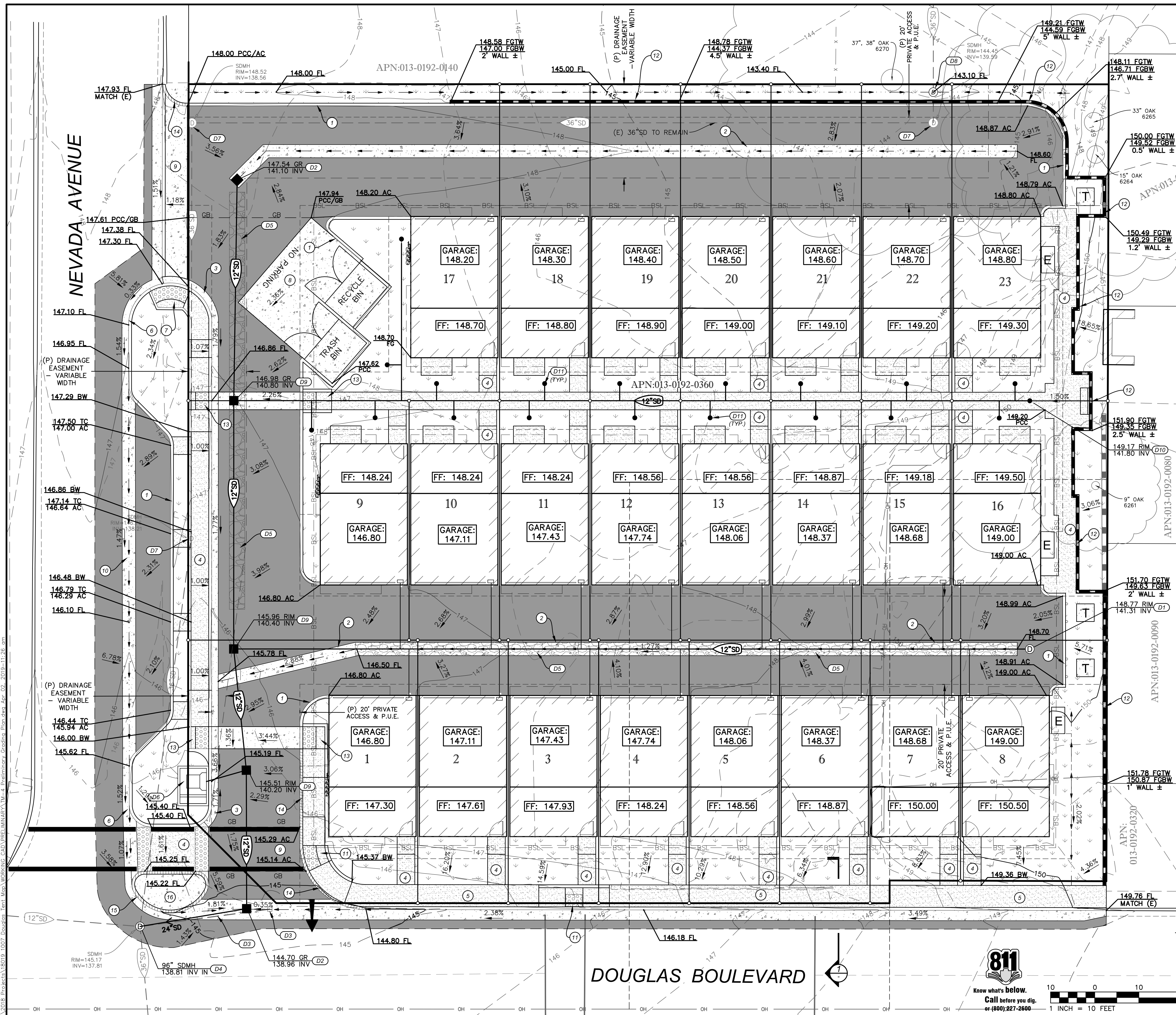


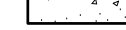
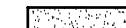
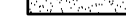
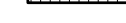
Know what's below.
Call before you dig.
or (800) 227-2600



UTILITY REPRESENTATIVES			
UTILITY	UTILITY CO.	CONTACT	PHONE
U.S.A.			1-800-227-2600
TELEPHONE	ROSEVILLE TELEPHONE		(916) 786-1202
GAS	PACIFIC GAS & ELECTRIC		(916) 889-3269
ELECTRIC	ROSEVILLE ELECTRIC UTILITY	ANDREW KOTZ	(916) 746-1662
FIRE	ROSEVILLE FIRE DEPT.	PATRICK CHEW	(916) 774-5823
WATER & SEWER	CITY OF ROSEVILLE DEPT. OF ENVIRONMENTAL UTILITIES	DAVE SAMUELSON	(916) 774-5770
DRAINAGE	DEVELOPMENT SERVICES ENGINEERING	MATT TODD	(916) 774-5339
CABLE T.V.	SUREWEST		(916) 786-3232

ROSEVILLE OLD TOWN LOFTS 241 NEVADA AVENUE ROSEVILLE, CA TENTATIVE SUBDIVISION MAP	C&P DEVELOPMENT CONTACT: KARLTON CASTLES / ROBERT PEGOS 916-218-0728 / 916-764-4201	Drawing	Sheet
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			of Total
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		04-02-2019	



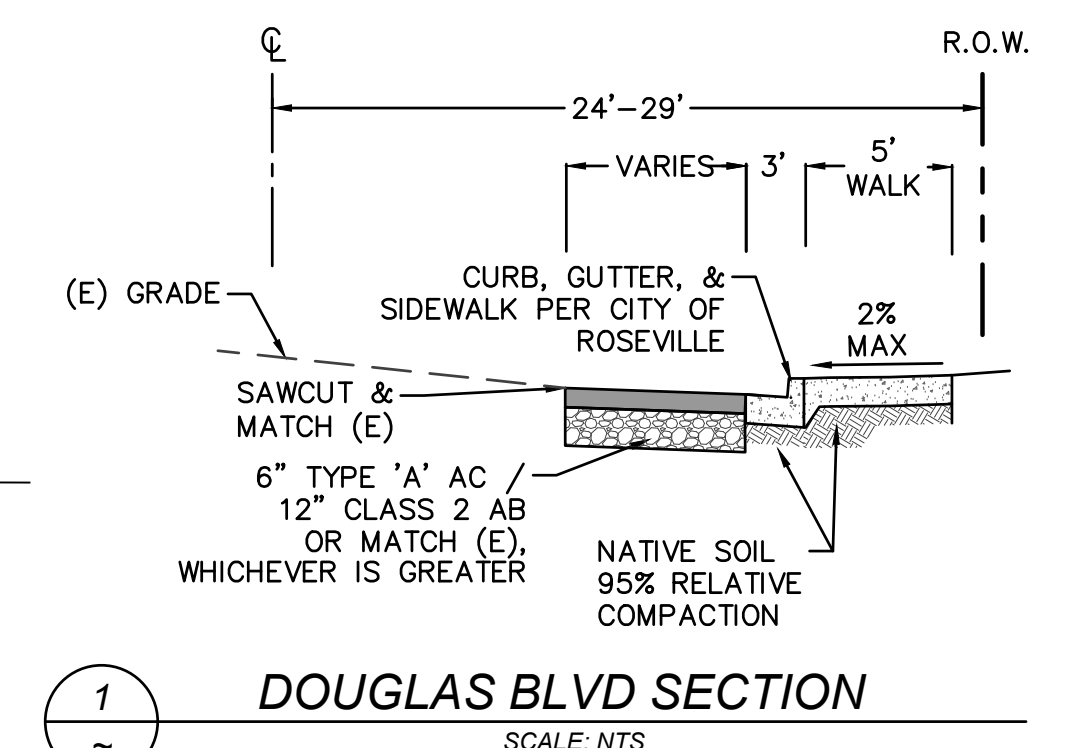
- | | |
|--|---|
| HEAVY DUTY PAVING |  |
| HEAVY DUTY CONCRETE |  |
| PEDESTRIAN CONCRETE |  |
| ROLLED CONCRETE CURB |  |
| OVERLAND RELEASE |  |
| FLOW DIRECTION |  |
| BUILDING FINISHED FLOOR
ELEVATION |  |
| ELEVATION AT FRONT OF GARAGE
SEE ARCH PLANS FOR GRADE SLOPE |  |

GRADING KEYNOTES:

- ① PROPOSED BARRIER CURB
- ② PROPOSED VALLEY GUTTER
- ③ PROPOSED CURB & GUTTER
- ④ PROPOSED CONCRETE SIDEWALK
- ⑤ CURB, GUTTER, & SIDEWALK PER CITY OF ROSEVILLE STDs
- ⑥ CURB & GUTTER PER CITY OF ROSEVILLE STDs
- ⑦ MODIFIED FLUSH PAN RAMP PER CITY OF ROSEVILLE STDs
- ⑧ MODIFIED TRASH ENCLOSURE PER CITY OF ROSEVILLE STDs
- ⑨ MODIFIED TYPE 'S' DRIVEWAY PER CITY OF ROSEVILLE STDs
- ⑩ CONCRETE VALLEY GUTTER PER CITY OF ROSEVILLE STDs
- ⑪ FLUSH PAN RAMP PER CITY OF ROSEVILLE STDs
- ⑫ RETAINING WALL
- ⑬ CURB CUT RAMP
- ⑭ ROLLED CONCRETE CURB PER CITY OF ROSEVILLE STDs
- ⑮ ROLLED CONCRETE CURB AND GUTTER PER CITY OF ROSEVILLE STDs
- ⑯ CONCRETE MOUNTABLE MEDIAN

DRAINAGE KEYNOTES:

- D1** STORM DRAIN MANHOLE
- D2** DRAINAGE INLET
- D3** REMOVE (E) DRAINAGE INLET AND 12" PIPING. REPLACE WITH NEW DRAINAGE INLET AND 24" PIPING.
- D4** CONTRACTOR TO DETERMINE IF INSTALLATION OF NEW 24" STORM DRAIN WILL BE FEASIBLE WITH EXISTING MANHOLE. IF NOT FEASIBLE, REPLACE WITH NEW 96" STORM DRAIN MANHOLE.
- D5** UNDERGROUND INFILTRATION TRENCH
- D6** CONTECH FILTERRA STORMWATER QUALITY TREE BOX UNIT
- D7** BRING MANHOLE RIM TO GRADE AND REPLACE WITH SOLID RIM
- D8** INSTALL SADDLE MANHOLE WITH GRATE TOP
- D9** DRAINAGE JUNCTION BOX
- D10** STORM DRAIN CLEANOUT
- D11** LANDSCAPE DRAIN



DISTURBED AREA BREAKDOWN
ONSITE: 37,240 SF
OFFSITE: 6,190 SF
TOTAL: 43,430 SF

RAW EARTHWORK SUMMARY

CUT:	865 CY
FILL:	1210 CY
NET:	345 CY IMPORT

NOTE:
EARTHWORK QUANTITIES ARE ESTIMATED TO SUBGRADE AND DO NOT
TAKE INTO ACCOUNT SHRINKAGE, EXCESS MATERIALS FROM TRENCHING
EXCAVATION FOR DETENTION BASIN, AND MISC. UNKNOWN STRUCTURAL
SECTIONS. CONTRACTOR SHOULD VERIFY EARTHWORK QUANTITIES.

ROSEVILLE OLD TOWN LOFTS 241 NEVADA AVENUE ROSEVILLE, CA										C&P DEVELOPMENT CONTACT: KARLTON CASTLES / ROBERT PEGOS 916-218-0728 / 916-764-4201										 RFE Engineering, Inc. <i>Civil Engineers • Planners • Surveyors</i> 2260 Colton Ave., Suite 100 Folsom, CA 95631 Ph: 916-772-7800 Fax: 916-772-7804 www.RFEEngineering.com																				BY TSM T									
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IS/MND EXHIBIT D

TREE LEGEND

PLANT SYMBOL	USE DESCRIPTION & BOTANICAL NAME/COMMON NAME	CONTAINER SIZE	HT/SPR	REMARKS
(Note: All trees symbols sizes are reduced up to 50%)				
	DOUGLAS BLVD. STREET TREE <u>ACER RUBRUM</u> 'ARMSTRONG'- A. RED MAPLE	15 GAL	45'/15'	NARROW, FASTIGIATE
	NEVADA AVE. STREET TREE <u>PISTACIA CHINENSIS</u> CHINESE PISTACHE	15 GAL	35'/30'	SEASONAL COLOR
	PASEO/SEASONAL BUILDING SCREENING TREE <u>ACER RUBRUM</u> 'BOWHILL'- B. RED MAPLE	15 GAL	40'/15'	UPRIGHT, VERY NARROW
	SITE ACCENT & SEASONAL SCREENING TREE <u>LAGERSTROEMIA</u> 'TUSCARORA'- T. CRAPE MYRTLE	15 GAL	25'/15'	SEASONAL FLOWER COLOR
	PASEO UNDERSTORY TREE <u>ACER PALMATUM</u> 'BLOODGOOD'- B. JAPANESE MAPLE	15 GAL	16'/14'	MULTI- STEMMED
	SITE PERIMETER SCREENING TREE <u>PHOTINIA FRASERI</u> RED TIP PHOTINIA	15 GAL	18'/18'	EVERGREEN, TREE TRAINED

SHRUB LEGEND

PLANT SYMBOL	USE DESCRIPTION & BOTANICAL NAME/COMMON NAME	CONTAINER SIZE	HT/SPR	WATER USE
SITE ENTRY ACCENT SHRUBS SUCH AS:				
	<u>ALOE 'BLUE ELF'</u> BLUE ELF ALOE	1 GAL.	1'-6'/2'	LOW
	<u>HEMEROCALLIS</u> HYBRID DAY LILY	1 GAL.	6'/2'	LOW
	<u>ROSA X NOATRUM</u> 'FLOWER CARPET'- CARPET ROSE	2 GAL.	2'-6'/3'-6"	MEDIUM
	<u>TULBAGHIA VIOLACEA</u> SOCIETY GARLIC	1 GAL.	1'-6'/2'	LOW
PASEO/BUILDING FOUNDATION SHRUBS SUCH AS:				
	<u>CHONDROPETALUM</u> TECTORUM SMALL CAPE RUSH	1 GAL.	3'/4'	MEDIUM
	<u>DIANELLA TASMANICA</u> 'TASRED'- TASRED FLAX	1 GAL.	1'-6'/3'	MEDIUM
	<u>LIRIOPE GIGANTEA</u> GIANT LILY TURF	1 GAL.	2'/3'	MEDIUM
	<u>LOROPETALUM CHINENSIS</u> 'EMERALD SNOW'- E.S. FRINGE FLOWER	5 GAL.	3'/4'	MEDIUM
SCREENING SHRUBS SUCH AS:				
	<u>CALLISTEMON VIMINALIS</u> 'BETTER JOHN'- B.J. BOTTLEBRUSH	5 GAL.	3'/3'	LOW
	<u>DIETES BIGOLOR</u> AFRICAN IRIS	1 GAL.	2'/3'	LOW
	<u>ILEX X 'RUTHOLI'</u> EMERALD COLONNADE HOLLY	5 GAL.	6'/10'	MEDIUM
	<u>VIBURNUM TINUS</u> 'DWARF'- DWARF VIBURNUM	5 GAL.	4'/5'	LOW

GROUND COVER LEGEND

SITE ENTRY ACCENT COVER SUCH AS:				EVERGREEN FOLIAGE GROUND COVER SUCH AS:			
BOTANICAL & COMMON NAME	CONTAINER SIZE	HEIGHT/SPREAD	WATER USE	BOTANICAL & COMMON NAME	CONTAINER SIZE	HEIGHT/SPREAD	WATER USE
<u>FESTUCA GLAUCA</u> 'ELIJAH BLUE'- E.B. FESCUE	FLATS	1'/2'	LOW	<u>CAREX PANSA</u> CALIFORNIA MEADOW SAGE	LINERS	8'/10"	LOW
<u>GAZANIA</u> 'MOONGLOW'- M. GAZANIA	FLATS	10'/11'-6"	MEDIUM	<u>VINCA MINOR</u> DWARF PERIWINKLE	1 GAL.	1'/3'	LOW

IRRIGATION NOTES

AN AUTOMATED IRRIGATION SYSTEM WILL BE PROVIDED. IT WILL FOLLOW THE CITY LOW WATER USE CONSERVATION GUIDELINES INCLUDING ITEMS SUCH AS:

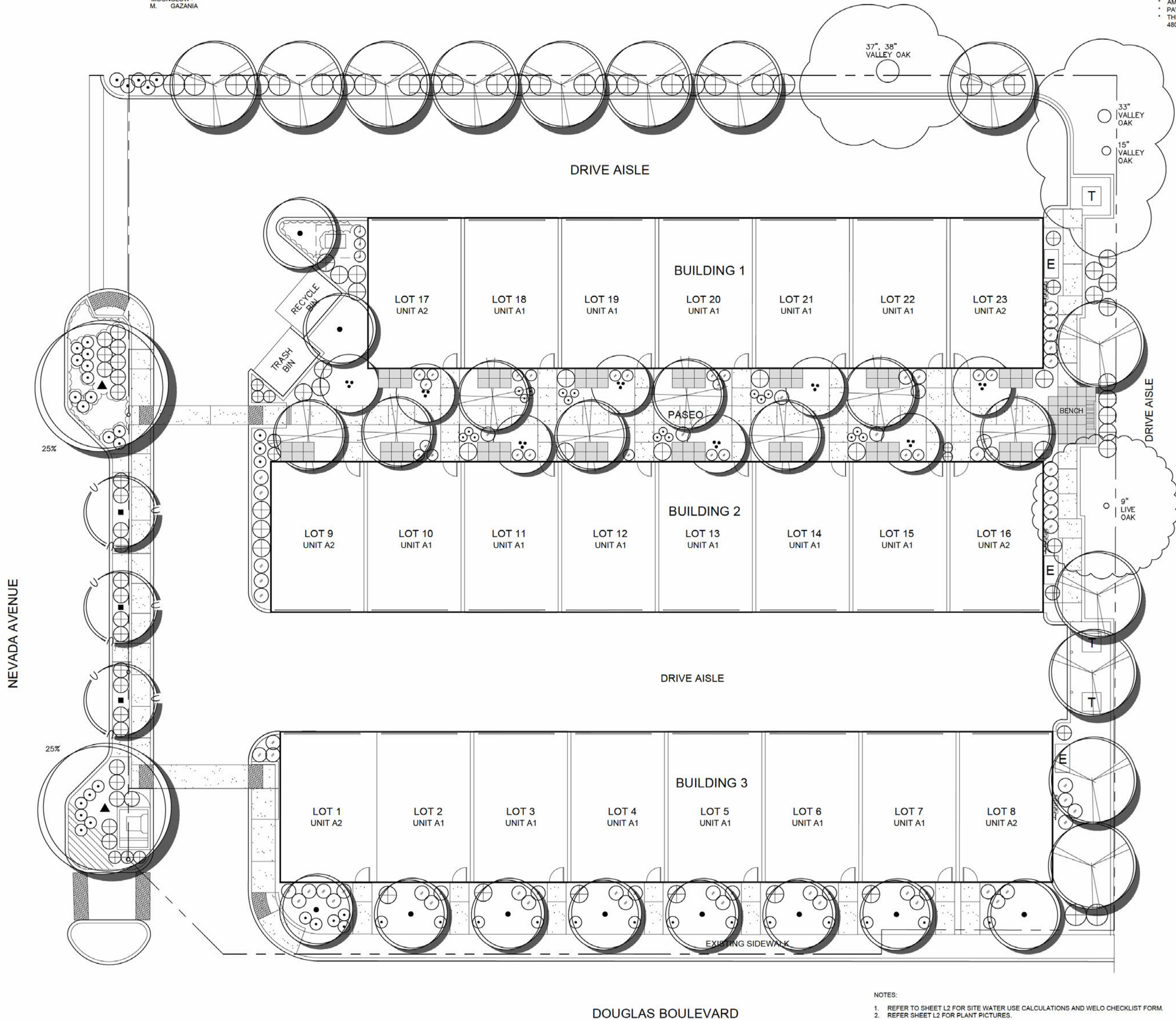
1. GROUPING OF PLANTS WITH SIMILAR WATER USE LEVEL WITHIN THEIR REMOTE CONTROL/VALVE/HYDROZONE SYSTEM.
2. SMART CONTROLLERS WITH WATER SAVINGS FEATURES.
3. LOW WATER FLOW WITH DRIP TYPE APPLICATION.
4. ALLOWABLE MAXIMUM WATER USE CALCULATIONS.
5. WATERING SCHEDULES ARE TO BE PROVIDED FOR BOTH ESTABLISHING AND ESTABLISHED PLANT MATERIALS.

PARKING SHADE CALCULATIONS

TREE	100%	75%	50%	25%
<u>PISTACIA CHINENSIS</u> CHINESE PISTACHE	NA	NA	NA	2(240) = 480
				480 SF
TOTAL AMOUNT OF SHADE PROVIDED				= 480 SF

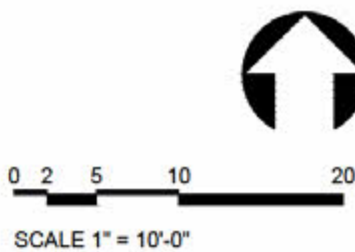
PARKING LOT SHADE CALCULATIONS

* AMOUNT OF PAVED AREA = 752 SF
* PAVED AREA REQUIRED TO BE SHADED: 752 SF X 50% = 376 SF
* THE PERCENTAGE OF SHADE PROVIDED FOR THE PAVED AREA:
480 SF DIVIDED BY 752 SF = 63.8%
PERCENTAGE OF PAVING SHADED = 63.8%



NOTES:

1. REFER TO SHEET L2 FOR SITE WATER USE CALCULATIONS AND WELO CHECKLIST FORM.
2. REFER SHEET L2 FOR PLANT PICTURES.



TOM SMITH
ASSOCIATES
Landscape Architects
Urban Design &
Landscape Guidelines
Site Planning
6921 Roundell Rd. CLA 2009
Sacramento, (916) 749-7279
CA 95842 Fax (916) 749-7229

MARCH 1, 2019

Roseville Old Town Lofts

Roseville, California

PRELIMINARY LANDSCAPE PLAN

kuchman
ARCHITECTS PC

L1

PRELIMINARY WATER USE ESTIMATE BASED
ON SITE PLANTING AREA SHOWN ON PLAN

MAXIMUM APPLIED WATER ALLOWANCE CALCULATION:

MAWA=(ETo)(0.62)[(ETAFxLA)+(1-ETAF)xSLA]

MAWA=(52.2)(0.62)[(0.55x7,473)+(1-0.55)x0.0]

MAWA=133,020 GALLONS

ETo: ANNUAL EVAPOTRANSPIRATION RATE

ETAF: ET ADJUSTMENT FACTOR FOR RESIDENTIAL

LA: LANDSCAPE AREA IN SQUARE FEET

SLA: SPECIAL LANDSCAPE AREA IN SQ. FT.

NOTE: THE WATER USE ITEMS REQUESTED IN THE FORM BELOW WILL BE PROVIDED WHEN THE LANDSCAPE IRRIGATION CONSTRUCTION PLAN IS COMPLETED.

WATER EFFICIENT LANDSCAPE ORDINANCE
SUBMITTAL CHECKLIST

To be completed by applicant and submitted with plans:

Project Name:

Contact:

Address:

Phone:

LANDSCAPE DOCUMENTATION PACKAGE CERTIFICATION

"I agree to comply with the water efficient landscape ordinance"(see rule, page 4) and certify that the landscape plans contain all information required in the landscape documentation package."

Applicant Name (Print) Signature Date

LANDSCAPE PACKAGE SUBMITTAL REQUIREMENTS

SHEET NO. 1NOTES:

PROJECT INFORMATION (on cover sheet or equivalent):

Date

Applicant name & contact information

Owner name and contact information

Project address

Total landscaped area (in sq. ft.)

Project type (new, rehabilitated, public, private, etc.)

Water supply type (potable/recycled)

Checklist of documents contained in landscape package

WATER EFFICIENT LANDSCAPE WORKSHEET:

Hydrozone information table

Water budget calculations for MAWA and ETWU

SOIL MANAGEMENT REPORT:

Recommendations incorporated into landscape plan?

Copy of report provided to Planning Department?

LANDSCAPE PLAN

Consistent with Specific Plan Design Guidelines?

Plant materials list – botanical & common name

Planting symbols

Container size

Plant spacing

Plant quantities

SHEET NO. 2NOTES:

Identify edible plants

Identify water features & surface area

Turf limited to 25% of total planting area?

Designate and label hydrozones (low, moderate, high, mixed use) – group plants by hydrozone

Minimum 3" mulch or bark (no shredded bark)

Establishing mulch/bark on slopes greater than 25%

Identify composting installation rates (unless exempt)

Delineate property lines, utilities, easements, streets, driveways, other paved surfaces

Identify buildings, structures and pad elevations (if not provided on grading plan)

Identify nature features to remain (rock outcroppings, trees, etc.)

Identify "Special Landscape Areas" if any

Identify stormwater treatment improvements

Identify rain catching or harvesting improvements, if any

Identify any applicable greywater systems

Include statement with signature/date: "I have complied with the criteria of the Water Efficient Landscape Ordinance and applied such criteria for the efficient use of water in the landscape design plan."

IRRIGATION PLAN:

Location/size of water meters

Type & size of all irrigation system components

Irrigation controller type (must use evapotranspiration or soil moisture sensor data and utilize a rain sensor)

Main and lateral lines

Valves

Sprinkler head location & type

Moisture sensing devices (soil and/or rain)

Quick couplers

Pressure regulators

Backflow devices

Rain/freeze/wind sensors

Indicate flow rate (gallons per minute)

Indicate application rate (inches per hour)

Indicate design operating pressure (per square inch)

Designed to optimal dynamic pressure? (Booster pumps or pressure regulators shall be used to achieve required dynamic pressure)

Manual shut off valves

Designate hydrozone and valves by number, letter or other means.

Designed to prevent low head drainage & no overspray or runoff?

Conforms to hydrozones indicated on landscape plan?

Designed to achieve irrigation efficiency of 0.75 for overhead spray and 0.81 for drip?

Low volume irrigation in mulched planting areas

Matched precipitation rates for heads and emitters desired?

Optimal sprinkler spacing?

Swing joints or other river protection adjacent to high traffic areas?

Check valves or anti-drain valves required?

Low flow or subsurface irrigation for turf strips or other areas less than 10 feet in width

Sprinkler heads setback 24" from hardscape? if not, to

Adjacent hardscape permeable?

Adjacent impermeable hardscape designed to drain entirely to landscaping?

Alternative design or technology specified to minimize overspray/runoff?

Maximum 0.75 inch per hour precipitation rate for slopes greater than 25%.

Include statement with signature/date: "I have complied with the criteria of the Water Efficient Landscape Ordinance and applied such criteria for the efficient use of water in the irrigation design plan."

GRADING & DRAINAGE PLAN: (in addition to other City grading standards)

Height of graded slope

Drainage patterns

Proposed underground and in-ground drainage improvements

Pad elevations

Finish grade

Stormwater retention or treatment improvements, if any

Include statement with signature/date: "I have complied with the criteria of the Water Efficient Landscape Ordinance and applied such criteria for the efficient use of water in the grading and drainage plan."

IRRIGATION SCHEDULE:

Utilize local ET data?

Overhead irrigation scheduled between 8 p.m. and 10 a.m.?

Applied water equal to or less than MAWA?

TREES



ARMSTRONG RED MAPLE



CHINESE PISTACHE



BOWHILL RED MAPLE



TUSCARORA CRAPE MYRTLE



BLOODGOOD JAPANESE MAPLE



RED TIP PHOTINIA

SHRUBS

SITE ENTRY ACCENT SHRUBS:



BLUE ELF ALOE



DAY LILLY



PINK CARPET ROSE



SOCIETY GARLIC

PASEO/BUILDING FOUNDATION SHRUBS:



SMALL CAPE RUSH



TASRED FLAX LILLY



GIANT LILLY TURF



EMERALD SNOW FRINGE FLOWER

SCREENING SHRUBS:



BETTER JOHN BOTTLE BRUSH



AFRICAN IRIS



EMERALD COLONNADE HOLLY



DWARF VIBURNUM

GROND COVERS

SITE ENTRY ACCENT COVER:



ELIJAH BLUE FESCUE



MOONGLOW GAZANIA

EVERGREEN FOLIAGE:



CALIFORNIA MEADOW SAGE



DWARF PERIWINKLE



TOM SMITH
ASSOCIATES
Landscape Architects
Urban Design &
Landscape Guidelines
Site Planning
6921 Roundell Rd., CLA 2009
Sacramento (916) 749-7276
CA 95842 Fax (916) 749-7229

NOVEMBER 12, 2018

Roseville Old Town Lofts

Roseville, California

PLANT PICTURES & WATER USE CALCS AND CHECKLIST



L2



EAST ELEVATION - BUILDING 2 (DRIVE ISLE)

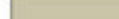
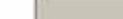


WEST ELEVATION - BUILDING 2 (NEVADA STREET)



NORTH ELEVATION - BUILDING 2 (PUBLIC / PASEO)

EXTERIOR COLOR SCHEDULE

	TRAIL DUST HLS 4273		FEATHER STONE KM 4578
	FRONTIER SHINGLE HLS 4272		HC MUDDOX COVENTRY
	GRANT DRAB HLS 4271		RED HOT JAZZ HLS 4268

— WALL MOUNTED PORCH LIGHT

— WALL MOUNTED ADDRESS SIGNAGE

SCALE 3/16" = 1'-0"

0 1 2 5 10
SCALE 3/16" = 1'-0"

AUGUST 10, 2018



SOUTH ELEVATION - BUILDING 2 (DRIVE ISLE)

SCALE 3/16" = 1'-0"

EXTERIOR COLOR SCHEDULE

TRAIL DUST HLS 4273	FEATHER STONE KM 4578
FRONTIER SHINGLE HLS 4272	HC MUDDOX COVENTRY
GRANT DRAB HLS 4271	RED HOT JAZZ HLS 4268

0 1 2 5 10
SCALE 3/16" = 1'-0"

AUGUST 10, 2018

C&P
DEVELOPMENT
L.L.C.

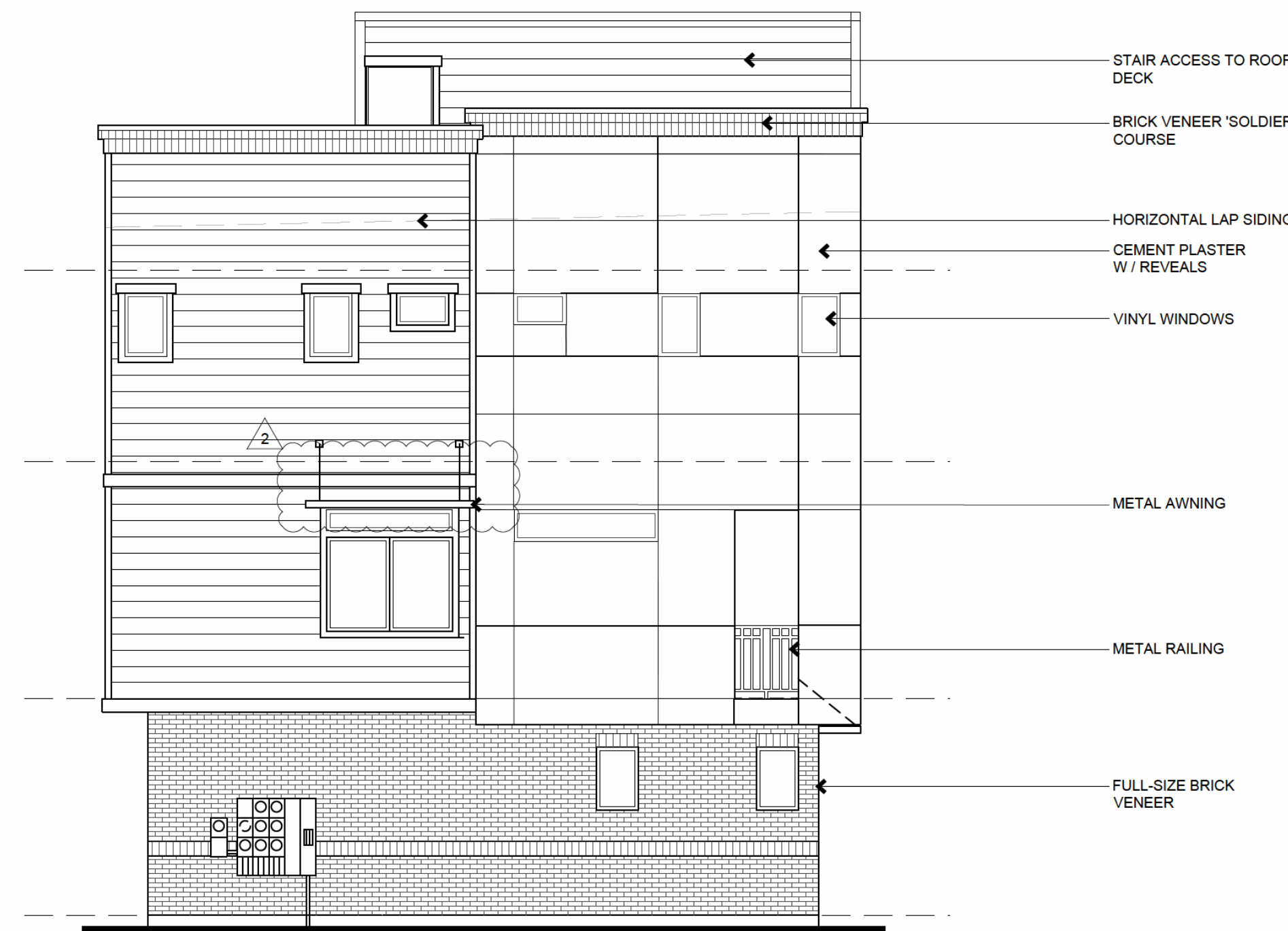
Roseville Old Town Lofts

Roseville, California

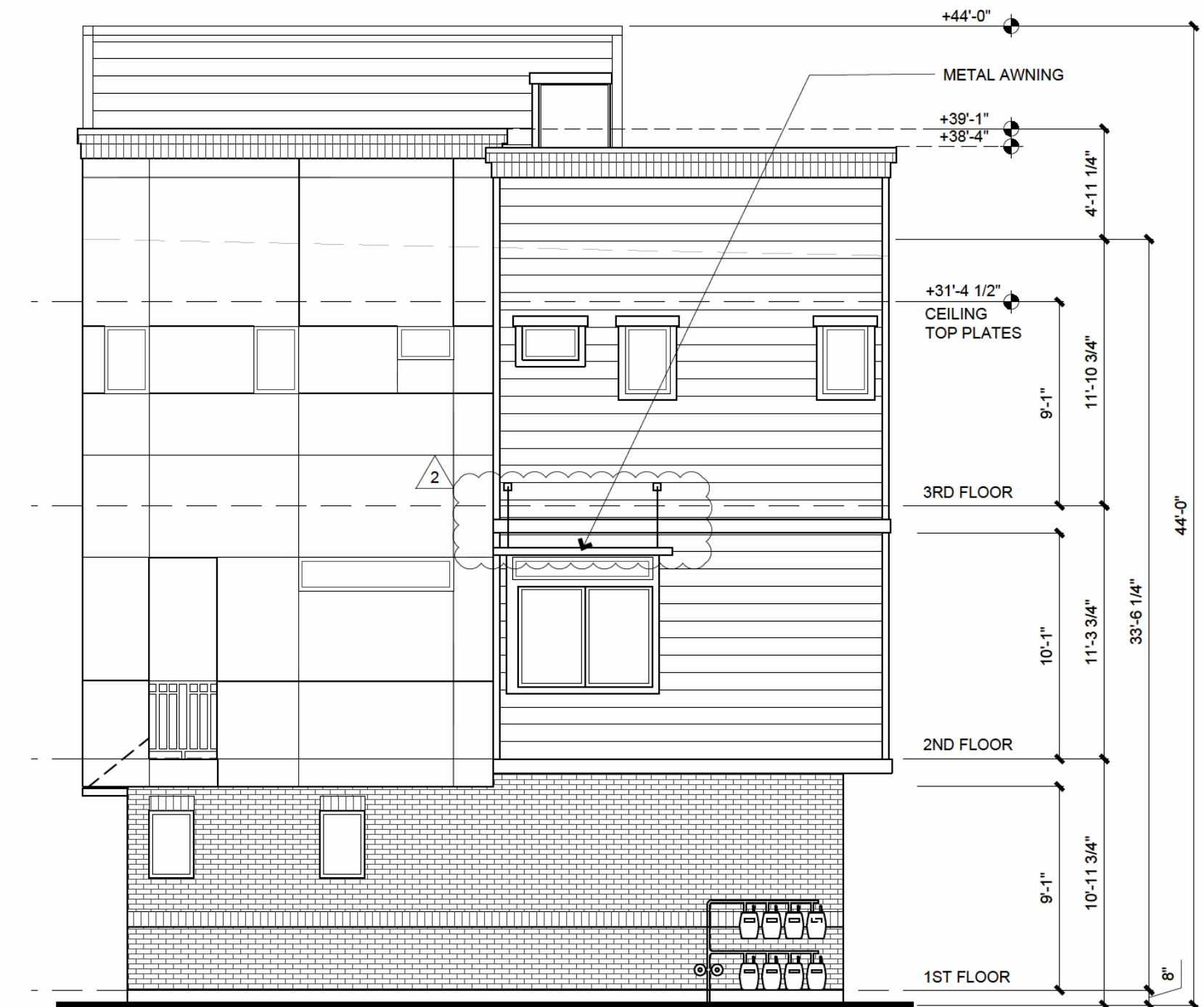
COLOR ELEVATIONS



A3.1



EAST ELEVATION - BUILDING 2 (DRIVE ISLE)
SCALE 3/16" = 1'-0"



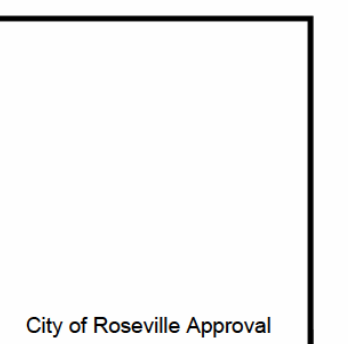
WEST ELEVATION - BUILDING 2 (NEVADA STREET)
SCALE 3/16" = 1'-0"



NORTH ELEVATION - BUILDING 2 (PUBLIC / PASEO)

SCALE 3/16" = 1'-0"

03/01/19	3	Cycle 4 - Submittal	GK
11/19/18	2	Cycle 3 - Submittal	GK
08/16/18	1	Cycle 2 - Submittal	GK



0 1 2 5 10
SCALE 3/16" = 1'-0"
March 1, 2019

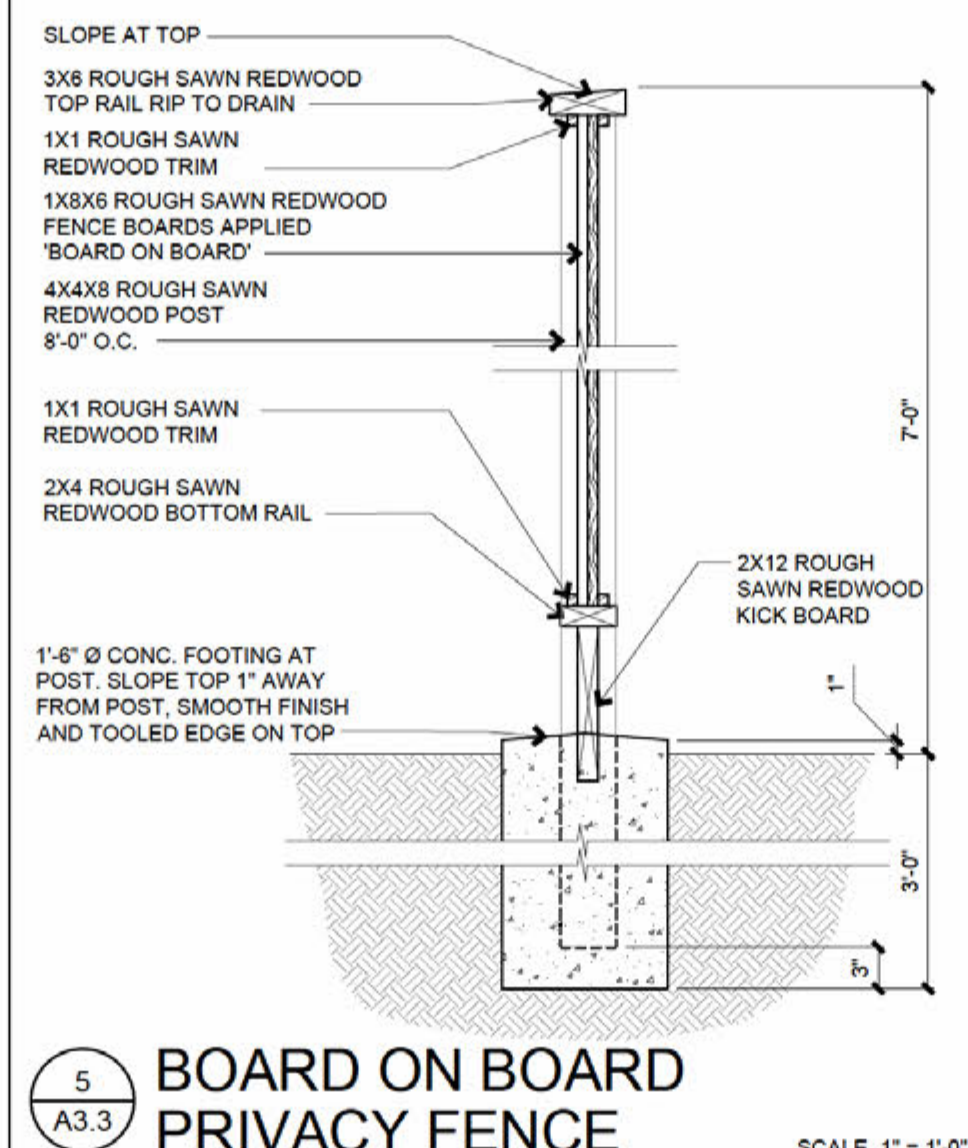
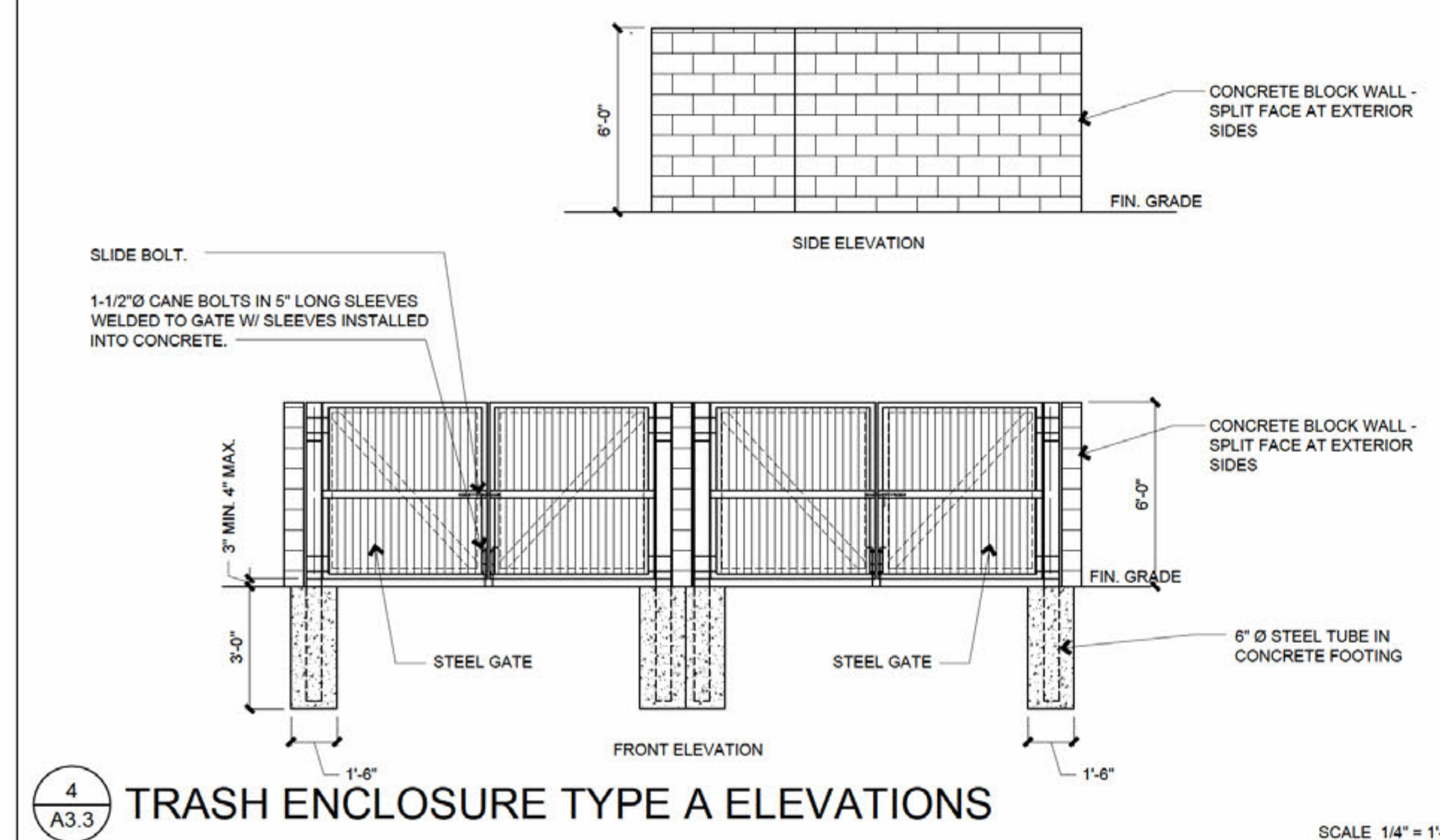
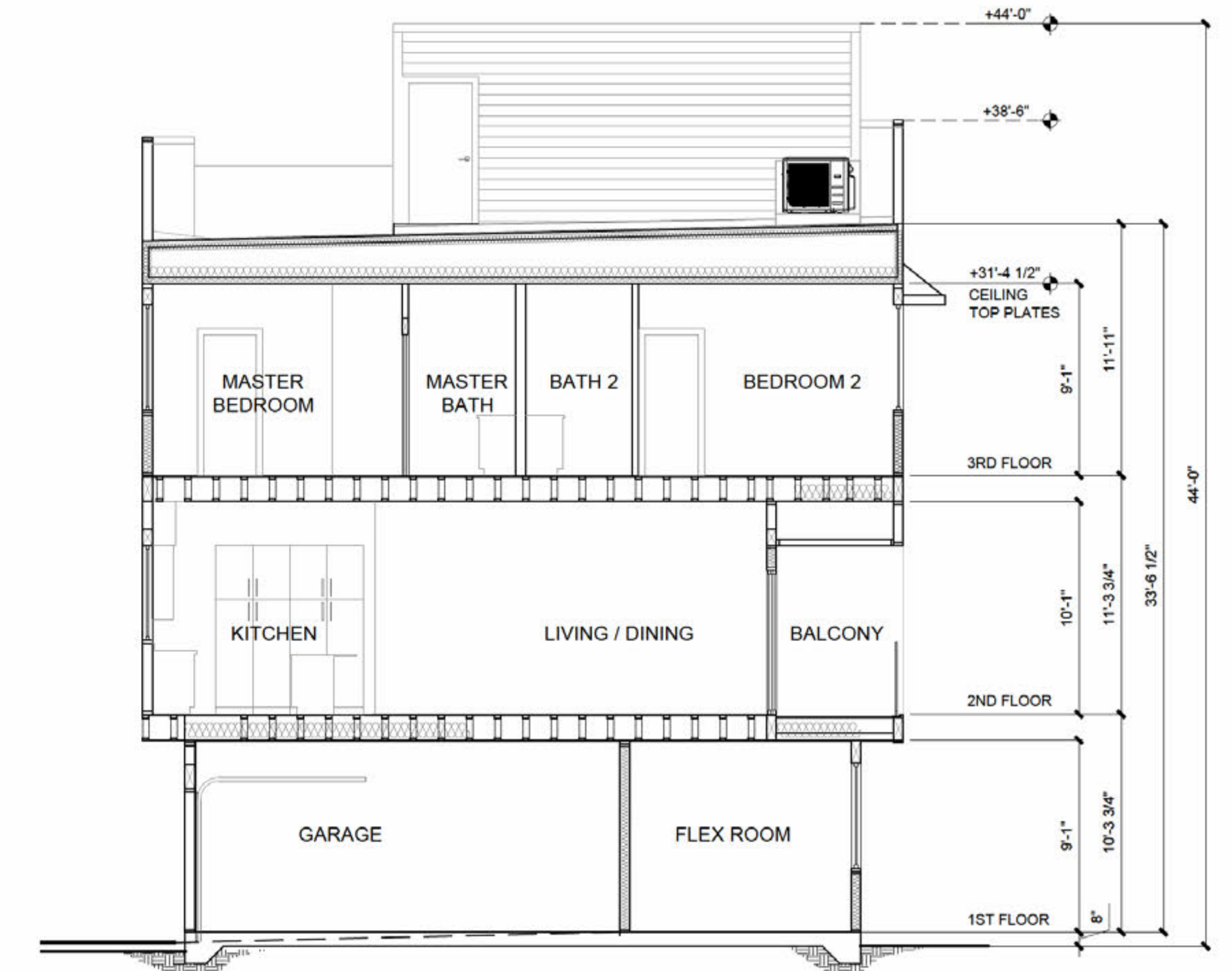
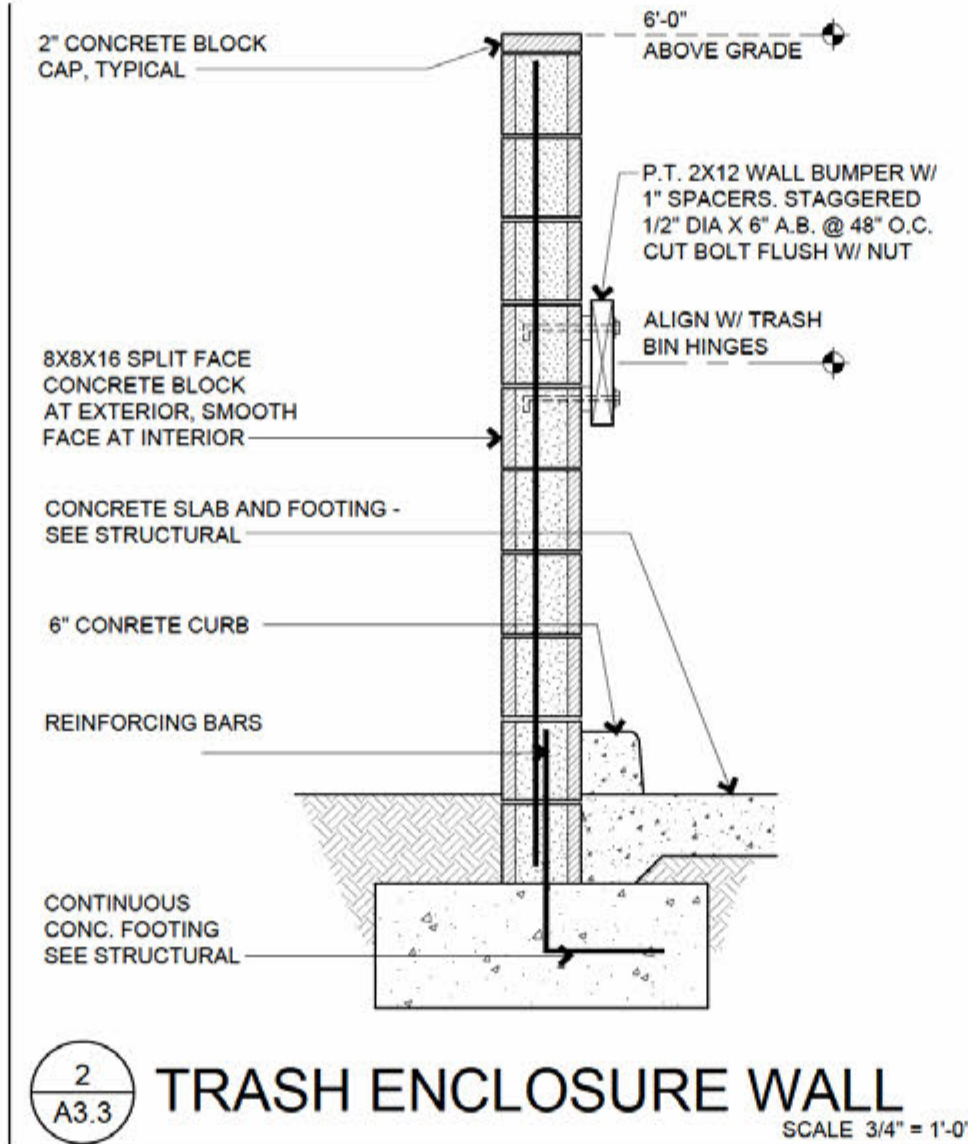
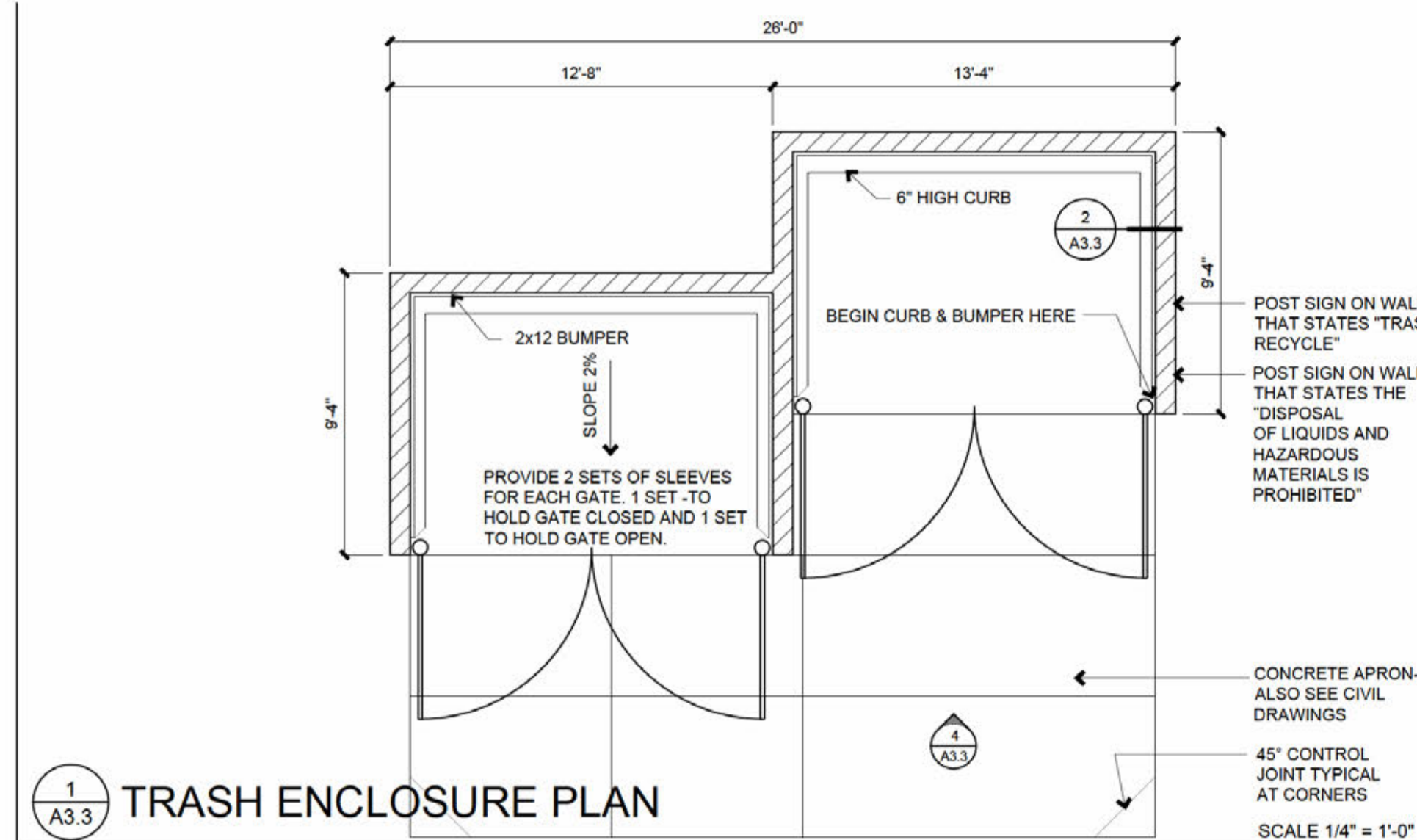


C&P
DEVELOPMENT
L.L.C.

Roseville Old Town Lofts
Roseville, California

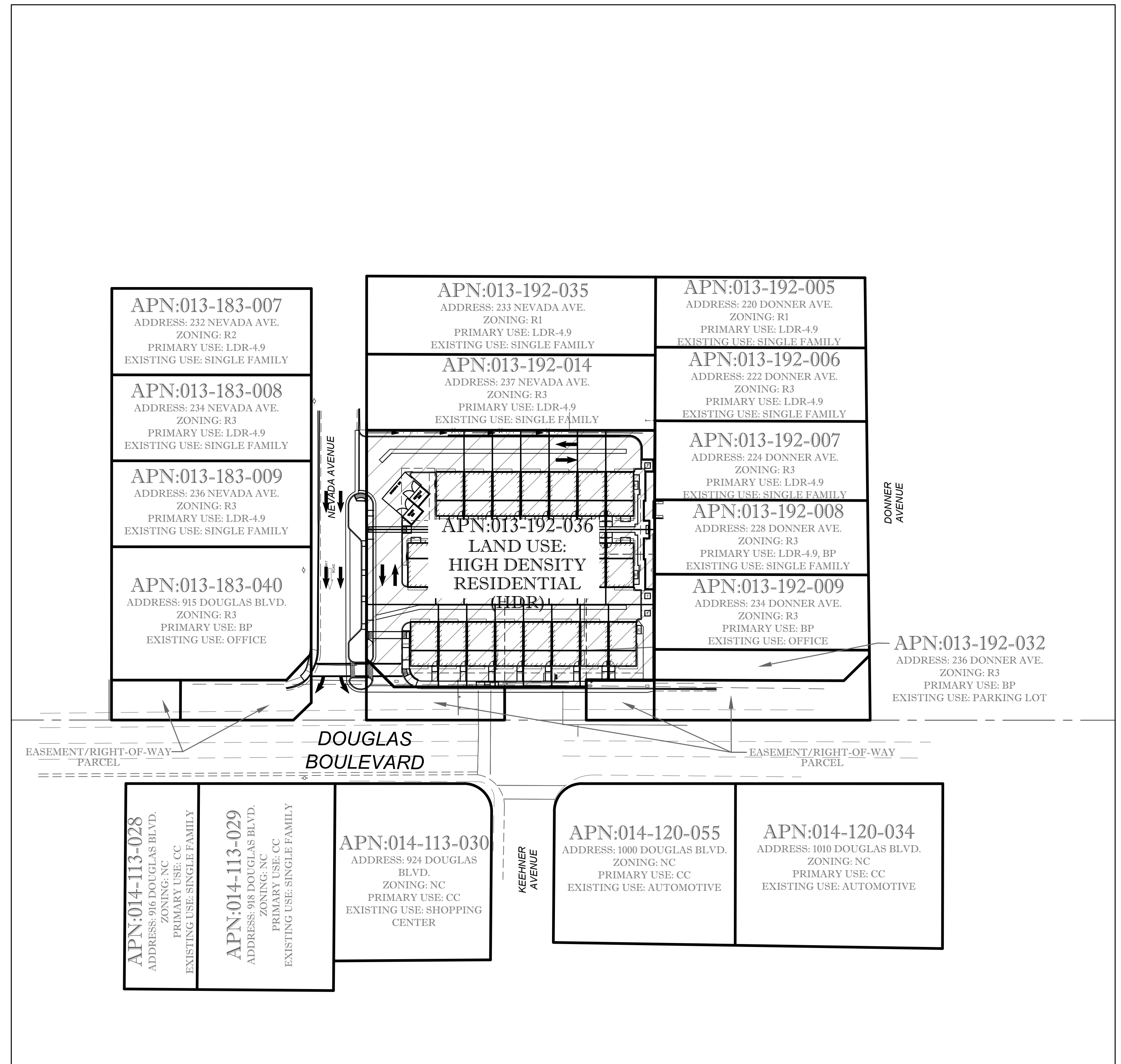
BUILDING 2 ELEVATIONS
BUILDING 1 & 3 SIMILAR

A3.2



PC EXHIBIT B

PROPOSED LAND USE



NOTE:
ADJACENT PARCEL BOUNDARIES ARE IN APPROXIMATE LOCATIONS PER
CITY OF ROSEVILLE PARCEL VIEW DATA



EXISTING CONDITIONS AND PROJECTIONS

A. PLANNING AREA

The focus of the General Plan's land use policy is on the City's "planning area." Roseville's planning area includes approximately 44.2 square miles of incorporated lands as well as an additional 796 acres, which make up the City's sphere of influence. Roseville's planning area is reflected on Figure II-1. A summary of the acreages for the lands within both the incorporated area and sphere of influence are included on Table II-1.

INCORPORATED AREA

Within the City limits there are sixteen subareas that have been planned for urban development. These include the Infill Area, the North Industrial area, and the City's fourteen specific plan areas. Each area is briefly described below:

Infill Area

The Infill area constitutes what historically has been the central core of Roseville, as well as the areas that were the focus of growth in the City until the early 1980's. With the exception of scattered parcels of limited acreage, the Infill area is close to being fully developed. The land use in this area incorporates a mix of residential neighborhoods, commercial and industrial uses and amenities to serve the residents of the community. The Infill area encompasses the oldest portions of the City but excludes the newly adopted Downtown Specific Plan area and Riverside Gateway Specific Plan area. Totaling 8,515 gross acres, the Infill area will accommodate approximately ~~43,167~~ **43,227** residents at full buildout.

Southeast Roseville Specific Plan

The Southeast Roseville Specific Plan represents the City's first effort to utilize the specific plan process to master plan a new development area. The Plan, originally adopted in February 1985 and expanded in April 1988, provides for the development of approximately 1,024 gross acres south of Douglas Boulevard in the southeast portion of the City. Included is a mix of single and multi-family residential, commercial and office uses with schools, parks and open space

amenities. The Plan area is anticipated to accommodate approximately 8,255 residents and provide 4,386 jobs at buildout.

Northeast Roseville Specific Plan

The Northeast Roseville Specific Plan was adopted in April 1987 and consists of 954 gross acres east of Interstate 80 and north of Douglas Boulevard. The land use plan for this area consists largely of commercial and employment based uses focused towards the regional market, and the inclusion of 1,350 dwelling units. The Plan incorporates significant open space resources including Miner's and Secret Ravines. Buildout population for the Northeast Plan area is projected at 3,524 residents with 18,587 jobs.

Northwest Roseville Specific Plan Area

The Northwest Roseville Specific Plan was adopted in May 1989 and includes 2,663 gross acres in the western portion of the City. Single and multi-family residences are the predominant land use in the area, with associated commercial, office and service uses. The Plan area incorporates a significant amount of parklands and open space, a city golf course and several school sites, including a high school. The Plan is anticipated to accommodate approximately 23,667 residents and provide 4,236 jobs at buildout.

North Central Roseville Specific Plan

The North Central Roseville Specific Plan area is generally situated between Interstate 80 and Washington Boulevard, north of the Diamond Oaks Golf Course. The Plan, adopted in July 1990, is bordered on the north by Highway 65 and incorporates 1,825 acres. The North Central Plan area provides a diverse mix of residential, commercial and office uses. Included are regional commercial sites and significant wetland preservation/compensation area. The Plan area is expected to accommodate approximately 12,296 residents and 15,200 jobs at buildout.

**TABLE II-2
TOTAL LAND USE ALLOCATION**

USE CATEGORY	GROSS ¹ ACRES	% OF TOTAL ACRES
Residential (RES)	12,854 12,855	45%
Commercial (COM)	2,276	8%
Business Professional (BP)	792 791	3%
Industrial (IND)	2,369	8%
Open Space (OS)	3,151	11%
Park & Recreation (PR)	2,136	8%
Public/Quasi Public (P/QP)	2,719	10%
Right of Way (ROW)	1,978	7%
TOTAL	28,274	100%

SOURCE: City of Roseville Planning Division
Updated: September 6, 2017

**TABLE II-3
LAND USE ALLOCATION BY INCORPORATED SUBAREA (in acres)**

SUBAREA	RES	COM ²	BP	IND ³	OS ⁴	PR ⁵	P/QP ⁶	ROW	TOTAL ACRES
INFILL	3,349 3,350	571	201 200	914	479	465	2,109	426	8,514
SERSP	559	83	99	0	74	111	20	78	1,024
NERSP	132	300	308	0	94	13	10	97	954
NWRSP	1,759	119	11	0	155	353	107	159	2,663
NCRSP	656	339	162	78	183	100	75	232	1,825
NIPA	307	68	6	1,287	173	53	9	129	2,031
DWSP	659	13	0	0	98	378	4	51	1,203
HRNSP	294	162	0	0	37	37	48	99	677
NRSP	998	81	0	0	184	117	68	121	1,569
SRSP	616	35	5	0	270	78	23	90	1,117
WRSP	1,758	55	0	88	705	251	147	190	3,194
RGSP	21	29	0	0	0	0	0	0	50
DTSP	27	110	0	2	0	37	0	0	176
SVSP	1,133	241	0	0	357	105	72	173	2,081
CSP	248	19	0	0	177	16	10	32	502
ARSP	338	51	0	0	165	22	17	101	694
TOTAL ACRES	12,854 12,855	2,276	792 791	2,369	3,151	2,136	2,719	1,978	28,274

SOURCE: City of Roseville Planning Division
Updated: September 6, 2017

¹ Gross acreage includes road and highway rights-of-way, easements, etc.

² Commercial includes neighborhood commercial, community commercial, regional commercial and central business district.

³ Industrial includes general industrial, light industrial, and transfer station.

⁴ Open Space includes open space, floodway open space, paseos, wildlife/vernal pool preserves, and 80 acres of Urban Reserve.

⁵ Parks and Recreation includes developed park and recreation areas and golf courses.

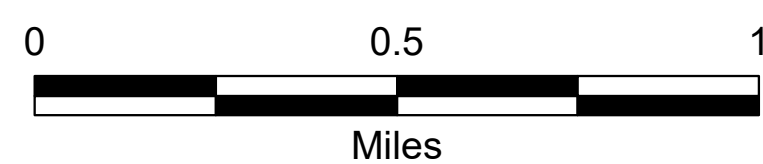
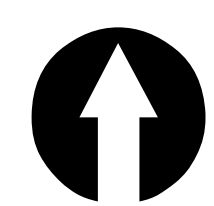
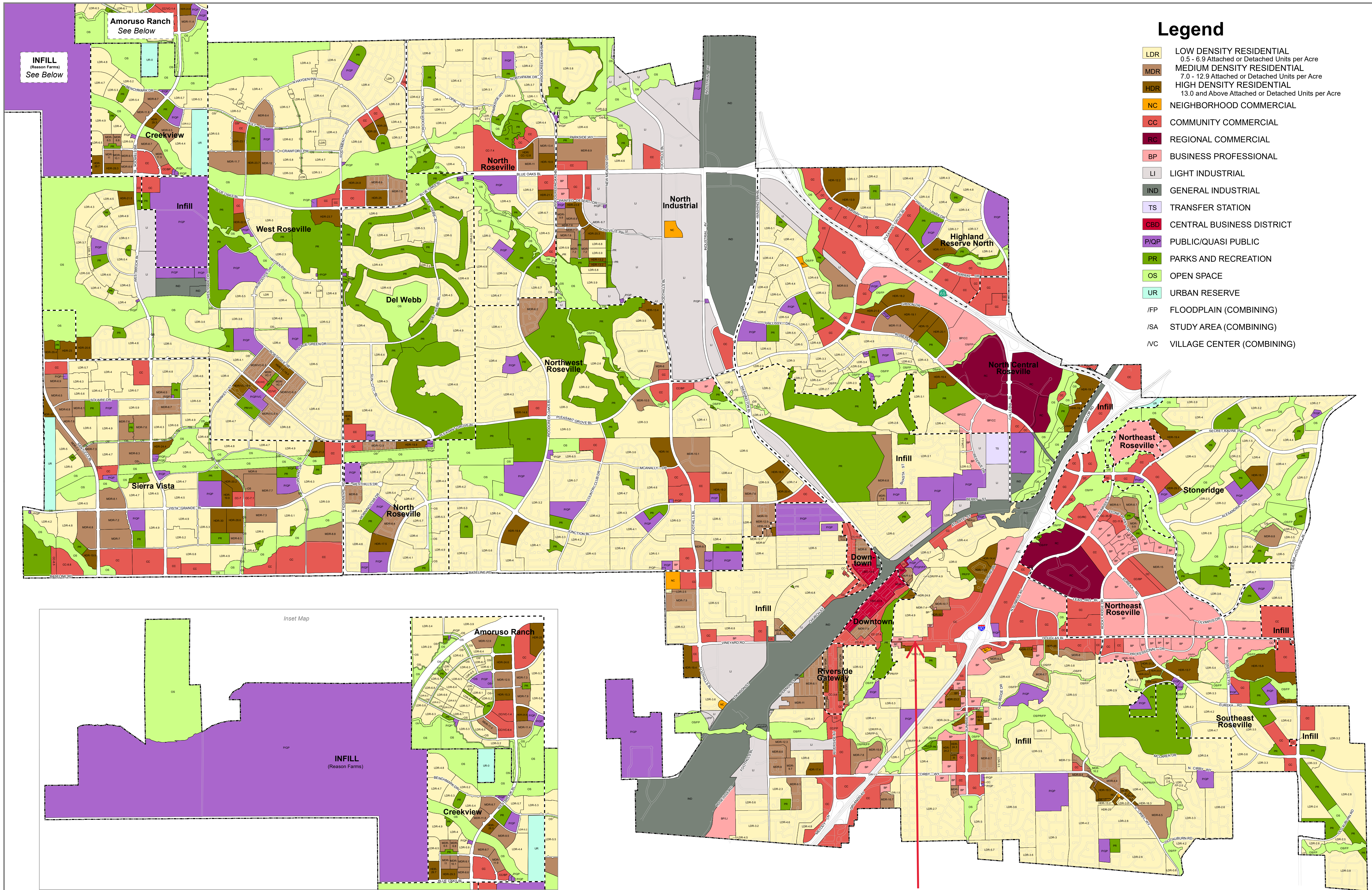
⁶ Public/Quasi Public includes: schools, churches, fire stations, electrical substations, corporation yards, well sites, tank and pump station sites, solid waste recycled drop off and park & ride lots.

**TABLE II-4
RESIDENTIAL UNITS AND POPULATION BY INCORPORATED
SUBAREA**

SUBAREA	DWELLING UNITS			POPULATION ¹		
	(2016)	(2035)	Buildout	(2016)	(2035)	Buildout
Infill	15,647	16,359 16,382	16,359 16,382	40,839	43,167 43,227	43,167 43,227
Southeast Roseville	3,054	3,163	3,163	7,971	8,255	8,255
Northeast Roseville	1,098	1,350	1,350	2,866	3,524	3,524
Northwest Roseville	8,930	9,068	9,068	23,307	23,667	23,667
North Central Roseville	4,261	4,711	4,711	11,121	12,296	12,296
North Industrial	1,043	1,991	1,991	2,722	5,196	5,196
Del Webb	3,210	3,210	3,210	5,859	5,859	5,859
Highland Reserve North	1,669	1,669	1,669	4,356	4,356	4,356
North Roseville	5,434	5,801	5,801	14,183	15,141	15,141
Stoneridge	2,446	2,861	2,861	6,384	7,467	7,467
West Roseville	4,606	10,495	10,495	11,461	26,822	26,822
Riverside Gateway	206	456	456	538	1,190	1,190
Downtown	255	2,272	2,272	665	5,930	5,930
Sierra Vista	23	8,658	8,658	60	22,198	22,198
Creekview	0	2,011	2,011	0	5,249	5,249
ARSP	0	2,827	2,827	0	7,378	7,378
TOTAL	51,882	76,902	76,902	132,332	197,695	197,695

SOURCE: City of Roseville Planning Division
Updated: September 6, 2017

¹ Assumes 2.61 persons per household except for 3,110 units in Del Webb, 493 units in Sierra Vista and 704 units in West Roseville which utilize a 1.8 persons per household multiplier (2010 Census).

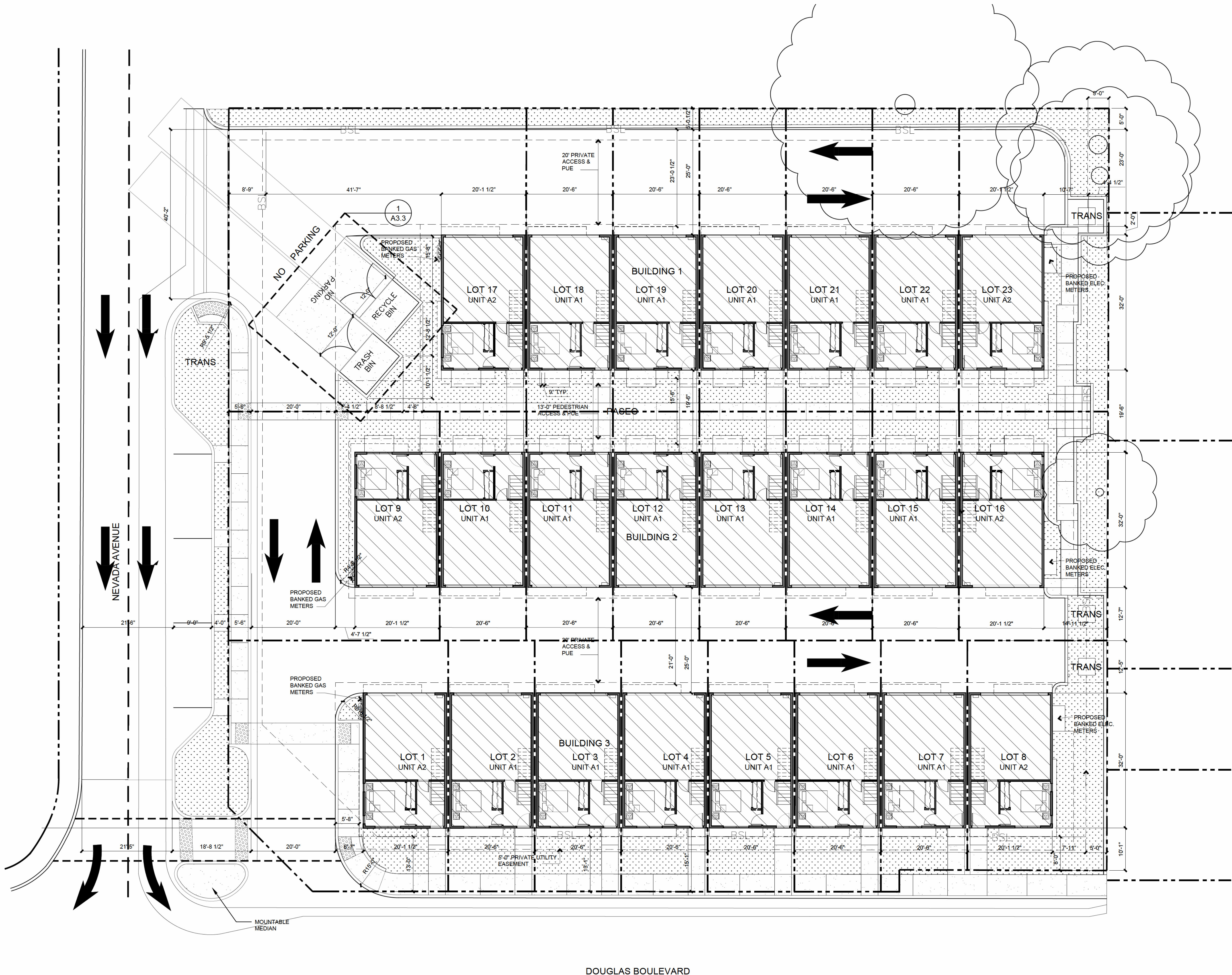


Last updated: May 2018

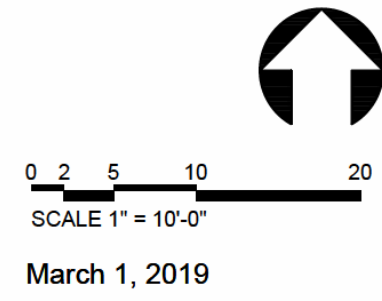
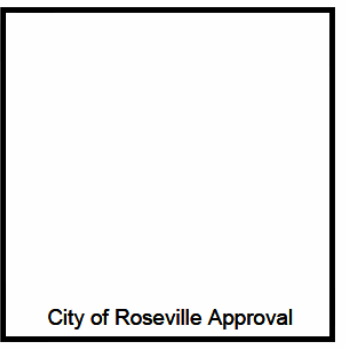
Inset Map
Roseville Water Treatment Plant
9595 Barton Road
Located approx. 1.5 miles east

Roseville Old Town Lofts
Modified R3 Development Standards

Description	Proposed Development Standard
Minimum lot area (Sq ft)	
Interior	1,112
Corner	1,159
Minimum lot width	
Interior	20'-6"
Corner	21'-4 ½"
Residential Density	26 units per acre
Setbacks (minimum)	
Front	7'-5" for interior lot; 20' for corner lot
Sides	0'-3" interior; 20' street side on corner
Rear	10'
Maximum lot coverage	60%
Height Limits	45'-0"



03/01/19 CYCLE 1 - SUBMITTAL GK
11/19/18 CYCLE 2 - SUBMITTAL GK
08/16/18 CYCLE 3 - SUBMITTAL GK



March 1, 2019



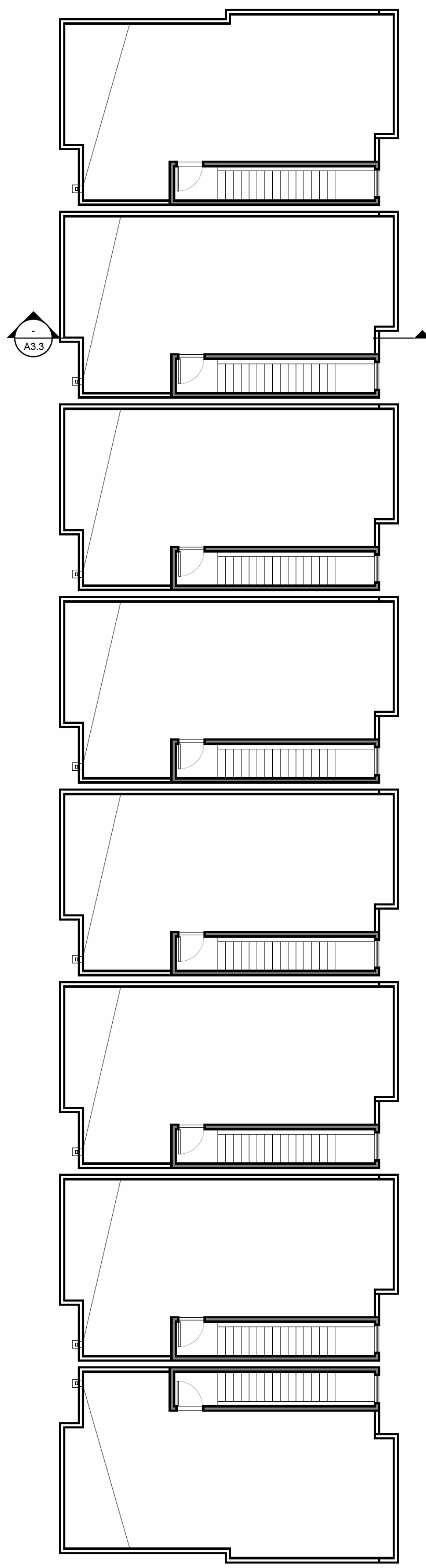
C&P
DEVELOPMENT
L.L.C.

Roseville Old Town Lofts

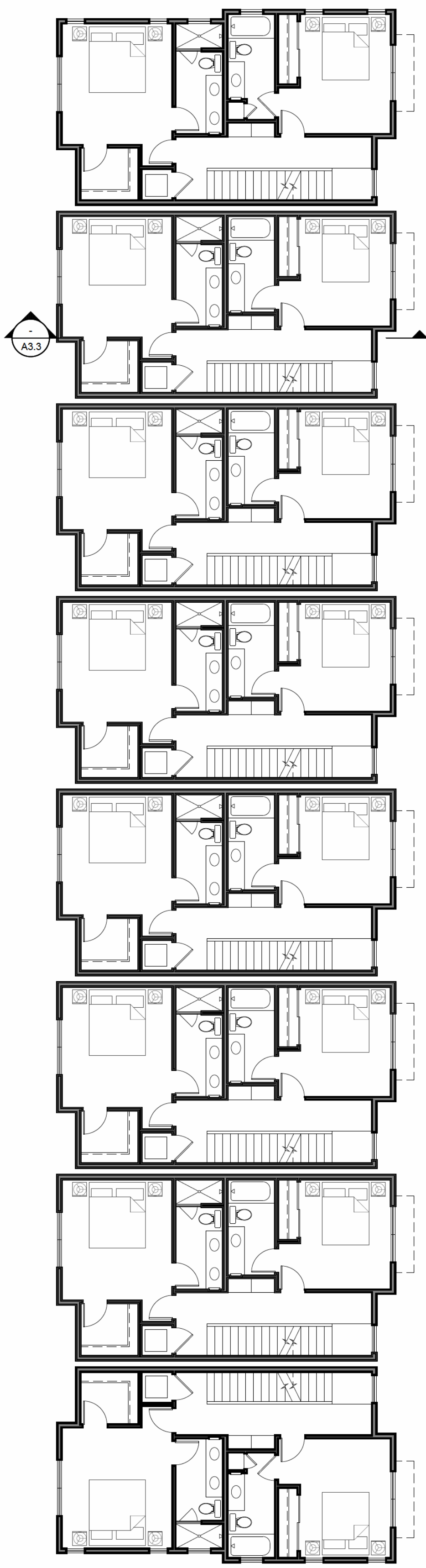
Roseville, California

SITE PLAN

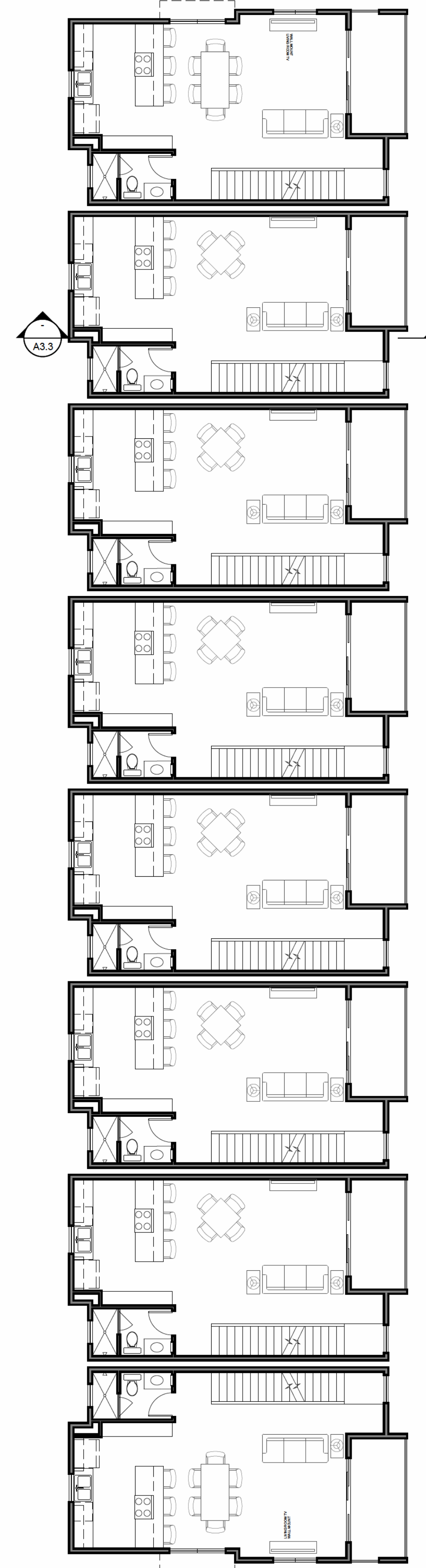
A1.1



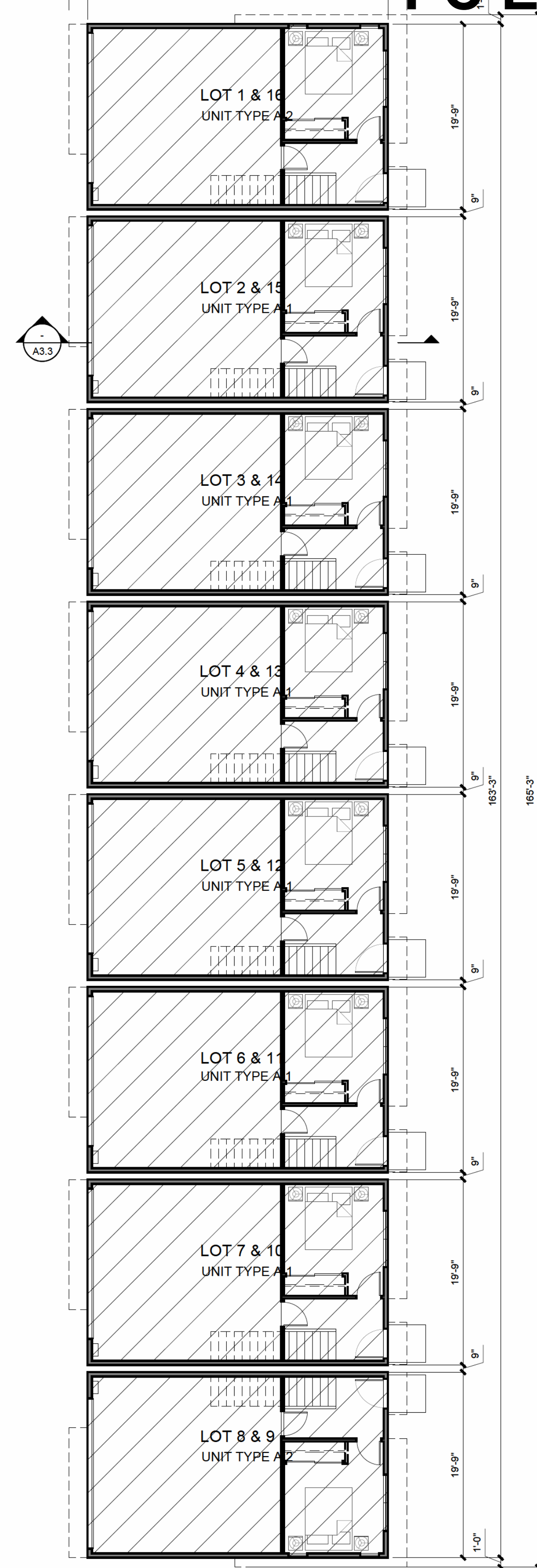
ROOF DECK PLAN



3RD FLOOR PLAN

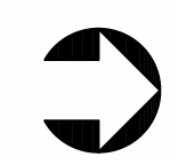


2ND FLOOR PLAN



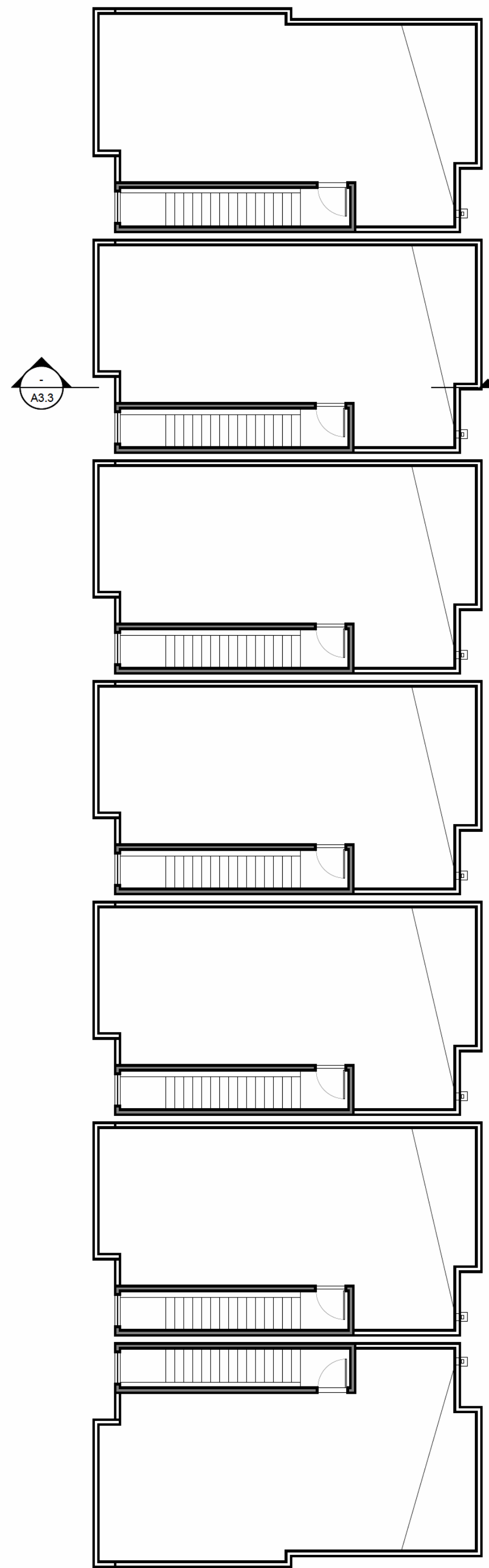
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11/19/18	2	CYCLE 3 - SUBMITTAL	GK
08/16/18	1	CYCLE 2 - SUBMITTAL	GK

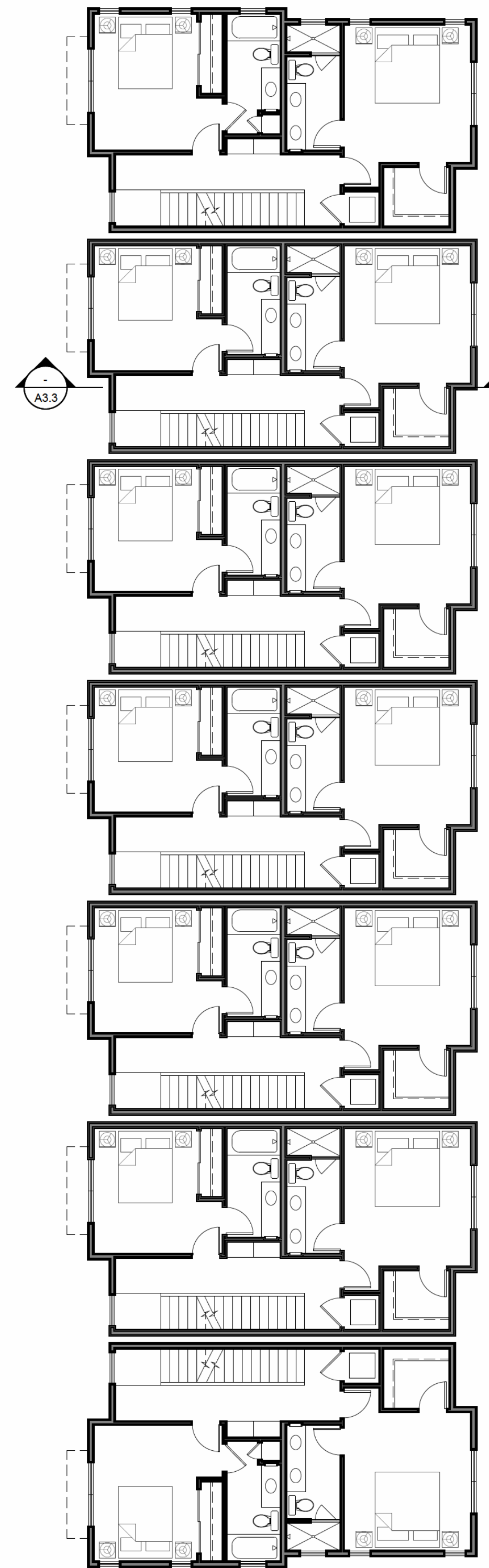

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SCALE 1/8" = 1'-0"
March 1, 2019

City of Roseville Approval

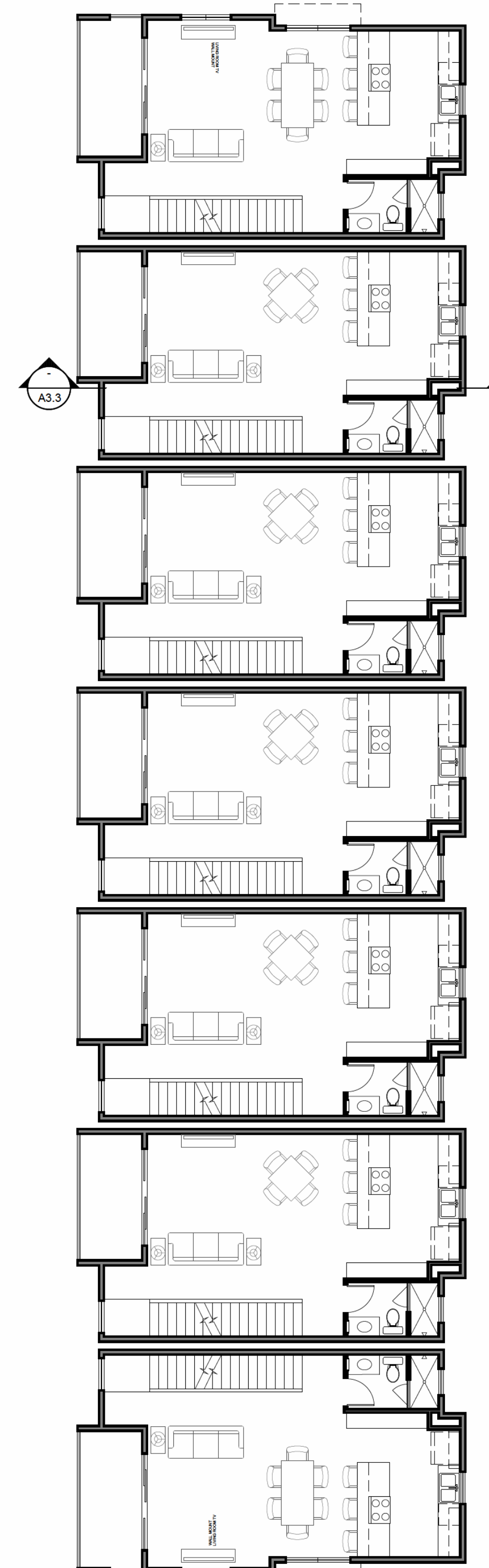




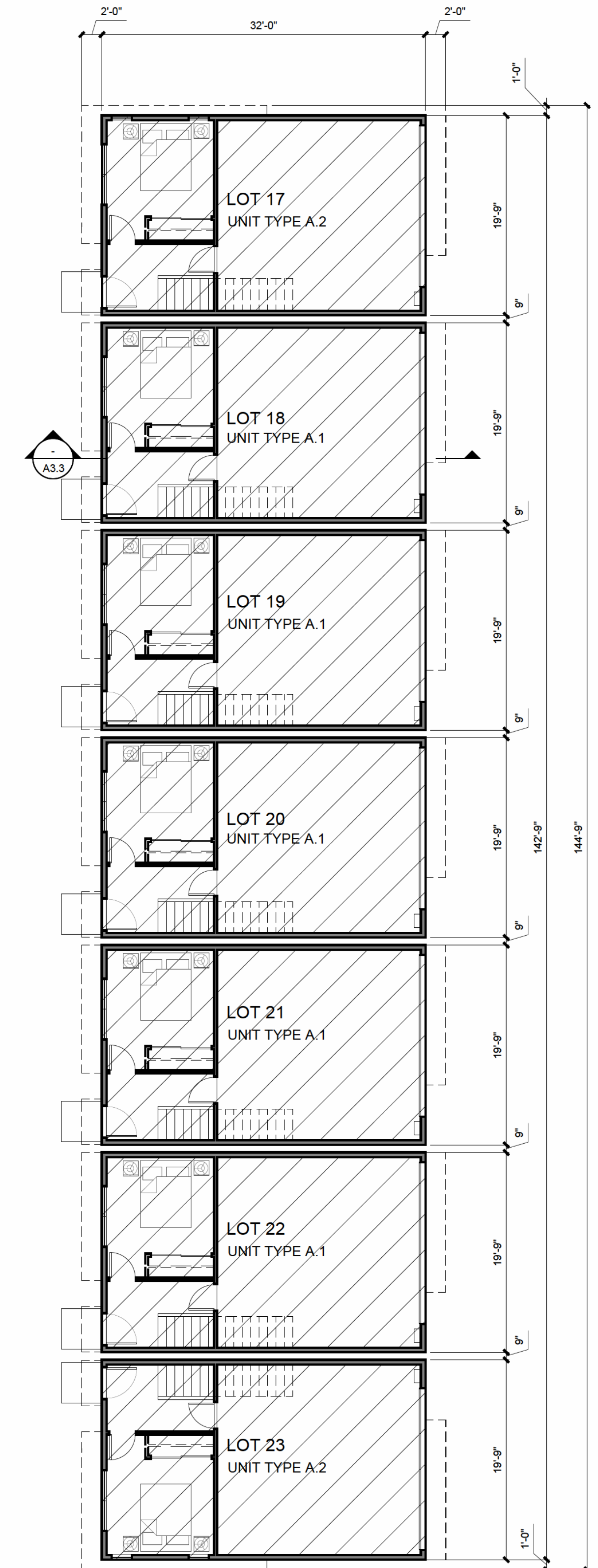
ROOF DECK PLAN



3RD FLOOR PLAN

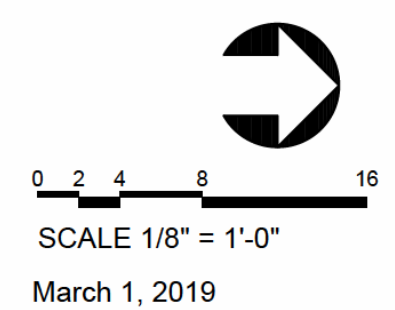


2ND FLOOR PLAN

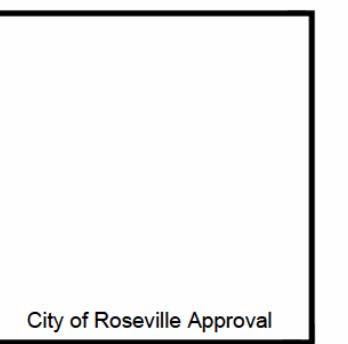


1ST FLOOR PLAN

03/01/19	3	CYCLE 4 - SUBMITTAL	GK
11/19/18	2	CYCLE 3 - SUBMITTAL	GK
08/16/18	1	CYCLE 2 - SUBMITTAL	GK



March 1, 2019



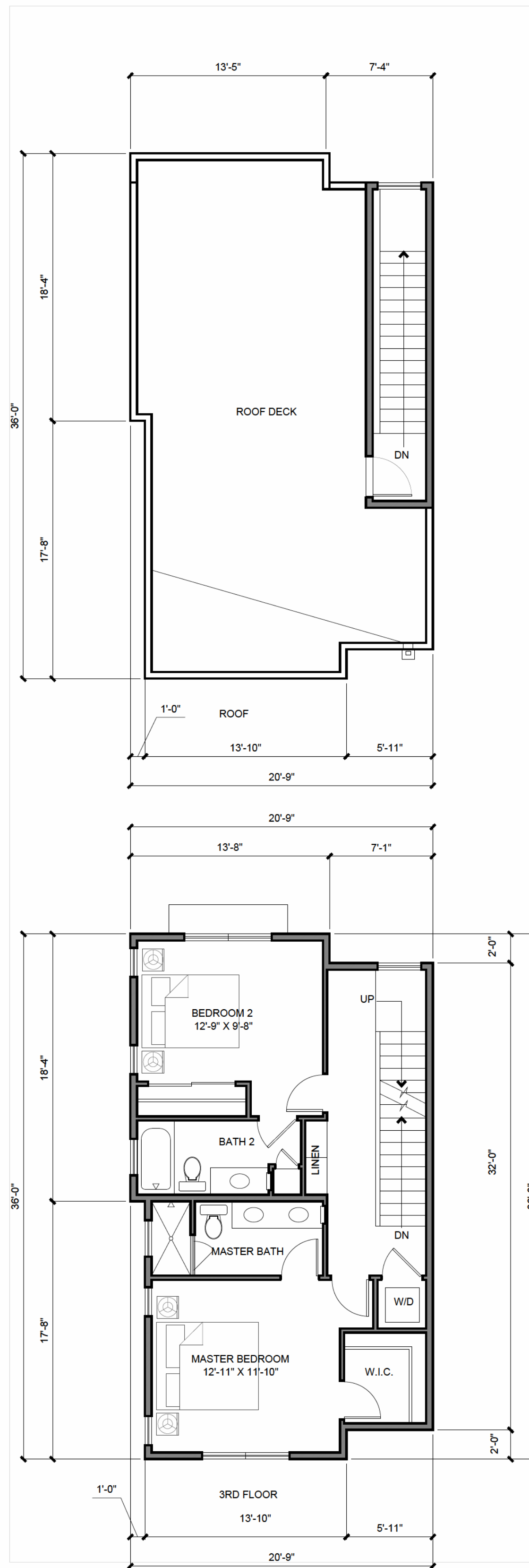
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Roseville Old Town Lofts

Roseville, California

BUILDING 1 FLOOR PLANS

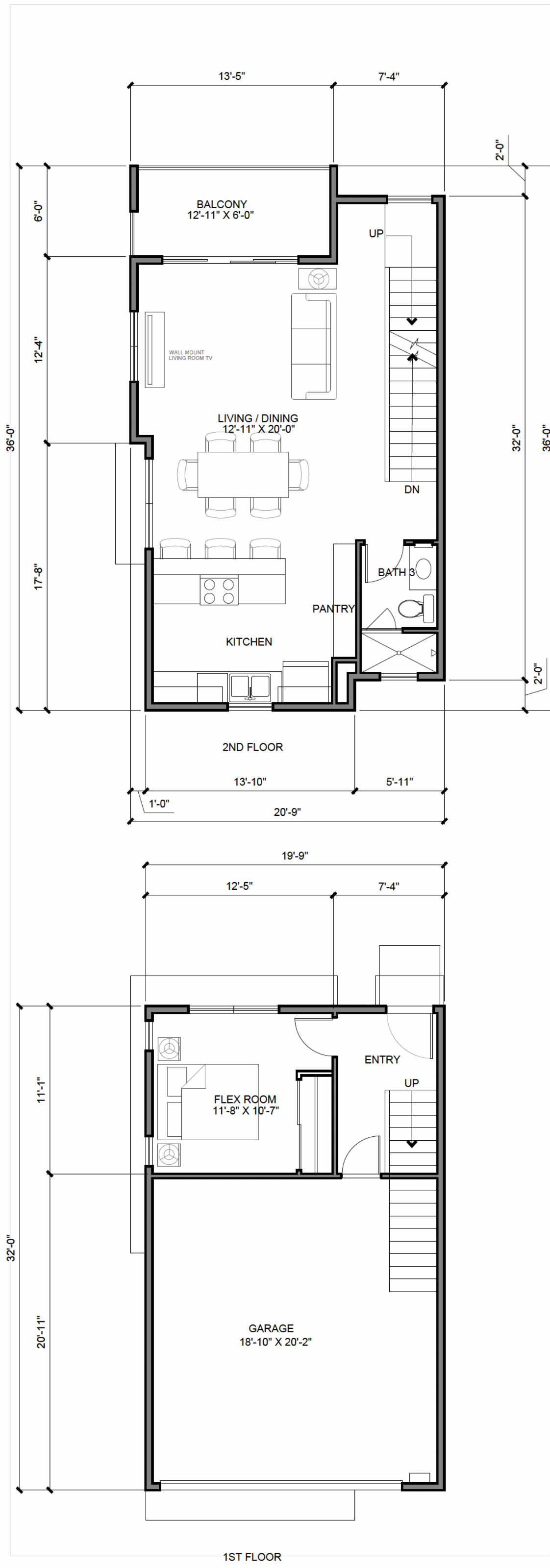
A2.2



UNIT A2 - 2 BED / 3 BATH

1ST FLOOR: 224 SF.
 2ND FLOOR: 624 SF.
 3RD FLOOR: 655 SF.
 TOTAL LIVING: 1,503 SF.
 BALCONY: 80 SF.
 GARAGE: 407 SF.

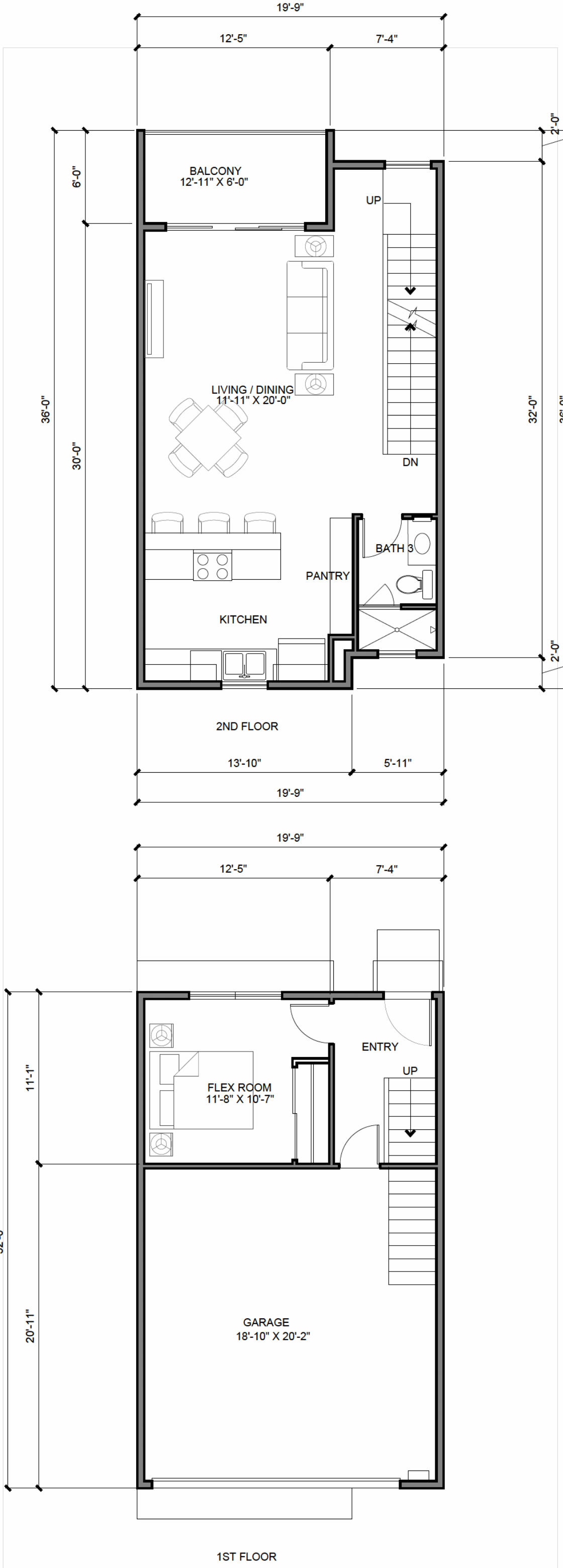
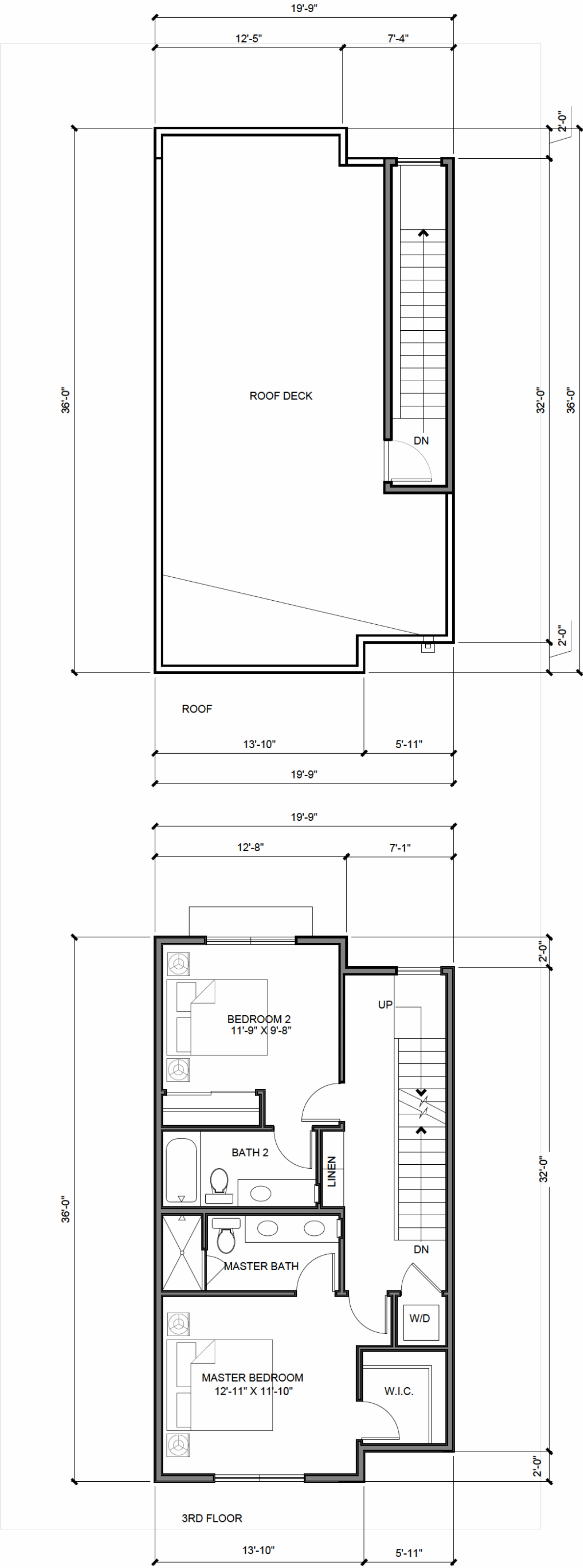
SCALE 3/16" = 1'-0"



UNIT A1 - 2 BED / 3 BATH

1ST FLOOR: 224 SF.
 2ND FLOOR: 611 SF.
 3RD FLOOR: 637 SF.
 TOTAL LIVING: 1,472 SF.
 BALCONY: 74 SF.
 GARAGE: 407 SF.

SCALE 3/16" = 1'-0"



03/01/19 CYCLE 4: SUBMITTAL GK
 11/19/18 CYCLE 3: SUBMITTAL GK
 08/16/18 CYCLE 2: SUBMITTAL GK

0 1 2 5 10

SCALE 3/16" = 1'-0"

March 1, 2019



UNIT PLANS

City of Roseville Approval

A2.3

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Roseville Old Town Lofts
 Roseville, California



EAST ELEVATION - BUILDING 2 (DRIVE ISLE)

SCALE 3/16" = 1'-0"

WEST ELEVATION - BUILDING 2 (NEVADA STREET)

SCALE 3/16" = 1'-0"



NORTH ELEVATION - BUILDING 2 (PUBLIC / PASEO)

SCALE 3/16" = 1'-0"

EXTERIOR COLOR SCHEDULE

TRAIL DUST HLS 4273	FEATHER STONE KM 4578
FRONTIER SHINGLE HLS 4272	HC MUDDOX COVENTRY
GRANT DRAB HLS 4271	RED HOT JAZZ HLS 4268

0 1 2 5 10
SCALE 3/16" = 1'-0"

AUGUST 10, 2018



SOUTH ELEVATION - BUILDING 2 (DRIVE ISLE)

SCALE 3/16" = 1'-0"

EXTERIOR COLOR SCHEDULE

TRAIL DUST HLS 4273	FEATHER STONE KM 4578
FRONTIER SHINGLE HLS 4272	HC MUDDOX COVENTRY
GRANT DRAB HLS 4271	RED HOT JAZZ HLS 4266

0 1 2 5 10
SCALE 3/16" = 1'-0"

AUGUST 10, 2018

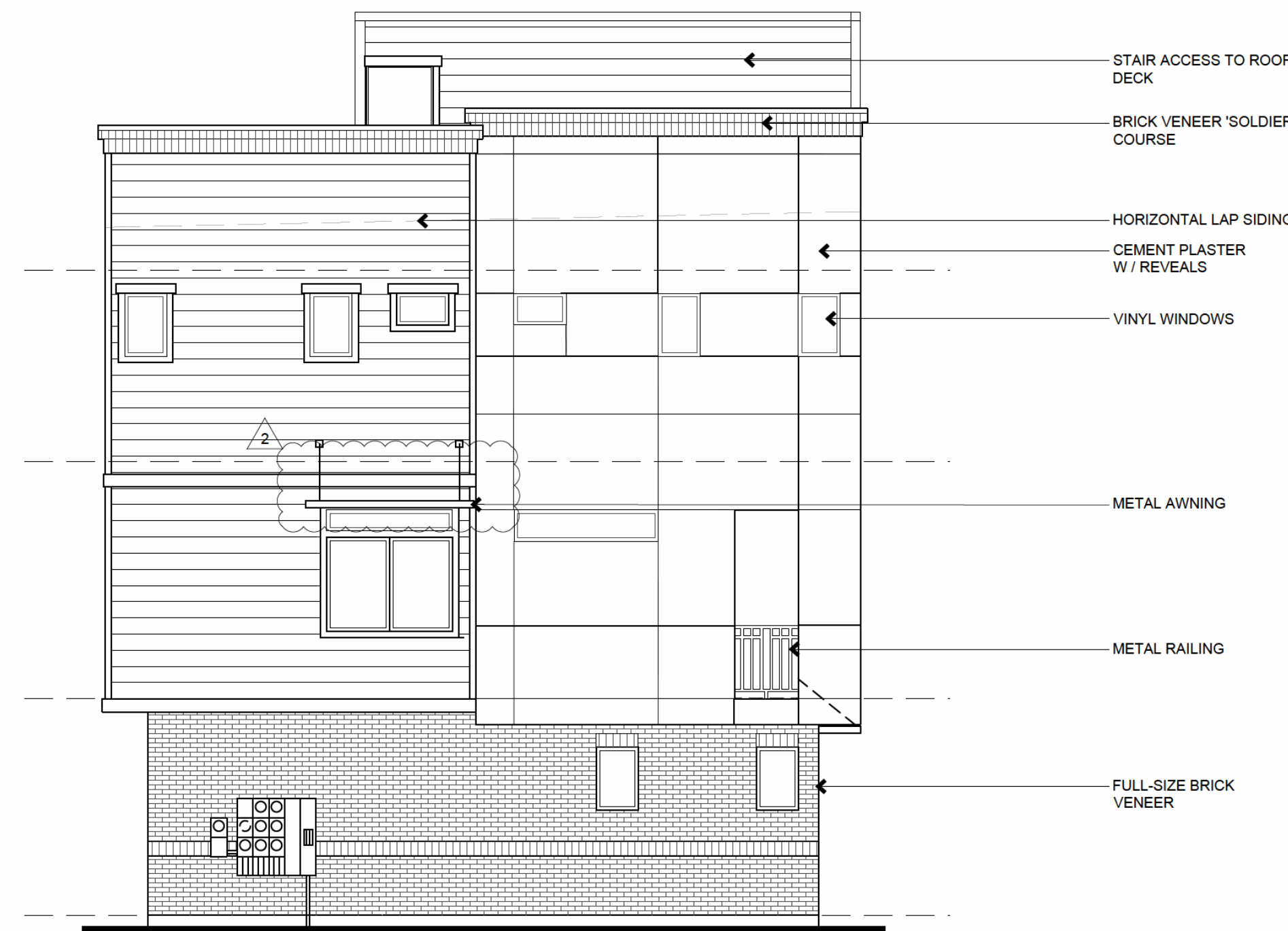
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Roseville Old Town Lofts

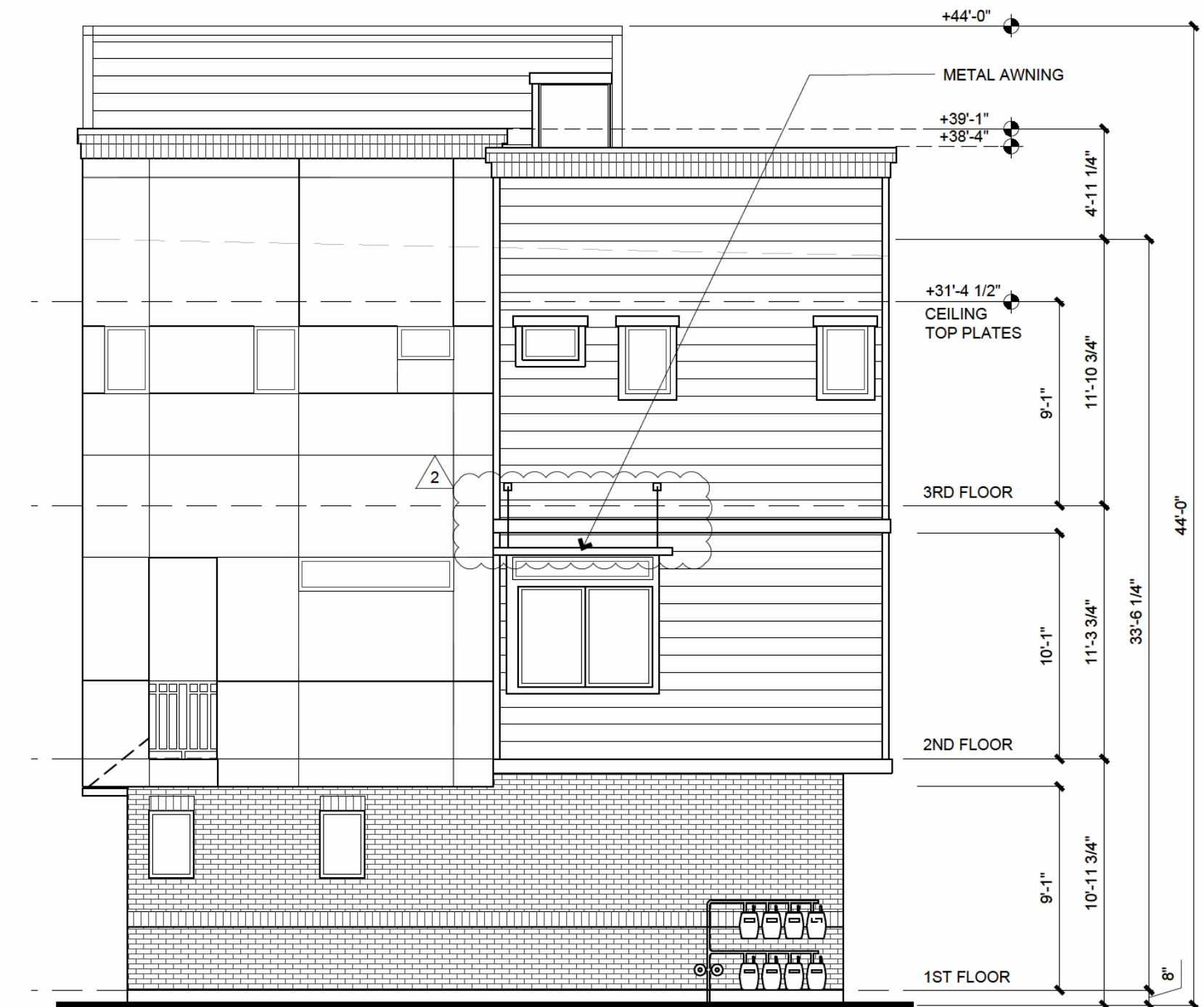
Roseville, California

COLOR ELEVATIONS





EAST ELEVATION - BUILDING 2 (DRIVE ISLE)
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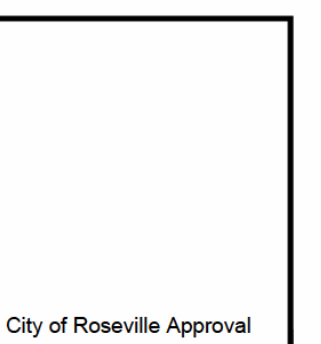
WEST ELEVATION - BUILDING 2 (NEVADA STREET)
SCALE 3/16" = 1'-0"



NORTH ELEVATION - BUILDING 2 (PUBLIC / PASEO)

SCALE 3/16" = 1'-0"

03/01/19	3	Cycle 4 - Submittal	GK
11/19/18	2	Cycle 3 - Submittal	GK
08/16/18	1	Cycle 2 - Submittal	GK



0 1 2 5 10
SCALE 3/16" = 1'-0"
March 1, 2019

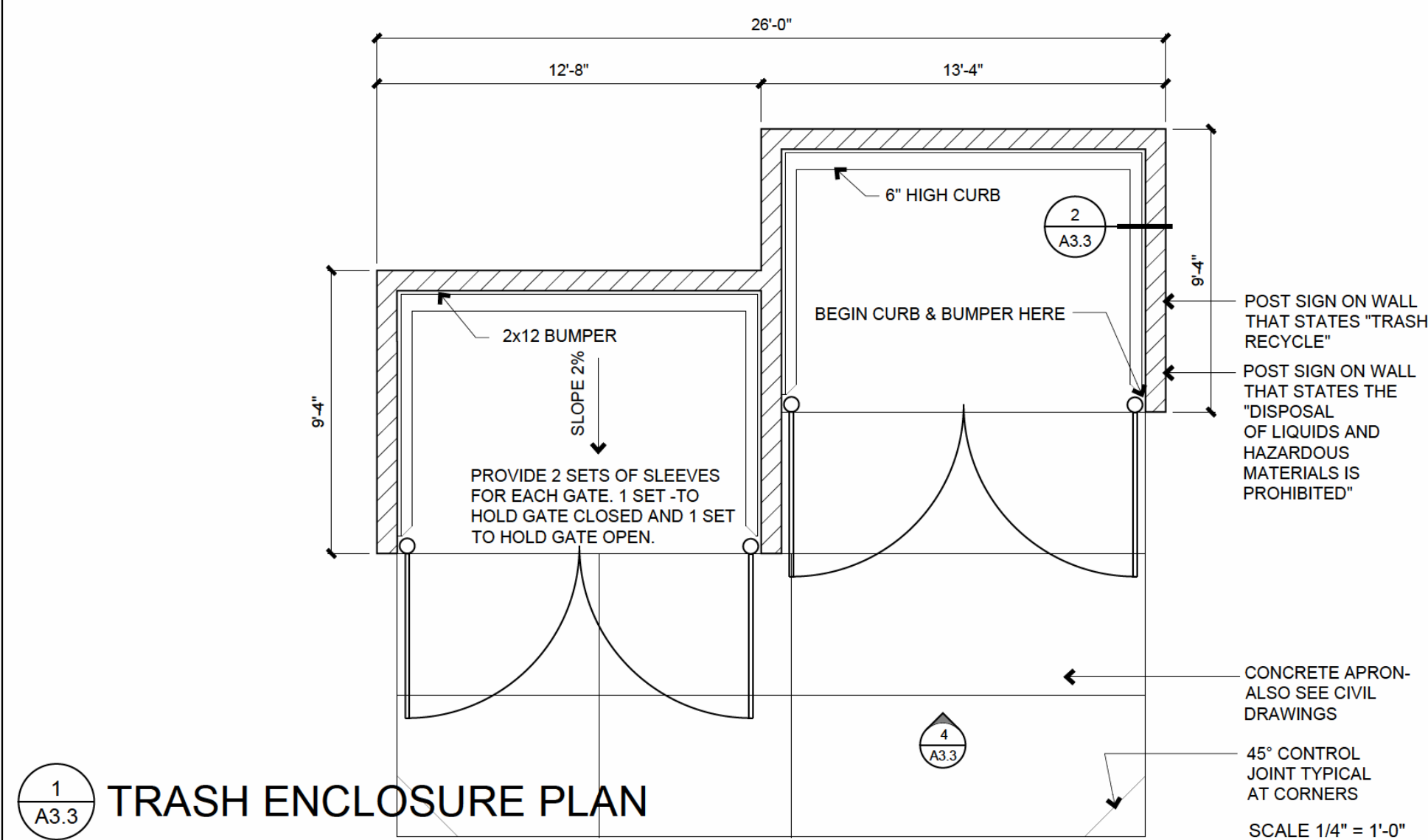


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DEVELOPMENT
L.L.C.

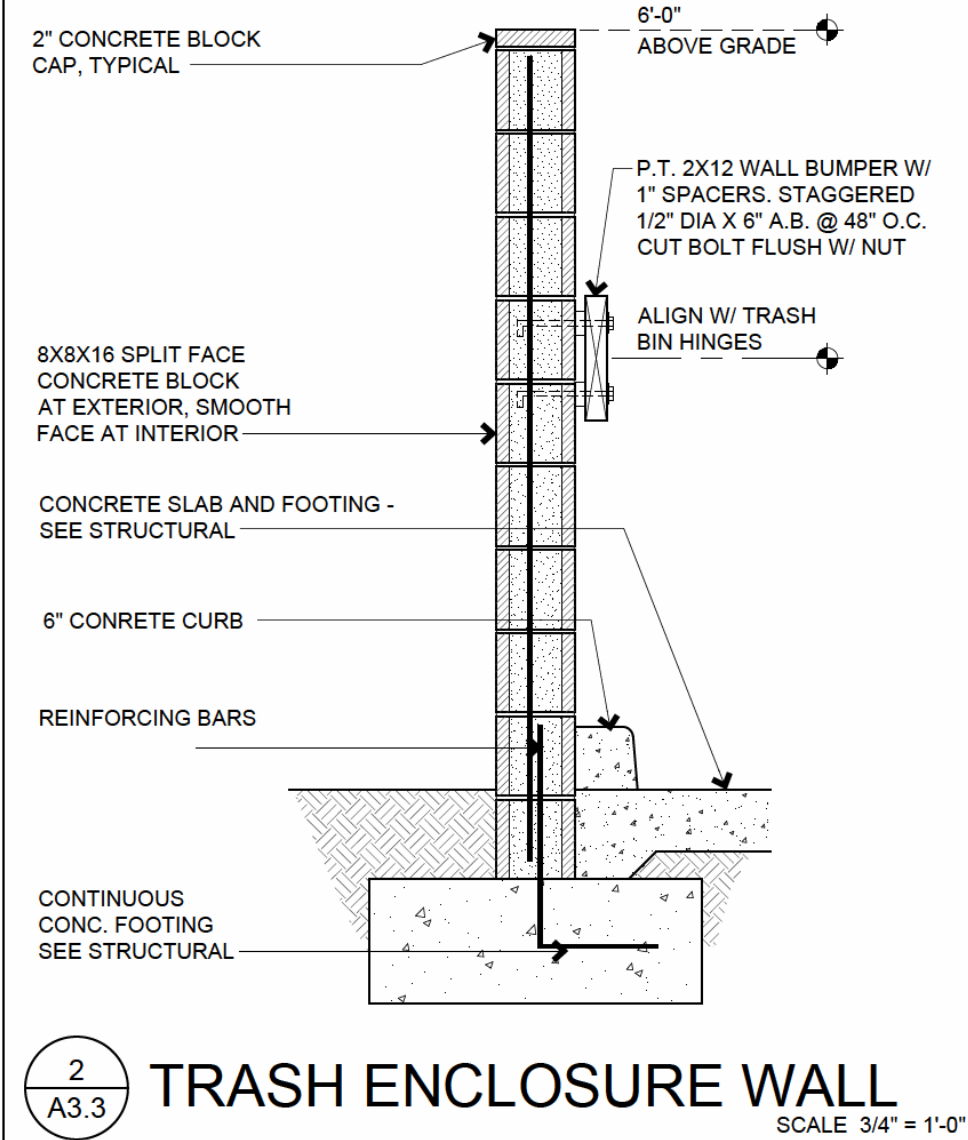
Roseville Old Town Lofts
Roseville, California

BUILDING 2 ELEVATIONS
BUILDING 1 & 3 SIMILAR

A3.2



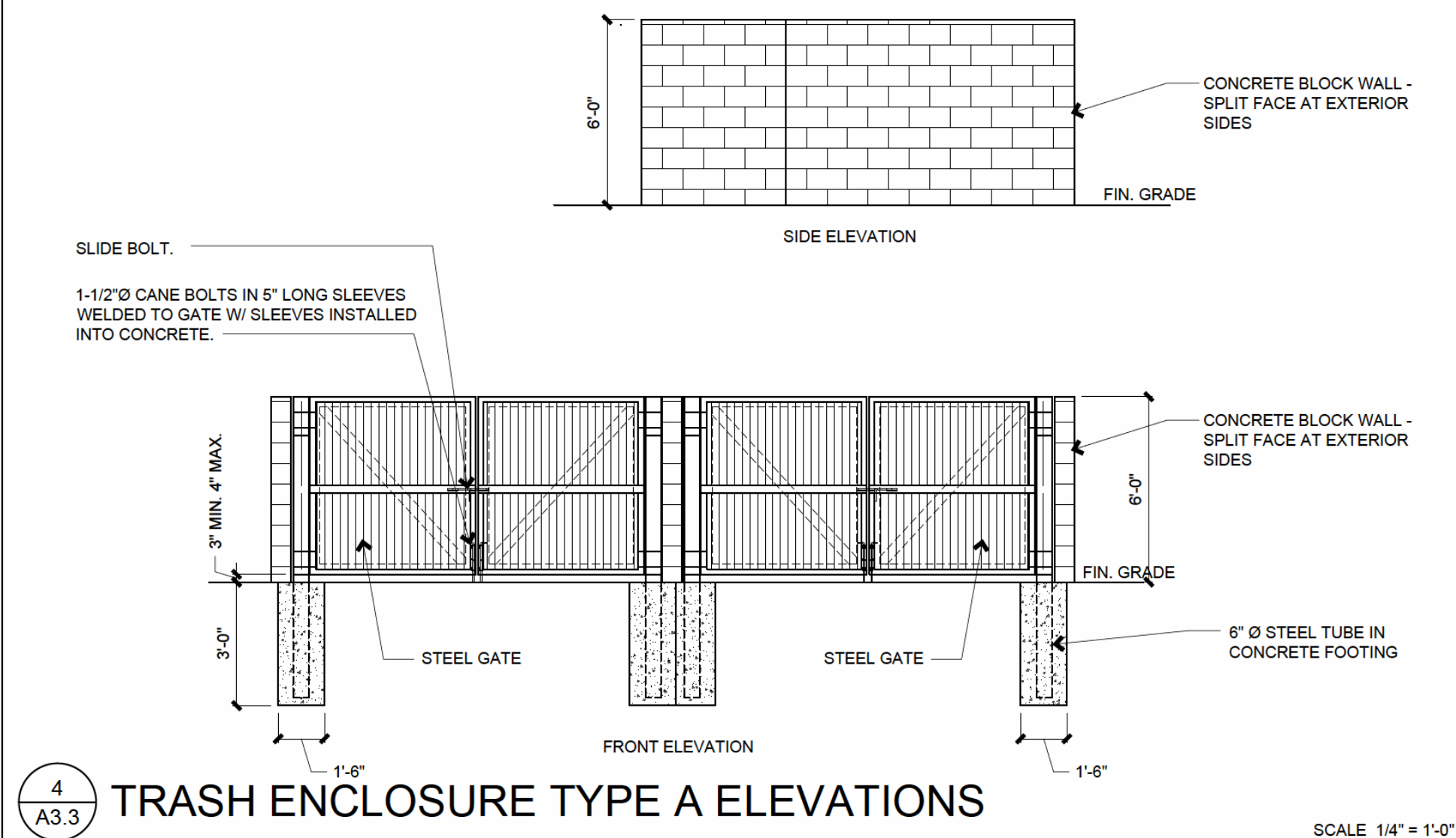
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A3.3 TRASH ENCLOSURE PLAN



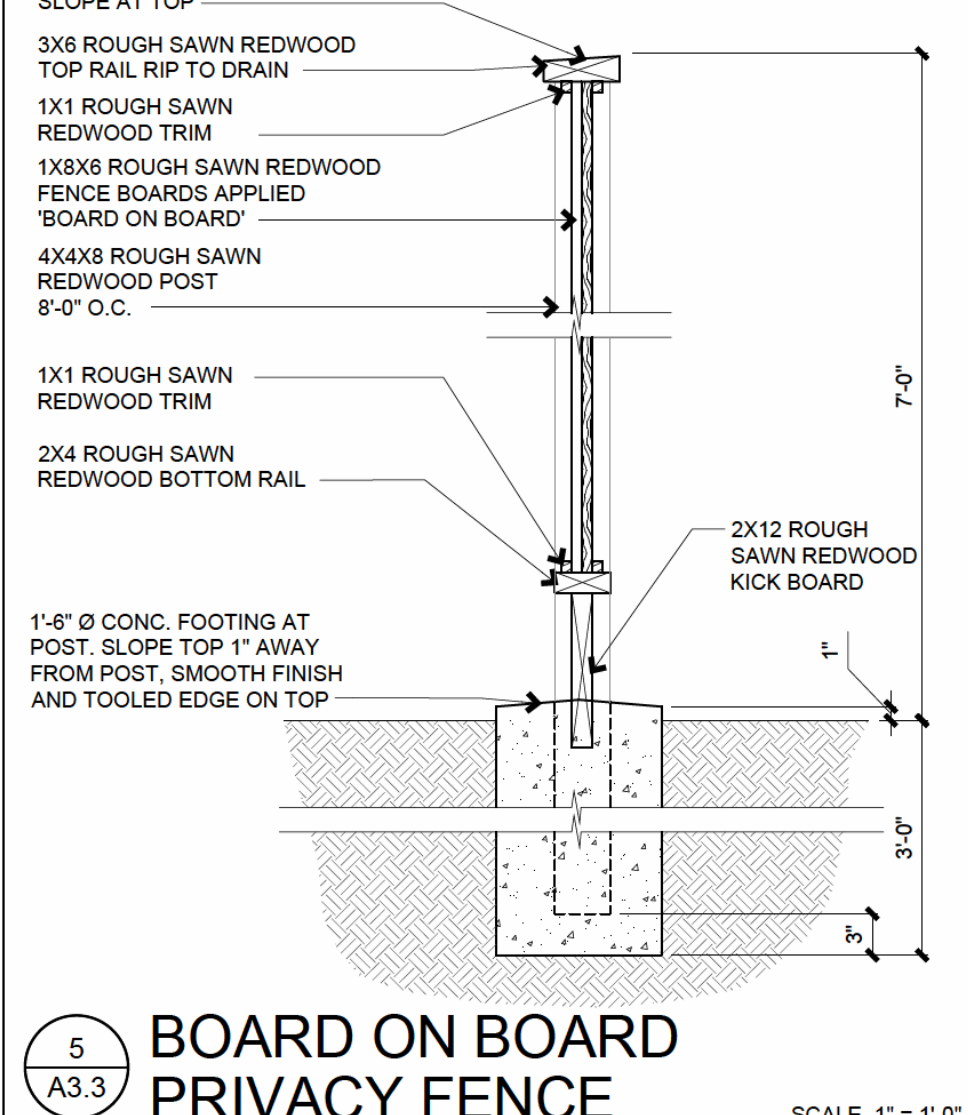
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A3.3 TRASH ENCLOSURE WALL



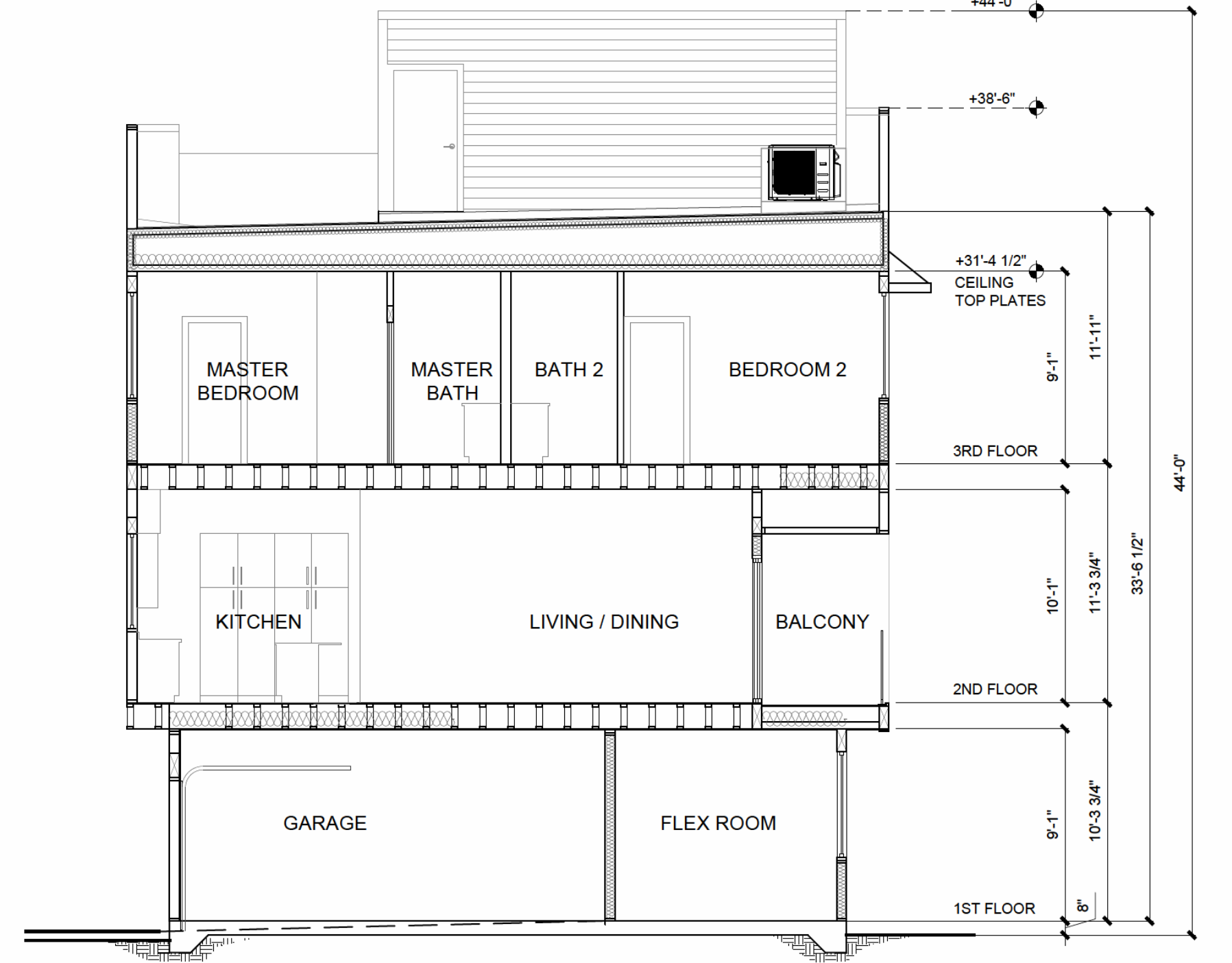
3
A3.3 TYPICAL PORCH LIGHT FIXTURE



4
A3.3 TRASH ENCLOSURE TYPE A ELEVATIONS



5
A3.3 BOARD ON BOARD PRIVACY FENCE



TYPICAL CROSS SECTION



SOUTH ELEVATION - BUILDING 2 (DRIVE ISLE)

0 1 2 5 10
SCALE 3/16" = 1'-0"
March 1, 2019

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Roseville, California

BUILDING 2 ELEVATION / SECTION
BUILDING 1 & 3 SIMILAR

kuchman
ARCHITECTS PC

A3.3

City of Roseville Approval

03/01/19 3 CYCLE 4: SUBMITTAL GK
11/19/18 2 CYCLE 3: SUBMITTAL GK
08/16/18 1 CYCLE 2: SUBMITTAL GK

TREE LEGEND

PLANT SYMBOL	USE DESCRIPTION & BOTANICAL NAME/ COMMON NAME	CONTAINER SIZE	HT/SPR	REMARKS
(Note: All trees symbols sizes are reduced up to 50%)				
	DOUGLAS BLVD. STREET TREE <u>ACER RUBRUM</u> 'ARMSTRONG'- A. RED MAPLE	15 GAL	45'/15'	NARROW, FASTIGIATE
	NEVADA AVE. STREET TREE <u>PISTACIA CHINENSIS</u> CHINESE PISTACHE	15 GAL	35'/30'	SEASONAL COLOR
	PASEO/SEASONAL BUILDING SCREENING TREE <u>ACER RUBRUM</u> 'BOWHILL'- B. RED MAPLE	15 GAL	40'/15'	UPRIGHT, VERY NARROW
	SITE ACCENT & SEASONAL SCREENING TREE <u>LAGERSTROEMIA</u> 'TUSCARORA'- T. CRAPE MYRTLE	15 GAL	25'/15'	SEASONAL FLOWER COLOR
	PASEO UNDERSTORY TREE <u>ACER PALMATUM</u> 'BLOODGOOD'- B. JAPANESE MAPLE	15 GAL	16'/14'	MULTI- STEMMED
	SITE PERIMETER SCREENING TREE <u>PHOTINIA FRASERI</u> RED TIP PHOTINIA	15 GAL	18'/18'	EVERGREEN, TREE TRAINED

SHRUB LEGEND

PLANT SYMBOL	USE DESCRIPTION & BOTANICAL NAME/ COMMON NAME	CONTAINER SIZE	HT/SPR	WATER USE
	SITE ENTRY ACCENT SHRUBS SUCH AS:			
	<u>ALOË</u> 'BLUE ELF' BLUE ELF ALOË	1 GAL.	1'-6"/2'	LOW
	<u>HEMEROCALLIS</u> HYBRID DAY LILY	1 GAL.	6"/2'	LOW
	<u>ROSA</u> X <u>NOATRUM</u> 'FLOWER CARPET' - CARPET ROSE	2 GAL.	2'-6"/3'-6"	MEDIUM
	<u>TULBAGHIA VIOLACEA</u> SOCIETY GARLIC	1 GAL.	1'-6"/2'	LOW
	PASEO/BUILDING FOUNDATION SHRUBS SUCH AS:			
	<u>CHONDROPETALUM</u> TECTORUM SMALL CAPE RUSH	1 GAL.	3'/4'	MEDIUM
	<u>DIANELLA TASMANICA</u> 'TASRED'- TASRED FLAX	1 GAL.	1'-6"/3'	MEDIUM
	<u>LIRIOPE GIGANTEA</u> GIANT LILY TURF	1 GAL.	2'/3'	MEDIUM
	<u>LOROPETALUM CHINENSIS</u> EMERALD SNOWY- E.S. FRINGE FLOWER	5 GAL.	3'/4'	MEDIUM
	SCREENING SHRUBS SUCH AS:			
	<u>CALLISTEMON VIMINALIS</u> 'BETTER JOHN'- B.J. BOTTLEBRUSH	5 GAL.	3'/3'	LOW
	<u>DIETES BICOLOR</u> AFRICAN IRIS	1 GAL.	2'/3'	LOW
	<u>ILEX</u> X <u>RUTHOLI</u> EMERALD COLONNADE HOLLY	5 GAL.	6'/10'	MEDIUM
	<u>VIBURNUM TINUS</u> DWARF- DWARF VIBURNUM	5 GAL.	4'/5'	LOW

GROUND COVER LEGEND

SITE ENTRY ACCENT COVER SUCH AS:				EVERGREEN FOLIAGE GROUND COVER SUCH AS:			
BOTANICAL & COMMON NAME	CONTAINER SIZE	HEIGHT/ SPREAD	WATER USE	BOTANICAL & COMMON NAME	CONTAINER SIZE	HEIGHT/ SPREAD	WATER USE
<u>FESTUCA GLAUCA</u> 'ELIJAH BLUE'- E.B. FESCUE	FLATS	1'/2'	LOW	<u>CAREX PANSA</u> CALIFORNIA MEADOW SAGE	LINERS	8"/10"	LOW
<u>GAZANIA</u> 'MOONGLOW'- M. GAZANIA	FLATS	10"/11'- 6"	MEDIUM	<u>VINCA MINOR</u> DWARF PERIWINKLE	1 GAL.	1'/3'	LOW

IRRIGATION NOTES

AN AUTOMATED IRRIGATION SYSTEM WILL BE PROVIDED. IT WILL FOLLOW THE CITY LOW WATER USE CONSERVATION GUIDELINES INCLUDING ITEMS SUCH AS:

1. GROUPING OF PLANTS WITH SIMILAR WATER USE LEVEL WITHIN THEIR REMOTE CONTROL/VALVE/HYDROZONE SYSTEM.
2. SMART CONTROLLERS WITH WATER SAVINGS FEATURES.
3. LOW WATER FLOW WITH DRIP TYPE APPLICATION.
4. ALLOWABLE MAXIMUM WATER USE CALCULATIONS.
5. WATERING SCHEDULES ARE TO BE PROVIDED FOR BOTH ESTABLISHING AND ESTABLISHED PLANT MATERIALS.

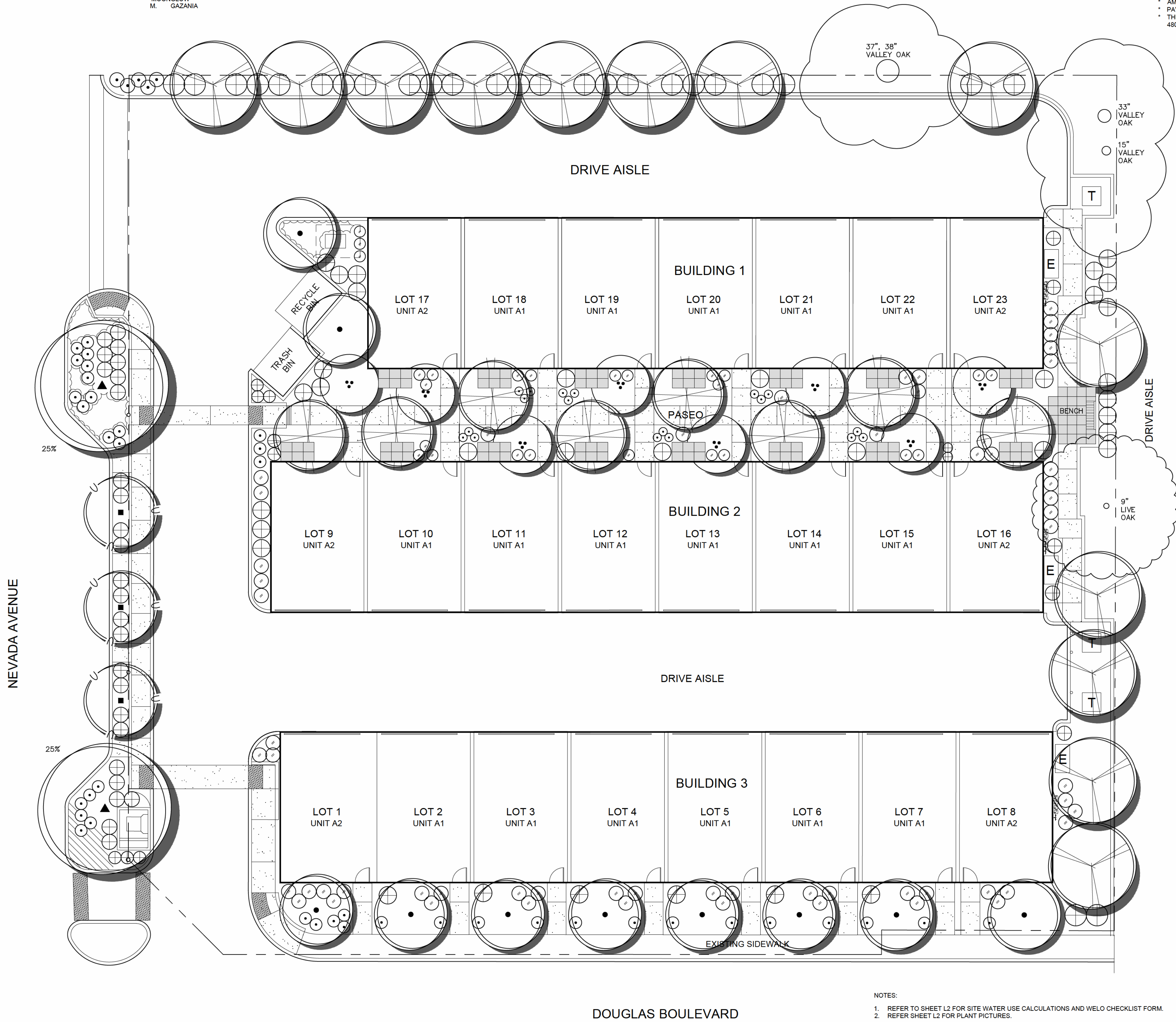
PARKING SHADE CALCULATIONS

* REFER TO THE PERCENTAGE OF THE SHADE PROVIDED ON THE PLAN AND THE SHADE PERCENTAGE VALUES ADJUSTED TO THE TREES' CANOPIES.				
TREE	100%	75%	50%	25%
<u>PISTACIA CHINENSIS</u> CHINESE PISTACHE	NA	NA	NA	2(240) = 480
				480 SF
TOTAL AMOUNT OF SHADE PROVIDED				= 480 SF

PARKING LOT SHADE CALCULATIONS

* AMOUNT OF PAVED AREA = 752 SF
* PAVED AREA REQUIRED TO BE SHADED: 752 SF X 50% = 376 SF
* THE PERCENTAGE OF SHADE PROVIDED FOR THE PAVED AREA:
480 SF DIVIDED BY 752 SF = 63.8%

PERCENTAGE OF PAVING SHADED = 63.8%



- NOTES:
1. REFER TO SHEET L2 FOR SITE WATER USE CALCULATIONS AND WELO CHECKLIST FORM.
 2. REFER SHEET L2 FOR PLANT PICTURES.

Roseville Old Town Lofts

Roseville, California

PRELIMINARY LANDSCAPE PLAN

kuchman
ARCHITECTS PC

L1



TOM SMITH
ASSOCIATES
Landscape Architects
Urban Design &
Landscape Guidelines
Site Planning

6921 Roseville Rd. CLA 2009
Sacramento (916) 749-7279
CA 95842 Fax (916) 749-7229

MARCH 1, 2019

PRELIMINARY WATER USE ESTIMATE BASED
ON SITE PLANTING AREA SHOWN ON PLAN

MAXIMUM APPLIED WATER ALLOWANCE CALCULATION:

MAWA=(ETo)(0.62)[(ETAFxLA)+(1-ETAF)xSLA]

MAWA=(52.2)(0.62)[(0.55x7,473)+(1-0.55)x0.0]

MAWA=133,020 GALLONS

ETo: ANNUAL EVAPOTRANSPIRATION RATE

ETAF: ET ADJUSTMENT FACTOR FOR RESIDENTIAL

LA: LANDSCAPE AREA IN SQUARE FEET

SLA: SPECIAL LANDSCAPE AREA IN SQ. FT.

NOTE: THE WATER USE ITEMS REQUESTED IN THE FORM BELOW WILL BE PROVIDED WHEN THE LANDSCAPE IRRIGATION CONSTRUCTION PLAN IS COMPLETED.

WATER EFFICIENT LANDSCAPE ORDINANCE
SUBMITTAL CHECKLIST

To be completed by applicant and submitted with plans:

Project Name:

Contact:

Address:

Phone:

LANDSCAPE DOCUMENTATION PACKAGE CERTIFICATION

"I agree to comply with the water efficient landscape ordinance"(see rule, page 4) and certify that the landscape plans contain all information required in the landscape documentation package."

Applicant Name (Print)SignatureDate

LANDSCAPE PACKAGE SUBMITTAL REQUIREMENTS

SHEET NO. 1NOTES:

PROJECT INFORMATION (on cover sheet or equivalent):

Date

Applicant name & contact information

Owner name and contact information

Project address

Total landscaped area (in sq. ft.)

Project type (new, rehabilitated, public, schools, etc.)

Water supply type (potable/reclaimed)

Checklist of documents contained in landscape package

WATER EFFICIENT LANDSCAPE WORKSHEET:

Hydrozone information table

Water budget calculations for MAWA and ETWU

SOIL MANAGEMENT REPORT:

Recommendations incorporated into landscape plan?

Copy of report provided to Planning Department?

LANDSCAPE PLAN

Consistent with Specific Plan Design Guidelines?

Plant materials list – botanical & common name

Planting symbols

Container size

Plant spacing

Plant quantities

SHEET NO. 2NOTES:

Identify edible plants

Identify water features & surface area

Turf limited to 25% of total planting area?

Designate and label hydrozones (low, moderate, high, mixed use) – group plants by hydrozone

Minimum 3" mulch or bark (no shredded bark)

Stabilizing mulch/bark on slopes greater than 25%

Identify composting installation rates (unless exempt)

Delineate property lines, utilities, easements, streets, driveways, other paved surfaces

Identify buildings, structures and pad elevations (if not provided on grading plan)

Identify natural features to remain (rock outcroppings, trees, etc.)

Identify "Special Landscape Areas" if any

Identify stormwater treatment improvements

Identify rain catching or harvesting improvements, if any

Identify any applicable greywater systems

Include statement with signature/date: "I have complied with the criteria of the Water Efficient Landscape Ordinance and applied such criteria for the efficient use of water in the landscape design plan."

IRRIGATION PLAN:

Location/size of water meters

Type & size of all irrigation system components

Irrigation controller type (must use evapotranspiration or soil moisture sensor data and utilize a rain sensor)

Main and lateral lines

Valves

Sprinkler head location & type

Moisture sensing devices (soil and/or rain)

Quick couplers

Pressure regulators

Backflow devices

Rain/freeze/wind sensors

Indicate flow rate (gallons per minute)

Indicate application rate (inches per hour)

Indicate design operating pressure (per square inch)

Designed to optimal dynamic pressure? (Booster pumps or pressure regulators shall be used to achieve required dynamic pressure)

Manual shut off valves

Designate hydrozone and valves by number, letter or other means.

Designed to prevent low head drainage & no overspray or runoff?

Conforms to hydrozones indicated on landscape plan?

Designed to achieve irrigation efficiency of 0.75 for overhead spray and 0.81 for drip?

Low volume irrigation in mulched planting areas

Matched precipitation rates for heads and emission devices?

Optimal sprinkler spacing?

Swing joints or other riser protection adjacent to high traffic areas?

Check valves or anti-drain valves required?

Low flow or subsurface irrigation for turf strips or other areas less than 10 feet in width

Sprinkler heads setback 24" from hardscape? If not, is

Adjacent landscape permeable?

Adjacent impermeable hardscape designed to drain entirely to landscaping?

Alternative design or technology specified to minimize overspray/runoff?

Maximum 0.75 inch per hour precipitation rate for slopes greater than 25%.

Include statement with signature/date: "I have complied with the criteria of the Water Efficient Landscape Ordinance and applied such criteria for the efficient use of water in the irrigation design plan."

GRADING & DRAINAGE PLAN: (in addition to other City grading standards)

Height of graded slope

Drainage patterns

Proposed underground and in-ground drainage improvements

Pad elevations

Finish grade

Stormwater retention or treatment improvements, if any

Include statement with signature/date: "I have complied with the criteria of the Water Efficient Landscape Ordinance and applied such criteria for the efficient use of water in the grading and drainage plan."

IRRIGATION SCHEDULE:

Utilize local ET data?

Overhead irrigation scheduled between 8 p.m. and 10 a.m.?

Applied water equal to or less than MAWA?

TREES



ARMSTRONG RED MAPLE



CHINESE PISTACHE



BOWHILL RED MAPLE



TUSCARORA GRAPE MYRTLE



BLOODGOOD JAPANESE MAPLE



RED TIP PHOTINIA

SHRUBS

SITE ENTRY ACCENT SHRUBS:



BLUE ELF ALOE



DAY LILLY



PINK CARPET ROSE



SOCIETY GARLIC

PASEO/BUILDING FOUNDATION SHRUBS:



SMALL CAPE RUSH



TASRED FLAX LILLY



GIANT LILLY TURF



EMERALD SNOW FRINGE FLOWER

SCREENING SHRUBS:



BETTER JOHN BOTTLE BRUSH



AFRICAN IRIS



EMERALD COLONNADE HOLLY



DWARF VIBURNUM

GROND COVERS

SITE ENTRY ACCENT COVER:



ELIJAH BLUE FESCUE



MOONGLOW GAZANIA

EVERGREEN FOLIAGE:



CALIFORNIA MEADOW SAGE



DWARF PERIWINKLE



TOM SMITH
ASSOCIATES
Landscape Architects
Urban Design &
Landscape Guidelines
Site Planning

6921 Roseville Rd., CLA 2009
Sacramento (916) 749-7379
CA 95842 Fax (916) 749-7329

NOVEMBER 12, 2018

Roseville Old Town Lofts

Roseville, California

PLANT PICTURES & WATER USE CALCS AND CHECKLIST



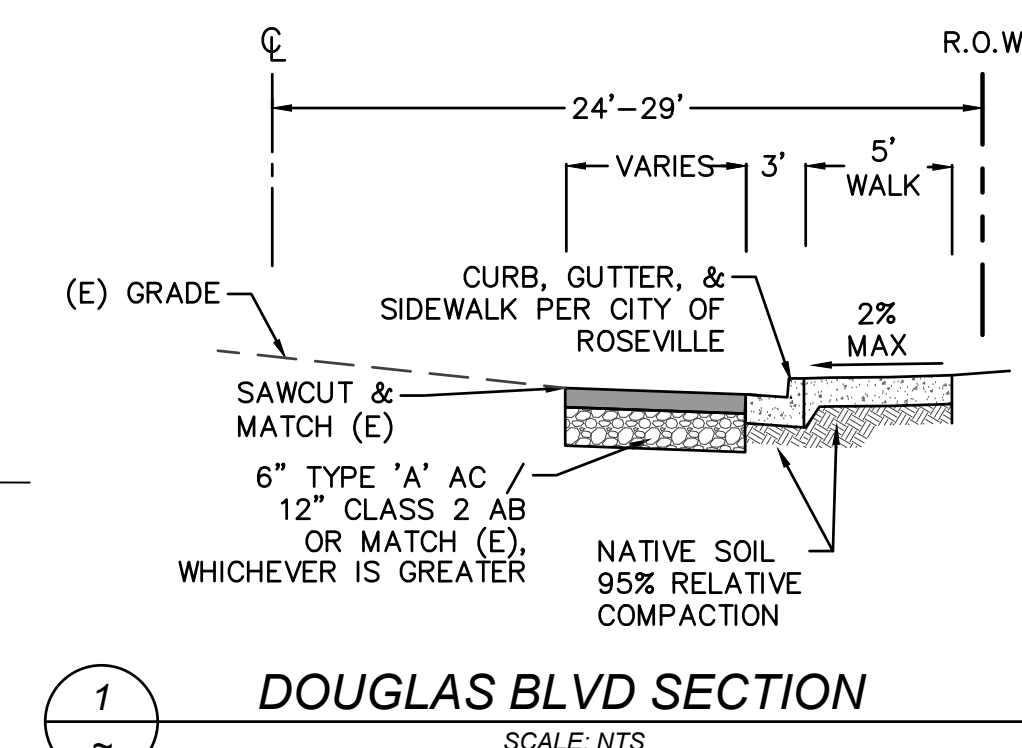
L2

GRADING KEYNOTES:

- 1 PROPOSED BARRIER CURB
- 2 PROPOSED VALLEY GUTTER
- 3 PROPOSED CURB & GUTTER
- 4 PROPOSED CONCRETE SIDEWALK
- 5 CURB, GUTTER, & SIDEWALK PER CITY OF ROSEVILLE STDs
- 6 CURB & GUTTER PER CITY OF ROSEVILLE STDs
- 7 MODIFIED FLUSH PAN RAMP PER CITY OF ROSEVILLE STDs
- 8 MODIFIED TRASH ENCLOSURE PER CITY OF ROSEVILLE STDs
- 9 MODIFIED TYPE 'S' DRIVEWAY PER CITY OF ROSEVILLE STDs
- 10 CONCRETE VALLEY GUTTER PER CITY OF ROSEVILLE STDs
- 11 FLUSH PAN RAMP PER CITY OF ROSEVILLE STDs
- 12 RETAINING WALL
- 13 CURB CUT RAMP
- 14 ROLLED CONCRETE CURB PER CITY OF ROSEVILLE STDs
- 15 ROLLED CONCRETE CURB AND GUTTER PER CITY OF ROSEVILLE STDs
- 16 CONCRETE MOUNTABLE MEDIAN

DRAINAGE KEYNOTES:

- D1** STORM DRAIN MANHOLE
- D2** DRAINAGE INLET
- D3** REMOVE (E) DRAINAGE INLET AND 12" PIPING. REPLACE WITH NEW DRAINAGE INLET AND 24" PIPING.
- D4** CONTRACTOR TO DETERMINE IF INSTALLATION OF NEW 24" STORM DRAIN WILL BE FEASIBLE WITH EXISTING MANHOLE. IF NOT FEASIBLE, REPLACE WITH NEW 96" STORM DRAIN MANHOLE.
- D5** UNDERGROUND INFILTRATION TRENCH
- D6** CONTECH FILTERRA STORMWATER QUALITY TREE BOX UNIT
- D7** BRING MANHOLE RIM TO GRADE AND REPLACE WITH SOLID RIM
- D8** INSTALL SADDLE MANHOLE WITH GRATE TOP
- D9** DRAINAGE JUNCTION BOX
- D10** STORM DRAIN CLEANOUT
- D11** LANDSCAPE DRAIN



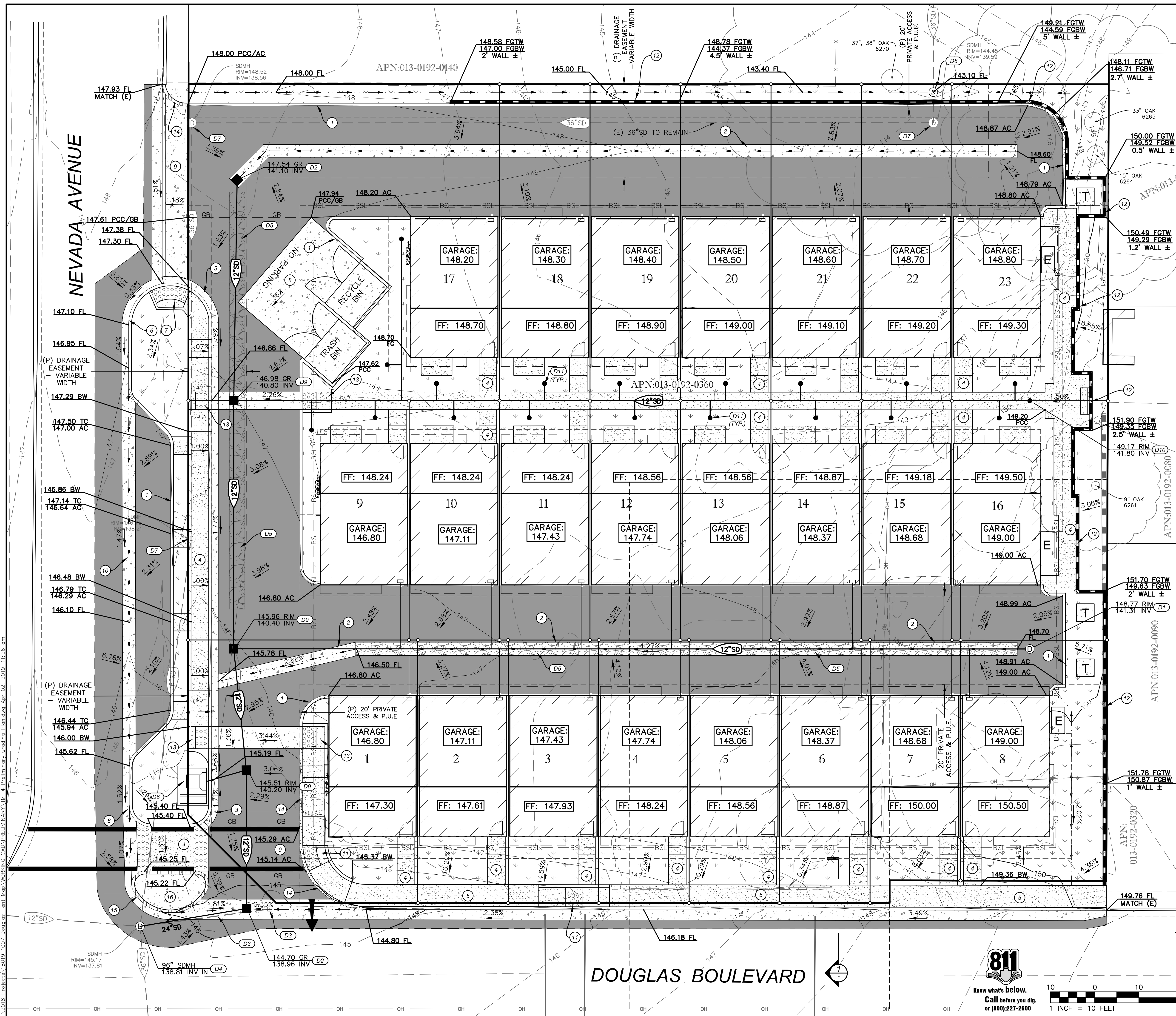
DISTURBED AREA BREAKDOWN
ONSITE: 37,240 SF
OFFSITE: 6,190 SF
TOTAL: 43,430 SF

RAW EARTHWORK SUMMARY

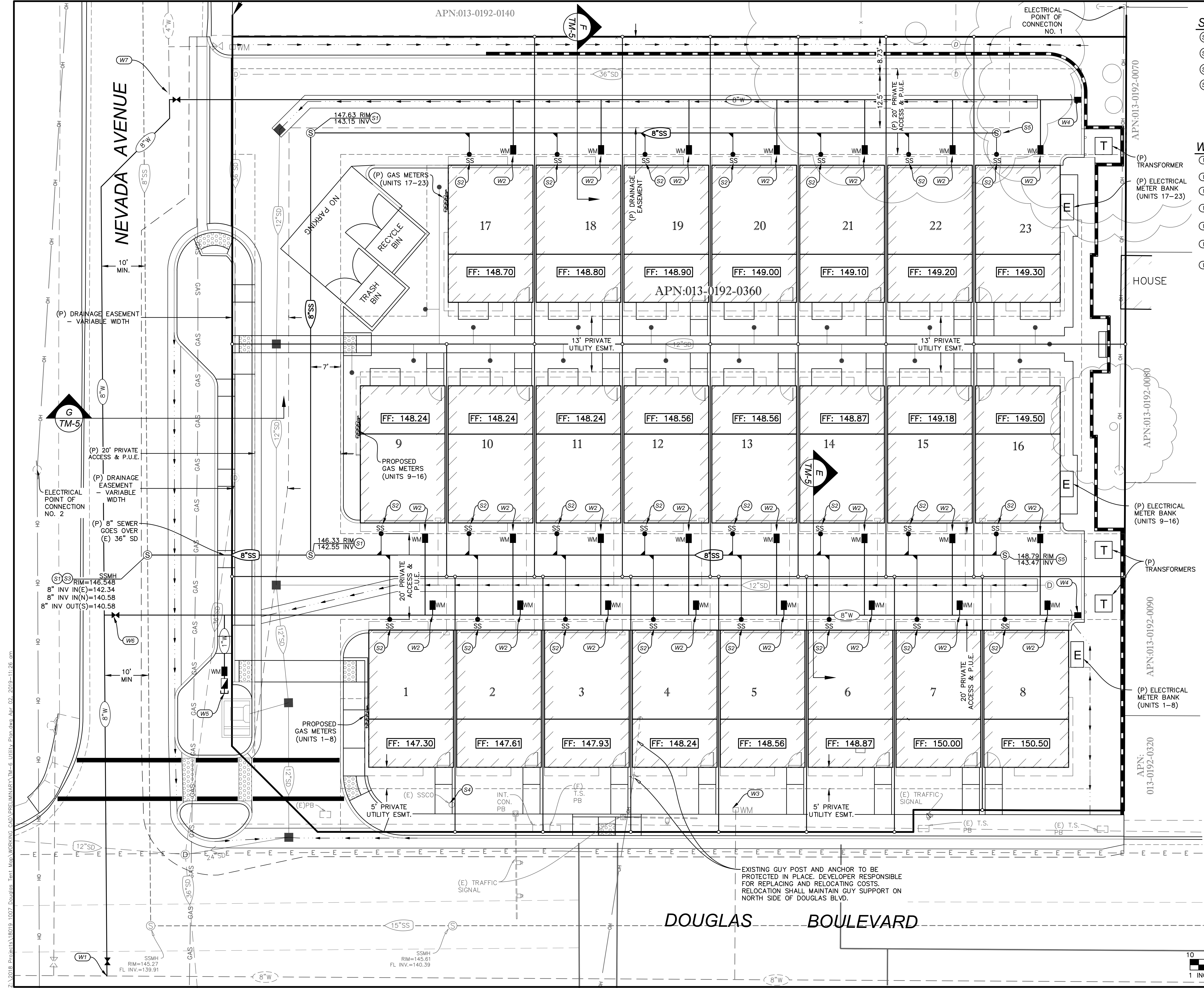
CUT:	865 CY
FILL:	1210 CY
NET:	345 CY IMPORT

NOTE:
EARTHWORK QUANTITIES ARE ESTIMATED TO SUBGRADE AND DO NOT
TAKE INTO ACCOUNT SHRINKAGE, EXCESS MATERIALS FROM TRENCHING
EXCAVATION FOR DETENTION BASIN, AND MISC. UNKNOWN STRUCTURAL
SECTIONS. CONTRACTOR SHOULD VERIFY EARTHWORK QUANTITIES.

ROSEVILLE OLD TOWN LOFTS 241 NEVADA AVENUE ROSEVILLE, CA PRELIMINARY GRADING, DRAINAGE AND PAVING PLAN		C&P DEVELOPMENT CONTACT: KARLTON CASTLES / ROBERT PEGOS 916-218-0728 / 916-764-4201		 RFE ENGINEERING, INC. <i>Civil Engineers • Planners • Surveyors</i> 2500 K Street, Suite 100 Roseville, CA 95661 Ph. 916-772-7890 Fax: 916-772-7894 www.RFEengineering.com				<table border="1"> <thead> <tr> <th>NO.</th> <th>REVISION</th> <th>DATE</th> <th>BY</th> <th>CHECK</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td>TSM</td> <td>RFE</td> </tr> <tr> <td></td> <td></td> <td></td> <td>TSM</td> <td>RFE</td> </tr> <tr> <td></td> <td></td> <td></td> <td>DESIGN</td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td>QUANT.</td> <td></td> </tr> </tbody> </table>		NO.	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- SANITARY SEWER KEYNOTES:**
- (S1) SEWER MANHOLE PER CITY OF ROSEVILLE STDs
 - (S2) SANITARY SEWER SERVICE
 - (S3) CONNECT INTO (E) PUBLIC SEWER MAIN
 - (S4) ABANDON (E) SS CLEANOUT AND SERVICE
- WATER KEYNOTES:**
- (W1) REMOVE (E) 4" TAP OR TEE AND GATE VALVE. INSTALL NEW 8" TAP OR TEE WITH NEW GATE VALVE.
 - (W2) BUILDING WATER SERVICE AND METER
 - (W3) ABANDON (E) WATER METER AND SERVICE
 - (W4) BLOWOFF VALVE ASSEMBLY
 - (W5) IRRIGATION WATER SERVICE
 - (W6) INSTALL NEW 8" TEE AND VALVE.
 - (W7) INSTALL NEW 8" TEE AND VALVE. INSTALL 8" x 4" REDUCER ON NORTH SIDE OF TEE AND CONNECT INTO EXISTING 4" WATER MAIN.

APRVD		BY		DATE		REVISION		CHECK NO.		BY		TSM		RFE		RFE		TSM		QUANT.		ORIGINAL SCALE IS IN INCHES	
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ROSEVILLE OLD TOWN LOFTS
241 NEVADA AVENUE
ROSEVILLE, CA
PRELIMINARY UTILITY PLAN

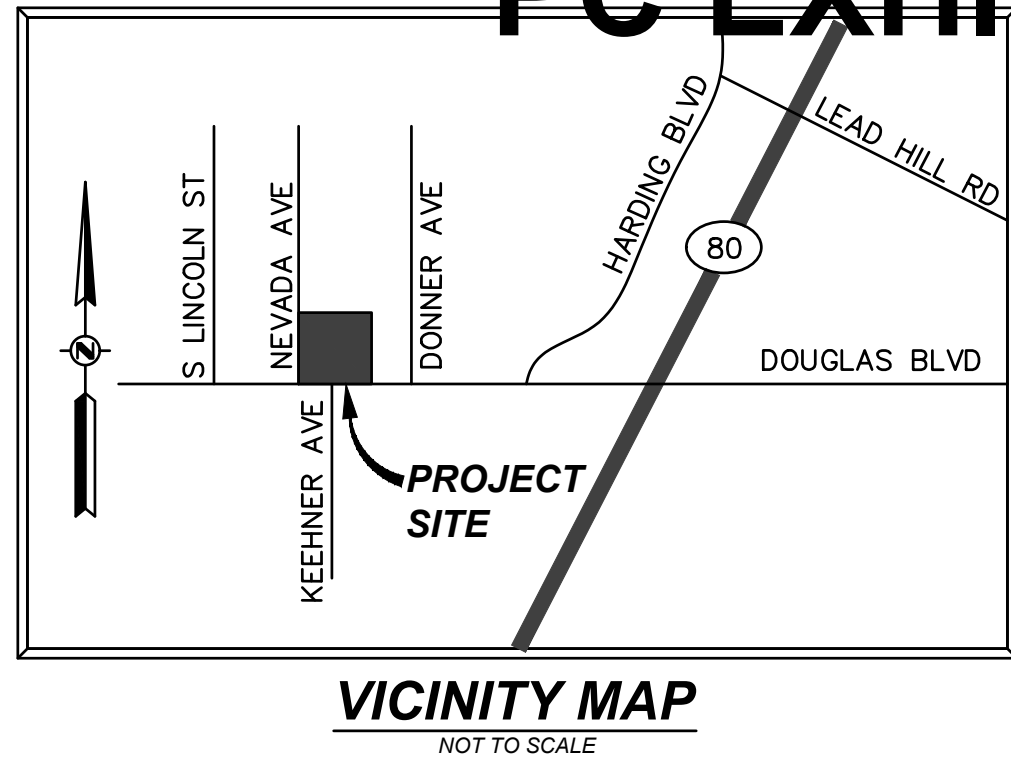
C&P DEVELOPMENT
CONTACT: KARLTON CASTLES /
ROBERT PEGOS
916-218-0728 / 916-764-4201

RFE ENGINEERING, INC.
2200 Douglas Blvd., Suite 100, Roseville, CA 95661
Ph: 916-772-7800 Fax: 916-772-7804
www.RFEEngineering.com

811
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TM-06
of Total
9
04-02-2019

TENTATIVE SUBDIVISION MAP FOR:
ROSEVILLE OLD TOWN LOFTS
241 NEVADA AVENUE
ROSEVILLE, CA 95678
APN: 013-192-036-000



SHEET INDEX:

CIVIL	
TM-01	TENTATIVE SUBDIVISION MAP
TM-02	PRELIMINARY LOT LAYOUT PLAN
TM-03	EXISTING CONDITIONS AND TREE PRESERVATION PLAN
TM-04	PRELIMINARY GRADING, DRAINAGE & PAVING PLAN
TM-05	PRELIMINARY CROSS SECTIONS
TM-06	PRELIMINARY UTILITY PLAN
TM-07	PRELIMINARY POST CONSTRUCTION SWQCP
TM-08	FIRE FLOW EXHIBIT
TM-09	FIRE TRUCK TURNING RADII PLAN

PROPERTY OWNER / DEVELOPER:

C&P DEVELOPMENT
CONTACT: KARLTON CASTLES / ROBERT PEGOS
916-218-0728 / 916-764-4201

TOPOGRAPHIC SURVEY:

SURVEY BY RFE ENGINEERING, INC.
DATED: 08-20-2015

BASIS OF BEARINGS

THE BASIS OF BEARINGS OF THIS SURVEY IS BASED ON THE EAST RIGHT OF WAY LINE OF NEVADA AVENUE AS SHOWN ON THE PARCEL MAP FILED FOR RECORD IN BOOK 35 OF PARCEL MAPS, AT PAGE 19, THE BEARING OF WHICH IS N 00°02'33" E AND WAS ESTABLISHED FROM RECORD MONUMENTS FOUND THEREON.

BENCHMARK:

THE BENCHMARK USED FOR THIS SURVEY WAS THE CITY OF ROSEVILLE BENCHMARK NO. 83, WHICH IS A 3 1/2" BRASS DISC STAMPED "SEPT 97 LS 4519" LOCATED IN THE NORTHEAST CORNER OF THE DOUGLAS BLVD. BRIDGE OVER DRY CREEK. ELEVATION = 142.237 (DATUM: CITY OF ROSEVILLE NGVD 1929)

FLOOD NOTE:

SUBJECT PROPERTY IS LOCATED WITHIN ZONE "X", AREAS WITHIN ZONE "X" ARE DETERMINED TO BE OUTSIDE THE 0.2 ANNUAL CHANCE FLOOD PLAIN AS DETERMINED BY THE NATIONAL FLOOD INSURANCE PROGRAM, FLOOD INSURANCE RATE MAP COMMUNITY: PANEL NO. 06061C0478 DATED: JUNE 8, 1998

PRELIMINARY TITLE REPORT:

CHICAGO TITLE COMPANY
TITLE NO. FSJP-8501800407-RV
DATED: JUNE 23, 2015
UPDATED: APRIL 13, 2018

ARBORIST REPORT:

ABACUS CONSULTING ARBORISTS
DATED: APRIL 07, 2018

PROPOSED LOT AREAS:

AS SHOWN ON SHEET TM-02

ENGINEER AND SURVEYOR:

RFE ENGINEERING, INC.
2260 DOUGLAS BLVD, SUITE 160
ROSEVILLE, CA 95661

JURISDICTION:

CITY OF ROSEVILLE

REFUSE:

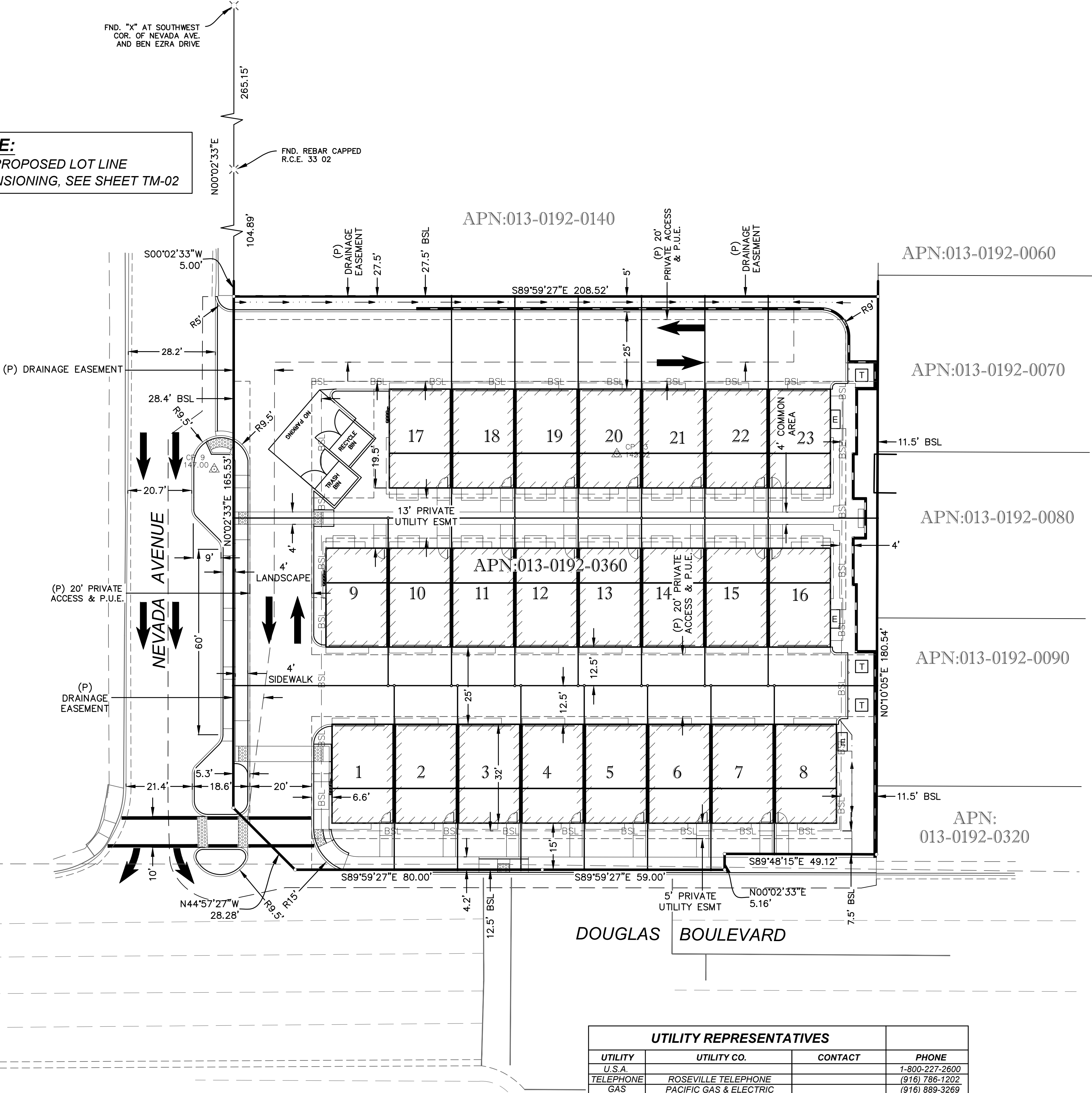
CITY OF ROSEVILLE SOLID WASTE DIVISION
PH: 916-774-5780

SCHOOL DISTRICT:

ROSEVILLE UNIFIED

DESCRIPTION	EXISTING	PROPOSED
PROPERTY LINE	---	---
ROW	---	---
EASEMENT	---	---
LOT LINE	---	---
CENTERLINE	---	---
BUILDING SETBACK LINE	---	---
SW, CURB & GUTTER	---	---
DITCH / FLOWLINE	---	---
EP	---	---
STORM DRAIN	XX"SD	XX"SD
SANITARY SEWER	XX"SS	XX"SS
WATER	XX"W	XX"W
GAS LINE	GAS	GAS
SDMH	SDMH	SDMH
DROP INLET	DI	DI
SSMH	SSMH	SSMH
SSCO	SSCO	SSCO
FIRE HYDRANT	FH	FH
WATER VALVE	WV	WV
WATER METER	WM	WM
UTILITY POLE	UP	UP
FENCE	F	F
RETAINING WALL	RW	RW
BLOCK SCREEN WALL	BSW	BSW
INDEX CONTOUR	IC	IC
INTERMEDIATE CONTOURS	ICC	ICC
TREE & DRIP	TD	TD
FINISHED FLOOR ELEVATION	FF: 123.00	FF: 123.00
BUILDING	B	B

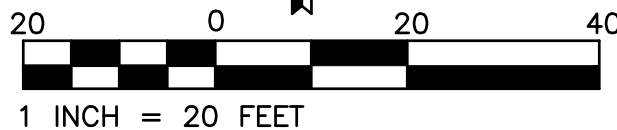
NOTE:
FOR PROPOSED LOT LINE
DIMENSIONING, SEE SHEET TM-02



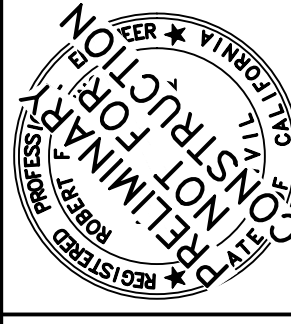
PROPERTY INFORMATION		
LOCATION: 241 NEVADA AVENUE, ROSEVILLE, CA		
APN: 013-0192-0360		
PROPERTY AREA: 0.89 AC (38,838 SF)		
EXISTING ZONE: R3	PROPOSED ZONE: R3/DS	
EXISTING USE: BUSINESS POTENTIAL	PROPOSED USE: SINGLE FAMILY HIGH DENSITY RESIDENTIAL	
ITEM	REQUIREMENTS	PROVIDED
SETBACKS (MIN) SEE CHAPTER 19.22 FOR SETBACKS		
FRONT SETBACK	N/A	7.50' MIN
SIDE SETBACK	N/A	11.50' MIN
SIDE (FRONTAGE) SETBACK	N/A	28.40' MIN
REAR SETBACK	N/A	27.50' MIN
SITE COVERAGE	50%	
HEIGHT LIMITS	45 FT	
REFERENCE IS MADE TO THE CITY OF ROSEVILLE ZONING ORDINANCE 19.10.030		

ABBREVIATIONS:

AC	ASPHALT CONCRETE	ℙ	PROPERTY LINE
DI	DROP INLET	PUE	PUBLIC UTILITY EASEMENT
BSL	BUILDING SETBACK LINE	(P)	PROPOSED
BW	BOTTOM WALL	SDMH	STORM DRAIN MANHOLE
CL	CENTERLINE	SSCO	SANITARY SEWER CLEANOUT
(E)	EXISTING	SSMH	SANITARY SEWER MANHOLE
EP	EDGE OF PAVEMENT	TBC	TOP BACK OF CURB
FL	FLOW LINE	TW	TOP OF WALL
GR	GRATE	UG	UNDERGROUND
INV	INVERT	WA	WATER
IRR	IRRIGATION	WM	WATER METER
OH	OVER HEAD POWER LINES		



UTILITY REPRESENTATIVES			
UTILITY	UTILITY CO.	CONTACT	PHONE
U.S.A.			1-800-227-2600
TELEPHONE	ROSEVILLE TELEPHONE		(916) 786-1202
GAS	PACIFIC GAS & ELECTRIC		(916) 889-3269
ELECTRIC	ROSEVILLE ELECTRIC UTILITY	ANDREW KOTZ	(916) 746-1662
FIRE	ROSEVILLE FIRE DEPT.	PATRICK CHEW	(916) 774-5823
WATER & SEWER	CITY OF ROSEVILLE DEPT. OF ENVIRONMENTAL UTILITIES	DAVE SAMUELSON	(916) 774-5770
DRAINAGE	DEVELOPMENT SERVICES ENGINEERING	MATT TODD	(916) 774-5339
CABLE T.V.	SUREWEST		(916) 786-3232



C&P DEVELOPMENT
CONTACT: KARLTON CASTLES / ROBERT PEGOS
916-218-0728 / 916-764-4201

ROSEVILLE OLD TOWN LOFTS
241 NEVADA AVENUE
ROSEVILLE, CA
TENTATIVE SUBDIVISION MAP

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04-02-2019	

LEGEND:

COMMON AREA
LANDSCAPE MAINTENANCE
AGREEMENT AREA

NOTE:

THE COMMON AREA WILL BE USED AND ACCESSED
BY THE COMMUNITY AND WILL BE MAINTAINED BY
AN HOA.

LANDSCAPE MAINTENANCE
AGREEMENT WILL BE
REQUIRED FOR OWNER TO
MAINTAIN LANDSCAPING
WITHIN THE PUBLIC R.O.W.
(CITY WILL NOT MAINTAIN)

NEVADA AVENUE

DOUGLAS BOULEVARD

PC EXHIBIT L

APN:013-0192-0060

APN:013-0192-0070

APN:013-0192-0080

APN:013-0192-0090

APN:
013-0192-0320

APN:013-0192-0140

APN:013-0192-0360

NO P PARKING
TRASH BIN
RECYCLE BIN

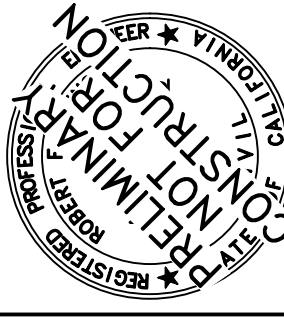
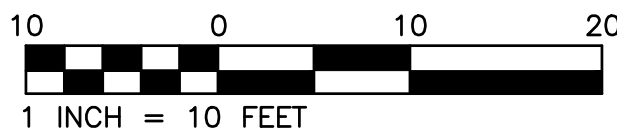
17 GROSS: 5,056 SF
18 GROSS: 1,470 SF
19 GROSS: 1,470 SF
20 GROSS: 1,470 SF
21 GROSS: 1,470 SF
22 GROSS: 1,470 SF
23 GROSS: 2,541 SF

9 GROSS: 2,714 SF
10 GROSS: 1,112 SF
11 GROSS: 1,112 SF
12 GROSS: 1,112 SF
13 GROSS: 1,112 SF
14 GROSS: 1,112 SF
15 GROSS: 1,112 SF
16 GROSS: 1,913 SF

1 GROSS: 2,901 SF
2 GROSS: 1,221 SF
3 GROSS: 1,221 SF
4 GROSS: 1,221 SF
5 GROSS: 1,221 SF
6 GROSS: 1,221 SF
7 GROSS: 1,139 SF
8 GROSS: 1,807 SF



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CONTACT: KARLTON CASTLES /
ROBERT PEGOS
916-218-0728 / 916-764-4201

ROSEVILLE OLD TOWN LOFTS
241 NEVADA AVENUE
ROSEVILLE, CA
PRELIMINARY LOT
LAYOUT

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04-02-2019

RFE PROJECT 18019 - ROSEVILLE OLD TOWN LOFTS, 241 NEVADA AVENUE, ROSEVILLE, CA

ABACUS

CONSULTING ARBORISTS



P. O. Box 4248
Auburn, CA 95604
(530) 305-0165

E-mail: nicole.abacus@gmail.com

www.abacus-tree.com

Consulting Arborist Report & **Tree Inventory & Assessment**

Prepared at the request of:

Karlton Castles

For

241 Nevada Street
APN #013-0190-0360

In

City of Roseville, California

Nicole Harrison

International Society of Arboriculture, Certified Arborist #WE-6500AM, TRAQ

September 11, 2018 (Updated April 8, 2019 to correspond with
Preliminary Grading, 03-01-2019 by RFE Engineering)

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Executive Summary

Karlton Castles of DBISBK, LLC. contacted Abacus Consulting Arborists to inventory and evaluate the protected trees and produce an Arborist Report as the end product. The property is parcel 013-192-036-000, located at 1007 Douglas Boulevard in Roseville, California.

Nicole Harrison, ISA Certified Arborist #WE6500AM, and Nicholas McNamara, arborists assistant, of Abacus Consulting Arborists was on site on March 28, 2018; to identify species, take measurements of DBH¹ and canopy, field condition notes, recommended actions, ratings, and locations of the protected trees.

There are 23 trees surveyed of which 21 qualify as protected trees as defined by the City of Roseville municipal code, Title 19, Article IV, Chapter 19.66 Tree Preservation. There are five (5) trees off site or property line trees which could be impacted by the development of the site².

<u>Tree Species</u>	<u>Trees on this Site:</u>	<u>Property Line³ and/or Offsite Trees</u>	<u>Protected by City of Roseville Title 19 Chapter 19.66</u>	<u>Trees Proposed for Removal⁴</u>	<u>Protected Trees Proposed for Retention with Impacts⁵</u>	<u>Total Trees to be Retained</u>
Valley Oak, <i>Quercus lobata</i>	6	4	10	5	3	5
Interior Live Oak, <i>Quercus wislizenii</i>	9	2	10	7	3	3
Blue Oak, <i>Quercus douglasii</i>	1	0	1	1	0	0
London Planetree, <i>Plantanus x acerifolia</i>	1	0	0	1	0	0
Privet, <i>Ligustrum sp.</i>	1	0	0	1	0	0
Total	18	6	21	15	6	8

See Chart B – Inventory of Trees for specific information on each tree.

See Chart C – Trees Proposed for Removal or Impact for additional Mitigation information

¹ DBH or 'Diameter at Breast High' is the industry accepted measurement for mature trees. The measurement is taken at 54" off of native grade. See attached 'Tree Size Expressed by Trunk Diameter'.

² Tree locations are approximate. Abacus Consulting Arborists is not responsible for determination of tree location and/or ownership.

³ Trees with any portion of the trunk on the property line are considered to be joint ownership trees between the parcels and require agreement between parcel owners for removal or impact (Stamen, 1997).

⁴ **Current Development Plan by RFE Engineering, Inc. Titled Nevada Street Lofts and dated 4-18-2018.**

⁵ Impacts occur when development activities, including grading or trenching, are within the protected root zone defined for each tree in Chart B. The impact result and/or additional protection measures can be found in the conclusion of this report

Methods

The protected trees (on-site) tagged by **ABACUS** have a numbered tag, placed on each one that is 1-1/8" x 1-3/8", green anodized aluminum, "acorn" shaped, and labeled: **ABACUS**, Auburn, CA with 1/4" pre-stamped tree number and Tree Tag. They are attached with a natural colored aluminum 10d nail, installed at approximately 6 feet above ground level on the approximate north side of the tree. The tag should last ~10 – 20+ years depending on the species, before it is enveloped by the trees' normal growth cycle.



A Level 2 – Basic Visual Assessment was performed in accordance with the International Society of Arboriculture's best management practices. This assessment level is limited to the observation of conditions and defects which are readily visible. Additional limiting factors, such as blackberries, poison oak, and/or debris piled at the base of a tree can inhibit the visual assessment.

Tree Location: The GPS location of each tree was collected using the ESRI's ArcGIS collector application on an Apple iPad. The data was then processed in ESRI's ArcMap by Julie McNamara, M.S. GISci, to produce the tree location map.

Tree Measurements: DBH (diameter breast high) is normally measured at 4'6" (above the average ground height for "Urban Forestry"), but if that varies then the location where it is measured is noted. A Hagl6f Mantax Caliper was used to measure the DBH for trees less than 32" in diameter or less and a steel diameter tape for trees greater than 32".

Terms

Field Tag #	The pre-stamped tree number on the tag which is installed at approximately 6 feet above ground level on the north side of the tree.
Other Tag #	If additional field tags are found on the trees and are legible, they are listed here.
Offsite/Property Line	Indicates if an off-site tree was included in the inventory. Inclusion of off-site trees is conducted when these trees could potentially be impacted by any proposed development. Trees located within 25' of the development boundary are normally included and provided protection recommendations when development is proposed in the area. We are not surveyors and do not guarantee trees listed as on or off the site are correctly indicated.
Protected	Indicates if the tree qualifies as a "protected tree" by the standards of the local jurisdiction.
Species Common Name	The species of a tree is listed by our local common name. Our native oaks frequently cross-pollinate and hybridize, but the identification is towards the strongest characteristics.
Species Botanical Name	Industry accepted botanical name by genus (capitalized) and species (lower case).
DBH	'Diameter Breast High' is normally measured at 4'6" (above the average ground height for "Urban Forestry"), but if the measurement was taken at another location it is noted here. A Swedish caliper [1] was used to measure the DBH for trees less than 30" in diameter and a steel diameter tape for trees greater than 30"Ø.
Measured Canopy radius	The farthest extent of the crown composed of leaves and small twigs. Often a tree's canopy will be irregular, however, the canopy radius is measured as longest dripline measurement from the center point of the tree as the limbs with the farthest reach.

Notes:

Notes provide notable details about each tree which are factors considered in the determination of the tree rating including: (a) condition of root crown and/or roots; (b) condition of trunk; (c) condition of limbs and structure; (d) growth history and twig condition; (e) leaf appearance; and (f) dripline environment. Notes also indicate if the standard tree evaluation procedure was not followed and why (ie. why dbh may have been measured at a location other than the standard 54"). Additionally, notes will list any evaluation limiting factors such as debris at the base of a tree.

**City of
Roseville Tree
Rating**

Pursuant to Title 19, Chapter 19.66 Tree Preservation of the Roseville Municipal Code as information to be included in the Arborist Report.

Arborist Rating

Subjective to condition and is based on both the health and structure of the tree. All of the trees were rated for condition, per the recognized national standard as set up by the Council of Tree and Landscape Appraisers and the International Society of Arboriculture (ISA) on a numeric scale of 5 (being the highest) to 0 (the worst condition, dead) as in Chart A. The rating was done in the field at the time of the measuring and inspection. The scale is as follows:

Chart A – Tree Ratings

<u>Arborist Ratings</u>			<u>Roseville Ratings, 19.66.050 B.1.</u>
No problem(s)	Excellent	5	Excellent
No apparent problem(s)	Good	4	Good
Minor problem(s)	Fair	3	Fair to Good
Minor problem(s)		2 or 3	Fair
Major problem(s)	Poor	2	Fair to Poor
Extreme problem(s)	Hazardous	1	Poor
Dead	Dead	0	Dead

Ratings Description

Rating #0: This indicates a tree that has no significant sign of life.

Rating #1: The problems are extreme. This rating is assigned to a tree that has structural and/or health problems that no amount of work or effort can change. The issues may or may not be considered a dangerous situation.

Rating #2: The tree has major problems. If the option is taken to preserve the tree, its condition could be improved with correct arboricultural work including, but not limited to: pruning, cabling, bracing, bolting, guying, spraying, mistletoe removal, vertical mulching, fertilization, etc. If the recommended actions are completed correctly, hazard can be reduced and the rating can be elevated to a 3. If no action is taken the tree is considered a liability and should be removed.

Rating #3: The tree is in fair condition. There are some minor structural or health problems that pose no immediate danger. When the recommended actions in an arborist report are completed correctly the defect(s) can be minimized or eliminated.

Rating #4: The tree is in good condition and there are no apparent problems that a Certified Arborist can see from a visual ground inspection. If potential structural or health problems are tended to at this stage future hazard can be reduced and more serious health problems can be averted.

Rating #5: No problems found from a visual ground inspection. Structurally, these trees have properly spaced branches and near perfect characteristics for the species. Highly rated trees are not common in natural or developed landscapes. No tree is ever perfect especially with the unpredictability of nature, but with this highest rating, the condition should be considered excellent.

Development Impact Indicates if the tree is planned for removal or preservation, and if preserved, the relative impact of the proposed development according to the development plans. The scale is as follows:

Impact Terms

Impact Description

Negligible	Tree is unlikely to show any symptoms. Chance of survival post development is excellent. Impacts to the Protected Root Zone (see Glossary) are less than 5%.
Minor	Tree is likely to show minor symptoms. Chance of survival post development is good. Impacts to the Protected Root Zone are less than 15% and species tolerance is good.
Moderate	Tree is likely to show moderate symptoms. Chance of survival post development is fair. Impacts to the Protected Root Zone are less than 35% and species tolerance is good or moderate.
Severe	Tree is likely to show moderate symptoms annually and a pattern of decline. Chance of long term survival post development is low. Impacts to the Protected Root Zone are up to 50% and species tolerance is moderate to poor.
Critical	Tree is likely to show moderate to severe symptoms annually and a pattern of decline. Chance of long term survival post development is negligible. Impacts to the Protected Root Zone are up to 80%.

Impact Notes

Development Restrictions

The proposed impact to the tree based on the current development plan
Arborist preservation recommendations to support long-term health of the tree during the development process often in the form of restrictions.

Chart B – Inventory of Trees

Blue indicates tree is off site or on the property line. Note: Actual tree locations are to be determined by others. We are not surveyors. Abacus takes no responsibility for determination of tree ownership.

Field Tag #	Protected by 19.66	Offsite /Line	Species Common Name	Species Botanical Name	DBH	Measured Canopy Radius	Notes	Arborist Rating	Roseville Rating	Development Status
662	Yes		Interior Live Oak	Quercus wislizenii	23	32	Debris at base, codominant leader at 10', seam ground to 4', north stem included bark and narrow attachment angle @ 15' in main stem	3 Fair - Minor Problems	Fair	Remove
667	Yes		Interior Live Oak	Quercus wislizenii	4, 5	14	Poor structure, bows @ 2-6', S limb stubbed	1 Extreme Structure or Health Problems	Poor	Remove
672	Yes	Yes	Interior Live Oak	Quercus wislizenii	13	20	Fenceline, retaining wall cracking at base, codominant leader at 6' into 3 stems, imbedded fence wire, good leaf surface	3 Fair - Minor Problems	Fair to Good	Remove
673	No		London Planetree	Platanus x acerifolia	20	25	Sparse canopy, powdery mildew, stubs to east	3 Fair - Minor Problems	Fair to Good	Remove
681	Yes	Street Tree?	Valley Oak	Quercus lobata	10, 11, 9	20	Co-dominant leader at 1' into 3 stems, 9" stem bows to west, 11 is upright 10 has dogleg to east, abnormal trunk shape, epicormic growth, topped - under high voltage, retaining wall is cracking at 1' to south	2 Major Structure or Health Problems	Fair	Remove
6254	Yes		Blue Oak	Quercus douglasii	7, 6	20	CDL at 1 foot, both systems lean, chainsaw chatter at 3 feet on W stem, suppressed poor crown ratio	2 Major Structure or Health Problems	Fair to Poor	Remove
6255	Yes		Interior Live Oak	Quercus wislizenii	23, 25	35	Codominant leader at 2', abnormal flare at ground with imbedded post/pipe (?), debris at crotch, co-dominant leader in both stems at 5-6', included bark, north stem is dominant, north stem has old pruning cuts with callous and borers, south stem has prostrate limb at 6-8' to south and 15' to west	3 Fair - Minor Problems	Fair	Remove
6256	Yes		Valley Oak	Quercus lobata	11 @ 2'	16	Codominant leader at 5' included bark, understory, bows to west	2 Major Structure or Health Problems	Fair to Poor	Remove
6257	Yes		Interior Live Oak	Quercus wislizenii	7, 9 @ 2'	20	Understory, poor structure, bows to south at 8', abnormal flare at base	2 Major Structure or Health Problems	Fair to Poor	Remove

Field Tag #	Protected by 19.66	Offsite /Line	Species Common Name	Species Botanical Name	DBH	Measured Canopy Radius	Notes	Arborist Rating	Roseville Rating	Development Status
6258	Yes		Valley Oak	Quercus lobata	19	25	Narrow angle attachment at 6', main stem has a slight lean to west, sparse canopy	3 Fair - Minor Problems	Fair to Good	Remove
6259	Yes		Interior Live Oak	Quercus wislizenii	13	25	Codominant leader at 8', included bark, crossing limbs @ 12', poor structure	3 Fair - Minor Problems	Fair	Remove
6260	No		Glossy Privet	Ligustrum sp.	7, 7, 7	15	Poor structure, crossing limbs, poor species	2 Major Structure or Health Problems	Fair	Remove
6261	Yes		Interior Live Oak	Quercus wislizenii	9	15	Lean to south with correction	3 Fair - Minor Problems	Fair to Good	Impacted
6262	Yes		Valley Oak	Quercus lobata	8	17	Dogleg to east at 10', sparse canopy	2 Major Structure or Health Problems	Fair	Remove
6263	Yes		Interior Live Oak	Quercus wislizenii	19, 5, 7	35	Codominant leader at 6" with two 5" stems, main stem has a seam 6" to 4", good canopy; 5" stems are both suppressed and bow to west north west	4 Good - No Apparent Problems	Good	Remove
6264	Yes		Interior Live Oak	Quercus wislizenii	15	32	Advanced decay pocket at 2' to south with callous, suppressed, bows to south west - not correctible	2 Major Structure or Health Problems	Fair	Impacted
6265	Yes		Valley Oak	Quercus lobata	33	35	Co-dominant leader at 8', included bark, north east stem in contact with fence, large dead and decaying stub in crotch, bows to east, over-weight limb to east	3 Fair - Minor Problems	Fair	Impacted
6266	Yes	Yes	Valley Oak	Quercus lobata	16	24	good flare, upright structure, previously surrounded by bamboo, good leaf surface	4 Good - No Apparent Problems	Good	Impacted
6267	Yes	Yes	Valley Oak	Quercus lobata	13	25	good flair, slight lean from suppression by 6268, good leaf surface	3 Fair - Minor Problems	Fair to Good	Preserve
6268	Yes	Yes	Valley Oak	Quercus lobata	16	20	large codominant leader failure at 10' jagged decaying stub, upper canopy poor structure, fair leaf surface	2 Major Structure or Health Problems	Fair to Poor	Preserve
6269	Yes	Yes	Interior Live Oak	Quercus wislizenii	8	18	2 stems removed at base, remaining stem has poor structure. Potential for basal decay and failure is high	1 Extreme Structure or Health Problems	Poor	Impacted

Field Tag #	Protected by 19.66	Offsite /Line	Species Common Name	Species Botanical Name	DBH	Measured Canopy Radius	Notes	Arborist Rating	Roseville Rating	Development Status
6270	Yes	Yes	Valley Oak	Quercus lobata	37, 38	40	Debris at base, codominant leader at 10', narrow angle to base, sparse canopy, large dead wood, over-mature and declining	2 Major Structure or Health Problems	Fair	Impacted
6271	Yes		Valley Oak	Quercus lobata	24, 16	36	Co-dominant leader at 4', included bark to ground, sparse canopy, limb tip dieback	3 Fair - Minor Problems		Remove

Limitations

All of the conclusions in this report are based solely on the observation of conditions on the site which were readily visible. Trees may appear to be healthy and structurally sound but can contain hidden faults which could result in failure.

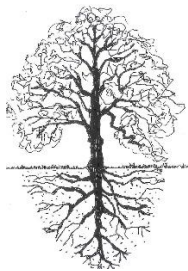
This inventory and all the evaluations were conducted during the dormant season. While we endeavor to evaluate the canopy of each tree based on twig condition, there may be conditions which cannot be detected at this time of the year.

Blackberries, Poison Oak and/or Debris (such as limbs, firewood, garbage, etc) visually inhibit the observation of critical defects at the base of a tree such as decay or evidence of decay agents (mushrooms or conks). They also can hide ground heaving, compacted soil, soil contamination, and many other critical evaluation details. Whenever these conditions exist, the visual assessment was limited and the tree should be reevaluated upon removal of the inhibiting condition.

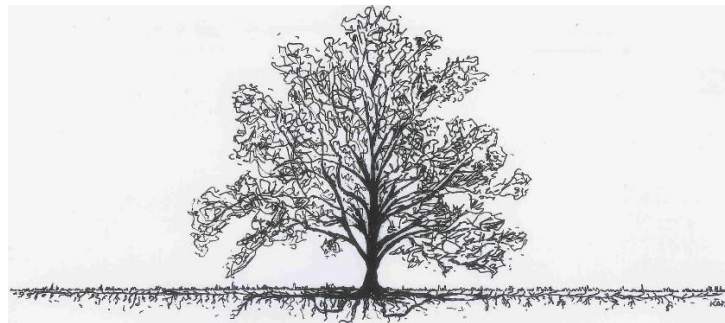
Discussion

Root Structure

The majority of a tree's roots are contained in a radius from the main trunk outward approximately two to three times the canopy of the tree. These roots are located in the top 6" to 3' of soil. It is a common misconception that a tree underground resembles the canopy (see Drawing A below). The correct root structure of a tree is in Drawing B. Accordingly, tree protection during development involves preserving an area that extends beyond the dripline.



Drawing A
***Common misconception of where
tree roots are assumed to be
located***



Drawing B
The reality of where roots are located

Conclusion

There are 23 trees surveyed of which 21 qualify as protected trees as defined by the City of Roseville municipal code, Title 19, Article IV, Chapter 19.66 Tree Preservation. There are six (6) trees off site or on the property line which could be impacted by the development of the site.

Protected Tree Status	Tree Count	Inches ⁶
Trees to Remain on the Site without Impact	0	
Trees Proposed for Removal	15	274
Trees with Impacts Causing Early Demise (6261 & 6264)	2	24
Trees with Impacts to be Determined ⁷ (6265 & 6270)	2	Up to 108

(Updated April 4, 2019 for Plan update Preliminary Grading, 03-01-2019 by RFE Engineering)

Projected development impacts are based solely on distance relationships between tree location and grading and/or trenching. Field inspections and findings during the project at the time of grading and trenching can change relative impacts. Closely followed guidelines and restrictions can result in a higher chance of survival, while restrictions that are overlooked can result in a dramatically lower chance of survival. **The final impact will be measured at project completion and reported by the project arborist in the 'Final Compliance Letter'.**

General Development Guidelines

- 1 Any recommended chemical treatments shall be performed 30 days prior to onset of grading activities. Project arborist shall require confirmation of treatment.
- 2 No wheeled equipment or pickup trucks shall be allowed on site until exclusionary tree fencing is installed by developer and inspected by the project arborist.
- 3 All of the trees to be removed or pruned shall be chipped onsite to the greatest degree possible. The chips are to be used under the trees that are to remain as mulch in the Protected Root Zone (see 6 below).
- 4 All trees to be removed within the Protected Root Zone of a tree to remain on site shall NOT be removed with equipment, but rather shall be stump ground.
- 5 All of the trees to remain shall have mulch installed in the Protected Root Zone 4 - 6" deep prior to grading and/or grubbing. It is preferred this mulch is from the trees to be removed, however, other mulch may be used but it is required to be arborist type woodchips (4 – 6" deep), but not redwood or cedar bark. Redwood or Cedar bark mulch will not be accepted. If applied, it will be required to be removed and placed on top of the required arborist type mulch.
- 6 All trees to be saved shall have their root zones and trunk(s) protected with exclusionary fencing. Unless otherwise specified by the City or County, a four (4') foot high orange or yellow plastic, high visibility fence shall be installed surrounding the trees' root zone (defined by canopy radius), hereafter referred to as the Protected Root Zone. The fence shall be staked 10'o.c. maximum spacing, with 5' steel "T"

⁶ Inches are DBH for single trunk trees and DBH added together for multi-stem trees

⁷ Trees with Impacts to be determined during construction are assumed to be 'preserved' and often Bonded to ensure every effort is made to manage the site activities to preserve these trees.

- posts, 2" x 2" square or 2"+ Ø wood posts. The Protected Root Zone area shall extend out to the tree's longest dripline radius plus one foot, as a circle. See Arborist Report - Chart B for radius measurement for each individual tree. The fencing shall completely surround the trees' root zone and not be "U" shaped or open at any point. Whenever possible, include as many trees that are to be saved into one fenced exclusionary Protected Root Zone. The fencing shall be maintained and not moved or removed until the final arborist inspection at the completion of construction.
- 7 No material storage, people, portable outhouses, vehicles, or dogs shall be allowed in the Protected Root Zone.
 - 8 Utility-trenching paths are to be placed outside the Protected Root Zone unless previously approved by project Arborist.
 - 9 The cut and fill material excavated from or added to the lot can kill trees by removing too many roots, drying/wetting the soil, or by suffocating the roots with too much soil. If fill material is needed within 20' of the Protected Root Zone, properly designed aeration/ventilation systems made to protect the trees and allow for the fill material can be installed.
 - 10 Limestone gravel shall not be used as base material or for drain rock as it will change the pH to be more alkaline, and may harm the trees.
 - 11 Lime to assist in soil compaction, if required, shall not be used within 100' of any tree to remain and be preserved.
 - 12 Soil contamination shall be avoided by eliminating chemical dumping on the property that may infiltrate into the Protected Root Zone. **No**: washing, dumping, or contaminating the site including but not necessarily limited to the following: concrete from tools or trucks, paint materials, sheetrock mud or stucco materials, other chemicals, solvents, herbicides, etc.
 - 13 Irrigation is required once per month for a trees to remain within 30' of any grading activity during the months of May - November, unless 1" of rain has been recorded within the 2 week period. The project arborist is required to inspect the site and specify irrigation requirements once per month during the months of May – November.
 - 14 Irrigation is required as soon as the concrete is poured and footings and stem walls are backfilled. The protected trees within 30' should be watered to the point of soil saturation at a minimum depth of 12".
 - 15 Do not nail, tie, screw, or fasten any signs, braces, etc. to the trees that are to remain.
 - 16 Pruning is to be completed by a qualified ISA Certified Arborist or under the direct supervision of the project arborist. No cutting of live wood over 2"Ø shall be made. All cutting, pruning, trimming, cabling, guying, bracing, and lightning protection systems shall conform to the most current standards of the American National Standards Institute (ANSI). The current ANSI Tree Care Standards are A300 (Parts 1-4) 2000 to 2002 (copies at: www.ansi.org). The BMPs are "Best Management Practices", as companion publications to the ANSI Tree Care Standards, printed by the International Society of Arboriculture (copies at: www.isa-arbor.com). The BMP booklets explain the details of the ANSI Tree Care Standards and how to follow them correctly. Pruning of branches under 3" in diameter should be made with sharp hand tools: pruners, loppers, and/or handsaws, not chainsaws.
 - 17 Additional recommendations to enhance the likelihood of tree survival may be required or recommended in supplemental inspections by the project arborist.

Chart C – Trees Proposed for Removal

Field Tag #	Protected by 19.66	Offsite/Property Line	Species Common Name	Species Botanical Name	DBH	Measured Canopy Radius	Arborist Rating	Roseville Rating	Development Status, 9-11-18	Mitigation Inches	Removal Count
662	Yes		Interior Live Oak	Quercus wislizenii	23	32	3 Fair - Minor Problems	Fair	Remove	23	1
667	Yes		Interior Live Oak	Quercus wislizenii	4, 5	14	1 Extreme Structure or Health Problems	Poor	Remove	9	2
672	Yes	Yes	Interior Live Oak	Quercus wislizenii	13	20	3 Fair - Minor Problems	Fair to Good	Remove	13	3
673	No		London Planetree	Platanus x acerifolia	20	25	3 Fair - Minor Problems	Fair to Good	Remove	0 – Unprotected Species	4
681	Yes		Valley Oak	Quercus lobata	10, 11, 9	20	2 Major Structure or Health Problems	Fair	Remove	30	5
6254	Yes		Blue Oak	Quercus douglasii	7, 6	20	2 Major Structure or Health Problems	Fair to Poor	Remove	13	6
6255	Yes		Interior Live Oak	Quercus wislizenii	23, 25	35	3 Fair - Minor Problems	Fair	Remove	48	7
6256	Yes		Valley Oak	Quercus lobata	11 @ 2'	16	2 Major Structure or Health Problems	Fair to Poor	Remove	11	8
6257	Yes		Interior Live Oak	Quercus wislizenii	7, 9 @ 2'	20	2 Major Structure or Health Problems	Fair to Poor	Remove	16	9

Field Tag #	Protected by 19.66	Offsite/ Property Line	Species Common Name	Species Botanical Name	DBH	Measured Canopy Radius	Arborist Rating	Roseville Rating	Development Status, 9-11-18	Mitigation Inches	Removal Count
6258	Yes		Valley Oak	Quercus lobata	19	25	3 Fair - Minor Problems	Fair to Good	Remove	19	10
6259	Yes		Interior Live Oak	Quercus wislizenii	13	25	3 Fair - Minor Problems	Fair	Remove	13	11
6260	No		Privet sp.	Ligustrum sp.	7, 7, 7	15	2 Major Structure or Health Problems	Fair	Remove	0 – Species not Protected	12
6262	Yes		Valley Oak	Quercus lobata	8	17	2 Major Structure or Health Problems	Fair	Remove	8	13
6263	Yes		Interior Live Oak	Quercus wislizenii	19, 5, 7	35	4 Good - No Apparent Problems	Good	Remove	31	14
6271	Yes		Valley Oak	Quercus lobata	24, 16	36	3 Fair - Minor Problems	Fair to Good	Remove	40	15
Total										274	15

Chart C – Impacted Trees and Development Restrictions

Field Tag #	Protected by 19.66	Species Common Name	Species Botanical Name	DBH	Measured Canopy Radius	Arborist Rating	Roseville Rating	Mitigation Inches	Impact Term	Special Preservation Requirements
6261	Yes	Interior Live Oak	Quercus wislizenii	9	15	3 Fair - Minor Problems	Fair to Good	9	Critical to Severe	Consider geotextile fabric under fill for 10', min requirement is 5'. Project arborist to be onsite during utility placement and trenching.
6264	Yes	Interior Live Oak	Quercus wislizenii	15	32	2 Major Structure or Health Problems	Fair	15	Critical	Chemical treatment for stress and as a preventative for leaf disorders and insects shall be applied 30 days prior to grading. Install protective fencing at 10' from base of tree west and south. All activities inside fencing shall be

Field Tag #	Protect ed by 19.66	Species Common Name	Species Botanical Name	DBH	Measure d Canopy Radius	Arborist Rating	Roseville Rating	Mitigati on Inches	Impact Term	Special Preservation Requirements
										under the direct supervision of the project arborist, including grading and digging for retaining wall for transformer pad. (Updated April 4, 2019 for Plan update Preliminary Grading, 03-01-2019 by RFE Engineering)
6265	Yes	Valley Oak	Quercus lobata	33	35	3 Fair - Minor Problems	Fair to Poor	TBD (33)	Moderate to Critical	Chemical treatment for stress and as a preventative for leaf disorders and insects shall be applied 30 days prior to grading. Install protective fencing at 10' from base of tree west. All activities inside fencing shall be under the direct supervision of the project arborist, including any clearance pruning. (Updated April 4, 2019 for Plan update Preliminary Grading, 03-01-2019 by RFE Engineering)
6266	Yes	Valley Oak	Quercus lobata	16	24	4 Good - No Apparent Problems	Good	0	Minor	Follow all general recommendations. Protective fencing and recommendations for surrounding trees will provide adequate protection.
6269	Yes	Interior Live Oak	Quercus wislizenii	8	18	1 Extreme Structure or Health Problems	Poor	0	Moderate	Tree is structurally poor. Impacts will not significantly change the life span of the tree. No protection is required.
6270	Yes	Valley Oak	Quercus lobata	37, 38	40	2 Major Structure or Health Problems	Fair	TBD (75)	Moderate	Chemical treatment for stress and as a preventative for leaf disorders and insects shall be applied 30 days prior to grading. All grading within 50' shall be evaluated by project arborist after retaining wall evaluation. Trenching for retaining wall and root evaluation shall occur prior to grading. Geotextile fabric may be required to be placed under fill at discretion of project arborist. Install protective fencing at 50' from base of tree. All activities inside fencing shall be under the direct supervision of the project arborist, including any clearance

Field Tag #	Protect ed by 19.66	Species Common Name	Species Botanica l Name	DBH	Measure d Canopy Radius	Arborist Rating	Roseville Rating	Mitigati on Inches	Impact Term	Special Preservation Requirements
										pruning. Utility and or storm drain trenches may require boring and/or hand digging within the 50' protected zone. Tree shall be pruned prior to grading under project arborist supervision for clearance and risk reduction. (Updated April 4, 2019 for Plan update Preliminary Grading, 03-01-2019 by RFE Engineering)

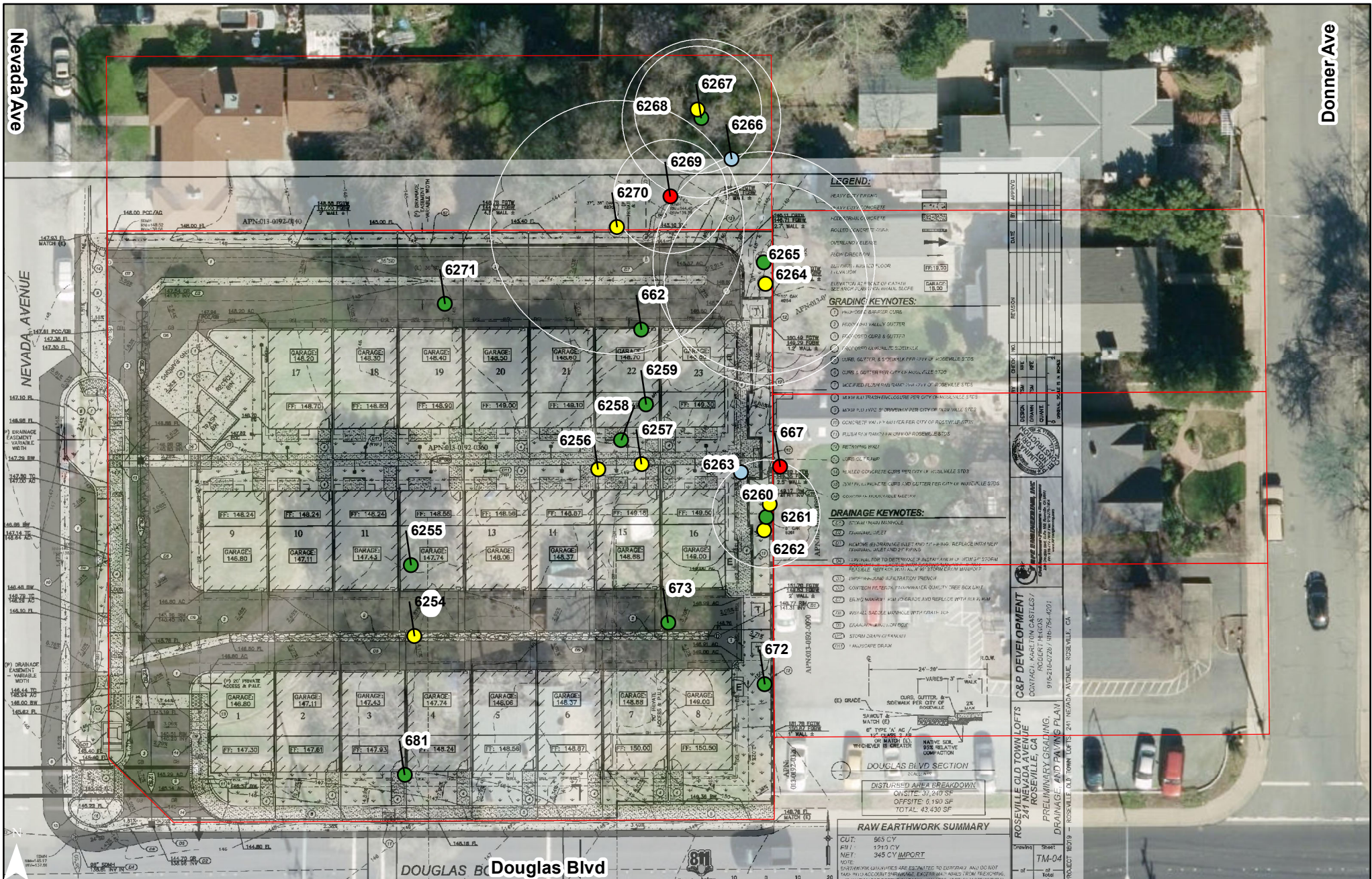


4/8/2019

1007 Douglas Blvd

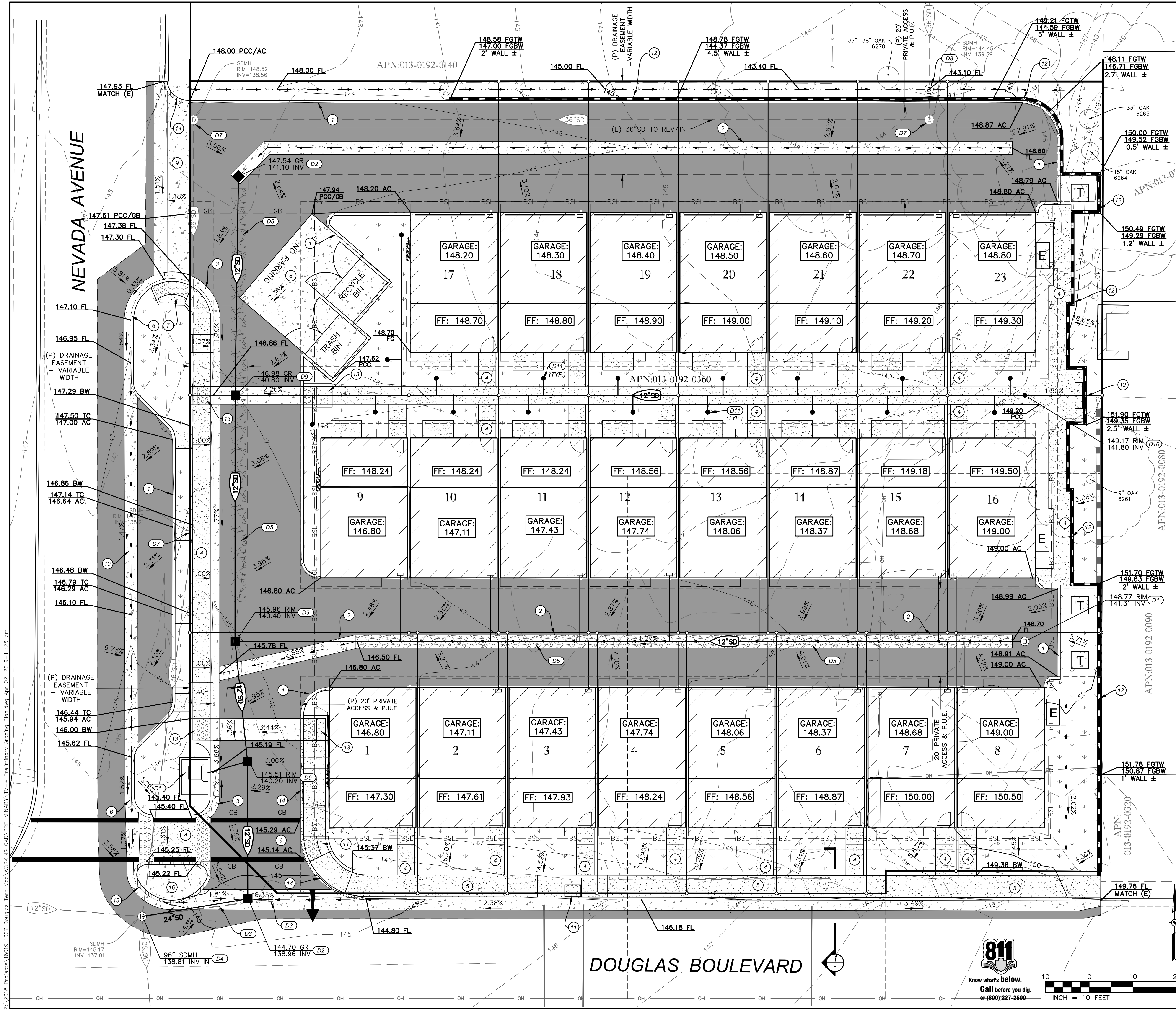
in
Roseville, California

Tree Rating		3 Fair - Minor Problems
1 Extreme Structure or Health Problems	4 Good - No Apparent Problems	
2 Major Structure or Health Problems	Tree Canopy	



Please refer to the Arborist Report for additional information.
Tree locations are approximate.

Z:\2018 Projects\18019_1007 Douglas Blvd. Preliminary Grading Plan.dwg Apr. 02, 2019-11:26 am



LEGEND:

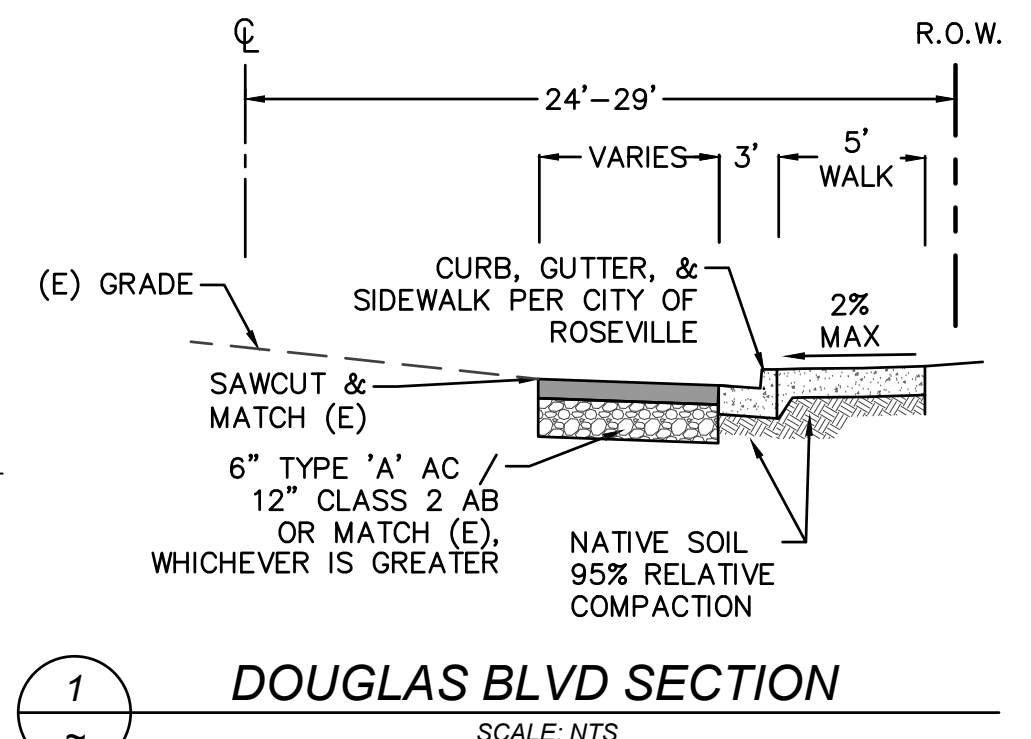
HEAVY DUTY PAVING	
HEAVY DUTY CONCRETE	
PEDESTRIAN CONCRETE	
ROLLED CONCRETE CURB	
OVERLAND RELEASE	
FLOW DIRECTION	
BUILDING FINISHED FLOOR ELEVATION	FF: 19.00
ELEVATION AT FRONT OF GARAGE SEE ARCH PLANS FOR GRADE SLOPE	GARAGE: 18.00

GRADING KEYNOTES:

- PROPOSED BARRIER CURB
- PROPOSED VALLEY GUTTER
- PROPOSED CURB & GUTTER
- PROPOSED CONCRETE SIDEWALK
- CURB, GUTTER, & SIDEWALK PER CITY OF ROSEVILLE STDs
- CURB & GUTTER PER CITY OF ROSEVILLE STDs
- MODIFIED FLUSH PAN RAMP PER CITY OF ROSEVILLE STDs
- MODIFIED TRASH ENCLOSURE PER CITY OF ROSEVILLE STDs
- MODIFIED TYPE 'S' DRIVEWAY PER CITY OF ROSEVILLE STDs
- CONCRETE VALLEY GUTTER PER CITY OF ROSEVILLE STDs
- FLUSH PAN RAMP PER CITY OF ROSEVILLE STDs
- RETAINING WALL
- CURB CUT RAMP
- ROLLED CONCRETE CURB PER CITY OF ROSEVILLE STDs
- ROLLED CONCRETE CURB AND GUTTER PER CITY OF ROSEVILLE STDs
- CONCRETE MOUNTABLE MEDIAN

DRAINAGE KEYNOTES:

- STORM DRAIN MANHOLE
- DRAINAGE INLET
- REMOVE (E) DRAINAGE INLET AND 12" PIPING. REPLACE WITH NEW DRAINAGE INLET AND 24" PIPING.
- CONTRACTOR TO DETERMINE IF INSTALLATION OF NEW 24" STORM DRAIN WILL BE FEASIBLE WITH EXISTING MANHOLE. IF NOT FEASIBLE, REPLACE WITH NEW 96" STORM DRAIN MANHOLE.
- UNDERGROUND INFILTRATION TRENCH
- CONTECH FILTERRA STORMWATER QUALITY TREE BOX UNIT
- BRING MANHOLE RIM TO GRADE AND REPLACE WITH SOLID RIM
- INSTALL SADDLE MANHOLE WITH GRATE TOP
- DRAINAGE JUNCTION BOX
- STORM DRAIN CLEANOUT
- LANDSCAPE DRAIN



DOUGLAS BLVD SECTION	
SCALE: NTS	
DISTURBED AREA BREAKDOWN	
ONSITE: 37,240 SF	OFFSITE: 6,190 SF
TOTAL: 43,430 SF	

RAW EARTHWORK SUMMARY	
CUT:	865 CY
FILL:	1210 CY
NET:	345 CY IMPORT
NOTE: EARTHWORK QUANTITIES ARE ESTIMATED TO SUBGRADE AND DO NOT TAKE INTO ACCOUNT SHRINKAGE, EXCESS MATERIALS FROM TRENCHING, EXCAVATION FOR DETENTION BASIN, AND MISC. UNKNOWN STRUCTURAL SECTIONS. CONTRACTOR SHOULD VERIFY EARTHWORK QUANTITIES.	

APPROVED
BY
DATE

REVISION

CHECK NO.

BY

DESIGN

TSM

DRAWN

QUANT.

ORIGINAL SCALE IS IN INCHES

1

2

0

NOT FOR CONSTRUCTION

FOR REVIEW ONLY

DATE: 04-02-2019

RFE ENGINEERING, INC.

2200 Douglas Blvd, Suite 100, Roseville, CA 95661

Ph: 916-772-7800 Fax: 916-772-7804

www.RFEEngineering.com

C&P DEVELOPMENT

CONTACT: KARLTON CASTLES / ROBERT PEGOS

916-218-0728 / 916-764-4201

ROSEVILLE OLD TOWN LOFTS

241 NEVADA AVENUE

ROSEVILLE, CA

PRELIMINARY GRADING, DRAINAGE, AND PAVING PLAN

Drawing

Sheet

of

of Total

9

TM-04

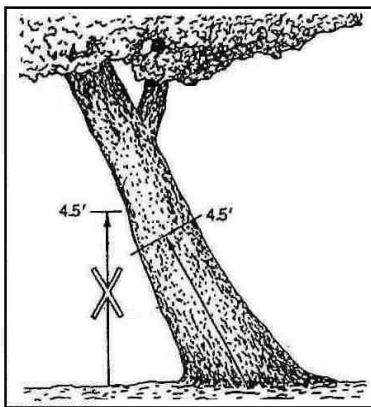
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Tree Size Expressed by Trunk Diameter

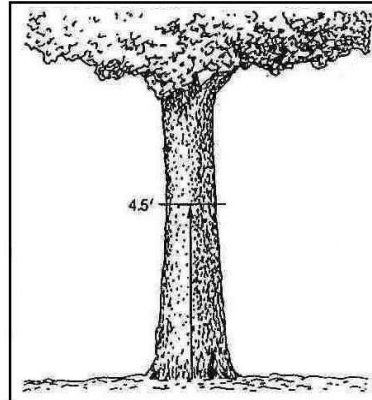
Tree SIZE Expressed by Trunk Diameter

"The height at which the trunk diameter of a tree is measured depends upon its size. The American Standard for Nursery Stock (ANSI, 1990) state that measurements shall be taken 6 inches (15 cm) above the ground for trunk diameters up to and including 4 inches (10 cm). Larger trees (assumed, but not stated, to be of transplantable size) are to be measured at 12 inches (30 cm). Trees normally considered too large to transplant are to be measured 4.5 feet [4'-6" is also called diameter breast high or dbh] (1.4 m) above the ground. Trees, like conifers, which have branches below 4.5 feet should be measured at a height that most effectively represents the size of the tree." The diameter is calculated by first measuring the circumference divided by 3.14 (π called pi) or by using a "diameter tape" whereon the inches are multiplied by π and shown to produce the diameter directly.

This is the dbh standard for measurement as shown in figure 4-2.



Figures 4-3 (top) and 4-4 (bottom). In each case, the trunk circumference should be measured at right angles to the trunk 4.5 feet (1.4 m) along the center of the trunk axis so the height is the average of the shortest and longest sides of the trunk.



Figures 4-2. Trees with fairly straight, upright trunks with the lowest branch arising on the trunk higher than 6 feet (1.8 m) above the ground should be measured at 4.5 feet (1.4 m).

There are some exceptions to the dbh standard as shown in the figures 4-3, 4-4, 4-5 & 4-6.

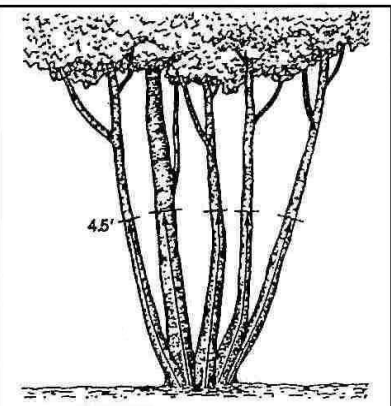
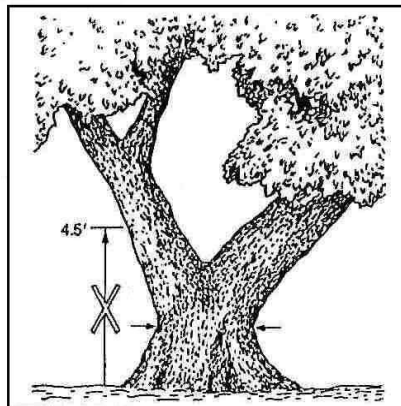
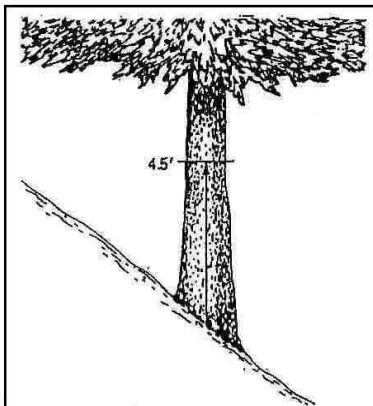


Figure 4-6. In a multi-stem tree, measure the trunk circumference of each trunk at 4.5 feet (1.4 m) above the ground. The area of each trunk is determined and then added together to obtain a trunk area that is representative of the size of the tree and each of the stems contribute its proportionate share to the canopy.

Figure 4-5. When low branches preclude measuring the trunk at 4.5 feet (1.4 m) measure the smallest circumference below the smallest branch. In this example, an alternative would be to determine the sum of the cross-sectional areas of the two stems measured about 12 inches (30 cm) above the crotch; then average the sum of the two branch areas and the smallest cross-sectional area below the branches. This may give a better estimate of tree size. Record the height of measurement(s) and the reasons the height or those heights were chosen.

ABACUS

"Where Every Detail Counts"



145 Duncan Hill Rd.

Auburn, CA 95603

Phone & Fax (530) 889-0603

Email: ken@abacus-tree.com

www.abacus-tree.com

This information is taken from: Guide for Planting Appraisal, English Edition, authored by the Council of Tree & Landscape Appraisers, edited, published & copyrighted by the International Society of Arboriculture, representing: American Association of Nurseryman, American Society of Consulting Arborist, Associated Landscape Contractors of America, International Society of Arboriculture and the National Arborist Association.

Tree SIZE Expressed by Trunk Diameter

Scale: NTS

Drawing: TSE

ABACUS

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Nicole.Abacus@gmail.com

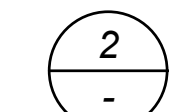
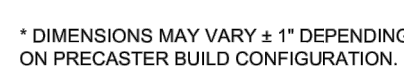
Disclosure, Assumptions and Disclaimer

- 1) I, Nicole Harrison, *ISA Certified Arborist WE-6500AM*, with “**ABACUS**”, did personally inspect the site and investigated the tree(s) as mentioned in this report and I performed all aspects of this report unless noted otherwise in the report.
- 2) We have neither financial interest in the tree work that may or may not be done, nor financial interest in the property where the tree(s) is (are) located unless noted within the report.
- 3) All opinions and recommendations expressed herein this report are ours solely. We have used our specialized education, knowledge, training and experience to examine the tree(s) and to make our opinions and recommendations to enhance the beauty, health and longevity, with an attempt to reduce the risk of who and/or what is near these trees. We cannot guarantee or warranty that a tree will not be healthy or safe under all circumstances, nor for a specific period of time or that problems may not arise in the future.
- 4) Our report with its opinions and recommendations are limited to the tree(s) inspected.
- 5) We attempt to be cognizant of the whole scope of a project, but many matters are beyond the scope of our professional consulting arborist services such as: exact property boundaries, property ownership, site lines, easements, codes, covenants & restrictions (CC&Rs), disputed between neighbors, and other issues.
- 6) We rely on the information disclosed to us and assume the information to be complete, true, and accurate.
- 7) The inspection is limited to visual examination of accessible items of the tree(s), from the ground unless otherwise noted, without excavation, probing, boring, or dissection, unless noted otherwise. Only information covered in this report was examined, and reflects the condition of those inspected items at that specific time.
- 8) Clients may choose to accept or disregard these opinions and recommendations of the arborist or to seek additional advice.
- 9) This report is copyrighted. Any modification or partial use shall nullify the whole report. Do not copy without written permission. This report is for the client and the client's assignees.
- 10) Sketches, diagrams, graphs, drawings, and photographs within this report are intended as visual aids and are not necessarily to scale, and should not be construed as engineering or architectural detail, reports or surveys.
- 11) We shall not attend or give a deposition and/or attend court by reason of this report unless fees are contracted for in advance, according to our standard fee schedule, adjusted yearly, for such services as described.

Signed: _____

A handwritten signature in blue ink, appearing to be 'NH', written over a horizontal line.

Drawing		Sheet	
of		of Total	
04-02-2019		9	
ROSEVILLE OLD TOWN LOFTS 241 NEVADA AVENUE ROSEVILLE, CA		EXISTING CONDITIONS AND TREE PRESERVATION PLAN	
C&P DEVELOPMENT CONTACT: KARLTON CASTLES / ROBERT PEGOS 916-218-0728 / 916-764-4201			
RFE ENGINEERING, INC. <i>Civil Engineers • Planners • Surveyors</i> 2260 Douglas Blvd, Suite 160, Roseville, CA 95661 PH: (916) 764-4204 www.RFEEngineering.com			
DESIGN		BY	
DRAWN		TSM	
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ORIGINAL SCALE IS IN INCHES			



INFILTRATION TRENCH SECTION
NOT TO SCALE



RFE ENGINEERING, INC.
Civil Engineers • Planners • Surveyors
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ROBERT PEGOS
916-218-0728 / 916-764-4201

ROSEVILLE OLD TOWN LOFTS
2241 NEVADA AVENUE
ROSEVILLE, CA
PRELIMINARY POST
CONSTRUCTION PLAN

Drawing	Sheet
	<i>TM-07</i>
— of —	— of — Total
	9
04-02-2019	



PLANNING COMMISSION COMMUNICATION

Title: Planning Commission Meeting Start Time
Contact: Greg Bitter, gbitter@roseville.ca.us, 916-774-5294

Meeting Date: 5/23/2019
Item #: 7.1.

ATTACHMENTS:

Description

Staff Report

Attachment 1 PC Start Time

ITEM 7.1: Planning Commission Meeting Start Time

RECOMMENDATION

Staff recommends the Planning Commission discuss modifications to the start time of Commission meetings and determine whether to request the City Council maintain or modify the current Planning Commission start time.

BACKGROUND

The Planning Commission of the City of Roseville currently holds its regular meetings on the second and fourth Thursday of every month at 7:00 PM. On April 17, 2019, the Roseville City Council voted to change the start time for regular City Council meetings from 7:00 PM to 6:00 PM. To assist the City Council in making this decision, the City Clerk's office conducted a survey of meeting times for 154 cities (see Attachment 1, Council Communication for 4/17/2019).

To assist the Planning Commission with this discussion, Planning Staff conducted a survey of Planning Commission meeting times for the 21 municipalities in the Sacramento Area Council of Governments region (see Table 1).

Table 1: Planning Commission meeting start times

Planning Commission Start Time	Municipality
5:30 PM	City of Rancho Cordova (City Council acts as PC) City of Sacramento
6:00 PM	City of Auburn City of Elk Grove City of Lincoln City of Marysville City of Placerville City of West Sacramento City of Wheatland City of Yuba City
6:30 PM	City of Folsom City of Galt City of Isleton City of Rocklin City of Winters City of Woodland
7:00 PM	City of Citrus Heights City of Davis City of Live Oak City of Colfax (City Council acts as PC)
7:30 PM	Town of Loomis

PC ATTACHMENT 1: CITY COUNCIL COMMUNICATION 4/17/2019



COUNCIL COMMUNICATION

CC #: 9917
File #: 0102

Title: City Council Meeting - Proposed Time Change to 6:00 p.m.
Contact: Sonia Orozco 916-774-5269 sorozco@roseville.ca.us

Meeting Date: 4/17/2019
Item #: 10.4.

RECOMMENDATION TO COUNCIL

Recommend the City Council discuss and act on a proposed recommendation to change the time regular City Council meetings will be held from 7:00 p.m. to 6:00 p.m. on the first and third Wednesday of every month.

BACKGROUND

The City Council of the City of Roseville currently holds its regular meetings on the first and third Wednesday of every month at 7:00 p.m. In February 2019, the City Council directed staff to bring forth information regarding a proposal to change the Council's regular meeting time to the first and third Wednesdays of every month at 6:00 p.m.

The Roseville City Council can provide for the time and place for regular meetings by resolution pursuant to California Government Code § 54954(a)). Additionally, the Ralph M. Brown Act calls for agencies to provide the time and place for the conduct of business. If a body calls a meeting at a time or place other than the time or place specified for regular meetings, it is either a special or emergency meeting. Regular City Council meetings follow a schedule established in advance and require the posting of an agenda at least 72 hours prior to the meeting time

As proposed, closed sessions may start before 6:00 pm, provided the time is set forth on the agenda, and the closed sessions shall be scheduled depending on Councilmember's schedules. The City Council may also hold closed sessions following the open session meeting if it so chooses.

The time change will allow for an earlier start time for public proclamations and recognition of local community members, groups, and businesses for their achievements and accomplishments. This would also bring the more substantive items to an earlier time to accommodate those who wish to attend and speak during public comment or speak to an item on the agenda. Many cities move the start date of meetings as a strategy for managing the duration of meetings.

To encourage even more public participation, the council could also propose how the meeting is structured. Currently, the Roseville City Council holds public comment for items not on the agenda at the start of the meeting. The public comment portion of the agenda is for members of the public to speak to items that may not be on the agenda that they want to bring to Council's attention. The Council could have two public comment sessions, one at the beginning and one at the end of the meeting. Having two public comment periods will accommodate anyone who wants to speak to Council but cannot make it to the meeting by 6:00 p.m.

The City Clerk Department conducted a survey of 154 cities and the results are as follows:

START TIMES	5:30 p.m.	5:45 p.m.	6:00 p.m.	6:30 p.m.	6:45 p.m.	7:00 p.m.	7:15 p.m.	7:30 p.m.
# OF CITIES	6	1	61	24	1	50	1	10

An attachment to this report denotes the names of surveyed cities. An additional attachment is a bar graph denoting start times of the surveyed cities.

FISCAL IMPACT

Not applicable.

ECONOMIC DEVELOPMENT / JOBS CREATED

Not applicable.

ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) does not apply to activities that will not result in a direct or reasonable foreseeable indirect physical change in the environment (CEQA Guidelines §15061(b)(3). Changing the meeting time for City Council does not include the potential for a significant environmental effect, and therefore is not subject to CEQA.

Respectfully Submitted,

Sonia Orozco, City Clerk

A handwritten signature in black ink, appearing to read 'Dominick Casey', with a horizontal line drawn underneath it.

Dominick Casey, City Manager

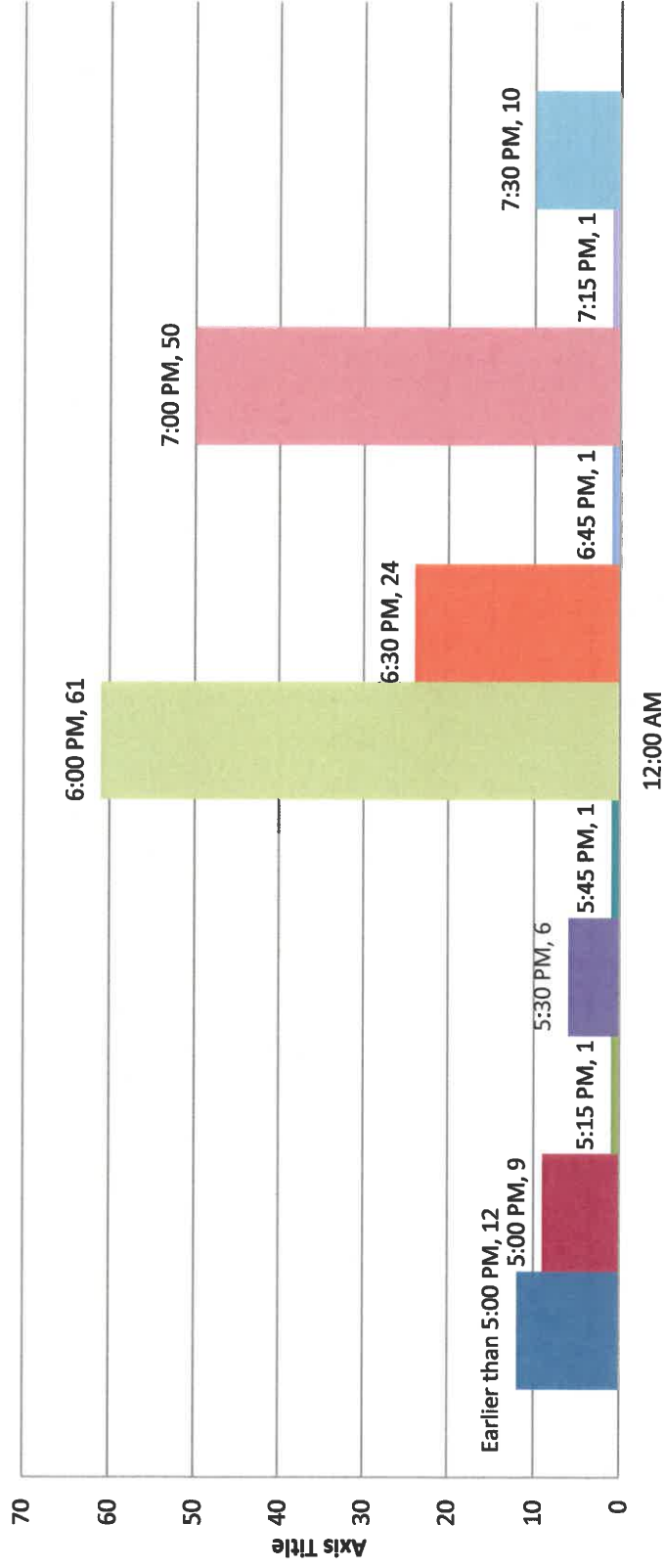
ATTACHMENTS:

Description

[Bar Graph of Surveyed Cities](#)

[Spreadsheet of Surveyed Cities and City Council Meeting Start Times](#)

A SAMPLE OF MUNICIPAL CITY COUNCIL MEETING START TIMES



Earlier than 5:00 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	6:00 PM
Inglewood	San Juan Capistrano	Bakersfield	Santa Maria	Costa Mesa	29 Palms
Rancho Mirage	Camarillo		South Lake Tahoe		Berkeley
South Lake Tahoe	Chula Vista	1	Santa Maria	1	Calistoga
Santa Rosa	Lancaster		Pismo Beach		Coachella
Valley Water	Sacramento		Compton		Colton
Monterey	Buena Park		Carpinteria		Commerce
Irvine	La Quinta				Farfield
Sacramento	Oceanside		6		Fort Bragg
Port of San Diego	Long Beach				Fountain Valley
Santa Cruz					Galt
Fresno	9				Grand Terrace
Del Mar					Healdsburg
					Highland
					La Canada Flintridge
					La Mesa
					Laguna Beach
					Lincoln
					Lindsay
					Lomita
					Manhattan Beach
					Mendota
					Merced
					Mission Viejo
					Murrieta
					National City
					Norwalk
					Orange
					Pacific Grove
					Palm Springs
					Palo Alto
					Paradise
					Pico Rivera
					Redlands
12					

6:00 PM Continued	6:30 PM	6:45 PM	7:00 PM	7:00 PM Continued	7:15 PM	7:30 PM
Redondo Beach	Fullerton	Cupertino	Aliso Viejo	San Rafael	Emeryville	Campbell
Rio Vista	Lompoc		Antioch	Santa Cruz		Newark
San Fernando	Santa Monica	1	Belmont	Saratoga	1	Azusa
San Marino	Oakley		Beverly Hills	Signal Hill		Covina
Santa Fe Springs	Irwindale		Calabasas	Upland		Monrovia
Scotts Valley	San Gabriel		Chino Hills	West Covina		Albany
Sonoma	Claremont		Chowchilla	Willows		Gardena
Taft	Solvang		Colfax	Poway		Lemoore
Thousand Oaks	Stanton		Duarte	Clayton		Tiburon
Truckee	La Habra		Escalon	San Rafael		Piedmont
Turlock	Diamond Bar		Fremont	Pacifica		
Vacaville	Gustine		Glendora	San Carlos		10
Valley Water	Belvedere		Grass Valley	Brentwood		
Ventura	Westlake Village		Half Moon Bay	Livermore		
Whittier	Corning		Hanford	San Dimas		
Windsor	La Habra Heights		Hercules	Menlo Park		
National City	Eastvale		HMB City	Montclair		
Paradise	Rio Dell		Laguna Hills			
Redondo Beach	Wildomar		Lake Elsinore	50		
Sonoma	Sierra Madre		Lodi			
Windsor	Corona		Loma Linda			
San Pablo	Wheatland		Manteca			
La Verne	Mountain View		Millbrae			
Placerville	Fillmore		Milpitas			
St. Helena			Monterey Park			
San Juan Bautista	24		Morgan Hill			
Pacific Grove			Oakdale			
Kingsburg			Pittsburg			
			Pleasant Hill			
			Pleasanton			
			Rolling Hills Estates			
			Roseville			
			San Leandro			