



Roseville Electric Building
116 S. Grant Street, 1st Floor

roseville.ca.us

The City of Roseville welcomes your participation.

Meeting Schedule: Regular meetings of the Planning Commission are held on the second and fourth Thursday of the month at 6:30 p.m.

Public Comment: Speakers have three (3) minutes under Public Comment to address the Chair of the meeting on issues that are not listed on the agenda and are within the City's jurisdiction. Please submit a yellow speaker card to the Secretary before the item is heard if you wish to make a comment.

Brown Act: The Planning Commission cannot discuss or act on items not listed on the agenda.

Agenda Items: Speakers have five (5) minutes to address items that are listed on the agenda.



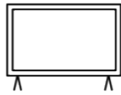
Levine Act Provisions: If you've made a campaign contribution totaling more than \$500 (\$250 prior to January 1, 2025) to City Council Members in the last twelve (12) months, you must disclose it before addressing an item on the agenda. Please visit [Levine Act – City of Roseville](#) for updated forms and information.

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

Americans with Disabilities Act: If special assistance is required to participate in a meeting including the need of auxiliary aids or services, please notify the City Clerk at least 72 hours in advance of the meeting.
City Clerk 311 Vernon Street cityclerkroseville@roseville.ca.us 916-774-5263 TDD: 916-774-5220

Security Measures: All Roseville meeting attendees must successfully pass through a security metal detector. Any person with a prohibited item will not be allowed entry. Prohibited items include but are not limited to firearms (even with valid CCW), knives, pepper spray/mace, explosives of any kind/any weapons and/or dangerous devices of any kind, illegal drugs, and alcohol. (City Council Only)

Viewing Options: The City of Roseville provides three options for viewing meetings:

<p>In person</p>  <p>Meetings take place at the Roseville Electric Building, First Floor 116 S. Grant Street</p>	<p>Online</p>  <p>Watch meetings live on the City's YouTube channel or at roseville.ca.us/watch. Past meetings are also available on the City's YouTube channel.</p>	<p>On TV</p>  <p>Watch live on government access channel (Comcast 14).</p>
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Clifford Haggengos, Jr., Chair
Erich Brashears, Vice Chair
Bruce Hagler, Commissioner
Ed Kriz, Commissioner
Einar Maisch, Commissioner
John Prior, Commissioner
Kim Ryan Unidad, Commissioner
Lupe Nelson, Secretary
Greg Bitter, Liaison

AGENDA

Planning Commission Meeting
February 12, 2026
6:30 PM
Roseville Electric Building
116 S. Grant Street, 1st Floor

I. CALL TO ORDER

II. ROLL CALL

III. PLEDGE OF ALLEGIANCE

IV. PUBLIC COMMENTS

V. CONSENT CALENDAR

Items appearing on the Consent Calendar are considered routine and may be approved by one motion of the Planning Commission. Any person may request an item be removed from the Consent Calendar for further discussion.

1. Minutes of January 22, 2026

2. North Roseville Specific Plan Parcel 19 – Grace Collective Church Conditional Use Permit, 1219 Pleasant Grove Blvd, File #PL25-0467

Request: The applicant requests a Conditional Use Permit to allow Grace Collective Church (community assembly) to operate in a Business Professional (BP) zone district.

Applicant: Matthew Tinetti, Grace Collective Church

Property Owner: North American Baptists Inc.

CONTACT: Eric Singer 916-774-5536 ejsinger@roseville.ca.us

The Planning Commission will consider the recommendation to:

1. Adopt the three (3) findings of fact and approve the Conditional Use Permit subject to four (4) conditions of approval.

VI. REQUESTS/PRESENTATIONS

1. Douglas-Sunrise Corridor Specific Plan Parcel DS-42 - 1376 Lead Hill Conditional Use Permit, 1376 Lead Hill Bl, File #PL25-0668

Request: The applicant requests a Conditional Use Permit and Administrative Permit for a Parking Reduction to allow an automobile repair use in the CC/SA-DS zone district. Approximately 12,200 sf of the building will be used by the Reliable Buick GMC Cadillac dealership, which is located in the Roseville Automall, to recondition, program, and repair vehicles. The remaining approximately 18,900 sf of the building will be reserved for future office space or other uses. The request also includes installation of gates to create an automobile storage area with employee parking at the rear of the site.

Applicant: Jeremy Cappalo, Reliable Buick GMC Cadillac

Owner: John Ziegler, STG Sierra Garden LP

CONTACT: Sean Morales 916-774-5282 smorales@roseville.ca.us

The Planning Commission will consider the recommendation to:

1. Adopt the three (3) findings of fact and approve the Conditional Use Permit subject to three (3) conditions of approval.
2. Adopt the two (2) findings of fact and approve the Administrative Permit for Parking Reduction subject to two (2) conditions of approval.

2. Northeast Roseville Specific Plan Parcel 15L4 – Stone Point Hotel and Office, 1470 Stone Point Dr, File #PL25-0225

Request: The applicant requests approval of a Major Project Permit (MPP) Stage 1 Modification to file #MPP 03-06 to revise the Stone Point Master Plan site development plan, allowing a three-story, 62,628-square-foot office building and a four-story, 56,700-square-foot hotel. A MPP Stage 2 is also requested to review the architecture and design of the proposed buildings, as well as a Tentative Parcel Map to subdivide the approximately 4.61-acre parcel into two parcels.

Applicant: Tiffany Wilson, RSC Engineering, Inc.

Owner: Eureka Development Company, LLC

CONTACT: Kinarik Shallago 916-746-1309 kshallago@roseville.ca.us

The Planning Commission will consider the recommendation to:

1. Adopt the two (2) findings of fact and approve the Major Project Permit Stage 1 Modification subject to five (5) conditions of approval.
2. Adopt the two (2) findings of fact and approve the Major Project Permit Stage 2 subject to seventy-two (72) conditions of approval; and
3. Adopt the three (3) findings of fact and approve the Tentative Parcel Map subject to forty-six (46) conditions of approval.

VII. STAFF/COMMISSIONER REPORTS

1. **Election of Design Committee Chair**
2. **Election of Design Committee Alternate**

VIII. ADJOURNMENT



Planning Commission Communication

Meeting Date: 2/12/2026
Item #: V.1
Item ID: 2026-89

Title: Minutes of January 22, 2026
Contact: Lupe Nelson 916-774-5281 lnelson@roseville.ca.us

REQUEST

1. Approve the Minutes of January 22, 2026.

RECOMMENDATION

The Planning Division recommends that the Planning Commission take the following actions:
Approve the Minutes of January 22, 2026.

Respectfully Submitted,
Lupe Nelson, Administrative Assistant

Greg Bitter, Assistant Development Services Director

ATTACHMENTS:

1. Draft Minutes

REVIEWERS:

Lupe Nelson, Development Services Department

Created -



Clifford Haggenjos, Jr., Chair
Erich Brashears, Vice Chair
Bruce Hagler, Commissioner
Ed Kriz, Commissioner
Einar Maisch, Commissioner
John Prior, Commissioner
Kim Ryan Unidad, Commissioner
Lupe Nelson, Secretary
Greg Bitter, Liaison

DRAFT MINUTES

Planning Commission Meeting January 22, 2026
6:30 PM
Roseville Electric Building, 116 S. Grant Street, 1st Floor

I. CALL TO ORDER

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

II. ROLL CALL

Present: Hagler, Kriz, Maish, Prior, Unidad, Haggenjos
Absent: Brashears

III. PLEDGE OF ALLEGIANCE

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

IV. PUBLIC COMMENTS

Chair Haggenjos opened the Public Comment period. Hearing none, he closed the Public Comment period.

V. CONSENT CALENDAR

1. Minutes of December 11, 2025

Motion by Commissioner Prior, seconded by Commissioner Unidad, to approve the Consent Calendar.

Roll call vote:

Ayes: Maisch, Kriz, Prior, Unidad, Hagler, Haggenjos

Noes: None

The Motion passed.

VI. STAFF/COMMISSIONER REPORTS

1. Workshop - Planning Commission Training

The presentation was delivered by the Planning staff.

Commissioner Discussion

- A Commissioner asked when the next update to the General Plan would occur. Staff responded that there is no defined timeline, but they will begin preliminary work on the next Housing Element update later this year.
- A Commissioner asked whether compliance with the Housing Element will become more difficult as the City approaches buildout. Staff confirmed that meeting the required housing unit targets will become challenging.
- A Commissioner asked whether proposed changes to a specific plan are reviewed and vetted prior to being brought before the Planning Commission, and whether the public can comment on those changes. Staff responded that the Planning Division ensures that proposed specific plan changes are reviewed and vetted before consideration by the Planning Commission and that opportunities for public comments are provided.
- A Commissioner asked whether a developer may amend a Development Agreement (DA). Staff responded that amendments are allowed with City consent. However, a DA Amendment must provide a benefit to the City and cannot be initiated by the City. Any DA Amendment would come before the Planning Commission for consideration, and the Planning Commission would recommend that the City Council approve or disapprove the amendment.
- A Commissioner asked for an example of a condition of approval related to security measures. Staff provided a hypothetical example of a gas station/convenience market having conditions related to lighting, hours of operation, security systems (i.e. cameras with DVR recording), that would provide for enhanced security.
- A Commissioner asked if a Conditional Use Permit (CUP) expires. Staff responded that a CUP entitlement runs with the land. There is an option to review a CUP if the City is notified that it may be out of compliance with the originally approved conditions of approval.
- A Commissioner asked if a business has a CUP and if that business is sold would a new CUP be required and would it come before the Planning Commission. Staff responded that a CUP Modification may be applied for if there are slight changes to the originally approved conditions of approval.
- A Commissioner asked for examples of legally “grandfathered” establishments (i.e. legal nonconforming uses). Staff responded that Lambert Funeral Home and John Adam Academy are examples of legal non-conforming uses.
- A Commissioner asked for examples of transitional housing. Staff responded that rental housing for populations needing assistance on a short term (six months or less) basis. Assistance can include help with substance abuse. Rental housing facilities housing 6 or fewer clients are considered transitional housing and the City does not have the ability to regulate these establishments. The state licensing provides standards to prevent overconcentration of these facilities.
- A Commissioner asked if an Accessory Dwelling Unit (ADU) can request a variance. Staff responded an ADU must meet state laws for development standards, such as setbacks.
- A Commissioner asked if a project meets all development standards must it be

approved. Staff responded that the design review process provides for staff and commission discretion regarding site layout and design and takes into account a projects compatibility with surrounding properties.

- A Commissioner asked if Planning staff analyzes projects so Planning Commission can make an informed decision. Staff responded that all projects coming before the Commission are reviewed by all pertinent City departments.
- A Commissioner asked about the average fees for planning projects. Staff responded that fees vary by entitlement and for most projects staff charges for time and materials.
- A Commission asked for direction on Commissioners attending neighborhood meetings. Staff responded that Commissioners may attend neighborhood meetings and that there is not a need to announce that they are a Planning Commissioner. Also, staff regularly attends neighborhood meetings in order to ensure the community understands the City's position and the process.
- A Commissioner stated that Public Hearings provide the community transparency in the decision-making process.
- A Commissioner asked for examples of California Environmental Quality Act (CEQA) exemptions projects. Staff provided examples of projects that qualify for various exemptions.
- A Commission asked if lawsuits begin with CEQA litigation. Staff responded that litigation related to CEQA is the most common form of project litigation.
- A Commissioner asked if staff respond to comments during the Environmental Impact Report (EIR) process. Staff responded that public comments are collected during the typical 45-day public comment period for a Draft EIR and there is a legal requirement to provide responses to all comments within the Final EIR document.
- A Commissioner asked if the Final EIR contains all comments. Staff responded that it does. It doesn't address public opinions about a project, but does address all comments regarding the adequacy of the EIR.
- A Commissioner asked if it is okay to meet with people (developers and or neighbors). Staff responded that it is okay to meet with stakeholders, however the Commissioner should ensure that they do not have information that has not been shared with other Commissioners. Staff provided several methods to make sure all Commissioners have equal information regarding a project that is before the full Commission.
- A Commissioner thanked staff for the very informative presentation.
- A Commissioner thanked staff for their presentation as the information helps Commissioners make informed decisions.

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

Staff Reports

- There will be a February 12, 2026, Planning Commission meeting.
- A Design Committee alternate will be elected at an upcoming Planning Commission meeting. A Commissioner asked for the duties of the alternate. A Commissioner asked if

the time of the Design Committee meeting would change. Staff responded that it would remain at 4:30 p.m. on the third Thursday of the month.

- Staff reported that at their December 17, 2025 meeting, City Council approved the Zoning Ordinance amendment related to the definitions of kitchens, the Infill Objective Design Standards, and adopted a Resolution affirming the Multi-Hazard Mitigation Plan is adopted into the Safety Element of the General Plan.
- Staff is hoping to bring the Phillips Road project to the March 12, 2026, Planning Commission meeting in order to allow the public to provide oral comments on the Draft EIR.

Commissioner Reports

- None

VII. ADJOURNMENT

Motion by Commissioner Maisch, seconded by Commissioner Hagler, to adjourn the meeting. The Motion passed at 8:49 p.m. with a voice vote.



Planning Commission Communication

Meeting Date: 2/12/2026
Item #: V.2
Item ID: 2026-93

Title: North Roseville Specific Plan Parcel 19 – Grace Collective Church Conditional Use Permit, 1219 Pleasant Grove Blvd, File #PL25-0467
Contact: Eric Singer 916-774-5536 ejsinger@roseville.ca.us

REQUEST

The applicant requests a Conditional Use Permit to allow Grace Collective Church (community assembly) to operate in a Business Professional (BP) zone district.

Applicant: Matthew Tinetti, Grace Collective Church
Property Owner: North American Baptists Inc.

RECOMMENDATION

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

1. Adopt the three (3) findings of fact and approve the Conditional Use Permit subject to four (4) conditions of approval.

Respectfully Submitted,
Eric Singer, Associate Planner

Greg Bitter, Assistant Development Services Director

ATTACHMENTS:

1. Staff Report
2. Attachment 1 Parking Table
3. Exhibit A Description of Operations
4. Exhibit B Plans

REVIEWERS:

Lupe Nelson, Development Services Department

Created -

ITEM 5.2: Conditional Use Permit – 1219 Pleasant Grove Blvd – NRSP PCL 19 – Grace Collective Church – File #PL25-0467

REQUEST

The applicant requests a Conditional Use Permit to allow Grace Collective Church (community assembly) to operate in a Business Professional (BP) zone district.

Applicant – Matthew Tinetti, Grace Collective Church
Property Owner – North American Baptists Inc.

SUMMARY RECOMMENDATION

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

1. Adopt the three (3) findings of fact and approve the Conditional Use Permit subject to four (4) conditions of approval.

SUMMARY OF OUTSTANDING ISSUES

There are no outstanding issues associated with this request. The applicant has reviewed and agrees with all recommended conditions of approval.

BACKGROUND

The project site is located at 1219 Pleasant Grove Boulevard within the Pleasant Grove Professional Center, which is on the south side of Pleasant Grove Boulevard, approximately midway between Foothills and Washington Boulevards within the Northwest Roseville Specific Plan Area (see Figure 1). The site has a Zoning and Land Use Designation of Business Professional (BP). The 7,650 square-foot building is one of ten in the Pleasant Grove Professional Center. The subject and surrounding office buildings are occupied by primarily professional and medical office uses. The project site is located adjacent to Pleasant Grove Boulevard to the north, the Arbor View Village retail center to the west, open space/floodway and low-density single-family residential housing to the south, and railroad tracks and low-density single-family residential housing to the east.

Figure 1: Project Site



The Pleasant Grove Professional Center was approved by the Planning Commission through the City's Design Review Permit, Tentative Subdivision Map, and Tree Permit process under file #DRP 03-64,

SUBD 03-12, and TP 03-55 on February 26, 2004. These entitlements allowed the subdivision of the existing 8.4-acre parcel into ten (10) parcels ranging in size from 0.39 to 1.09 acres, followed by construction of ten (10) buildings totaling 73,616 square feet (one building on each parcel), including associated parking and landscaping improvements.

The current request is for a Conditional Use Permit (CUP) to allow Grace Collective Church to operate within a 5,600 square-foot suite of an existing 7,650 square-foot building. The other suite in the building is currently occupied by In Focus Financial. The suite would be divided into separate spaces for assembly, daycare, and office uses. The primary church use is considered a community assembly use, which requires a CUP in the BP zone district. The daycare and office uses are allowed by right within the BP zone district, and are therefore not subject to review in this application. The CUP process allows the Planning Commission the opportunity to review the project's compatibility with surrounding uses and place appropriate conditions on the use.

EVALUATION AND FINDINGS

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

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

The project site has a land use designation of Business Professional (BP). The site is located within the Northwest Roseville Specific Plan Area. Primary uses listed in the BP land use designation include administrative, professional, government or medical office uses; research and development (not including any manufacturing or assembly); and hospitals, clinics, and general medical uses. Secondary uses include limited service commercial uses (e.g., banks, restaurants, commercial day care centers, florist, etc.) and are further regulated by the zoning designation. The proposed church is considered "community assembly" which is not listed as a primary or secondary use in the BP land use designation; however, this use is listed as conditionally compatible with the BP district. When potential for conflict between uses occurs, the General Plan relies on the Zoning Ordinance through the CUP process to evaluate the appropriateness of a use. A CUP allows potential incompatibility between land uses to be addressed and conditions to be added to minimize conflicts. With approval of the CUP, the project is consistent with the General Plan.

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

The Zoning Ordinance does not contain development standards specific to community assembly but does contain standards for required parking spaces and building height. The proposed business will utilize an existing building, with no new buildings or structures proposed. The Zoning Ordinance requires community assembly (place of worship) uses to provide one (1) parking space per 3 fixed seats or one (1) space per 50 square feet for non-fixed seats in the assembly area, plus 1 space per classroom. The proposed daycare use requires one (1) parking space per employee plus one (1) per company vehicle and one (1) for every eight persons at the facility. Because of the offset hours of operation for the daycare use and church use, the four required spaces for the daycare are not being counted in addition to the 55 required for the church as they will not be operating at the same time. Based on these ratios, the project requires a total of 55 parking spaces. The Pleasant Grove Professional Center provides a total of 334 parking spaces among the ten (10) buildings. Based on the current mix of tenants within the center and the proposed use of the subject property, the total parking requirement for all uses is 326 spaces, resulting in a surplus of eight (8) spaces (see Attachment 1 – Parking Table). Therefore, there is sufficient parking to accommodate the proposed church, and the project is consistent with the Zoning Ordinance.

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

The proposed church will occupy a 5,600 square-foot suite within the existing 7,650-square-foot building. As mentioned, the space would be divided into separate spaces for assembly, daycare, and office uses. The building would also utilize the existing restrooms, storage, and waiting areas.

Based on the operation plan provided by Grace Collective, the current congregation has an average attendance of 85 people, with the reasonable expectation that the space would accommodate approximately 200 people at any single service, including congregants and staff members (see Exhibit A). The church expects no more than 1-3 staff members on site at any given time. The hours of operation for the worship service will be approximately 8 a.m. to 1 p.m. on Sundays, with staff office hours from 8am-4pm on weekdays (Table 1). As the congregation expands, they expect to offer mid-week evening classes (6:30pm-8:30pm) which would provide greater parking availability for the church patrons. Any changes to the allowed hours of operation or maximum number of occupants would require a Conditional Use Permit Modification. The proposed day care use is allowed by right in the BP zone district, and is therefore not subject to review in this application.

Table 1: Program Schedule

CURRENT PROGRAM SCHEDULE			
DAY	PROGRAM	HOURS	ATTENDEES
	Staff Office Hours	8am - 4pm	3
	Youth Bible Study	6:30pm - 8:30pm	20
Friday	Daycare	7am - 5:30pm	14
	Staff Office Hours	8am - 4pm	3
Saturday	Closed		
Sunday	Worship Service	8am - 1pm	100

The BP zone district is intended to include office, medical, and research and development uses that generate very limited noise, vibration, odor, dust, smoke, light or other pollutants. Due to the proposed offset hours of operation, the proposed use would not conflict or adversely impact surrounding uses.

Based on the information presented above and with the conditions of approval, staff has not identified any potential adverse effects of this project upon the public health, safety and welfare, or upon property or improvements in the vicinity of the project site and therefore supports approval of the request.

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. Early notification of the project was posted on the Roseville Coalition of Neighborhood Associations (RCONA)’s website. A notice of the public hearing was published in the Roseville Press Tribune on January 30, 2026, and was also distributed to all property owners within 300 feet of the site, and posted on the RCONA website. No comments have been received as of publication of the staff report.

ENVIRONMENTAL DETERMINATION

The project is categorically except from the provisions of the California Environmental Quality Act (CEQA) Guidelines per Section 15305 pertaining to minor alterations to land use limitations and pursuant to Section 305 of the City of Roseville CECA Implementing Procedures. Consistent with this exemption classification, the project does not result in any changes in land use or density.

RECOMMENDATION

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

1. Adopt the three (3) findings of fact as listed in the staff report and approve the **CONDITIONAL USE PERMIT – 1219 PLEASANT GROVE BLVD – NRSP PCL 19 – GRACE COLLECTIVE CHURCH – FILE #PL25-0467** subject to four (4) conditions of approval.

CONDITIONS OF APPROVAL FOR THE CONDITIONAL USE PERMIT – FILE #PL25-0467

1. This Conditional Use Permit approval shall be effectuated within a period of two (2) years from **February 12, 2026** and if not effectuated shall expire on **February 12, 2028**. Prior to said expiration date, the applicant may apply for an extension of time. (Planning)
2. The project is approved as identified and shown in Exhibits A–B, and as conditioned or modified below. Any modifications to the operations shall require approval of a Conditional Use Permit Modification. (Planning)
3. The approved hours of operation for the worship service shall be Sunday from 8:00 am – 1:00 pm. The approved hours of operation for evening classes shall be 6:30 pm – 8:30 pm on weekday evenings. (Planning)
4. A separate building permit and fire permit is required for the proposed change of use/occupancy of the existing building. (Building & Fire)

ATTACHMENT

1. Parking Table

EXHIBITS

- A. Operational Description
- B. Plans

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

Address	Suite	Tenant	Square Footage	Ratio	Required Parking	Parking Spaces Allotted
1229 Pleasant Grove		Building Placer County Office of Education	8,401	4 per 1000	34	34
1227 Pleasant Grove		Building Riolo and Associates Bridge Port Financial	4,535		18	18
1221 Pleasant Grove		Building Vista Point Eye Care Whitney Oaks Insurance	8,802		35	35
1223 Pleasant Grove		Building Sanbell (Coleman Engineering)	5,806		23	23
1225 Pleasant Grove		Building Sequoia Financial California Integrated Coordinators QED Tax Service	7,702		31	26
1213 Pleasant Grove		Building Roseville Vision Center	5,806		23	23
1217 Pleasant Grove		Building Prosio Communications	5,806		23	23
1219 Pleasant Grove		Building In Focus Financial Grace Collective Church Daycare Center	1,500		6 55 (Sunday only) 4	31
1209 Pleasant Grove		Building LP Consulting Engineers Digital Narrative Media Exquisite Travel Group Centurion 7 Business Advisors Monday - Kristi Mitchell Therapy Couzens Criminal Defence Monday - 5 Star Roofing	15,300		61	78
1211 Pleasant Grove		Placer County Board of Supervisors Pleasant Veins and Wellness	4,266		17	17
			Total Required Parking			326
			Total Existing Parking			334
			Surplus Parking			8

GRACE COLLECTIVE CHURCH DESCRIPTION OF USE FOR:
1219 PLEASANT GROVE BLVD
REVISED SEP 25/25

Grace Collective Church (GCC) is a registered non-profit organization established under the laws of California in March, 2025. We are an organization run by Pastoral leadership with the support of an Advisory Leadership Team. Our mission is to see our people transformed by the Gospel of Jesus and to be agents of transformation in our city. We are striving to be a blessing to Roseville through service. We are encouraging our people to serve on local sports teams, homeowner associations, and in other community groups. We want to be a people who are a blessing to Roseville through practical service.

GCC respectfully requests approval of a Conditional Use Permit to continue using the existing 5,600 square foot North American Baptist Conference building for office space during the week for Church staff with only 1-3 people in the office during business hours and for a Sunday morning worship gathering. The existing tenant, "In Focus Financial" will remain in their existing suite. Our average attendance on a Sunday at another location is currently 75 people and we will be finished at the facility around 1pm each week.

The owners of 1219 Pleasant Grove Blvd. have a heart for what we are trying to accomplish in Roseville and have offered to partner with us and allow us to use their facility as our ministry center. Our hope for the building would be first to set up a day care ministry. We want to be a blessing to the families in Roseville. We are in the process of applying for a license through the state of California for a daycare center that would serve 12 kids Monday through Friday. We believe the space is equipped to facilitate the daycare by raising the deck railing 6". GCC staff will staff the daycare ministry as well as day to day church operations. Day care drop off and pick up will be at approximately 7am and 5:30 PM and will utilize the existing parking spaces. There will be 2 daycare staff on site during hours of operation.

The conversion of the office space to a church office, worship area, and daycare ministry area may require more parking spaces that the existing office facility uses in the Pleasant Grove Professional Center. Due to the churches operation outside of normal office hours of operation for adjacent tenants and buildings, GCC expects the parking lot on evenings and weekends to be relatively empty and church associated parking will not impact business or city operations. The Professional Center might benefit from increased visibility and security, especially since it remains unoccupied on weekends. Additionally, we have been in conversation with the business park's oversight committee and they have found our proposal to be in accordance with their CC&Rs. Part of our mission is to be a blessing to our neighbors in the Pleasant Grove Professional Center business park.

GCC currently has an average attendance of 85 people. In the new building we expect to grow. We believe that the building will allow us to seat 200 people for a Sunday

service. As we grow we expect to use the building mid-week evenings for small group studies. Wednesday nights we will have a young adults group meeting in the building, approximately 50 students from 7-8:30pm. On Thursday nights we will have approximately 40 youth meeting from 7-8:30pm. On Monday, Tuesday, and Friday evenings we will have groups of 10-20 people meeting in small groups between 6:30 - 8:30pm.

The CUP request is to allow a GCC to move into an existing building with no internal or external modifications outside of a window sticker sign. As GCC ministry expands or changes, the church will alter the interior space with prior approval of building permits.

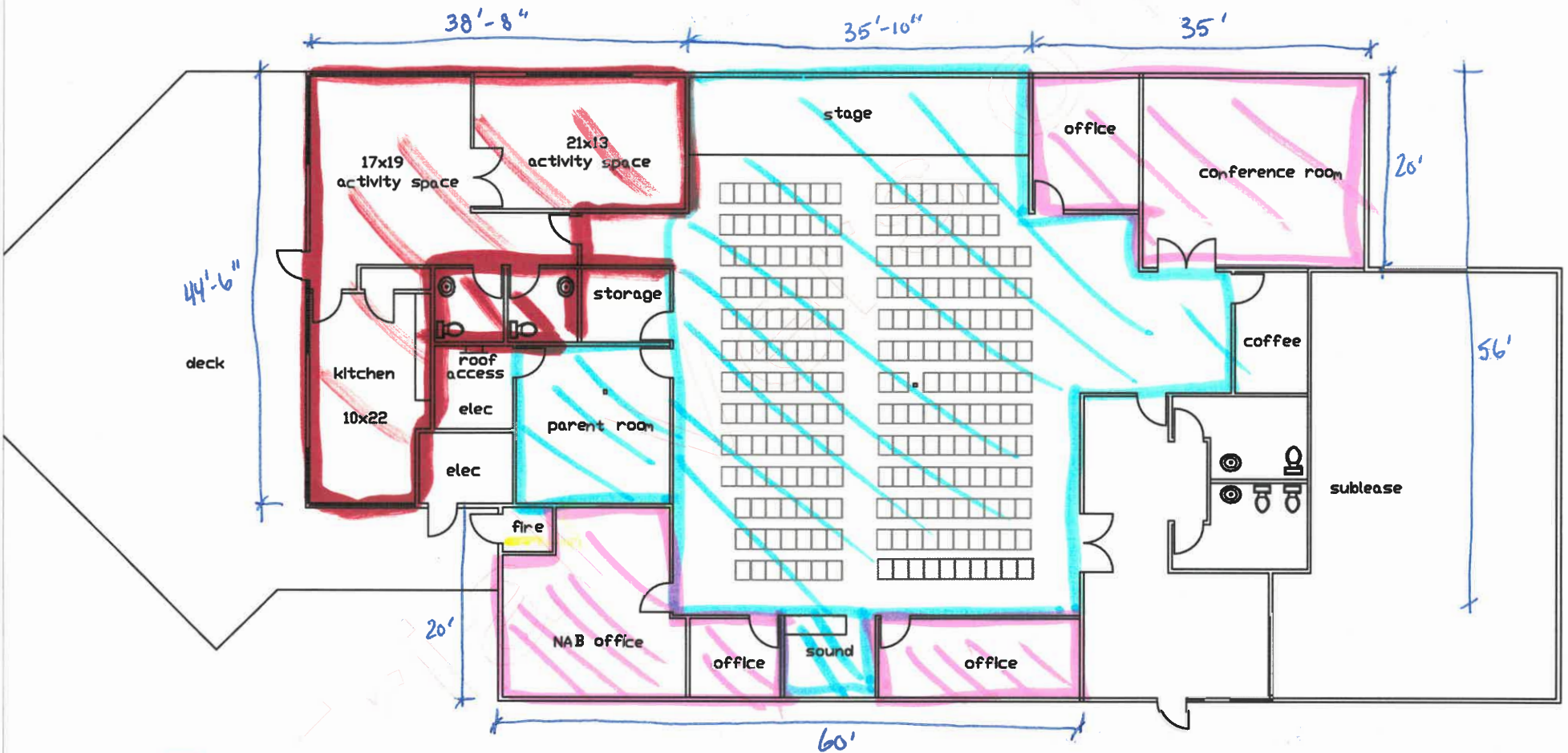
GCC will not have any exterior speakers or lighting associated with church services or church activities.

GCC proposes a future window sign and an A-frame sign and understands it will have to meet signage requirements and require prior approval of sign permit prior to installation.

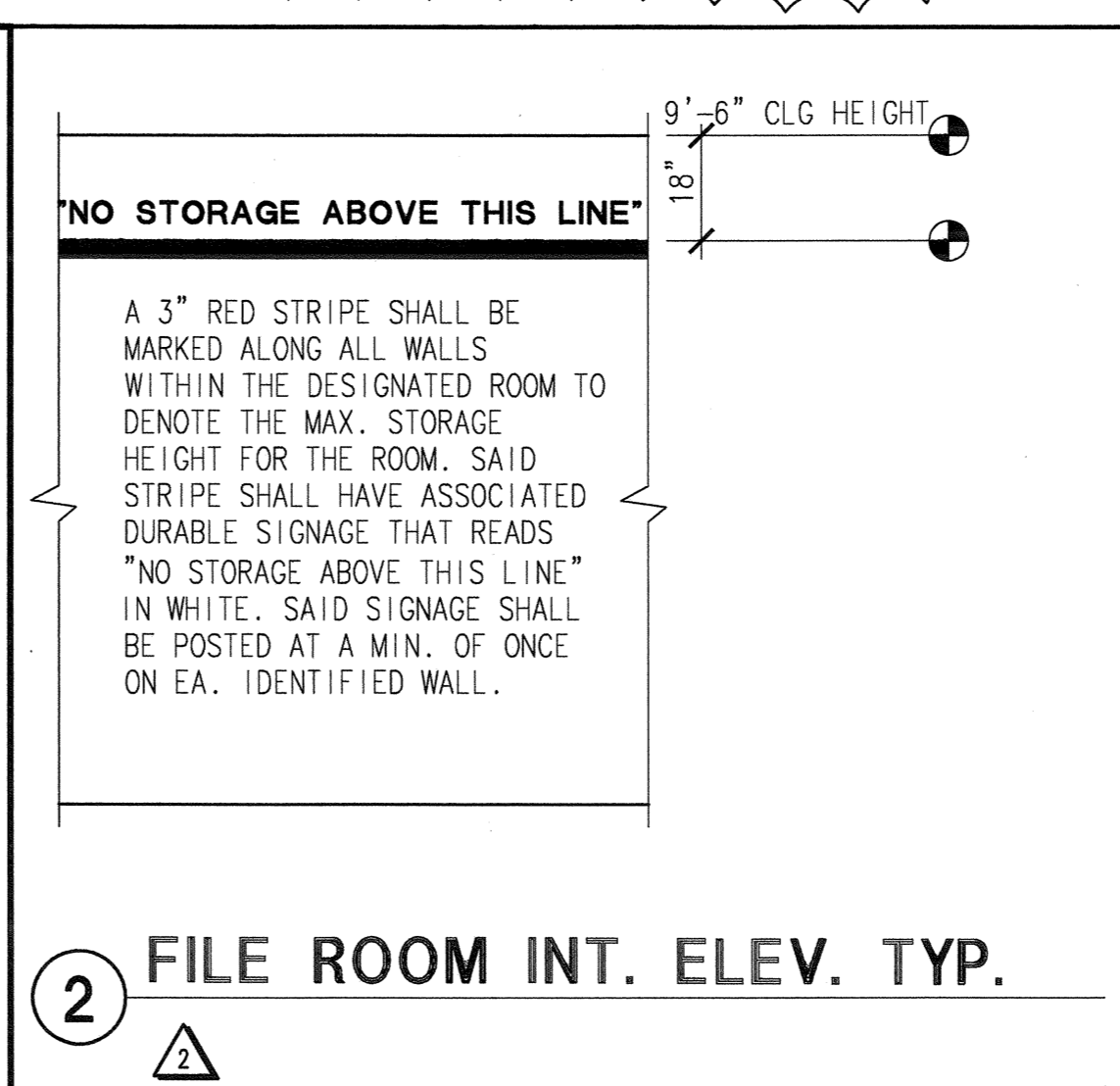
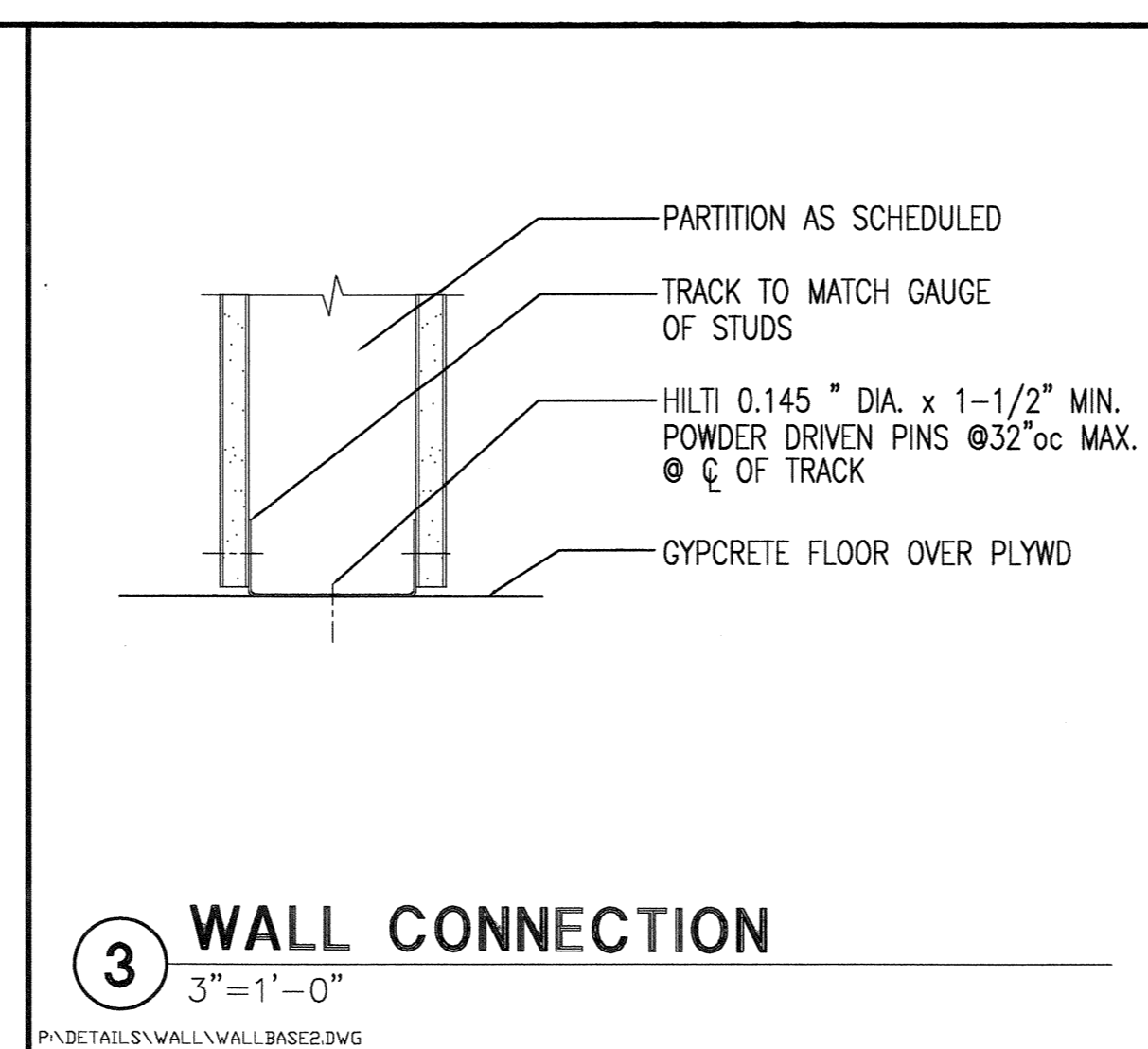
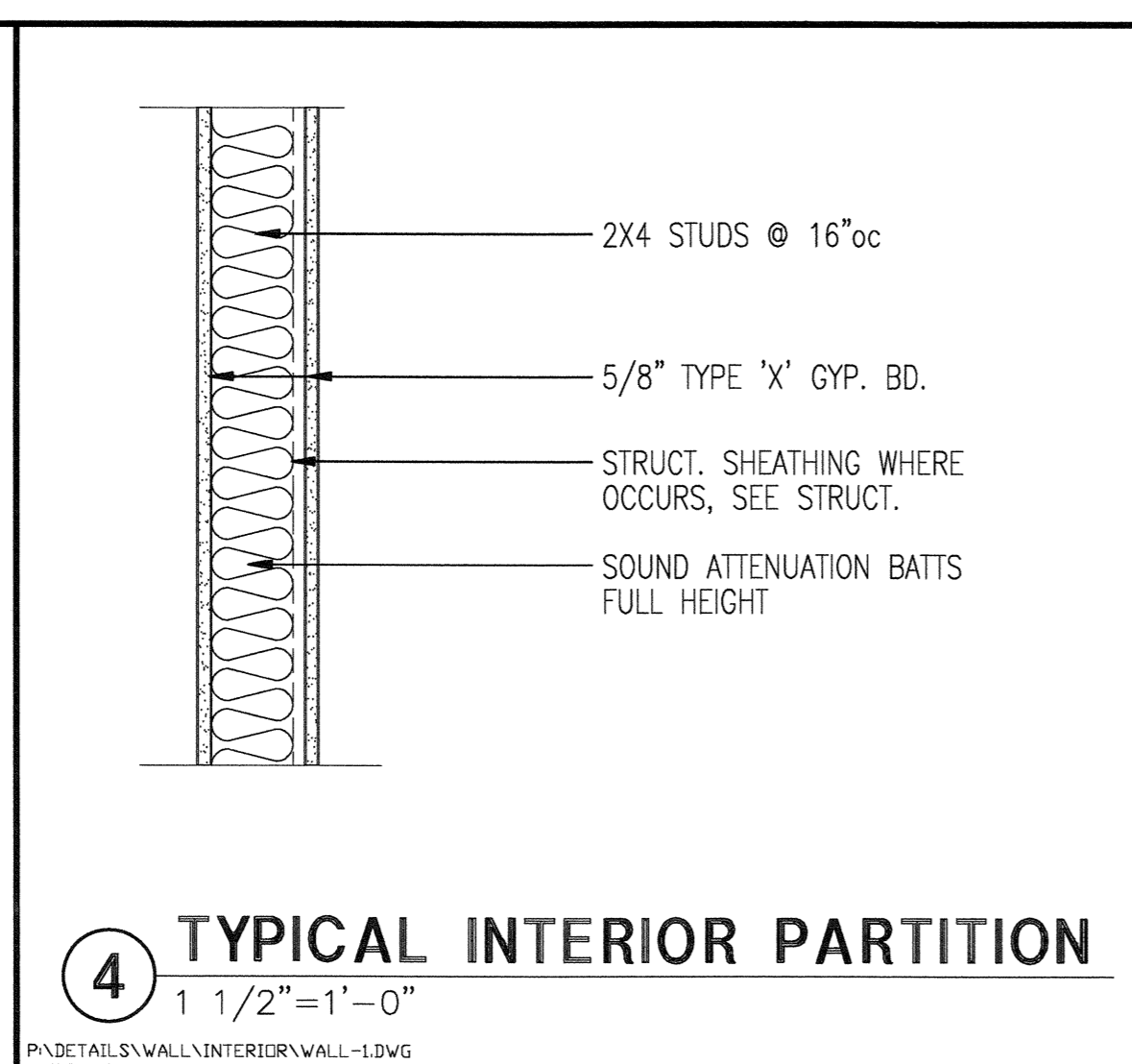
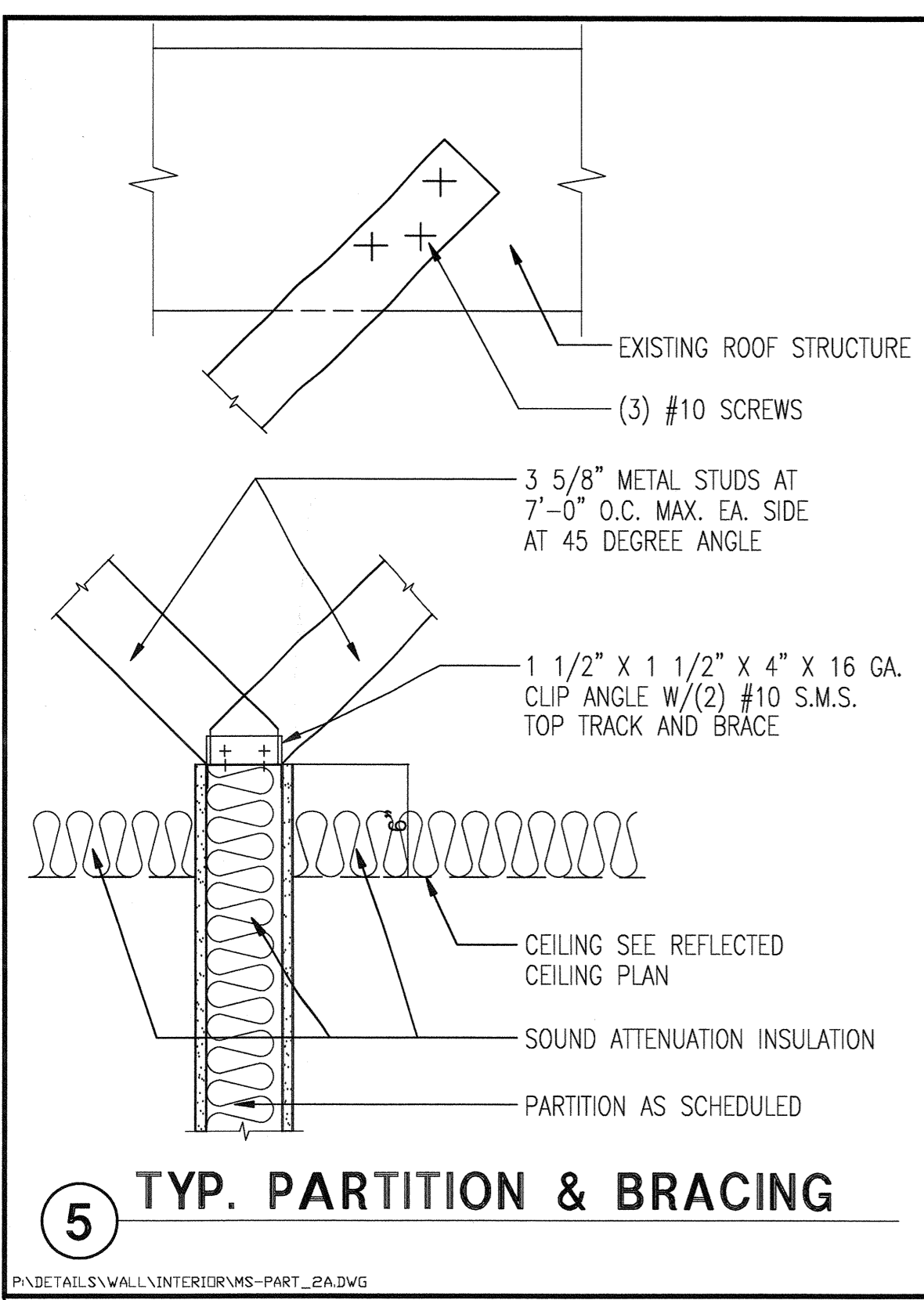
GCC will coordinate with adjacent tenants regarding Sunday services. Volunteers will supervise parking for church attendees and will respect the parking preferences of tenants, as some may require parking for occasional evening or weekend work.

CURRENT PROGRAM SCHEDULE			
DAY	PROGRAM	HOURS	ATTENDEES
Monday	Daycare	7am - 5:30pm	14
	Staff Office Hours	8am - 4pm	3
Tuesday	Daycare	7am - 5:30pm	14
	Staff Office Hours	8am - 4pm	3
Wednesday	Daycare	7am - 5:30pm	14
	Staff Office Hours	8am - 4pm	3
Thursday	Young Adult Bible Study	6:30pm - 8:30pm	40
	Daycare	7am - 5:30pm	14
	Staff Office Hours	8am - 4pm	3
Friday	Youth Bible Study	6:30pm - 8:30pm	20
	Daycare	7am - 5:30pm	14

CURRENT PROGRAM SCHEDULE			
DAY	PROGRAM	HOURS	ATTENDEES
	Staff Office Hours	8am - 4pm	3
Saturday	Closed		
Sunday	Worship Service	8am - 1pm	100



- ASSEMBLY → 2726 sf
- DAYCARE → 1111 sf
- OFFICE → 1207 sf



FINISH LEGEND

FLOORS
 (C) CARPET
 (V) SHEET VINYL
 (VT) VINYL COMPOSITION TILE

BASE
 (R) TOPSET RUBBER
 (W) WOOD
 (Y) COVED SHEET VINYL

WALLS
 ALL GYPSUM BOARD WALLS SHALL BE GA QUALITY LEVEL 5 FINISH. ALL WALLS SHALL RECEIVE ONE COAT PRIMER AND TWO COATS LATEX ENAMEL PAINT WITH EGGSHELL FINISH.

- NOTES**
- ALL NEW WALLS ARE GALVANIZED 3-5/8\"/>
 - CONTRACTOR SHALL INSULATE EXISTING BUILDING SHELL IN AREA OF TENANT IMPROVEMENT AS PER TITLE 24 DOCUMENTATION.
 - ALL NEW WALLS ARE GALV. 3-5/8\"/>

GRAPHIC LEGEND

(A) NEW WALL
 (B) WALL TYPE SYMBOL
 (C) DOOR
 (121) DOOR SCHEDULE SYMBOL
 (101) DOOR SCHEDULE NOTE
 (W) WINDOW
 (A) WINDOW SCHEDULE SYMBOL
 (10) ROOM NUMBERS

(3) DETAIL
 (AS.1) DETAIL NUMBER
 (E) NEW SURFACE MOUNTED FIRE EXTINGUISHER

- APPLIANCES**
- G.E. 30\"/>
 - G.E. ADA APPROVED DISHWASHER
 - 20 GAL 208V ELECTRIC WATER HEATER



DAN JOHNSON
 DRAFTING SERVICE
 916-256-8711

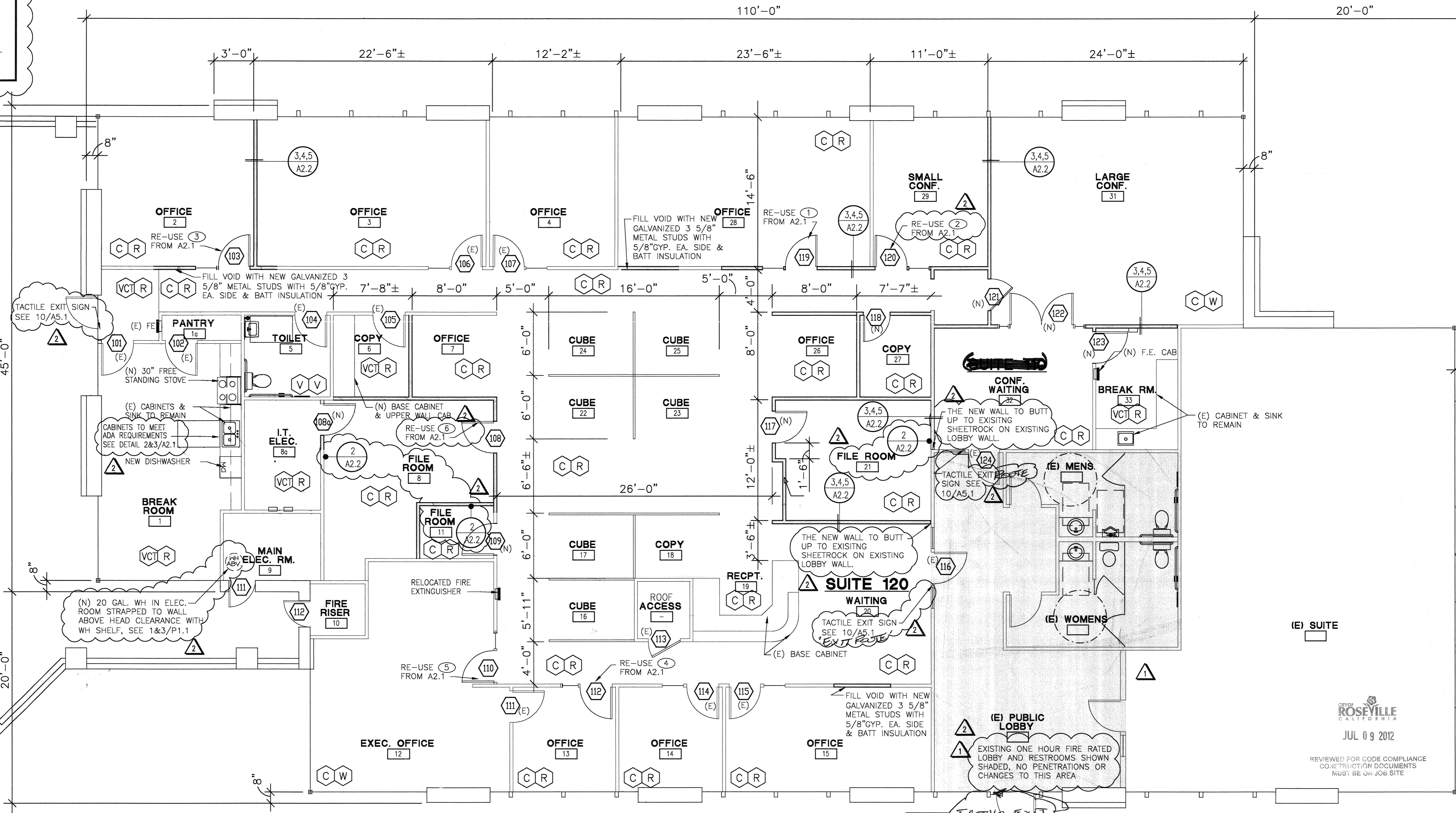
NAB CORPORATE OFFICE T.I.
1219 PLEASANT GROVE SUITE 120
ROSEVILLE CA. 95747
 APN: 017-410-082-000

TITLE
FLOOR PLAN, DETAILS & NOTES

REVISIONS

1	BLDG COMMENTS	6/1/2012
2	BLDG COMMENTS	6/18/2012

DATE: MAY 1, 2012
 SCALE:
 DRAWN:
 PROJ. NO.
 DWG. NO. **A2.2**
 SHEET OF



NEW FLOOR PLAN

SCALE: 3/16"=1'-0"



Legend for floor plan symbols:

- WALL / CONSTRUCTION TO BE REMOVED
- (E) WALLS TO REMAIN
- (N) WALL, STANDARD INTERIOR PARTITION WITH 25 GAUGE 3 5/8\"/>

DATE: 5/1/12

A DEVELOPMENT BY:



**GRANITE BAY
VENTURES LLC**
EQUITY INVESTMENTS

2888 DOUGLAS BLVD.
SUITE 300
ROSEVILLE, CA 95661

CONSTRUCTION DOCUMENTS FOR
**PLEASANT GROVE
PROFESSIONAL CENTER**

**BUILDING H
1219**

PLEASANT GROVE BOULEVARD
CITY OF ROSEVILLE

approved for the owner by:

approved for the architect by:

Issue	Description	Date
A	SOILED FOR PERMIT	05-17-04
△	RESPONSE TO CITY COMMENTS	07-07-04
△	RESPONSE TO PLAN CHECK COMMENTS	08-28-04
△	RESPONSE TO PLAN CHECK COMMENTS	09-30-04



**A.P. THOMAS
Construction, Inc.**
8680 Greenback Lane
Suite 108
Orangevale, CA 95662

drawn by: AG plot date: 09-30-04

checked by: GR

stamp



CITY OF
ROSEVILLE
EXHIBITION - PROGRESS

OCT 27 2004

APPROVED
CONSTRUCTION DOCUMENTS
MUST BE ON JOB SITE

scale: AS NOTED

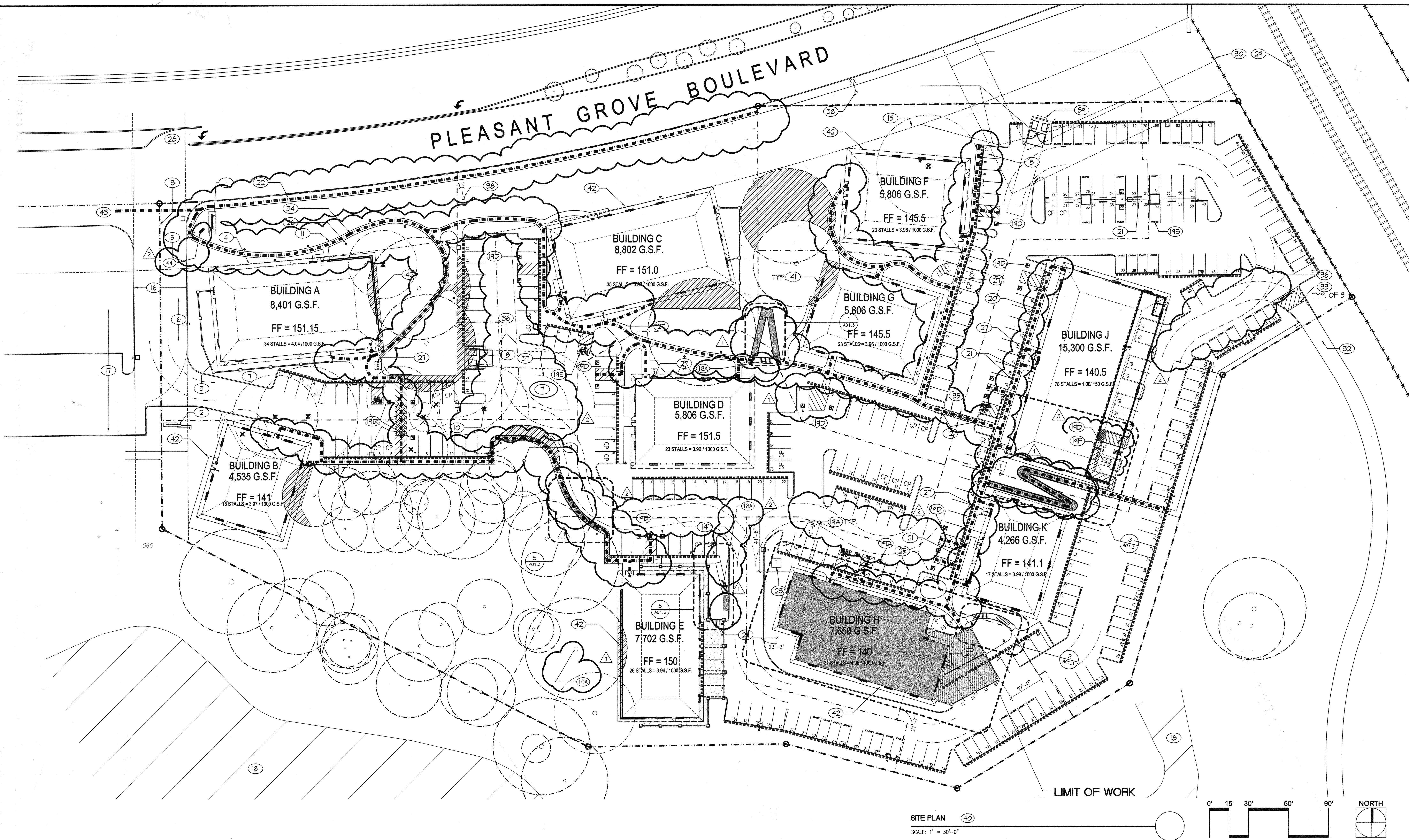
project number: 23427.00

SITE PLAN

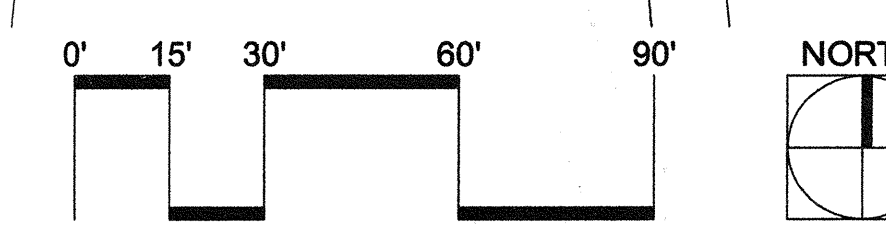
sheet no.:

BLDG. H

A011



SITE PLAN
SCALE: 1" = 30'-0"



LEGEND:

- PROPOSED NEW PARCEL / PROPERTY LINES.
- INDICATES EXISTING PROPERTY LINES
- - - EASEMENT LINE
- ▨ LOCATION OF RAMPS WITH RAILS
SEE DETAIL 2&3/A01.2
- TRAVEL PATH

NOTE: MAXIMUM ALLOWABLE SLOPE ALONG PATH OF TRAVEL: 5%
MAXIMUM CROSS GRADING: 2%

CP: CAR POOL SPACES

KEYNOTES:

- 1 INSTALL SITE ENTRY MONUMENT SIGN WITH TENANTS' ADDRESSES AS REQUIRED BY THE ROSEVILLE FIRE DEPARTMENT BEFORE OCCUPANCY OF BUILDING.
- 2 PROJECT DIRECTORY SIGN.
- 3 SHADED AREA INDICATES EXTENT OF BUILDING EXTERIOR DECK. NOTE: ALL DECK AREAS ARE ADA ACCESSIBLE.
- 4 DASHED LINE OF ROOF ABOVE.
- 5 TYPICAL 6" CONCRETE CURBING.
- 6 PARKING SURFACE TO BE ASPHALTIC CONC. TYP.
- 7 TYPICAL LANDSCAPE PLANTER. SEE LANDSCAPE DRAWINGS.
- 8 LOCATION OF TRASH AND RECYCLING ENCLOSURE. SEE 5&7/A01.2
- 9 INDICATES EXISTING OAK TREES TO REMAIN.
- 10 INDICATES EXISTING OAK TREES TO BE REMOVED.
- 11 DO NOT REMOVE OAK TREE 62 PER TREE PERMIT 03-55
- 12 TYPICAL CONCRETE PEDESTRIAN WALKS.
- 13 CONCRETE ADA ACCESSIBILITY RAMPS. SEE 1/A01.2
- 14 INDICATES EXISTING PROPERTY LINES.
- 15 PROPOSED NEW PARCEL / PROPERTY LINES.
- 16 DASHED LINE INDICATES EASEMENT LINES AS LABELED.
- 17 PROPOSED SHARED SITE ACCESS DRIVEWAY.
- 18 ADJACENT PROPOSED DEVELOPMENT (TO THE WEST). NOT PART OF THIS SUBMITAL.
- 19 OFFSITE CREEK EASEMENT SOUTH OF SUBJECT PROPERTY.
- 20 TYPICAL PARKING:
A. STANDARD PARKING STALL: 9'-0"x18'-0" OR 9'-0"x16'-0" WITH 2'-0" PARKING OVERHANG.
B. COMPACT PARKING STALL: 8'-0"x16'-0" OR 8'-0"x14'-0" WITH 2'-0" PARKING OVERHANG.
C. HANDICAP PARKING STALL: 9'-0"x18'-0" OR 9'-0"x16'-0" WITH 2'-0" PARKING OVERHANG. WITH 5'-0" WIDE STRIPPED UNLOADING / LOADING ZONE. SEE 1/A01.2
D. ADA VAN ACCESSIBLE PARKING STALL: 9'-0"x18'-0" OR 9'-0"x16'-0" WITH 2'-0" PARKING OVERHANG. WITH 8'-0" MIN. WIDE STRIPPED UNLOADING / LOADING ZONE. SEE 1/A01.2 SIM. (SEE PROJECT INFO NOTE 16)
E. LOADING / UNLOADING 15 MIN. PARKING ZONE: 9'-0"x18'-0" TOTAL
F. MOTORCYCLE PARKING
G. DASHED SHADED LINE INDICATES 2'-0" PARKING OVERHANG. CONC. WALKS THAT OCCUR AT PARKING OVERHANGS TO BE 6'-0" WIDE MIN. (NET 4'-0" MIN. OUTSIDE OF OVERHANG AREA).
H. 6'-0" LONG x 6" WIDE x 6" TALL CONC. PARKING BUMPER.
I. NEW 6'-0" WIDE CONC. WALK AT RIGHT OF WAY OF PLEASANT GROVE BOULEVARD.
J. INDICATES LOCATIONS OF ELECTRICAL TRANSFORMERS (4 TOTAL).
K. SITE LIGHTING POLES. SEE SITE PHOTOMETRIC ANALYSIS. FOR MORE INFO.
L. TYPICAL 4" WIDE TRAFFIC / PARKING DOUBLE STRIPPING. SEE 1/A01.2
M. LOCATION OF BICYCLE RACK - DERO "BIKE HITCH" OR EQ. (1 RACK AT EACH BUILDING; EACH RACK ACCOMMODATES 2 BICYCLES)
N. PROPOSED NEW TURN LANE IN EXISTING MEDIAN OF PLEASANT GROVE BLVD.
O. SOUTH PACIFIC RAILROAD TRACKS.
- 21 TYPICAL CONCRETE PEDESTRIAN WALKS.
- 22 CONCRETE ADA ACCESSIBILITY RAMPS. SEE 1/A01.2
- 23 INDICATES EXISTING PROPERTY LINES.
- 24 PROPOSED NEW PARCEL / PROPERTY LINES.
- 25 DASHED LINE INDICATES EASEMENT LINES AS LABELED.
- 26 PROPOSED SHARED SITE ACCESS DRIVEWAY.
- 27 ADJACENT PROPOSED DEVELOPMENT (TO THE WEST). NOT PART OF THIS SUBMITAL.
- 28 OFFSITE CREEK EASEMENT SOUTH OF SUBJECT PROPERTY.
- 29 SEE DETAIL 5, 6, 7, 8/A01.2 FOR TYP STAIR HANDRAIL

SITE DATA:

- 30 EXISTING 4'-0" TALL BARBED WIRE FENCE ALONG S.P.R.R. PROPERTY EDGE TO REMAIN.
- 31 NOT USED
- 32 FIRE DEPARTMENT SECONDARY ACCESS DRIVE & BIKE TRAIL CONNECTION TO (E) BIKE TRAIL IN PARK OPEN AREA TO THE SOUTH OF SUBJECT PARCEL.
- 33 REMOVABLE STEEL BOLLARDS. 6" DIA. x 48" TALL PAINTED SAFETY YELLOW.
- 34 DASH DOT SCREENED LINE INDICATES ADA ACCESSIBLE PATH OF TRAVEL FROM PUBLIC RIGHT OF WAY AT PLEASANT GROVE BOULEVARD ACROSS SITE TO ENTRIES AND EXITS OF EACH BUILDING.
- 35 WHERE ADA PATH CROSSES DRIVE ISLES, ASPHALT TO BE STAMP PATTERNED AND PIGMENTED. PATTERN & PIGMENT COLOR TO BE DETERMINED.
- 36 DASH DOT LINE INDICATES FIRE DEPARTMENT TURN RADIUS COMPLIANCE REQUIREMENTS: 34' INSIDE RADIUS, 48' OUTSIDE RADIUS.
- 37 DASH LINE INDICATES 62" TRASH ENCLOSURE APPROACH AREA AND TRUCK RADIUS.
- 38 EXISTING STREET LIGHT POLES AT PLEASANT GROVE BLVD.
- 39 NORTHERN FACE OF TRASH ENCLOSURE TO HAVE SURFACE MOUNTED ELECTRICAL METER FOR SITE LIGHTING AND A WATER METER FOR SITE IRRIGATION SYSTEMS.
- 40 NOTE: ALL SITE RETAINING WALLS TO BE BEIGE KEYSTONE, TO MATCH ADJACENT ARBORVIEW PROJECT.
- 41 HATCHED AREA INDICATES ENCROACHMENT INTO PZR.
- 42 RETAINING WALL
- 43 ACCESSIBLE PATH OF TRAVEL TO BUS STOP. BUS STOP APPROXIMATELY 530' WEST OF DRIVEWAY ON SOUTH SIDE OF STREET.
- 44 HCP PARKING ENTRY SIGN. SEE 3/A01.2

BLDG.	ADDRESS: USE	G.S.F.	R.S.F.	EXTERIOR DECK AREA: G.S.F.	PARCEL AREA: G.S.F.	F.A.R.:	REQUIRED PARKING: 4/1000MIN.	ON SITE PARKING PROVIDED:	RECIPROCAL PARKING PROVIDED:	TOTAL PARKING PROVIDED:	PARKING RATIO:	BICYCLE PARKING:
A	1229 OFFICE	8,401	8,286	1,325	40,102.02	20.95%	34 STALLS	17 STALLS	+17 STALLS	34 STALLS	4/1000	2
B	1227 OFFICE	4,535	4,450	1,419	49,636.42	9.14%	18 STALLS	13 STALLS	+5 STALLS	18 STALLS	4/1000	2
C	1221 OFFICE	8,802	8,685	1,758	37,005.31	23.79%	35 STALLS	17 STALLS	+18 STALLS	35 STALLS	4/1000	2
D	1223 OFFICE	5,806	5,709	0	23,351.36	24.86%	23 STALLS	27 STALLS	-4 STALLS	23 STALLS	4/1000	2
E	1225 OFFICE	7,702	6,375	1,957	31,320.72	20.69%	26 STALLS	30 STALLS	-4 STALLS	26 STALLS	4/1000	2
F	1213 OFFICE	5,806	5,709	0	33,677.91	17.23%	23 STALLS	38 STALLS	-15 STALLS	23 STALLS	4/1000	2
G	1217 OFFICE	5,806	5,709	0	17,157.28	33.84%	23 STALLS	11 STALLS	+12 STALLS	23 STALLS	4/1000	2
H	1219 OFFICE	7,650	7,650	1,814	29,403.01	25.55%	31 STALLS	32 STALLS	-1 STALLS	31 STALLS	4/1000	2
J	1209 OFFICE	15,300	12,000	0	62,862.42	18.72%	78 STALLS	111 STALLS	-33 STALLS	78 STALLS	1/150	2
K	1211 OFFICE	4,266	4,177	0	21,818.35	19.55%	17 STALLS	38 STALLS	-21 STALLS	17 STALLS	4/1000	2
* EXCESS PARKING FOR MEDICAL OFFICE USE												
TOTAL:		69,178	68,193	8,370	346,334.80	21.43%	308 STALLS	334 STALLS	NET 0	334 STALLS		18

TOTAL COMPACT PARKING = 91 STALLS = LESS THAN 30% OF 334 TOTAL STALLS
NOTE: BUILDING ADDRESSES ARE SUBJECT TO CHANGE.
* EXCESS PARKING WILL BE DISTRIBUTED THROUGHOUT THE PROJECT TO ACCOMMODATE UP TO 9,737 SF OF MEDICAL OFFICE USE.



Planning Commission Communication

Meeting Date: 2/12/2026
Item #: VI.1
Item ID: 2026-94

Title: Douglas-Sunrise Corridor Specific Plan Parcel DS-42 - 1376 Lead Hill Conditional Use Permit, 1376 Lead Hill Bl, File #PL25-0668
Contact: Sean Morales 916-774-5282 smorales@roseville.ca.us

REQUEST

The applicant requests a Conditional Use Permit and Administrative Permit for a Parking Reduction to allow an automobile repair use in the CC/SA-DS zone district. Approximately 12,200 sf of the building will be used by the Reliable Buick GMC Cadillac dealership, which is located in the Roseville Automall, to recondition, program, and repair vehicles. The remaining approximately 18,900 sf of the building will be reserved for future office space or other uses. The request also includes installation of gates to create an automobile storage area with employee parking at the rear of the site.

Applicant: Jeremy Cappalo, Reliable Buick GMC Cadillac
Owner: John Ziegler, STG Sierra Garden LP

RECOMMENDATION

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

1. Adopt the three (3) findings of fact and approve the Conditional Use Permit subject to three (3) conditions of approval.
2. Adopt the two (2) findings of fact and approve the Administrative Permit for Parking Reduction subject to two (2) conditions of approval.

Respectfully Submitted,
Sean Morales, Associate Planner

Greg Bitter, Assistant Development Services Director

ATTACHMENTS:

1. Staff Report
2. Exhibit A Operations Description

REVIEWERS:

Lupe Nelson, Development Services Department

Created -

ITEM 6.1: **CONDITIONAL USE PERMIT – 1376 LEAD HILL BOULEVARD – DSCSP PCL DS-42 – 1376 LEAD HILL CUP – FILE #PL25-0668**

REQUEST

The applicant requests a Conditional Use Permit and Administrative Permit for a Parking Reduction to allow an automobile repair use in the CC/SA-DS zone district. Approximately 12,200 sf of the building will be used by the Reliable Buick GMC Cadillac dealership, which is located in the Roseville Automall, to recondition, program, and repair vehicles. The remaining approximately 18,900 sf of the building will be reserved for future office space or other uses. The request also includes installation of gates to create an automobile storage area with employee parking at the rear of the site.

Applicant – Jeremy Cappalo, Reliable Buick GMC Cadillac

Owner – John Ziegler, STG Sierra Garden LP

SUMMARY RECOMMENDATION

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

1. Adopt the three (3) findings of fact and approve the Conditional Use Permit subject to three (3) conditions of approval.
2. Adopt the two (2) findings of fact and approve the Administrative Permit for Parking Reduction subject to two (2) conditions of approval.

SUMMARY OF OUTSTANDING ISSUES

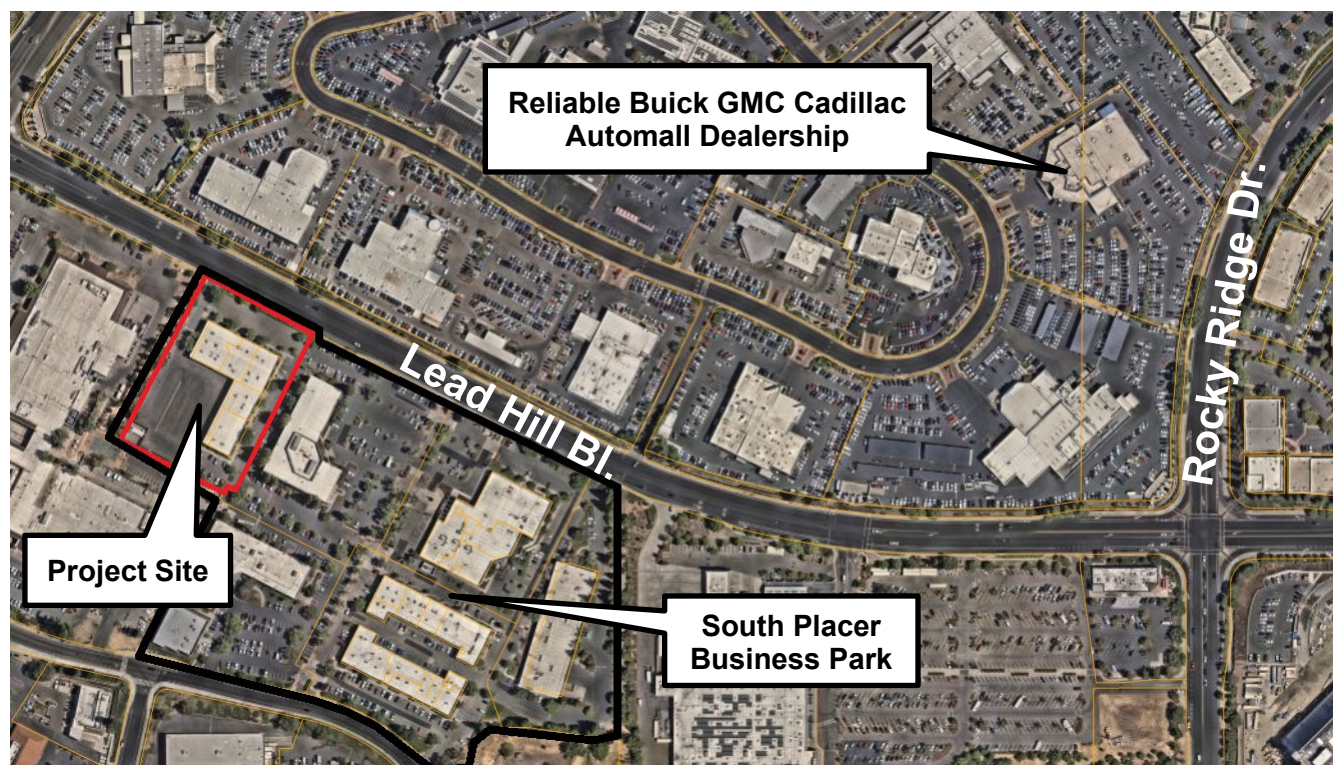
There are no outstanding issues associated with this request. The applicant has reviewed and agrees with the recommended conditions of approval.

BACKGROUND

The project is located within the South Placer Business Park complex, between Sierra Gardens Drive and Lead Hill Boulevard within the City's Douglas-Sunrise Corridor Specific Plan (DSCSP) area. The complex is adjacent to the US Postal Service building to the west and Walmart to the east (see Figure 1 below). The complex includes six parcels that have a land use designation of Community Commercial (CC) and a zoning designation of Community Commercial/Special Area-Douglas-Sunrise (CC/SA-DS). The South Placer Business Park was originally approved with a Use Permit by the Project Review Commission in 1989 (file #UP 89-24). The six parcels are currently developed with eight buildings occupied with a mix of office, medical, commercial and warehouse uses. All six parcels are owned and managed by one property owner and have a shared parking agreement. On December 11, 2025, the Planning Commission approved a Conditional Use Permit Modification and Administrative Permit for Parking Reduction for the Ismaili Center (File #PL25-0564). That parking reduction approval resulted in the total parking requirement for the South Placer Business Park meeting the total existing amount of parking.

The current request is for a Conditional Use Permit to allow automotive repair in a portion of the building and a subsequent Administrative Permit for Parking Reduction to allow a portion of the public parking area to be gated for automobile storage.

Figure 1 – Project Location



SITE INFORMATION

Location: 1376 Lead Hill Bl.

Total Size: 2.92 acres

Topography and Setting: The project site is a developed infill property located in an urbanized setting. The site includes frontage on Lead Hill Bl., which includes an attached sidewalk. The building is located within a fully developed office park.

CONDIOTONAL USE PERMIT EVALUATION

The evaluation of the Conditional Use Permit (CUP) will focus on the compatibility of the automotive repair use with the surrounding land uses. As part of the compatibility evaluation Staff evaluated consistency with the findings listed in the Zoning Ordinance. The CUP allows the City to place operational conditions on the use which may be modified by the Planning Commission. Section 19.78.60 of the City of Roseville Zoning Ordinance requires that three findings be made in order to approve a CUP. The three findings are listed below in ***bold, italicized*** text and are followed by an evaluation of the proposal in relation to each finding.

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

The land use designation for the subject property is Community Commercial (CC). The purpose of the Community Commercial land use category is to provide a broad range of goods and services to a large service area. Primary Uses within the Community Commercial land use category include “retail stores and businesses selling a full range of goods and services including auto sales and repair.” The proposed automotive repair use is listed in that primary use description in the General Plan text and is therefore consistent with the General Plan. The property is located within the Douglas Sunrise Corridor Specific Plan (DSCSP) area. The DSCSP guidelines provide architectural and site planning guidelines but rely on

the General Plan for land use implementation. Based upon the General Plan definition for Community Commercial land use and the DSCSP, the proposed project is consistent with the land use designation with approval of the required Conditional Use Permit.

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

The zoning designation on the subject property is Community Commercial/Special Area-Douglas Sunrise. The DSCSP special area zoning overlay includes a permitted uses table. Consistent with the CC zone, a CUP is required for automotive repair uses to locate in the CC/SA-DS zone. The proposed use is consistent with the Zoning Ordinance definition for automotive repair and is therefore consistent with the Zoning Ordinance upon approval of a Conditional Use Permit.

The use will be contained within an existing building, therefore the Zoning Ordinance standards related to building height and setbacks are not applicable (Figure 2). However, the use will be subject to the Zoning Ordinance parking standards. Automotive repair requires 1 space per 400 sf plus 1 per bay plus 1 for every company vehicle. The applicant proposes 4 bays and no company vehicle in a 12,176 square foot space and therefore requires 34 parking spaces. The applicant proposes to install gates and enclose a portion of the existing parking lot. The secure parking area will reduce the number of shared parking spaces available in the South Placer Business Park and create a parking shortfall by code. The parking shortfall is addressed in the parking reduction evaluation of this report. With approval of the CUP and parking reduction, the use will conform to the applicable standards and requirements of the Zoning Ordinance.

Figure 2. Site Plan



3. The location, size, design, and operating characteristics of the use or development is compatible with and shall not adversely affect or be materially detrimental to the health,

safety, or welfare of persons residing or working in the area, or be detrimental or injurious to public or private property or improvements.

The design and location of the project will not affect the welfare of residents or businesses in the area. The proposed Reliable Buick GMC Cadillac repair shop will operate completely within an enclosed building and therefore reduce impacts such as noise on surrounding uses. The four bay doors for the building are oriented toward the west, which faces the proposed automotive storage area and the rear service area of the neighboring building at 201 Sunrise Ave, which are not sensitive uses.

The use includes typical automotive repair activities and vehicle reconditioning. Unlike a typical automotive repair shop, the proposed use will not include any customer interactions at the Lead Hill Bl. site. Dealership customers will drop off their vehicles at the Automall location and dealership employees will take the vehicles over to the proposed Lead Hill Bl. repair facility. In addition to the automotive repair activities, the applicant proposes to use the site for outdoor vehicle storage. The outdoor storage will be separated from shared parking within the South Placer Business Park with the installation of two gates and will be used for dealership vehicle inventory. Consistent with the Accessory Uses section 19.22.020.E.5 of the Zoning Ordinance, the outdoor vehicle storage will be screened from public view by the building design and gates (Condition #2). Given that the repair elements of the proposed use is within an enclosed building and will not create noise or smells inconsistent with the surrounding uses, staff is confident the use will not be materially detrimental to the health, safety, or welfare of persons in the area. The operations and vehicle storage layout are documented in **Exhibit A**. Condition #1 for the Conditional Use Permit requires that the permit is only valid as long as the operations are consistent with **Exhibit A**.

ADMINISTRATIVE PERMIT FOR PARKING REDUCTION EVALUATION

Section 19.26.030.C.2 of the City of Roseville Zoning Ordinance contains provisions for requesting and evaluating Parking Reductions for an individual use. An applicant may apply for an Administrative Permit to allow a parking reduction where they believe the nature of the use, the operation and data from other facilities or similar facilities demonstrate that the required parking standards are excessive and the proposed parking standards are appropriate. The applicant has the burden of proof for providing documentation substantiating their request. The approving authority shall only approve reduced parking if the criteria in ***bold, italics*** below are met.

- 1. Satisfactory evidence is provided describing the nature of the use, the operation and data from other facilities or similar facilities so as to demonstrate that the required parking standards are excessive and the proposed parking standards are appropriate; and***

Reliable Buick GMC Cadillac, which is an existing automobile dealership in the Roseville Automall, proposes to occupy the subject building with vehicle reconditioning, preparation, tire install, and parts storage uses. The proposed use is consistent with an Automotive Repair use from the Zoning Ordinance. As mentioned above, an automotive repair use requires 1 space per 400 sf plus 1 per bay plus 1 for every company vehicle. The applicant proposes 4 bays and no company vehicle in a 12,176 square foot space and therefore requires 34 spaces. The remaining 18,900 sf of the building is proposed to remain as office uses. Based on the most recent parking reduction approval for the Ismaili Center (File #PL25-0564), there are no surplus parking spaces available within the South Placer Business Park. Therefore, the proposed Reliable Buick GMC Cadillac repair shop must show that the expected parking demand does not exceed the number of spaces allotted to the existing 12,176 sf space they are occupying. The space was most recently used by approximately 3,255 sf of gym use and 9,000 sf of office uses. Gym uses require 1 space per 150 sf and office uses require 1 space per 250 sf, which created a total parking demand of 58 spaces. Therefore, the proposed automotive repair use requires 24 fewer spaces than the previous use and creates a parking surplus.

Zoning Ordinance section 19.26.020.E dictates that all required off-street parking spaces shall be designed, located, constructed and maintained so as to be fully and independently usable and accessible

at all times. The applicant's proposal to restrict access to the rear parking area is not consistent with that requirement. The parking spaces enclosed within the gated parking area must therefore be removed as available parking spaces within the shared parking inventory of the South Placer Business Park. The applicant proposes to enclose 30 existing spaces in the gated area. The lower parking demand for automotive repair use from the previous office and gym use creates a 24-space parking surplus within the business park. Removal of the 30 parking spaces with construction of the gates creates a 6-space parking shortfall.

The applicant proposes to address the parking shortfall by designating the 30 spaces within the gated area as employee parking. Although the 30 employee parking spaces are not fully and independently usable by all users within the South Placer Business Park, staff is able to use the parking reduction process to document the employee parking requirement. Condition of Approval #2 was added to the Administrative Permit for Parking Reduction to require that employees utilize the designated spaces. Additionally, the unique nature of the Reliable Buick GMC Cadillac automotive repair use provides justification for the parking reduction. No customers visit the site. Vehicles will be brought to the site by staff from the dealership location. Furthermore, the operations description states there are only 10-12 employees expected to staff the site, which creates a much lower parking demand than the 34-space Zoning Ordinance requirement anticipates.

2. Overflow parking will not impact any adjacent use.

As demonstrated in the discussion above, there are 10-12 employees expected and 30 employee parking spaces available on-site. Per the operations description, and Condition #2 for the parking reduction, employees must park in these designated spaces. Only employees will be on-site. Therefore, no overflow parking is expected or permitted. In the rare occasion that more than 30 employees must come to the project site, there is ample parking within the South Placer Business Park to accommodate some overflow parking on these rare occasions.

CONCLUSION

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

PUBLIC OUTREACH

The proposed project was distributed to the various agencies and departments which have requested notice of City applications, and all comments were considered and incorporated into the Conditions of Approval, as appropriate. Early notice of the application was also distributed to the Roseville Coalition of Neighborhood Associations. A public notice of the Planning Commission hearing was published on January 30, 2026, and was distributed to all property owners and residents within 300 feet of the project site. No concerns were reported by the time of staff report publication.

ENVIRONMENTAL DETERMINATION

The project is categorically exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to Section 15301 (Existing Facilities) and Section 305 of the City of Roseville CEQA Implementing

Procedures. Consistent with this exemption, the use involves a minor interior alteration to an existing structure.

RECOMMENDATION

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

1. Adopt the three (3) findings of fact as listed in the staff report and approve the **Conditional Use Permit – 1376 Lead Hill BI. – DSCSP PCL DS-42 – 1376 Lead Hill CUP – PL25-0668** subject to three (3) conditions of approval;
2. Adopt the two (2) findings of fact as listed in the staff report and approve the **Administrative Permit for Parking Reduction – 1376 Lead Hill BI. – DSCSP PCL DS-42 – 1376 Lead Hill CUP – PL25-0668** subject to two (2) conditions of approval;

CONDITIONS OF APPROVAL FOR A CONDITIONAL USE PERMIT, FILE #25-0668

1. The project is approved as shown in **Exhibit A** and as conditioned or modified below. (Planning)
2. All automotive services shall take place within the enclosed building. All storage of vehicles will be fully screened from public view to the satisfaction of the Planning Division. (Planning)
3. The Conditional Use Permit shall be effectuated upon occupancy of the tenant space. (Planning)

CONDITIONS OF APPROVAL FOR AN ADMINISTRATIVE PERMIT FOR PARKING REDUCTION, FILE #25-0668

1. The project is approved as shown in **Exhibit A** and as conditioned or modified below. (Planning)
2. All employees of Reliable Buick GMC Cadillac shall park in the designated employee parking spaces within the enclosed storage area. (Planning)

Exhibits

A. Operations Description

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

Reliable Cadillac Detailed Use Case for 1376 Lead Hill Blvd

Westrup – Sadler, Inc, operating as Reliable Buick GMC Cadillac, has been in discussions with Cadillac to expand its Cadillac showroom into a standalone building within its current location envelope. Adding a secondary building to our site would increase sales and service throughput for our facility. However, the loss of parking space due to the new facility would severely hinder any growth ability.

To build a world-class facility on our current property, we first need a suitable location to support the anticipated increase in shop capacity and vehicle inventory storage needs. The subject property at 1376 Lead Hill Blvd, a 31,078 sq ft commercial building on 2.8 acres near the intersection of Lead Hill Blvd and N Sunrise Blvd meets our requirements. As a family business established in this town since 1969, we aim to keep all our operations within the city limits.

Our primary concern is that the area is currently zoned CC/SA-DS. While other automotive facilities, such as Echo Park and Enterprise on N Sunrise, operate under similar zoning, we want to ensure we can conduct all necessary operations at this facility. Based on consistent requests from GM (specifically Cadillac), our primary alternative is to purchase a building along Granite Drive in Rocklin (near Audi, Mercedes Benz, Porsche, and Land Rover) and shift our Cadillac business to that location, which accounts for approximately 40% of our overall business.

If we can acquire this property and utilize it as needed, we can continue conversations with Cadillac about establishing a new facility on our current property in the Roseville Automall, thereby keeping all our business within Roseville.

Desired uses include:

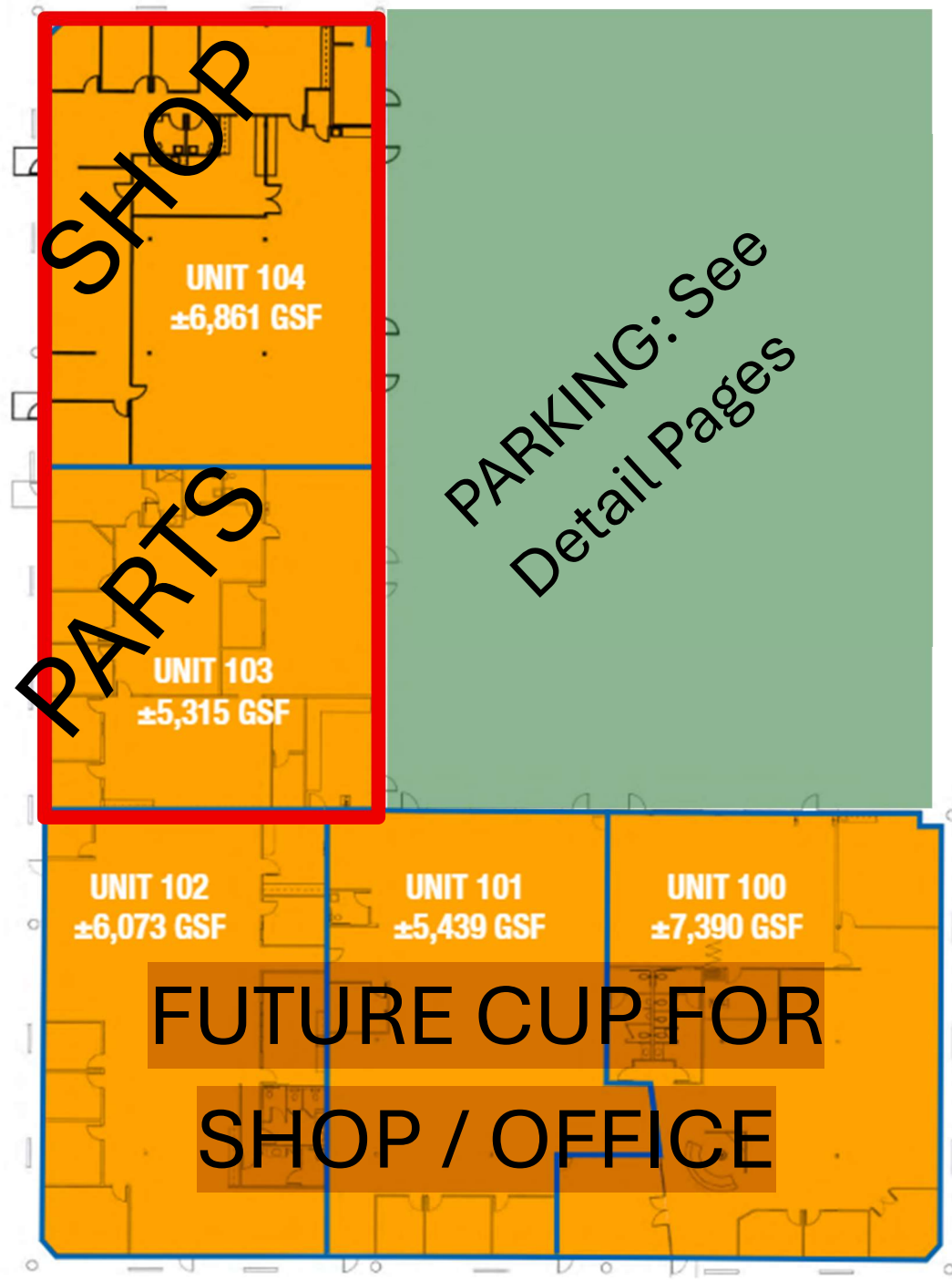
- +/- 6,862 Sq ft for shop (unit 104) and +/- 5,315 sq ft for parts area (unit 103).
- Anticipated hours of operation for the service portion will match our current service tempo: 7:30am - 6:00pm. Gate access for vehicle storage will align with sales and close at 8:00pm.
- Used car reconditioning (preparing used cars for sale)
 - Vehicles transactions will occur at 400 Automall Drive (Reliable Buick GMC Cadillac) and trade in vehicles will subsequently be brought over for automotive repairs and cosmetic touchups.
- Preparing new car deliveries for customer sales (PDI)
 - New vehicles will be delivered to 1376 Lead Hill to be initially programmed and detailed for display at 400 Automall Drive.
- New tire install and alignment / general automotive repair
 - Vehicles will be dropped off by customers at 400 Automall Drive and transported over to the location for work and storage while they are being repaired. They will be returned to customers over at 400 Automall Drive. **All repairs will occur indoors.**
- Parts storage
 - Increased warehouse storage for vehicle repair parts and accessories to be installed on vehicles that the customer desires.
- Additional parking to allow for increased inventory

- Current parking lot is not properly sized for inventory needs. Vehicles will be stored in the secure lot and brought over to 400 Automall Drive if the customer desires a specific vehicle that is parked at the offsite location.
- For full-scale operations (likely within 1-2 years after purchase) we anticipate between 10-12 employees. Based on space available maximum would likely be 15-17, but that is unlikely to happen.
- Employees for rear two portions of entire property (areas to be utilized under this CUP request) will be able to park in the spots behind the gates. Up to 30 spots available for use.

Our desire is to purchase the entire property and utilize 2 of the units (103 AND 104) for our shop capacity needs (red outline) and lease out the other 3 units (currently built as office space).

The back parking lot (shaded green) would allow us to increase our vehicle inventory by approximately 30% (+150 vehicles).

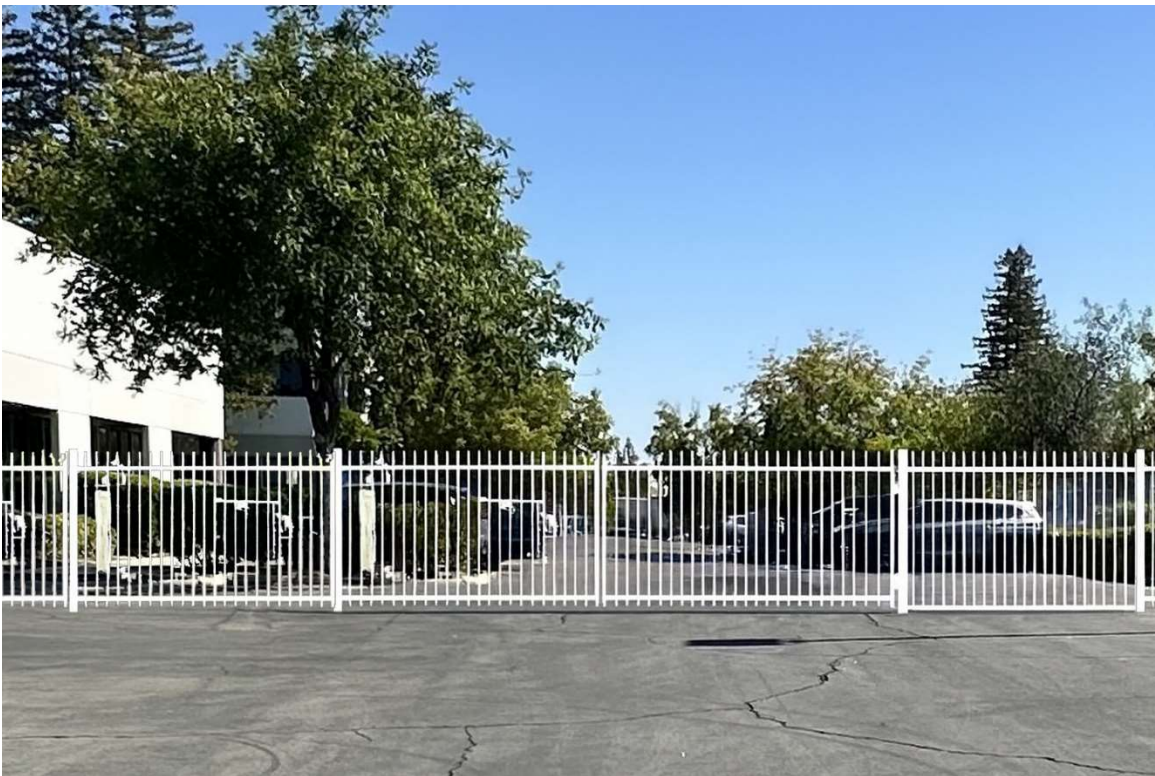
Proposed breakdown of desired property:



Proposed fence design / location:

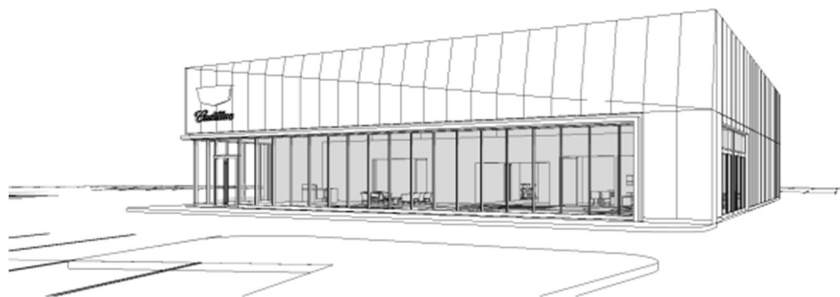
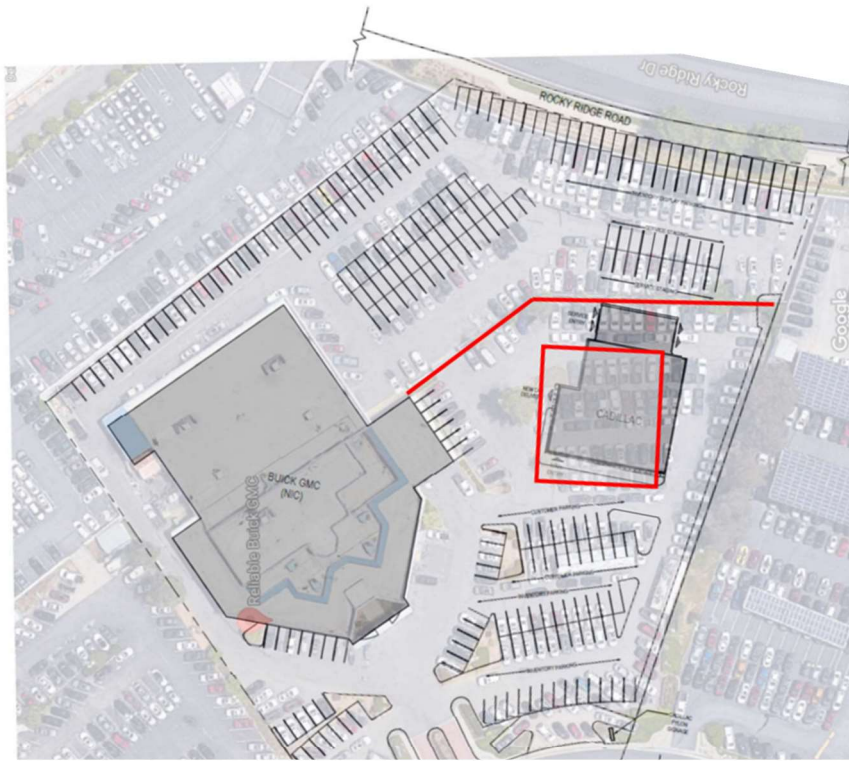


Side gate (facing street) proposed to be a white metal fence with a swing hinge.



Back gate (non street facing) proposed to be a white metal fence with a swing gate and man gate near the building.

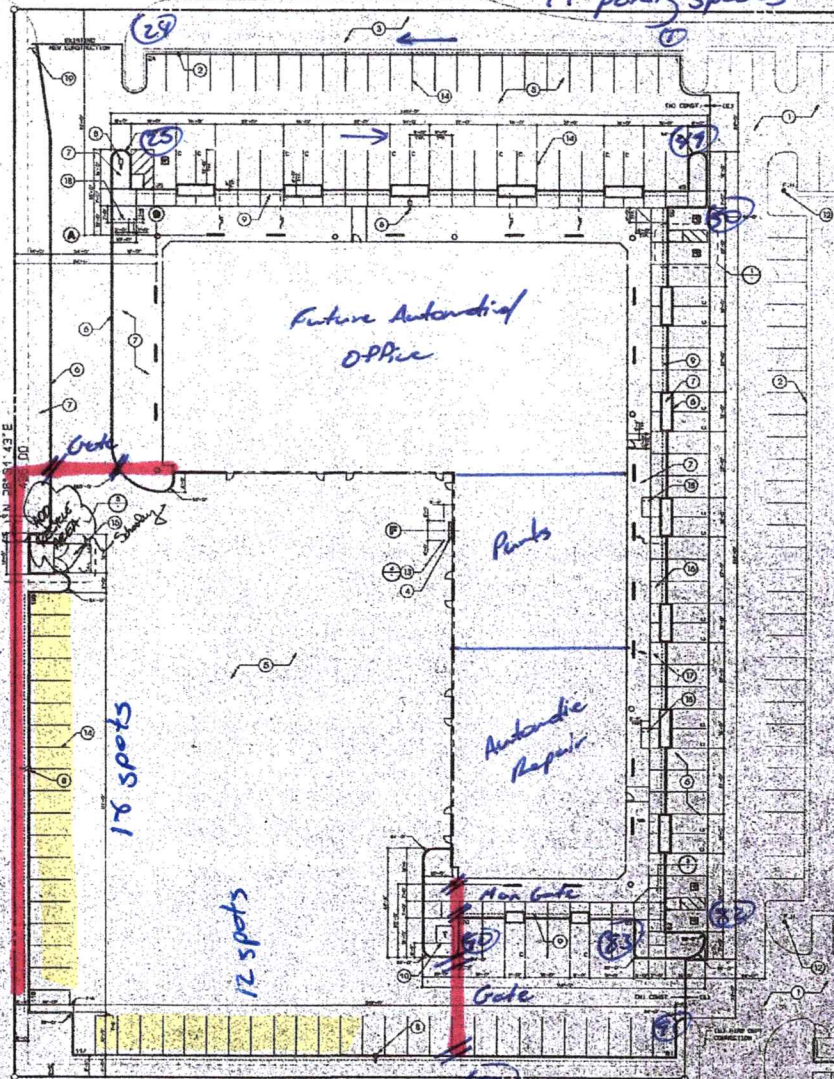
The facility we had been working on with Cadillac is below. The square footage that it disrupted would not allow us to continue our current growth to support our growing market.



LEAD HILL DRIVE

S 63° 28' 17" E
1709.95

*99 parking spaces



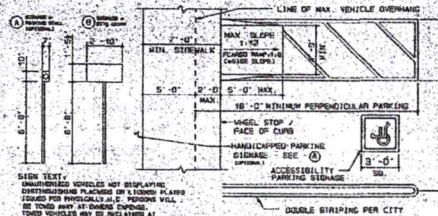
N 63° 28' 17" V

270.00

Existing Fence

SITE PLAN

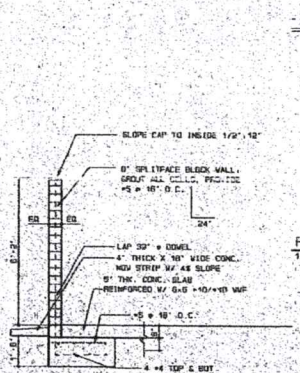
1/2" = 1' - 0"



HANDICAP PARKING STALL

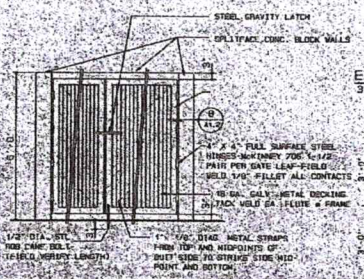
1/4" = 1' - 0"

NOTE: ALL CONSTRUCTION FOR HANDICAP ACCESSIBILITY SHALL BE IN ACCORDANCE WITH CALIF. H.C. REGULATIONS.



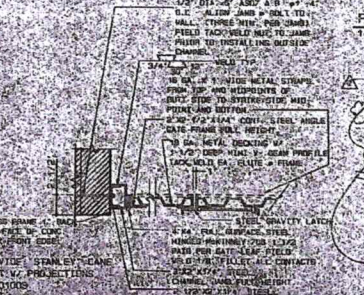
TRASH ENCL. SECTION

1/2" = 1' - 0"



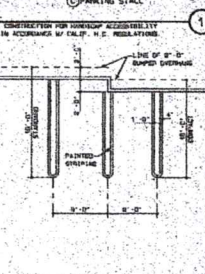
TRASH ENCL. ELEVATION

1/2" = 1' - 0"



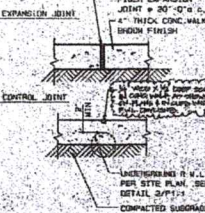
TRASH ENCL. JAMB

1/4" = 1' - 0"



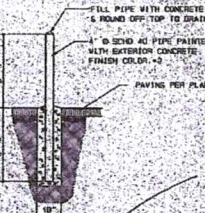
PARKING STRIPING

1/8" = 1' - 0"



EXPANSION/CONTROL JOINT

3/4" = 1' - 0"



PIPE BOLLARD

1/2" = 1' - 0"



TRASH ENCL. PLAN

3/4" = 1' - 0"

GENERAL NOTES

- CONTRACTOR TO COORDINATE SURVEY, UTILITY LOCATIONS AND ELECTRICAL CONDUIT WITH LANDSCAPE AND ELECTRICAL.
- FIELD VERIFY EXTENT OF EXISTING CURB, UTILITY, SIDEWALK, PAVING AND LANDSCAPE PRIOR TO BID.

KEYNOTES

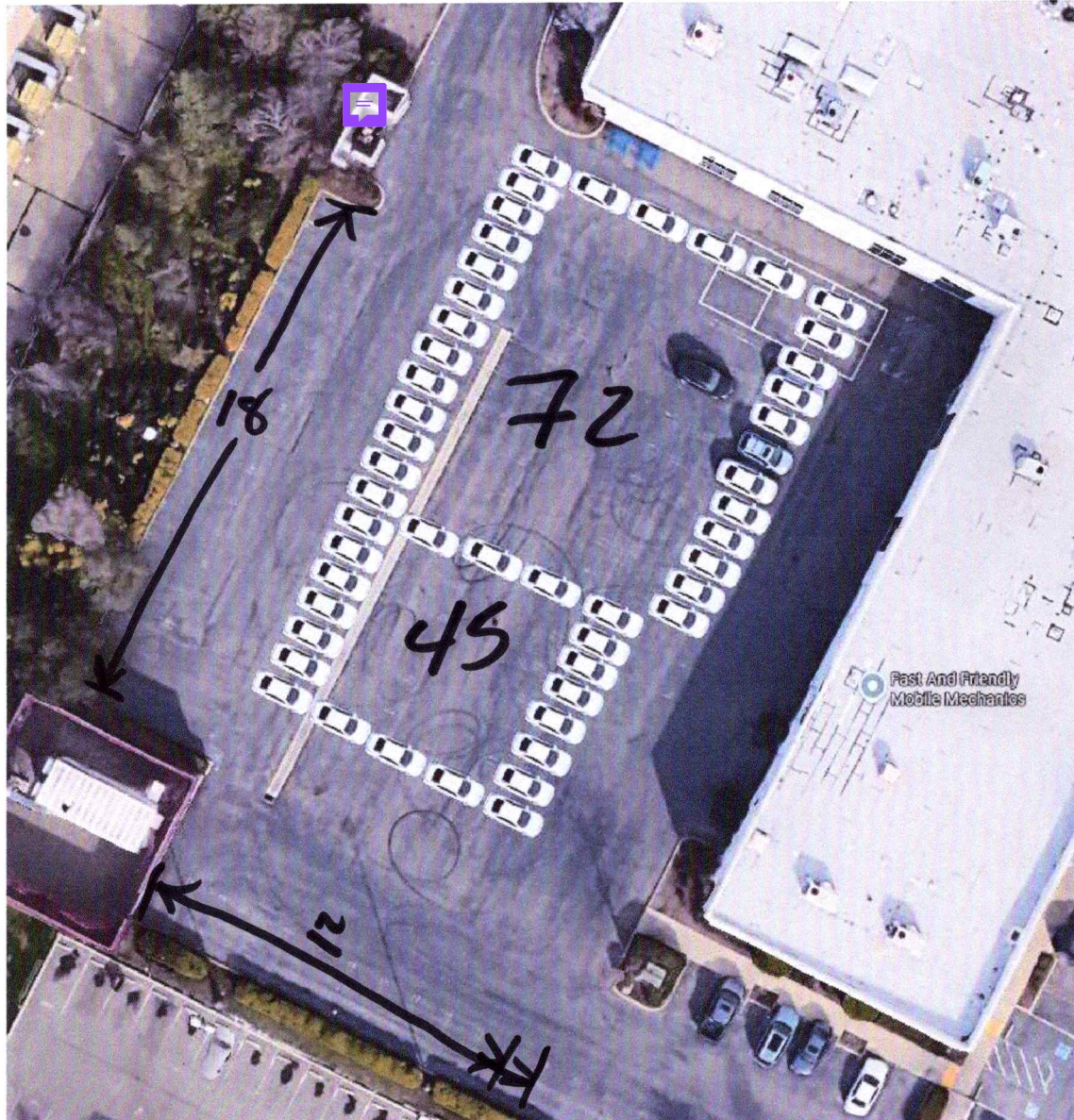
- CE3 ASPHALT PAVING
- CE1 CONCRETE CURB
- CE2 LANDSCAPED AREA
- GAS METER LOCATION - REFER TO MECHANICAL DRAWINGS
- ASPHALT PAVED PARKING LOT SURFACE-REFER TO CIVIL DRAWING
- CONCRETE CURB-REFER TO CIVIL DRAWINGS
- LANDSCAPED AT ANTER AREA-REFER TO LANDSCAPE DRAWINGS
- POLE MOUNTED LIGHTING - REFER TO ELECTRICAL DRAWINGS
- LINE OF BUILDING FOOTING AND CE1 EURE HYDRANT
- CONCRETE PIPED PIPE BOLLARD PARKING LOT STOPPING AND "CORNERS" - REFER TO UTILITY OF ROSEVILLE STANDARDS-SEE DETAIL 21A.2
- 6" THICK CONCRETE APPROX. W/ REINFORCING FOR POSSIBLE SOLID WASTE DEPARTMENT STANDARDS - REFER TO CITY OF CHANDLER CORNER
- 4" THICK CONCRETE W/ REINFORCING
- 4" x 4" C. BATH WATER LEADER TO DRAIN (REF. AT CURB)
- 2" DIA. 11" BLOCK PER CITY OF ROSEVILLE STANDARDS - RALLY RAIL
- HANDICAP ACCESSIBLE ENTRANCE SIGN IN STRICT ACCORDANCE WITH SECTION 9052.15 OF TITLE 24, HANICAP REGULATIONS.



BUILDING "A"
SOUTH PLACER BUSINESS PARK
ROSEVILLE, CALIFORNIA



APPROVED
BUILDING A
A1.2
SITE PLAN





Planning Commission Communication

Meeting Date: 2/12/2026
Item #: VI.2
Item ID: 2026-95

Title: Northeast Roseville Specific Plan Parcel 15L4 – Stone Point Hotel and Office, 1470 Stone Point Dr, File #PL25-0225
Contact: Kinarik Shallago 916-746-1309 kshallago@roseville.ca.us

REQUEST

The applicant requests approval of a Major Project Permit (MPP) Stage 1 Modification to file #MPP 03-06 to revise the Stone Point Master Plan site development plan, allowing a three-story, 62,628-square-foot office building and a four-story, 56,700-square-foot hotel. A MPP Stage 2 is also requested to review the architecture and design of the proposed buildings, as well as a Tentative Parcel Map to subdivide the approximately 4.61-acre parcel into two parcels.

Applicant: Tiffany Wilson, RSC Engineering, Inc.
Owner: Eureka Development Company, LLC

RECOMMENDATION

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

1. Adopt the two (2) findings of fact and approve the Major Project Permit Stage 1 Modification subject to five (5) conditions of approval.
2. Adopt the two (2) findings of fact and approve the Major Project Permit Stage 2 subject to seventy-two (72) conditions of approval; and
3. Adopt the three (3) findings of fact and approve the Tentative Parcel Map subject to forty-six (46) conditions of approval.

Respectfully Submitted,
Kinarik Shallago, Associate Planner

Greg Bitter, Assistant Development Services Director

ATTACHMENTS:

1. Staff Report
2. Exhibit A SPMP Redlines
3. Exhibit B Demolition Plan
4. Exhibit C Site Plan
5. Exhibit D Grading Plan and Sections
6. Exhibit E Utility Plan
7. Exhibit F Phasing Plan
8. Exhibit G Tentative Parcel Map
9. Exhibit H Elevations & Perspectives - Office
10. Exhibit I Floor Plans - Office

11. Exhibit J Roof Plan - Office
12. Exhibit K Elevations - Hotel
13. Exhibit L Floor Plans - Hotel
14. Exhibit M Roof Plan - Hotel
15. Exhibit N Architectural Site Details
16. Exhibit O Pedestrian Circulation
17. Exhibit P Parking Tabulations
18. Exhibit Q Landscape Plan
19. Exhibit R Photometric Plan

REVIEWERS:

Lupe Nelson, Development Services Department

Created -

ITEM 6.2: Major Project Permit Stage 1 Modification, Major Project Permit Stage 2, and Tentative Parcel Map – 1470 Stone Point Drive – NERSP PCL 15L4 – Stone Point Hotel and Office – File #PL25-0225

REQUEST

The applicant requests approval of a Major Project Permit (MPP) Stage 1 Modification to file #MPP 03-06 to revise the Stone Point Master Plan site development plan, allowing a three-story, 62,628-square-foot office building and a four-story, 56,700-square-foot hotel. A MPP Stage 2 is also requested to review the architecture and design of the proposed buildings, as well as a Tentative Parcel Map to subdivide the approximately 4.61-acre parcel into two parcels.

Applicant – Tiffany Wilson, RSC Engineering, Inc.
Owner – Eureka Development Company, LLC

SUMMARY RECOMMENDATION

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

1. Adopt the two (2) findings of fact and approve the Major Project Permit Stage 1 Modification subject to five (5) conditions of approval.
2. Adopt the two (2) findings of fact and approve the Major Project Permit Stage 2 subject to seventy-two (72) conditions of approval; and
3. Adopt the three (3) findings of fact and approve the Tentative Parcel Map subject to forty-six (46) conditions of approval.

SUMMARY OF OUTSTANDING ISSUES

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

BACKGROUND

The subject parcel is located at 1470 Stone Point Dr., which is an approximately 4.61-acre parcel in the Stone Point Master Plan (SPMP) area, located within the Northeast Roseville Specific Plan (NERSP) (see Figure 1). The site has a zoning designation of Planned Development for Research and Development (PD 178) and a land use designation of Business Professional (BP). The parcel has been graded and is partially developed with landscaping, existing parking areas and drive aisles. Office and retail development is located to the south, west, and southeast. The Adventist Health office building is located to the north of the site. Multi-family townhomes and City open space are located to the east and northeast.

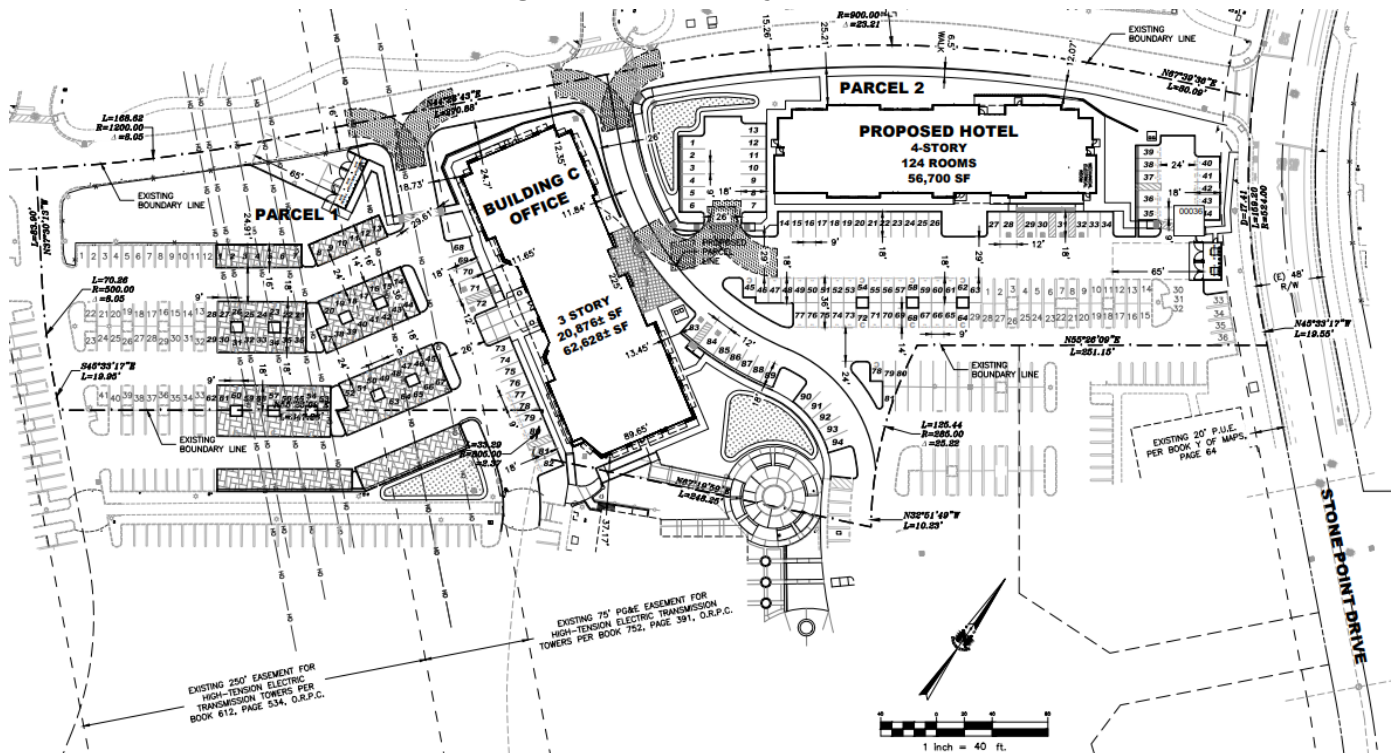


On May 23, 2002, the Planning Commission approved entitlements for the phased construction of the SPMP, a 1.65 million-square-foot research and development/professional office campus. The entitlements included a Major Project Permit (MPP) Stage 1 (file #MPP 01-05) approving the SPMP, which established a preliminary development plan for the site; a Master Tree Permit (file #TP 01-54) allowing the removal of 215 native oak trees, encroachment into the dripline radius for an additional 93 native oak trees, and establishing a review process for future native tree impacts; a Tentative Subdivision Map (file #SUBD 00-07) to divide the site into 19 parcels; as well as a MPP Stage 2 (file #MPP 02-01) for Lots 16 and 17.

On May 27, 2004, the Planning Commission approved a MPP Stage 2 and Tentative Parcel Map for six (6) office buildings on the subject parcel, with a total area of 408,000 square feet, as well as four (4) retail buildings for a total of 40,000 square feet (file #MPP 03-06). This approval encompassed Stone Point Lots 1-5, which was less than the original allocation of 458,000 square feet of professional office for Lots 1-4. Four (4) of the office buildings, Buildings B, D, E, and F, were constructed, as well as the approved restaurant and retail buildings. Office buildings A and C were never constructed. The MPP Stage 2 also included approval of a parking reduction of 224 spaces based upon shared parking in the center.

The proposed project is located on the parcel identified in the SPMP as Lot 3 but later identified as Lot 4 with file #MPP 03-06. The SPMP was not updated to reflect this change but will be updated as part of this project (see Exhibit A – SPMP Redlines). The lot is currently allocated a building area of 124,200 square feet and was anticipated to be developed with Office Building C, which had a net leasable area of 106,084 square feet. The current request includes a MPP Stage 1 Modification to revise the site development plan, allowing a three-story, 62,628-square-foot office building and a four-story, 56,700-square-foot hotel with 124 rooms. Per the NERSP and SPMP, office uses and lodging services (e.g., hotel) are principally permitted in the PD178 zone. A total of 251 parking stalls are proposed with the project, as well as associated landscaping and other site improvements. The project includes a MPP Stage 2 to evaluate the architecture and design of the proposed buildings, as well as a Tentative Parcel Map to divide the existing 4.61-acre parcel into Parcel 1 (2.53 acres) and Parcel 2 (2.08 acres). The project also includes updates to the SPMP to reflect the proposed project. Figure 2 below and Exhibit C include the preliminary site plan.

Figure 2: Preliminary Site Plan



EVALUATION – MAJOR PROJECT PERMIT STAGE 1 MODIFICATION AND STAGE 2

The proposed project is being evaluated through the Major Project Permit (MPP) entitlement process. The intent of the MPP process is to streamline the review of large and diverse projects that could be constructed over a period of several years. The MPP process allows for the resolution of site issues prior to the review of more detailed architectural and landscape issues that may not be finalized at the time the site plan is ready. In accordance with the City's MPP Ordinance, the MPP review process is segregated into three separate stages: Stage 1 (Preliminary Development Plan), Stage 2 (Architecture and Landscape Review), and Stage 3 (Final Plans). The evaluation section of this report includes an analysis of the requested MPP Stage 1 Modification and MPP Stage 2. Each entitlement is analyzed for its consistency with the goals and policies of the applicable regulations, including the General Plan, the Zoning Ordinance, the Community Design Guidelines (CDG), the NERSP, and the SPMP. The findings for a MPP 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 the MPP 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 Stage 1 Modification findings referring to the preliminary development plan, and the MPP Stage 2 findings referring to 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.

Site Plan and Building Siting: The Stage 1 approval established a site layout plan for Stone Point with the recognition that actual development may vary from this layout. As mentioned previously, Lot 4 was anticipated to be developed with a single office building and the original SPMP building area allocation for the lot was 124,200 square feet. The proposed project would modify the original site layout plan by subdividing Lot 4 into two parcels, Parcel 1 (or Lot 4a) and Parcel 2 or (Lot 4b). A 62,628-square-foot office building will be constructed on Parcel 1, and a 56,700-square-foot hotel building will be constructed on Parcel 2. The NERSP has a minimum 100-foot setback requirement for buildings that are three or more stories in height. The office building will be west of the existing office Building B and arranged around a central plaza, consistent with the prior site plan approval. The office building will have a setback of more than 600 feet from Eureka Road and Rocky Ridge Drive and more than 400 feet from Stone Point Drive, exceeding the setback requirement. In addition, the SPMP requires a minimum building setback of 30 feet from the face of curb of an adjacent shared street/drive with residential uses. This setback requirement applies to the hotel building, as it will be immediately adjacent to Stone Point Drive, which is shared with the residential uses to the east. The hotel building will be setback approximately 110 feet from Stone Point Drive and more than 800 feet from Eureka Road and Rocky Ridge Drive, meeting both the SPMP and NERSP requirements. The setbacks combined with the existing landscaping along the street frontage provide a sufficient buffer from the adjacent residential uses across Stone Point Drive.

Access and Circulation: The proposed parcels will be incorporated into the existing reciprocal access agreements for the Stone Point center. Direct access to the site will be provided by driveways located on the adjacent drive aisle to the north. One of the driveways exists but the internal circulation will be

modified due to the location of the proposed office building. A new driveway will also be constructed on the office parcel that will connect to the internal circulation system. The project was reviewed by the City Engineering and City Fire Department staff and was found to comply with refuse service standards and with emergency circulation requirements.

In addition, the project includes pedestrian facilities consistent with the NERSP and the SPMP. New sidewalks will be constructed along the hotel parcel that connect to the existing sidewalk on Stone Point Drive. The project will provide walkways connecting to the existing walkways that link the parcels within the center. These walkways are separated from the parking areas and allow for connectivity between the uses. A pedestrian circulation plan is included as Exhibit O.

Parking: The project will provide a total of 252 parking spaces (with 135 spaces provided on Parcel 1 and 117 spaces provided on Parcel 2). The Stone Point center has a reciprocal parking agreement among the users, and the proposed office and hotel will be incorporated into this agreement. Based on the Zoning Ordinance parking requirements, the office building requires 251 spaces (1:250 sf ratio) and the hotel building requires 124 spaces (1/room ratio). This is a reduction in the number of spaces previously required for Lot 4 due to the decrease in office square footage. The total parking requirement for the center will be 1,482 spaces (which includes a 224-space parking reduction that was approved with File #MPP 03-06). A total of 1,486 spaces will be provided in the center, exceeding the total parking required by four (4) spaces (see parking tabulations included as Exhibit P). Therefore, the project meets the Zoning Ordinance parking requirements.

Architecture – Office Building: Figure 3 below includes a rendering of the proposed office building. It will be three stories with a maximum height of 55 feet. This complies with the five-story height limit established in the NERSP. As depicted in Figure 4, it is designed with the same colors and materials as the existing office buildings in the center and as what was previously approved. The building consists of bands of green reflective glass that are separated by concrete arranged in horizontal and grid patterns. The building is well articulated with horizontal reveal bands and with metal canopies at the entrance and first-floor level. The main building entries are highlighted with a curved wall plane and granite tile veneer at the pedestrian level. Overall, the architecture is consistent with the existing office building and meets the intent of the original MPP approval.

Figure 3: Proposed Office Building C

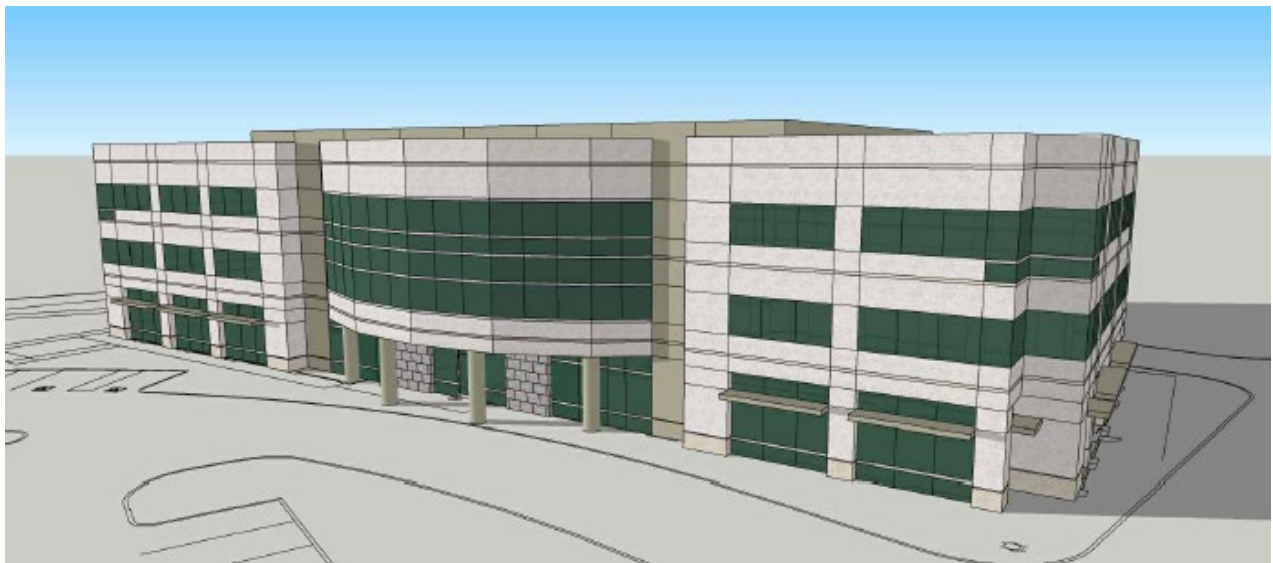


Figure 4: Existing and Proposed Office Buildings



Architecture – Hotel Building: The hotel building elevations are included in Figure 5 below. The south elevation includes the main entrance and will be orientated internal to the site. The north elevation will face the east/west spine roadway that divides the Stone Point development. The building will be four-stories with a maximum height of approximately 47 feet, which is in scale with the surrounding buildings and does not exceed the NERSP five-story height limit. The building will consist of EIFS in neutral shades of beige and white with stone veneer at the base to enhance the pedestrian level. The main entrance of the building is emphasized with a black aluminum canopy and fiber cement siding in a natural wood color. Consistent with the CDG, the building has variation in wall planes and roof heights to avoid repetition and to create visual depth and movement. The proposed color scheme is compatible with the office buildings, and the building will cohesively tie in with the rest of the center.

Figure 5: Proposed Hotel Elevations



Landscaping: As shown in the demolition plan included as Exhibit A, existing landscaping on the proposed hotel parcel will be removed to accommodate the building. However, new landscaping will be added along the building street frontage per the landscape plan included as Exhibit Q. The landscape plan also includes new street trees, shade trees, shrubs and groundcover per the NERSP, SPMP, and CDG. The site landscape coverage for Parcel 1 is 26.5-percent and the coverage for Parcel 2 is 50.7-percent, which exceeds the NERSP’s minimum coverage requirement of 20-percent. Landscaping within the power line corridors is designed per the specifications of the various utility providers, and because of that does not meet the 50-percent shading standard as established by the CDG. This limitation results in a lower shade coverage percentage for Parcel 1. However, given the project still meets the NERSP minimum standard, staff supports the shade coverage as proposed.

Lighting: The project includes parking lot lighting, pedestrian lighting, and building-mounted light fixtures that complement the style of the buildings. Pedestrian lighting will not exceed the 16-foot height limit established in the SPMP. The photometric plan demonstrates compliance with the CDG’s minimum footcandle requirement of one foot-candle in the parking areas and 0.5 foot-candles for pedestrian walkways. The light standards are required to be shielded to ensure there is no off-site glare.

Stone Point Master Tree Permit: There are no native oak trees on the site. However, the Stone Point Master Tree Permit established a tree mitigation program for the entire Stone Point project, and all parcels are required to participate in this program. Where parcels abut open space, native oak tree plantings are required. In this case, the site does not directly abut the open space. The required mitigation, which totals 159 inches, will therefore be comprised of non-native tree plantings and the payment of mitigation fees as provided by Condition 9 of the MPP Stage 2.

EVALUATION – TENTATIVE PARCEL MAP

Section 18.06.180 of the City of Roseville Subdivision Ordinance requires that three (3) findings be made to approve or conditionally approve a tentative subdivision map. The findings are listed below in ***bold, italicized text*** and are followed by an evaluation of the map in relation to each finding.

- 1. The size, design, character, grading, location, orientation, and configuration of lots, roads, and all improvements for the tentative subdivision map are consistent with the density, uses, circulation and open space systems, applicable policies and standards of the General Plan and Specific Plan, 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; and***
- 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 General Plan, NERSP and Zoning Ordinance do not identify a minimum lot size requirement for the PD 178 zoning district. Under these circumstances, the City reviews requests for subdivisions on a case-by-case basis to ensure that the parcels are adequate for development. The proposed tentative map would allow for the creation of two (2) new parcels, approximately 2.533 acres and 2.082 acres in size. This would allow for separate development of the proposed office and hotel buildings. The proposed parcel boundary lines follow logical boundaries based upon the site layout that is proposed. The parcels are of adequate size and shape to accommodate the proposed development, as evidenced by the subdivision and site plan exhibits. The tentative map is also conditioned to require all parcels to participate in the reciprocal parking and access agreements for Stone Point, and to include the new parcels into the existing business owner’s

association. Finally, the water quality impacts associated with the project and the expected discharge of waste for this project are consistent with what has been anticipated by the General Plan and NERSP EIRs. In addition, the design of the sewer lines in the project area and treatment capacity at the City's sewage treatment plant have adequate conveyance and capacity to accommodate the existing and future development on the parcels proposed by the tentative map.

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. Early notification of the project was posted on the Roseville Coalition of Neighborhood Associations (RCONA)'s website. A notice of the public hearing was published in the Roseville Press Tribune on January 30, 2026, and was also distributed to all property owners within 300 feet of the site, interested persons, and posted on the RCONA website. No comments have been received as of publication of the staff report.

CONCLUSION

The proposed project is consistent with the City of Roseville General Plan, Northeast Roseville Specific Plan, Stone Point Master Plan, Zoning Ordinance, CDG, and prior approvals for the site. Therefore, staff recommends that the Planning Commission approve the requested entitlements.

ENVIRONMENTAL DETERMINATION

The proposed project is categorically exempt pursuant to Section 15332 for Infill Development Projects. According to Class 32, an infill development may be considered exempt if it meets the following conditions:

- a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
- b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.
- c) The project site has no value as habitat for endangered, rare, or threatened species.
- d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
- e) The site can be adequately served by all required utilities and public services.

As previously stated in this report, the proposed project will build two separate buildings, an office building and hotel, as well as associated site improvements. The overall size of the parcels is 4.23 acres. The entire property has been graded, partially developed, and is surrounded by existing development, and therefore has no value as habitat to endangered, rare, or threatened species. The office and hotel uses are principally permitted uses on the project site and it the NERSP and SPMP; therefore, the proposed project is consistent with the Specific Plan and General Plan, and the activity and its impacts fall within the scope of the previously adopted NERSP EIR. Additionally, the project has been reviewed by City departments for potential impacts to utilities and public services, and no conflicts were identified.

Finally, none of the exceptions to exempting projects, as outlined in Section 15300.2 of CEQA, apply to the proposed project. The project does not request exemption through Classes 3, 4, 5, 6, or 11. The project falls within the scope of the evaluation of the NERSP EIR and the SPMP, and therefore would not exceed any cumulative impacts not previously considered by the certified document. There are no unusual circumstances that will have a significant effect on the environment proposed as part of the project, as all

uses are principally permitted. The project is not located adjacent to a scenic highway, is not located on a hazardous waste site pursuant to Section 65962.5 of Government Code and will not result in a substantial adverse change in the significance of a historical resource.

RECOMMENDATION

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

1. Adopt the two (2) findings of fact as listed in the staff report and approve the **MAJOR PROJECT PERMIT STAGE 1 MODIFICATION – 1470 STONE POINT DRIVE – NERSP PCL 15L4 – STONE POINT HOTEL AND OFFICE – FILE #PL25-0225** subject to five (5) conditions of approval;
2. Adopt the two (2) findings of fact as listed in the staff report and approve the **MAJOR PROJECT PERMIT STAGE 2– 1470 STONE POINT DRIVE – NERSP PCL 15L4 – STONE POINT HOTEL AND OFFICE – FILE #PL25-0225** subject to seventy-two (72) conditions of approval; and
3. Adopt the three (3) findings of fact as listed in the staff report and approve the **TENTATIVE PARCEL MAP – 1470 STONE POINT DRIVE – NERSP PCL 15L4 – STONE POINT HOTEL AND OFFICE – FILE #PL25-0225** subject to forty-six (46) conditions of approval.

CONDITIONS OF APPROVAL FOR THE MAJOR PROJECT PERMIT STAGE 1 MODIFICATION – FILE #PL25-0225

1. This Major Project Permit Stage 1 modification approval shall be effectuated within a period of two (2) years from **February 12, 2026** and if not effectuated shall expire on **February 12, 2028**. Prior to said expiration date, the applicant may apply for an extension of time. (Planning)
2. The project is approved as shown in Exhibits A—R and as conditioned or modified below. (Planning)
3. The project is subject to the previously approved conditions of approval for the NERSP Parcel 15 Stone Point Major Project Permit Stage 1 (file #MPP 01-05) and the NERSP Parcel 15 Stone Point Lots 1-5 Major Project Permit Stage 2 (file #MPP 03-06), except as conditioned or modified below. (Planning)
4. The project shall comply with all applicable environmental mitigation measures identified in the Stone Point Mitigated Negative Declaration, the General Plan EIR and the NERSP EIR, and shall include all applicable mitigation measures as notes on the grading plans. (Planning)
5. Bike parking and electric vehicle parking spaces shall be provided per the California Green Building Standards. Carpool spaces shall also be provided per the City of Roseville’s Transportation System Management (TSM) Ordinance, R.M.C Chapter 11.33. Bike rack/locker design and designated parking space markings and location shall be approved by Alternative Transportation. (Alternative Transportation, Building).

CONDITIONS OF APPROVAL FOR THE MAJOR PROJECT PERMIT STAGE 2 – FILE #PL25-0225

1. This Major Project Permit Stage 2 approval shall be effectuated within a period of two (2) years from **February 12, 2026** and if not effectuated shall expire on **February 12, 2028**. Prior to said expiration date, the applicant may apply for an extension of time. (Planning)
2. The project is approved as shown in Exhibits A—R and as conditioned or modified below. (Planning)
3. The project shall comply with all applicable environmental mitigation measures identified in the Stone Point Mitigated Negative Declaration, the General Plan EIR and the NERSP EIR, and shall include all applicable mitigation measures as notes on the grading plans. (Planning)

4. The project, along with proposed parcel 2 and the proposed office building, shall be addressed as 1470 Stone Point Dr. The address for proposed parcel 1 and the proposed hotel shall be 1466 Stone Point Dr. All projects with multi-tenants or buildings must submit a site plan with building footprint(s) to the Development Services Department (Business Services – Addressing) for building/suite addressing. (Business Services)
5. The applicant shall pay City's actual costs for providing plan check, mapping, GIS, and inspection services. This may be a combination of staff costs and direct billing for contract professional services. Project billing may occur up to two (2) months after the end of warranty or the Notice of Termination date for the SWPPP, whichever occurs later. (Engineering, Environmental Utilities, Electric, Finance)
6. The design and construction of all improvements shall conform to the Design and Construction Standards of the City of Roseville, or as modified by these conditions of approval, or as directed by the City Engineer. (Engineering)
7. The applicant shall not commence with any on-site improvements or improvements within the right-of-way until such time as grading and/or improvement plans have been submitted for review and are approved with grading and/or encroachment permits issued by the Department of Development Services – Engineering Division. (Engineering)
8. The approval of this project does not constitute approval of proposed improvements as to size, design, materials, or location, unless specifically addressed in these conditions of approval. The Developer shall submit civil drawings to the Department of Development Services – Engineering Division for review and approval. (Engineering)
9. Prior to issuance of any permits or any construction on-site, native oak tree mitigation shall be provided by non-native tree plantings and/or the payment of in-lieu mitigation fees in accordance with the Stone Point Master Plan and the Roseville Tree Preservation Ordinance. The mitigation obligation is as follows:
 - a) Lot 4a Obligation – 88 inches.
 - b) Lot 4b Obligation – 71 inches.

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, Engineering)
 - b) The tree plantings in the parking lot shall be designed to provide a minimum of 50% shade coverage after 15 years. Shading within the overhead power line easements may be reduced below 50%. (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 Northeast Roseville Specific Plan, Stone Point Master Plan, and the City of Roseville Water Efficient Landscape Ordinance. (Planning, Environmental Utilities)
 - e) Landscaping adjacent to preserve areas shall consist of California native, drought-tolerant groundcover, shrubs, plants, and trees. (Open Space, Planning)
 - f) 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)
 - g) 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)
 - h) 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. All mechanical and electrical equipment (including switch gear) 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 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)
16. 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)
17. 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)
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. 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)
20. Maintenance of copy of building plans: Health and Safety Code section 19850 requires the building department of every city or county to maintain an official copy of the building plans for the life of the building. As such, each individual building shall be submitted as a separate submittal package. Building plan review, permit issuance and archiving is based on each individual building address. (Building)
21. For all work to be performed off-site, permission to enter and construct shall be obtained from the property owner, in the form of a notarized right-of-entry. Said notarized right-of-entry shall be provided to Public Works prior to approval of any plans. (Engineering)
22. The Improvement Plans shall include a complete set of Landscape Plans. The Landscape Plans shall be approved with the Improvement Plans. (Planning, Engineering, Fire, Environmental Utilities, Electric)
23. A note shall be added to the grading plans that states:

*“Prior to the commencement of grading operations, the contractor shall identify the site where the **excess/borrow** earthen material shall be imported/deposited. If the **borrow/deposit** site is within the City of Roseville, the contractor shall produce a report issued by a geotechnical engineer to verify that the exported materials are suitable for the intended fill, and shall show proof of all approved grading plans. Haul routes to be used shall be specified.”* (Engineering)
24. 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)

25. Bike parking and electric vehicle parking spaces shall be provided per the California Green Building Standards. Carpool spaces shall also be provided per the City of Roseville's Transportation System Management (TSM) Ordinance, R.M.C Chapter 11.33. Bike rack/locker design and designated parking space markings and location shall be approved by Alternative Transportation. (Alternative Transportation, Building).
26. The applicant shall install the proposed storm drain and water line improvements, prior to the demolition of the existing storm drain and water line system. (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, which includes trash capture requirements. 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 approval of the Improvement Plans, the project proponent shall provide proof of preparation and submittal of a Storm Water Pollution Prevention Plan (SWPPP) to the Regional Water Quality Control Board (RWQCB). Proof shall be in the form of the Waste Discharge Identification Number (WDID#), provided to the applicant from RWQCB, placed on the coversheet of the improvement plans. Upon approval of the improvement plans, a copy of the SWPPP shall be required onsite and available for viewing by City inspection staff upon request. (Engineering)
29. The developer shall be responsible for any necessary relocation of signal interconnect cables that may require re-location as a result of the construction of turn lanes and/or driveways. (Engineering)
30. To ensure that the design for any necessary widening, construction, or modifications of Public Streets does not conflict with existing dry utilities generally located behind the curb and gutter, and prior to the submittal of design drawings for those frontage improvements, the project proponent shall have the existing dry utilities pot holed for verification of location and depth. (Engineering)
31. Sight distances for all driveways shall be clearly shown on the improvement plans to verify that minimum standards are achieved. It will be the responsibility of the project proponent to provide appropriate landscaping and improvement plans, and to relocate and/or modify existing facilities as needed to meet these design objectives. (Engineering)
32. The applicant shall remove and reconstruct any existing damaged curb, gutter, and sidewalk along the property frontage. During plan check of the improvement plans and/or during inspection, Public Works will designate the exact areas to be reconstructed. Any existing public facilities damaged during the course of construction shall be repaired by the property owner and at the property owner's expense, to the satisfaction of the City. (Engineering)
33. Prior to the approval of the improvement plans, it will be the project proponent's responsibility to pay the standard City Trench Cut Recovery Fee for any cuts within the City streets that are required for the installation of underground utilities. (Engineering)
34. Prior to the issuance of building permits, the property owner shall pay into the following fee programs: Citywide Drainage Fee, Citywide Traffic Mitigation Fee (TMF), Highway 65 Joint Partners Association (JPA), South Placer Regional Transportation Authority (SPRTA), and City/County Fee. (Engineering)

35. 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. 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)
39. 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)
40. 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)
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. 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)
46. 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:

47. 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)
48. The following easements shall be provided by separate instrument and shown on the site plan, unless otherwise provided for in these conditions:
 - a) Additional internal easements will be required to cover primary electrical facilities to the project when the final electrical design is completed. (Electric)
49. 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)
50. 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)

- 51. All improvements being constructed in accordance with the approved grading and improvement plans shall be accepted as complete by the City. (Engineering)
- 52. 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)
- 53. 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)
- 54. All water backflow devices shall be tested and approved by the Environmental Utilities Department. (Environmental Utilities)
- 55. All Electric Department facilities, including streetlights where applicable, shall be designed and built to the "City of Roseville Specifications for Commercial Construction." (Electric)
- 56. The City of Roseville Electric Department has electrical construction charges which are to be paid by the developer and which are explained in the City of Roseville "Specification for Commercial Construction." These charges will be determined upon completion of the final electrical design. (Electric)
- 57. Any relocation, rearrangement, or change of existing electric facilities due to this development shall be at the developer's expense. (Electric)
- 58. Any facilities proposed for placement within public/electric utility easements shall be subject to review and approval by the Electric Department before any work commences in these areas. This includes, but is not limited to, landscaping, lighting, paving, signs, trees, walls, and structures of any type. (Electric)
- 59. All electric metering shall be directly outside accessible. This can be accomplished in any of the following ways:
 - a) Locate the metered service panel on the outside of the building.
 - b) Locate the metered service panel in a service room with a door that opens directly to the outside. The developer will be required to provide a key to the door for placement in a lock box to be installed on the outside of the door. Any doors leading from the service room to other areas of the building shall be secured to prohibit unauthorized entry. (Electric)
- 60. 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)
- 61. A Roseville Electric Pad Vault will need to be installed at the northeast corner of the project site adjacent to Stone Point Drive. This work will require intercepting existing conduits running parallel with Stone Point Drive and installing an electrical vault. Location will be determined during the improvement plan review process.

OTHER CONDITIONS OF APPROVAL:

62. Signs shown on the elevations are not approved as part of the Design Review Permit. A Sign Permit is required for all project signs. (Planning)
63. Following the installation of the landscaping, all landscape material shall be maintained in a healthy and weed-free condition; dead plant material shall be replaced immediately. All trees shall be maintained and pruned in accordance with the accepted practices of the International Society of Arboriculture (ISA). (Planning)
64. The City reserves the right to restrict vehicle turning movements within the public right-of-way in the future if deemed necessary by the City Engineer. (Engineering)
65. The required width of fire apparatus access roads shall not be obstructed in any manner, including the parking of vehicles. Minimum required widths and vertical clearances established by the Fire Code shall be maintained at all times during construction. Closure of accesses for fire apparatus by gates, barricades and other devices shall be prohibited unless approved by the Fire Chief. (Fire)
66. Temporary aboveground storage tanks may be used at construction sites for diesel fuel only and shall not exceed 1,000 gallon capacity. Tanks shall comply with all provisions found within the Fire Code. A Fire Department Permit shall be obtained prior to tank installation. The permit shall expire after 90 days from the date of issuance, unless extended by the Fire Chief. (Fire)
67. If site survey or earth moving work results in the discovery of hazardous materials in containers or what appears to be hazardous wastes released into the ground, the contractor or person responsible for the building permit must notify the Roseville Fire Department immediately. A representative from the Fire Department will make a determination as to whether the incident is reportable or not and if site remediation is required. (Fire)
68. The location and design of the gas service shall be determined by PG&E. The design of the gas service for this project shall not begin until PG&E has received a full set of City approved improvement plans for the project. (PG&E)
69. 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)
70. 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)
71. 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)
72. Concurrent with submittal for plan check and prior to a request for final building inspection, the applicant may request City approval of an occupancy phasing plan to allow individual or multiple

building occupancies. This request shall be made in writing to the Building Division and shall include the following:

- a) A description of measures that will be undertaken to minimize conflict between residents/building occupants and construction traffic (e.g. fencing, etc.);
- b) A phasing plan showing the proposed buildings, internal roads and access routes, landscaping, trash enclosure locations, and any other improvements planned for each phase; and
- c) An estimated time frame for each phase and a specific date for the first phase. (Planning, Building)

CONDITIONS OF APPROVAL FOR THE TENTATIVE PARCEL MAP – FILE #PL25-0225

1. This Tentative Map approval shall be effectuated within a period of two (2) years from **February 12, 2026** and if not effectuated shall expire on **February 12, 2028**. Prior to said expiration date, the applicant may apply for an extension of time. (Planning)
2. The Tentative Map is approved as shown in Exhibit G and as conditioned or modified below. (Planning)
3. 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)
4. The design and construction of all improvements shall conform to the Improvement Standards and Construction Standards of the City of Roseville, or as modified by these conditions of approval, or as directed by the City Engineer. (Engineering)
5. The developer shall not commence with any on-site improvements until such time as grading and/or improvement plans are approved and grading and/or encroachment permits are issued by the Department of Development Services – Engineering Division. (Engineering)
6. 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)
7. The project shall comply with all applicable environmental mitigation measures identified in the Stone Point Mitigated Negative Declaration, the General Plan EIR and the NERSP EIR, and shall include all applicable mitigation measures as notes on the grading plans. (Planning)

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

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. There shall be no cut and/or fill slopes steeper than a 4:1 ratio. Erosion control devices (sediment traps, ditches, straw bales, etc.) shall

be shown on the grading plans and 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 the applicant's responsibility to ensure that necessary measures are taken to minimize silt discharge from the site. Modification of the erosion control plan may be warranted during wet weather conditions.

- c) A rough grading permit may be approved by the Engineering Department prior to approval of the improvement plans.
 - d) Access to the floodplain shall be provided as required by Engineering and the Streets Department.
 - e) Standard accessible ramps shall be installed at all curb returns per City Standards. (Engineering)
9. All drainage facilities shall conform to natural drainage sheds. (Engineering)
10. 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)*
11. *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)*
12. 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 the natural drainage course. (Engineering)

PRIOR TO ISSUANCE OF GRADING PERMIT OR IMPROVEMENT PLANS

13. Prior to the approval of Improvement Plans, the applicant shall submit to the Engineering Division of Public Works a paper copy and an electronic copy of the final set of Improvement Plans per the Division's "Digital Submission of Utility Composites" standards. Additionally, the applicant shall submit approved/proposed street names for the approved subdivision map. Final street names for the subdivision shall be approved by the Engineering Division prior to the approval of the Improvement Plans. The approved street names shall be included on the final set of Improvement Plans. (Engineering)

14. Fire hydrants shall be located as required by the Fire Department. The maximum distance between fire hydrants shall not exceed 1,000 feet on center. (Fire)
15. Minimum fire flow is 1,500 gallons per minute with 20 pounds per square inch residual pressure. A change in any of the conditions may increase the required fire flow. (Fire)
16. There shall be two points of access for all phasing plans. (Fire)
17. Testing of all fire systems shall be performed prior to the sales office being opened for business. (Fire)
18. Framing construction cannot commence until access roads and public fire hydrants are approved by the Fire Department. (Fire)
19. If this project will be phased, the fire department requirements for access and circulation throughout shall be reviewed and approved by the Fire Department. Access roads shall comply with the California Fire Code and the City of Roseville's Amendments. (Fire)
20. 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)
21. 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)
22. All landscaping in areas containing electrical service equipment shall conform to the "Electric Department Landscape Design Requirements" as outlined in Section 10.00 of the Electric Department's "Specifications for Commercial Construction." (Electric)
23. 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
24. 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)
25. It is the developer's responsibility to notify PG&E of any work required on PG&E facilities. (PG&E)

PRIOR TO OR UPON RECORDATION OF FINAL MAP

26. All existing easements shall be maintained, unless otherwise provided for in these conditions. (Environmental Utilities, Electric, Engineering)
27. 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)

28. 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 item(s):
- a) A clause stating that the property owners within this subdivision shall agree to participate in a Transportation Systems Management (TSM) Plan and shall agree to enter into a Transportation Management Agreement with the City of Roseville.
 - b) 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.
 - c) A clause excluding any property owned by the City from the terms of the CC&Rs. (Attorney)
29. 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)
30. In the event that the Final (Parcel) Map will record prior to the completion of on-site construction, all utility and access easements shall be placed on the face of the Map to the satisfaction of the City Engineer. If all on-site improvements are complete prior to the recordation of the map, then a separate agreement allowing all parcels/lots the rights of reciprocal access, rights to construct, and parking shall be submitted to the City as a part of final/parcel map submittal. Said agreement shall be in a form acceptable to the City Attorney and referenced on the face of the recorded map. (Engineering)
31. City records show that the land being subdivided is within the Stone Point CFD 1 Assessment District. The subdivider shall either pay to the City's Finance Department the outstanding assessment in full prior to map recordation, or segregate the bond when the map records. The subdivider shall pay to Engineering the segregation processing fees of \$150.00 per each newly created Lot/Parcel if it chooses to segregate the bond. (Engineering)
32. 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. (Engineering)
33. The words "traffic control appurtenances" shall be included in the list of utilities allowed in public utilities easements (PUEs) located along public roadways. (Engineering)
34. The Final/Parcel Map shall be submitted per "The Digital Submittal of Cadastral Surveys." A plot or print of the submittal shall accompany the electronic copy. The complete submittal shall occur after the Engineering Department approval but prior to City Council approval of the Final/Parcel Map. (Engineering)
35. *The cost of any facilities, which are identified in the Capital Improvement Program and are beyond those needed for this project, may be reimbursed to the developer. In accordance with §66485 and §66486 of the Subdivision Map Act, for any improvements constructed by the subdivider which contain supplemental size, capacity, number, or length for the benefit of property not within the subdivision and which are to be dedicated to the public, the subdivider shall be entitled to reimbursement for that portion of the cost of the improvements which is in excess of the construction required for the subdivision. (Engineering)

36. 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)
37. Additional internal easements will be required to cover primary electrical facilities to the project when the final electrical design is completed. (Electric)
38. All Electric Department facilities, including streetlights where applicable, shall be designed and built to the “City of Roseville Specifications for Commercial Construction.” (Electric)
39. 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)
40. 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)
41. The applicant shall pay all applicable water and sewer fees. (Environmental Utilities)

OTHER CONDITIONS OF APPROVAL

42. Any relocation, rearrangement, or change to existing electric facilities due to this development shall be at the developer’s expense. (Electric)
43. It is the responsibility of the developer to ensure all existing electric facilities remain free and clear of any obstructions during construction and when the project is complete. (Electric)
44. 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)
45. The project is subject to the noise standards established in the City's Noise Ordinance. In accordance with the City's Noise Ordinance, provided all construction equipment is fitted with factory installed muffling devices and is maintained in good working order, project construction noise 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. (Engineering)
46. If site survey or earthmoving 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)

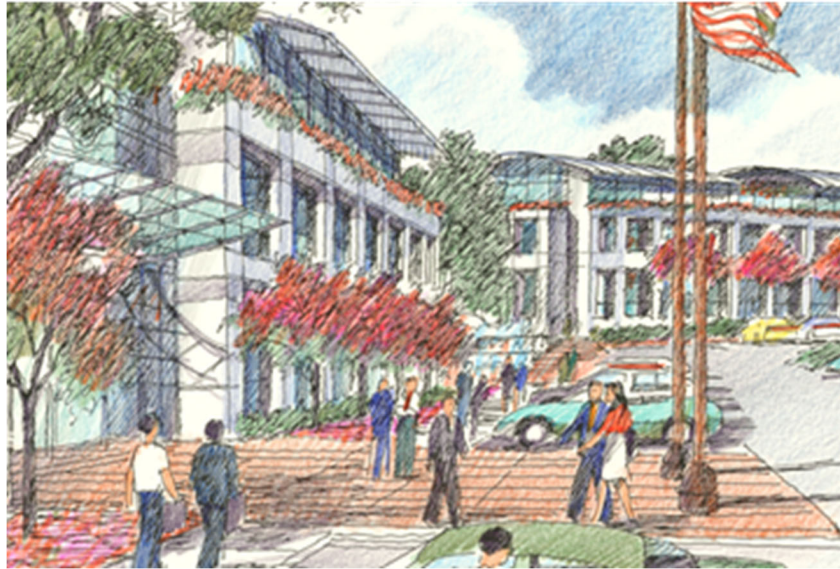
Exhibits

- A. Stone Point Master Plan – Redlines
- B. Preliminary Demolition Plan
- C. Preliminary Site Plan
- D. Preliminary Grading Plan and Sections
- E. Preliminary Utility Plan
- F. Phasing Plan
- G. Tentative Parcel Map
- H. Elevations and Perspectives – Office
- I. Floor Plans – Office
- J. Roof Plan – Office
- K. Elevations – Hotel
- L. Floor Plans – Hotel
- M. Roof Plan – Hotel
- N. Architectural Site Details
- O. Pedestrian Circulation
- P. Parking Tabulations
- Q. Preliminary Landscape Plan
- R. Photometric Plan

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

THE STONE POINT MASTER PLAN

Development Principles and Design Standards For the Stone Point Property



Adopted May 23, 2002 (MPP 01-05)

Amended

February 24, 2005 (MPP 01-05A)

April 24, 2008 (2007PL-201)

September 18, 2013 (2012PL-085)

January 22, 2015 (PL14-0350)

January 26, 2017 (PL16-0254)

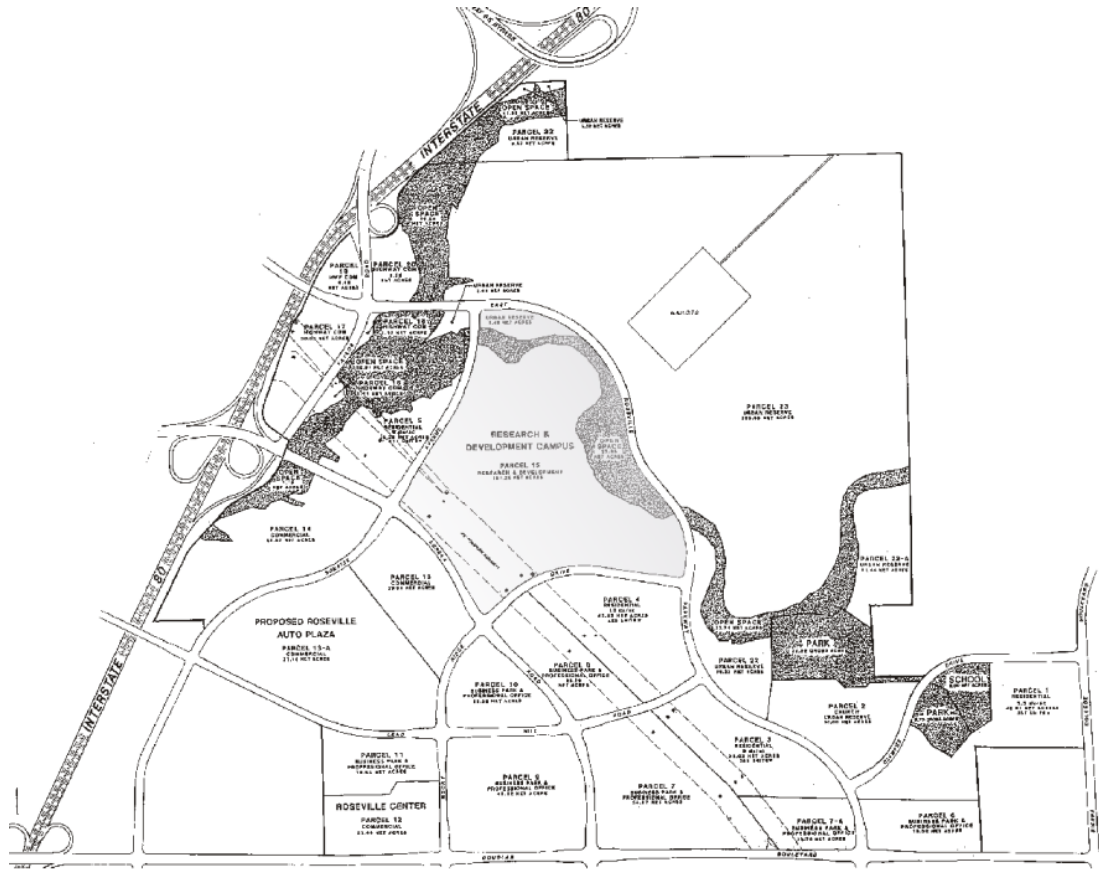
February 12, 2026 (PL25-0225)

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CHAPTER I. INTRODUCTION

A. THE STONE POINT PROPERTY

The Stone Point Property consists of a 130± acre portion of the 1,628 acre Northeast Roseville Specific Plan (“NERSP” or “Specific Plan”). The Stone Point Property is bounded by North Sunrise Avenue to the northwest, Eureka Road to the southwest, Rocky Ridge Drive to the south, Roseville Parkway to the east, and Miners Ravine to the northeast.



North East Roseville Specific Plan

The NERSP was adopted by the Roseville City Council on April 8, 1987 by Resolution No. 87-52 to “plan, coordinate, implement and monitor development” of the Northeast Roseville Area of which the Stone Point Property is a part. Prior to adopting the NERSP, the City Council certified the NERSP Environmental Impact Report on March 11, 1987 (the “NERSP EIR”) for the purpose of identifying impacts of the Specific Plan on the environment and measures to mitigate identified impacts. The Stone Point Property is also subject to the Development Agreement By and Between the City of Roseville, Johnson Ranch Investors, and Johnson Ranch Developers Relative to the Northeast Roseville Specific Plan (the “Development Agreement”). The Development Agreement was adopted by the City Council on May 6, 1987 by Ordinance No. 2038 and recorded on June 6, 1987 at Book 3221, Page 151 of the Official Records of Placer County.

This Stone Point Master Plan (“SPMP” or “Master Plan”) is a component of Stage 1 of the Stone Point Major Project Permit and is adopted for the purpose of permitting development of the Stone Point Property in accordance with the basic concepts of community form and design established by the NERSP and Development Agreement. This Master Plan implements the planning policies and development principles set forth in the NERSP and Development Agreement, as such policies and principles apply to the Stone Point Property.

These approvals, together with the related documents referenced below, are collectively referred to in this Master Plan as the “Project Entitlements.”

B. RELATED DOCUMENTS

In addition to the NERSP, the NERSP EIR, the Development Agreement and Stage 1 of the Stone Point Major Project Permit (“SPMPP”, file # MPP 01-05) of which this Master Plan is part, development of the Stone Point Property will also be governed by the Stone Point Tentative Parcel Map (“SPTPM”) and the Stone Point Master Tree Permit (“SPMTP”), both adopted concurrently with Stage 1 of the SPMPP on May 23, 2002, together with the



Mitigated Negative Declaration for the SPMPP, SPTPM and SPMTP, as amended by the City on February 24, 2005 (file # MPP 01-05A); and further amended by the City on April 24, 2008 (file # 2007PL-201); and the Stone Point Large Lot Map, Stone Point Small Lot Tentative Map, Stone Point Rezone and General Plan Amendment, Design Review Permit for Residential Subdivision (DRRS) and Tree Permit as further amended by the City on September 18, 2013 (file # 2012PL-085).

C. PROJECT CONCEPT AND VISION

The Stone Point land use and design concept revolves around the creation of an employment/residential center in the heart of the Northeast Roseville Specific Plan area. The Stone Point land use plan reflects the “smart growth” principles of introducing infill, urban-style densities and intensities of use into a more suburban context, as well as connecting the residential and non-residential uses in a manner that ties these uses together to create a functional and aesthetically appealing live-work environment.

Key elements of the project concept include:

- ◆ **Urban form** defined by a layered pattern of interactive uses with seamless transitions and strong connections to create a truly mixed use, urban-style environment.
- ◆ **Product types** promoting a unique diversity of housing and non-residential development, including a mix of new and evolving higher density housing types and Class A office space.

- ◆ *Urban design* focused on high quality architecture and creation of a walkable environment with pedestrian friendly streetscapes, strong linkages, and public gathering spaces.

Urban Form and Connectivity

Stone Point land uses are organized hierarchically from north to south by density and intensity of use, as shown on Figure 1-1, Concept Plan. The 32-acre Miners Ravine open space preserve with its oak woodland and riparian habitat anchors the northern portion of the site. This natural passive park area is connected to the surrounding residential and non-residential development by several bike/walking trails.

A first layer of development, consisting of single family residential and two to three story office uses, is planned for the upland areas immediately abutting the open space preserve and nearest to the single-family residential uses in the adjacent Stoneridge Specific Plan.

Figure 1-1: Concept Plan





Stone Point Drive crosses the center of the site connecting North Sunrise Avenue and Rocky Ridge Drive. This collector not only serves as the principal internal means of access to the site, but also creates a natural transition point between the first development layer of medium density single family residential and low-rise office buildings abutting the open space to the north, and a second layer of development consisting of hotel, recreation uses, and up to ten-story office buildings to the south. These more intense and dense land uses in turn share a common edge with the five to ten story office campus and a small in-line neighborhood-serving retail center which are located adjacent to the powerline corridor which crosses the site's southern edge, making use of this undevelopable land for parking.

This layered approach to land use is designed to provide a relatively seamless transition; from open space to single family densities averaging approximately 12 units per acre and office uses ranging from two to three stories in height to hotel and recreation uses, office uses up to ~~four~~ five stories in height, to office uses stepping up to five to ten stories in height, and a small local-serving retail center. Each of these land use layers is designed to open to and connect with the adjacent uses along relatively porous edges in a manner that not only

makes possible, but invites interactivity (see Figure 1-2, Conceptual Access Connections, which illustrates the Stone Point circulation system and interconnections). At the same

Figure 1-2: Conceptual Access Connections

time, each use is also designed to create its own sense of place with an internal circulation system and amenities that serve those living or working within the area of such land use.

Stone Point reflects a new style of development that bridges the gap between the neo-traditional town center type of design with its more urban densities integrated both horizontally and vertically into a mixed use village core (such as, for example, the West Roseville Specific Plan Village Center), and the more conventional suburban patterns of growth which feature low density residential neighborhoods, one to three story office development, and large retail in line centers, all of which emphasize separation between uses (whether by arterials, walls or other means). Stone Point is designed to marry compatible uses in such a way as to create overlapping zones of interest and to foster relationships that will result in a more interesting, exciting and engaging built environment.

Product Type Diversity





Stone Point is designed to expand the diversity of both housing and office product types offered within the City of Roseville. In recent years, a wider variety of both attached and detached housing products has been introduced into the housing market in response to the growing demand for higher density housing products and for home value that is a reflection of the quality of construction and the level of amenities, rather than the size of the home or the lot.

Stone Point is designed to accommodate residential densities that recognize that, while many homebuyers remain interested in larger homes on larger lots with three-car garages, there are an increasing number of households that are looking for smaller homes with smaller yards and two car garages. The design of the Stone Point residential land uses reflect a recognition that this diversity of market demand is based on lifestyle factors and personal preferences, as well as pricing considerations. A significant component of the housing market would prefer access to open space trails and common recreational areas that are publicly maintained, rather than large yards that require homeowner maintenance; similarly, an increasing number of homebuyers are looking for more compact and efficiently

organized interior living areas that are easier to keep clean and require less maintenance. Stone Point is designed to accommodate these new higher density housing types and to expand the diversity of residential lifestyle opportunities available to those who desire to live in Roseville.

Stone Point is also designed to create an opportunity for the development of Class A office space comparable to the type of space found in the downtown business districts of more urbanized central cities. By designating a portion of the Stone Point site for the development of office buildings up to ten stories in height with understory parking, Stone Point is designed to create a business center that will provide a type of office product that is not otherwise available within Placer County and that is uniquely suited to a maturing business environment that is quickly outgrowing the back office and service-oriented office space presently available in Roseville's low-rise office environment.

Urban Design

Stone Point development standards and design principles are focused on high quality architecture, the creation of a walkable – pedestrian friendly environment, and responsiveness to the unique natural setting of the site. Form and function are to be balanced to contribute to a community that is visually interesting and where overall value is enhanced. To achieve this intent, design principles are to be implemented in a flexible manner to provide for creative solutions to design opportunities.

The creation of pedestrian friendly streetscapes and a high level of interconnectivity between uses are primary design objectives. Strong pedestrian connections with clear visual linkages are to be provided to the parks, open space, trail connections, office, retail, and residential neighborhoods. Public gathering spaces that foster social interaction and family activity are to be incorporated, including the pedestrian promenade, ravine overlook, neighborhood parks and various courts and plazas. Varied and interesting streetscapes are to be provided with separated sidewalks, tree lined roadways and other appropriate design elements. Neighborhoods are to be designed pulling living areas towards the street, deemphasizing garages, and encouraging a variety of architectural styles.

Overall, Stone Point design principles target a high level of quality in function and visual appearance, while assuring variety and compatibility in character to create a unique and appealing mixed use environment.

D. PROJECT FINANCING AND PHASING

The Stone Point Tentative Parcel Map adopted concurrently with the Major Project Permit Stage 1 of which this Master Plan is part originally subdivided the Stone Point Property into seventeen developable parcels, a watershed open space parcel and a park parcel. Stone Point parcels 6 – 14 have been subsequently merged and re-subdivided into eight developable parcels and an additional park parcel. The backbone infrastructure to serve the Stone Point Property may be constructed and financed both on a project-wide basis by a Mello Roos Community Facilities District and on a parcel by parcel basis by the owner(s) of the parcel(s)

being developed. In the event all or any portion of the backbone infrastructure is constructed on a parcel by parcel basis, Appendix A to this Master Plan sets forth an infrastructure phasing plan which designates for each parcel the public improvements which must be constructed as a condition of development for that parcel. The phasing plan is designed to allow the sixteen developable parcels to be developed in any order. As a result, multiple final maps may be filed based on the Stone Point Tentative Parcel Map approved concurrently with the Major Project Permit Stage 1.

CHAPTER II. STONE POINT LAND USE PLAN

This Stone Point land use plan describes the location, density/intensity and organization of land uses to be developed on the Stone Point Property.

A. LAND USE SUMMARY

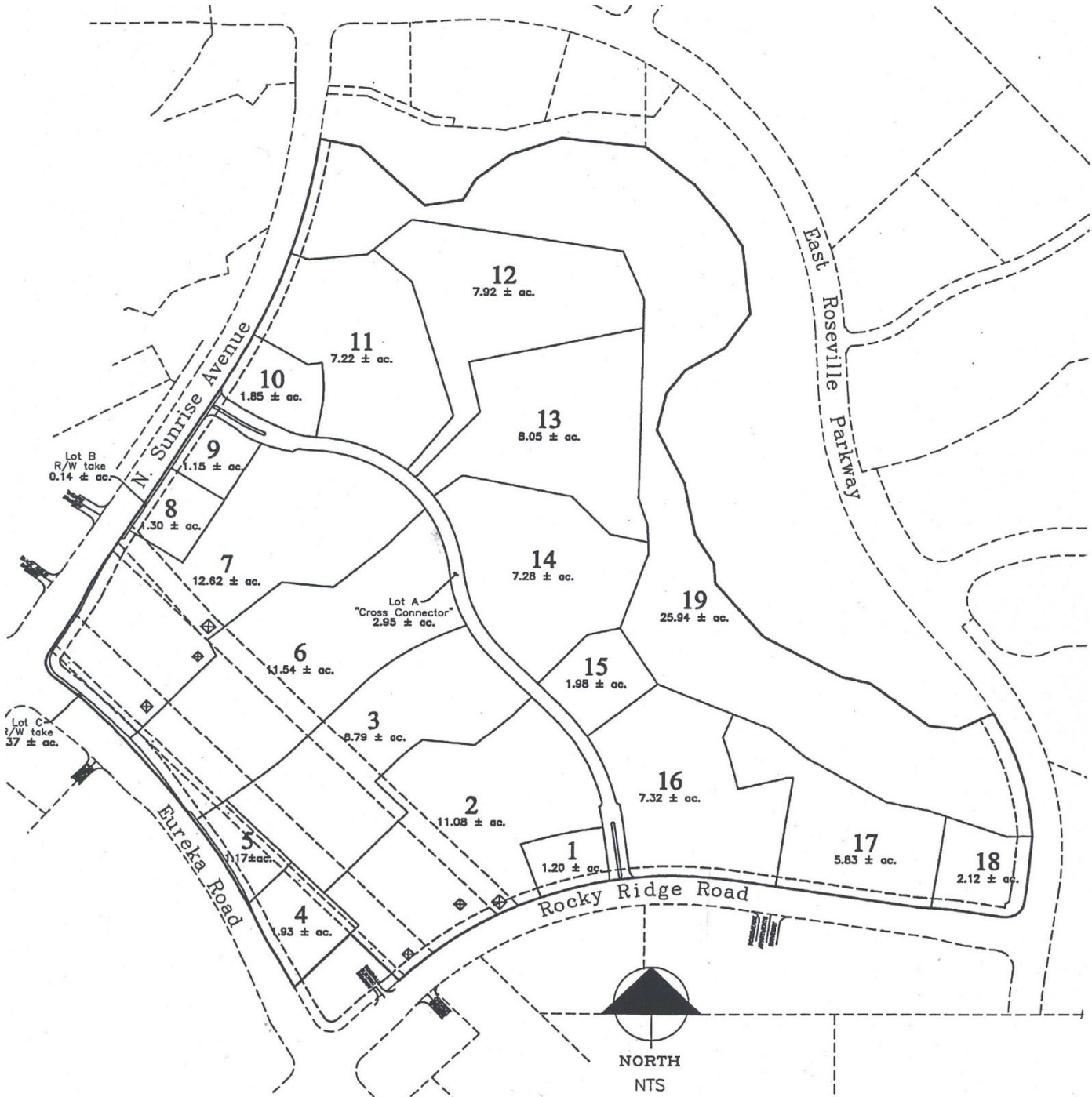
The Stone Point Tentative Parcel Map (Figure 2-1) encompasses a total of 130+ acres and provides for the creation of 19 parcels. The final map for Stone Point Subdivision N0-00-07 was recorded on December 26, 2002. Twelve (1-5, 6-9, 16-18) of the nineteen parcels (66.07+ acres) are designated for development of a total of 1.4025 million square feet of gross building floor area.

The tentative large lot merger and re-subdivision map for lots 6 – 14 (Figure 2-1a) approved by the City Planning Commission designated lots 6 and 7 for 500,000 square feet of gross building floor area included in the above 1.4025 million square feet total. In addition, lots 11, 12, 13 and 14 (30.36 acres) are designated for 350 residential units for medium density, and the three non-developable parcels designated for watershed open space (25.9+acres) and two park (3.95+ acres) uses. An additional 225 residential units are held in reserve in the Master Plan area and may in the future be allocated to residentially designated parcels in the Master Plan, either by action of the City administratively, where the allocation of said units does not cause a Medium Density Residential parcel to become a High Density Residential parcel, or by the City Council, where the allocation of said units does cause a Medium Density Residential parcel to become a High Density Residential parcel. Table 2-1 summarizes the Stone Point land use plan.

Table 2-1: Stone Point Land Use Summary

Developable Acreage¹		Non-Developable Acreage	
<u>Parcel No.</u>	<u>Acres (+)</u>	<u>Parcel No.</u>	<u>Acres</u>
1	1.554.20	10a (Park)	2.03
2	5.5744.08	10b (Park)	0.55
3	5.938.79		
3a	0.90	15 (Park)	1.98
3b	0.93		
4a	2.53		
4b4	2.081.93	19 (Watershed Open Space)	25.94
5	4.714.17	19a (Open Space)	6.34
6	7.04	Lots A-C (ROW)	3.41
7	7.79		
8	6.63		
9	5.17		
11	9.34		
12	8.62		
14	5.44		
16	7.32		
17	5.83		
18	2.12		
Total Developable Acreage		Total Non-Developable Acreage	40.25

¹ The Developable Acreage includes the “hard” and “soft” zones further described in Chapter IV, Section B.1.



Total Acreage 129.79

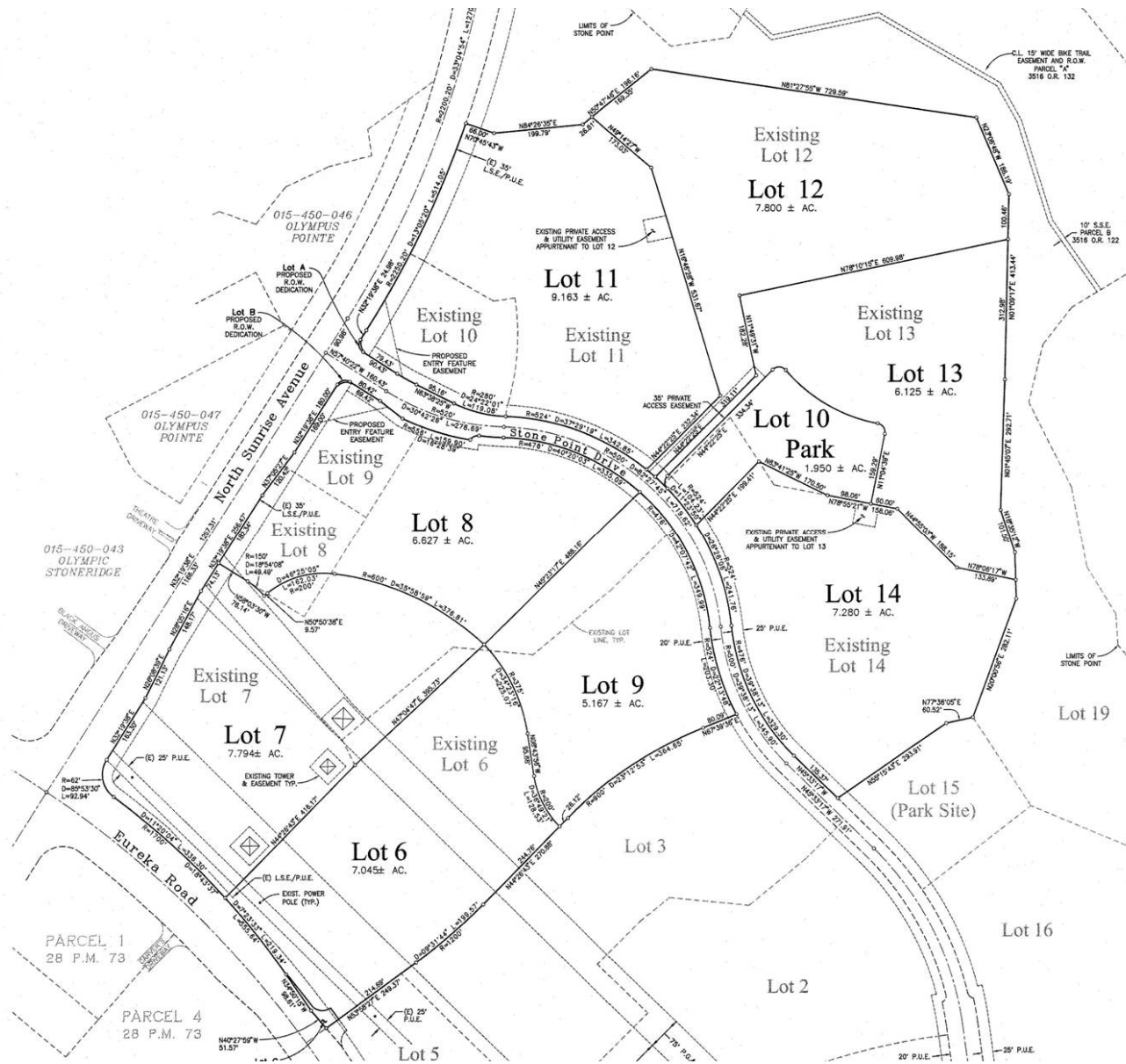


Figure 2-1a
Stone Point Lots 6-14 Tentative Map
File SUBD 04-22, Approved 2/24/2005

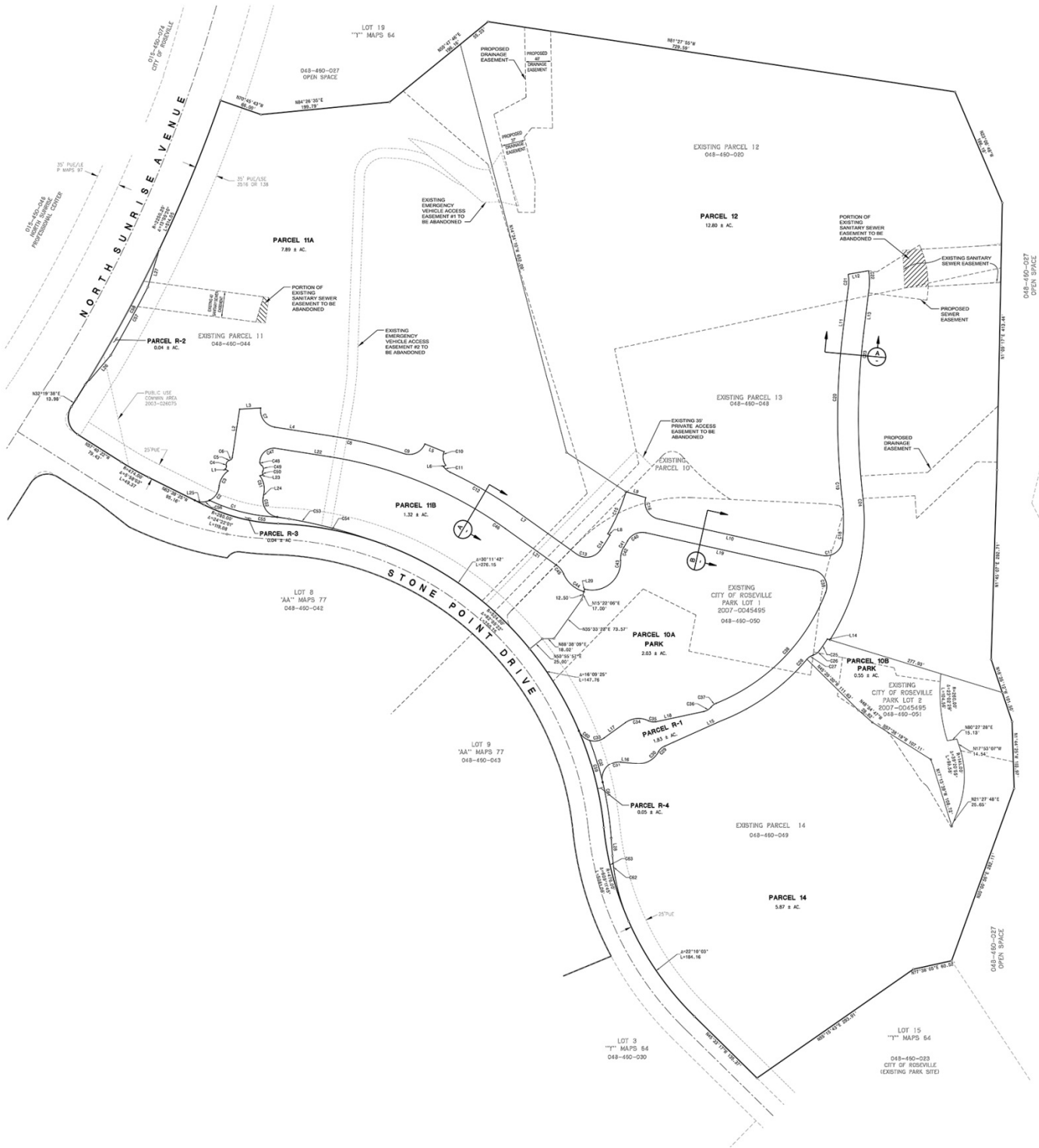


Figure 2-1b
Stone Point Lots 10-14 Tentative Map
File 2012PL-085, Approved 8/22/2013

Figure 2-1d
Stone Point Lots 1-5 Tentative Parcel Map
File PM 03-09, Approved 5/7/2004



LOT	AREA (SF±)	AREA (AC±)
1	67,620	1.55
2	242,610	5.51
3	250,650	5.93
3a	39,150	0.90
3b	40,320	0.93
4	200,810	4.61
5	205,170	4.71
TOTAL	1,054,330	24.20

B. PERMITTED USES

Approximately 97.4 acres of the Stone Point site is zoned Planned Development (PD 178). The NERSP and the Development Agreement provide further guidance with respect to the character of land use contemplated by the Planned Development zoning designation. They indicate that the Stone Point Property is to be developed as an office park that features planning elements designed to create a “campus-like environment” capable of accommodating research and development activities as well as administrative office functions. The NERSP and Development Agreement include a general list of use categories which are principally permitted within the Stone Point PD 178 zone, as follows:

- (a) Uses primarily engaged in research activities including research and development laboratories;
- (b) Administrative, business and professional uses related to corporate operations;
- (c) Cafeterias or auditoriums incidental to a permitted use on the premises;
- (d) Parking structures when incidental to a permitted use;
- (e) Service uses provided and designed primarily for the benefit of on site employees.
- (f) Indoor sports and recreation related uses; and
- (g) Lodging services.

The following Table 2-2 provides a more detailed list of principally permitted (P), conditionally permitted (CUP), and administratively permitted (A) uses within the Stone Point Planned Development:

**Table 2-2
List of Permitted Uses**

AGRICULTURE AND OPEN SPACE USE TYPES (1)	
Resource Protection and Restoration	CUP
Resource Related Recreation	P

CIVIC USE TYPES (1)	
Community Services	P
Essential Services	P
Public Parking Services	P
Schools	
College and University	A

COMMERCIAL USE TYPES (1)	
Commercial Parking (2)	A
Automotive and Equipment	
Gasoline Sales (3)	CUP
Banks and Financial Services	P
Bars and Drinking Place (4)	P
Broadcasting and Recording Studios	P
Business Support Services	P
Day Care Center	P
Eating and Drinking Establishments	
Convenience	P
Full Service	P
Lodging Services	P
Medical Service	
General	P
Neighborhood Commercial (5)	P
Offices, professional	P
Indoor Sports and Recreation (6)	P
Personal Services	P
Specialized Education and Training	
Vocational Schools	A
Specialty Schools	A

TRANSPORTATION AND COMMUNICATION USE TYPES (1)	
Antennas and Communications Facilities (7)	
Developed Lot	P
Undeveloped Lot	CUP
Heliport	CUP
Intermodal Facilities (8)	CUP

RESIDENTIAL USE TYPES (1) (Parcels 11-14 only)	
Low Density Residential	P
Medium Density Residential	P
High Density Residential	P

INDUSTRIAL USE TYPES (1)	
Printing & Publishing	P
Research Services	P

Notes:

- (1) Uses not listed are not permitted unless otherwise authorized by the Planning Director, Planning Commission or City Council pursuant to Section 19.04 of the Roseville Zoning Ordinance.
- (2) Parking spaces in excess of the number required by the Roseville Zoning Ordinance may be reserved for exclusive use of individual tenants. See Chapter III, Section D below.
- (3) Automatic car wash machines are considered ancillary to gas sales.
- (4) Parcel 9 only.
- (5) Stand-alone grocery stores and drug stores are not permitted on the Stone Point property, but a drug store and/or a neighborhood grocery store of no more than 20,000 square feet of gross floor area developed in conjunction with a small commercial center on the property shall be permitted. Any such commercial center shall incorporate pedestrian linkages to adjacent office uses on the Stone Point site.
- (6) Parcel 9 only.
- (7) Additional requirements are contained in Chapter 19.34 of the Roseville Zoning Ordinance.
- (8) Additional requirements are contained in Chapter 19.36 of the Roseville Zoning Ordinance.

C. BUILDING AREA ALLOCATIONS

The overall building square footage for the Stone Point Property has been established by the NERSP and the Development Agreement, both as amended, at 1.4025 million square feet, plus 350 residential units. (An additional 225 residential units are held in reserve in the Master Plan area and may in the future be allocated to residentially designated parcels in the Master Plan, as further provided in Section II.A of the Master Plan. Permitted retail uses may account for no more than ten percent (10%) of the total gross building floor area (1.4025 million square feet) allocated to the Stone Point Property.

A preliminary allocation of building square footage among the Stone Point developable parcels is included as Table 2-3 in this Master Plan:

**Table 2-3
Parcel-Specific Allocation of
Allowable Building Floor Area**

Parcel Number	Original Floor Area Allocation (sf)	Floor Area Allocation After Transfers (sf)	
1	6,000	20,500	
2	226,000	124,200	
3	226,000	139,100	
4a	18,000	62,628	➤ 119,326
4b4		56,700+24,200	
5	6,000	40,000	➤ 685,000
6	226,000	250,000	
7	226,000	250,000	
8	6,000	55,000 117,500	
9	6,000	180,000 117,500	
10	6,000	--	
11	120,000	--	
12	135,000	--	
13	135,000	--	
14	112,000	--	
16	90,000	96,000	
17	90,000	98,000	
18	16,000	25,500	
Unallocated Floor Area	N/A	N/A	
Total	1,650,000 sf	1,402,500 sf	

D. TRANSFER OF BUILDING AREA ALLOCATIONS

The preliminary allocation of building square footage set forth in Table 2-3 above is subject to adjustment on an on-going basis by Declarant under the Master Declaration of Covenants, Conditions and Restrictions for the Stone Point Business Properties, with any increase in the building floor area for any given parcel subject to the approval of the Planning Director. Allocated building square footage may be transferred either directly between parcels or indirectly from one parcel into an unallocated pool for future allocation to another Stone Point parcel.

Declarant may, with the consent of the owner of the impacted parcel, transfer unutilized or excess building square footage from a parcel where either of the following two situations exist:

1. Where a Design Review Permit or Major Project Permit Stage 2 or 3 is either pending or approved on a Stone Point parcel for building floor area (measured in gross square feet of allowable building floor area) that is less than the amount of building floor area allocated

to such Parcel by Table 2-3 of this Master Plan (as Table 2-3 may from time to time be revised pursuant to these density transfer policies), the difference between the building square footage that is either pending or approved and the previously allocated square footage shall constitute unutilized building floor area which may be transferred to the Unallocated Floor Area category of Table 2-3.

2. Where an undeveloped Stone Point parcel is allocated building floor area in excess of the amount of building floor area which the owner of the parcel determines to be adequate for purposes of future development, such excess building floor area may be transferred to the Unallocated Floor Area category of Table 2-3.

Where Declarant desires to transfer either unutilized or excess building floor area from a transfer parcel into the unallocated pool for future allocation to another Stone Point parcel, Declarant shall submit a written Notification of Transfer to the Planning Director identifying the impacted parcel, designating the amount of unutilized or excess building floor area in gross square feet being transferred, and providing a revised Master Plan Table 2-3 reflecting the adjusted square footage. The Notification of Transfer shall be signed by Declarant and the owner of the transfer parcel.

No further action or approval is required to complete such a transfer into the unallocated pool, unless the Planning Director determines that a development application that is either pending or approved already makes use of any portion of the square footage that is the subject of the transfer. Where any portion of the transfer square footage is found to be unavailable because it is the subject of a development application that is either pending or approved, Declarant may resubmit the Notification of Transfer with appropriate revisions.

Where Declarant proposes to increase the level of development for a parcel by transferring building square footage, either directly from another parcel or indirectly from the unallocated pool, Declarant shall submit a written Building Floor Area Transfer Request to the Planning Director. The Building Floor Area Transfer Request shall identify the parcel(s) involved in the transfer, designating the amount of unutilized building floor area (in gross square feet) being transferred, and the source of the square footage proposed for transfer (whether from another Stone Point parcel or parcels or from the unallocated floor area pool). Declarant's written request shall also include a revised Master Plan Table 2-3 reflecting the adjusted square footage allocations as proposed. The Building Floor Area Transfer Request shall be signed by Declarant and the owner(s) of the parcel(s) involved in the transfer.

A Building Floor Area Transfer Request shall be approved unless the Planning Director determines:

1. the square footage proposed for transfer, or any portion thereof, is unavailable for transfer because it is the subject of a development application that is either pending or approved;
2. the proposed building floor area is not in substantial conformity with the Master Grading Plan described in Chapter VI, Section B.2;
3. the proposed building floor area will have oak tree impacts beyond those anticipated in the Stone Point Master Tree Permit;

4. adequate parking cannot be made available to accommodate the proposed building floor area;
5. adequate utility capacity cannot be made available to accommodate the proposed building floor area; or
6. the proposed building floor area transfer is otherwise inconsistent with the design and development standards of the NERSP Zoning Ordinance and this Master Plan.

Building floor area transfers may be approved by the Planning Director without a public hearing. Where the Planning Director denies a Building Floor Area Transfer Request based on any of the considerations listed above, Declarant shall be provided with a written explanation of the reasons for denial. A decision of the Planning Director to deny a Building Floor Area Transfer Request may be appealed to the Planning Commission in accordance with Chapter 19.80 of the Roseville Zoning Ordinance.

Building floor area transfers, if in conformity with the above policies, procedures and criteria, are ministerial in character, are contemplated by and within the intent of the Stone Point Major Project Permit and the Stone Point Mitigated Negative Declaration and will not require an amendment to the SPMPP or additional environmental review.

CHAPTER III. CIRCULATION

The Stone Point Circulation System includes the four existing roadways abutting the project (North Sunrise Avenue, Eureka Road, Rocky Ridge Drive and Roseville Parkway); a new public roadway (Stone Point Drive) crossing the site and connecting North Sunrise Avenue to Rocky Ridge Drive; entryways, driveways, and drive aisles providing access to and



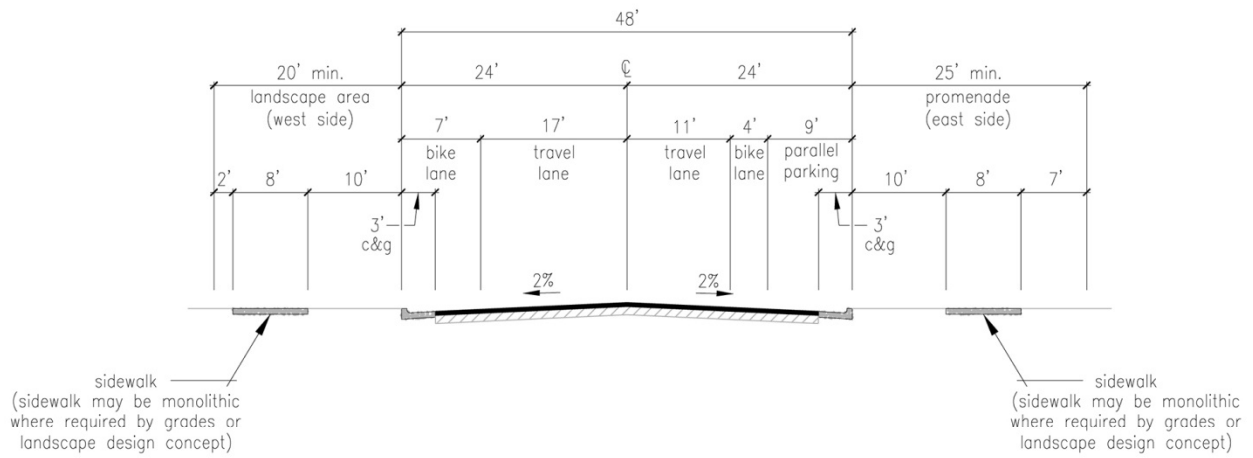
linking the individual projects developed on the Stone Point site; pedestrian walkways in the landscape corridors along the adjacent existing roadways; the pedestrian promenade within the landscape corridor located on the east side of Stone Point Drive; the internal pedestrian pathway system within the Stone Point Property linking the individual parcel-specific projects to each other and to the Stone Point Park and the Miners Ravine trail system; and the bike/pedestrian trail system in the Miners Ravine watershed open space.

A. VEHICULAR COMPONENTS

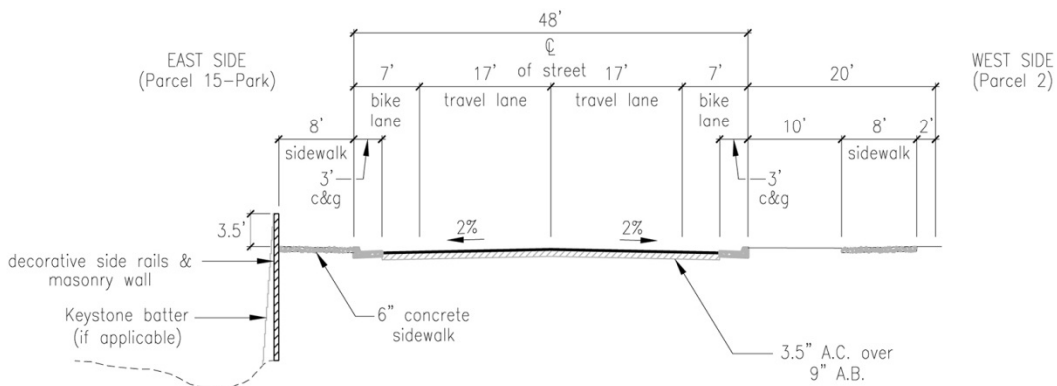
The Stone Point Property is served by existing arterial roadways on three sides of the project which will provide ease of access for employees and visitors while maintaining consistency with established circulation patterns for nearby property owners and residents. Stone Point Drive, a public roadway/promenade, will connect through the Stone Point site to Rocky Ridge Drive (to the south) and North Sunrise Avenue (to the northwest), with traffic signals at either end.

Stone Point Drive will consist of two 17-foot wide travel lanes and two 7-foot wide Class II bike lanes with curb and gutter. See Figure 3-1. In addition, the Stone Point site circulation plan will also feature a roadway connection from Stone Point Drive across the oak-lined ravine separating Parcels 16, 17 and 18 from the remainder of the Stone Point Property. This short roadway connection will consist of two 14-foot wide travel lanes and two 7-foot wide Class II bike lanes with curb and gutter and an attached 8-foot wide sidewalk on the east side of the roadway. See Figure 3-2. A Conceptual Stone Point Access Plan illustrating driveway locations and permitted turning movements along the North Sunrise, Rocky Ridge and Eureka Road frontages is included in this Master Plan as Figure 3-3.

Figure 3-1
 [Cross Section -- Stone Point Drive]



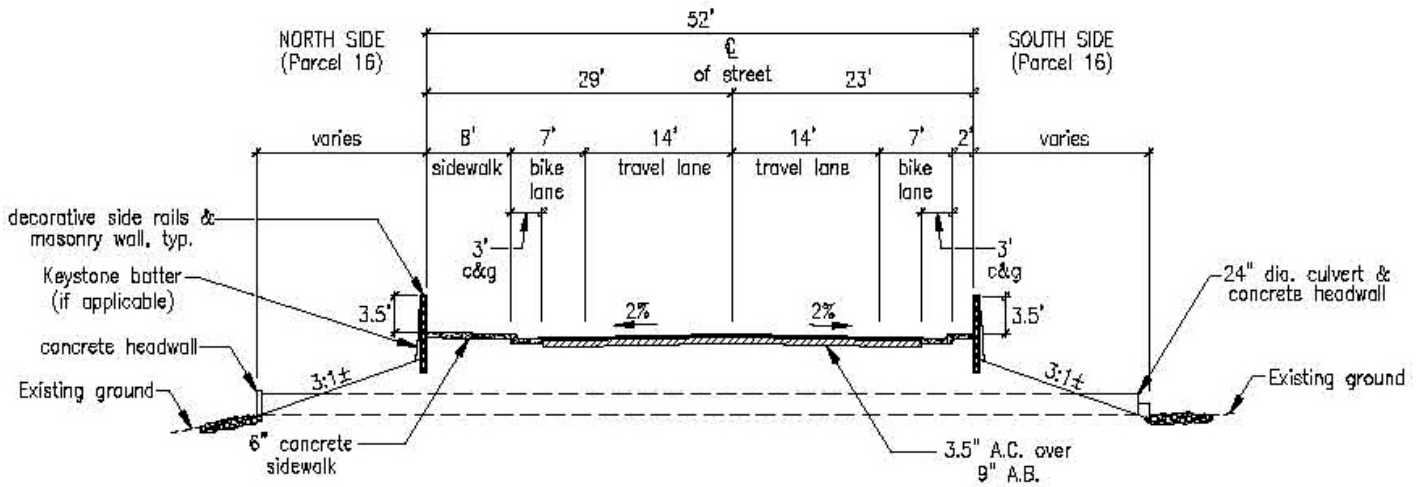
TYPICAL STREET SECTION
 Stone Point Drive
 (Public Street)
 n.t.s.



TYPICAL STREET SECTION
 Stone Point Drive
 (Parcel 15 frontage)
 n.t.s.

(Not referenced in text)

Figure 3-2
 [Cross Section -- Roadway Connection to Parcels 16, 17 and 18]



BRIDGE ACCESS TO PARCEL 16
 (from Stone Point Drive to Parcel 16)

n.t.s.



Figure 3-3: Conceptual Access Plan

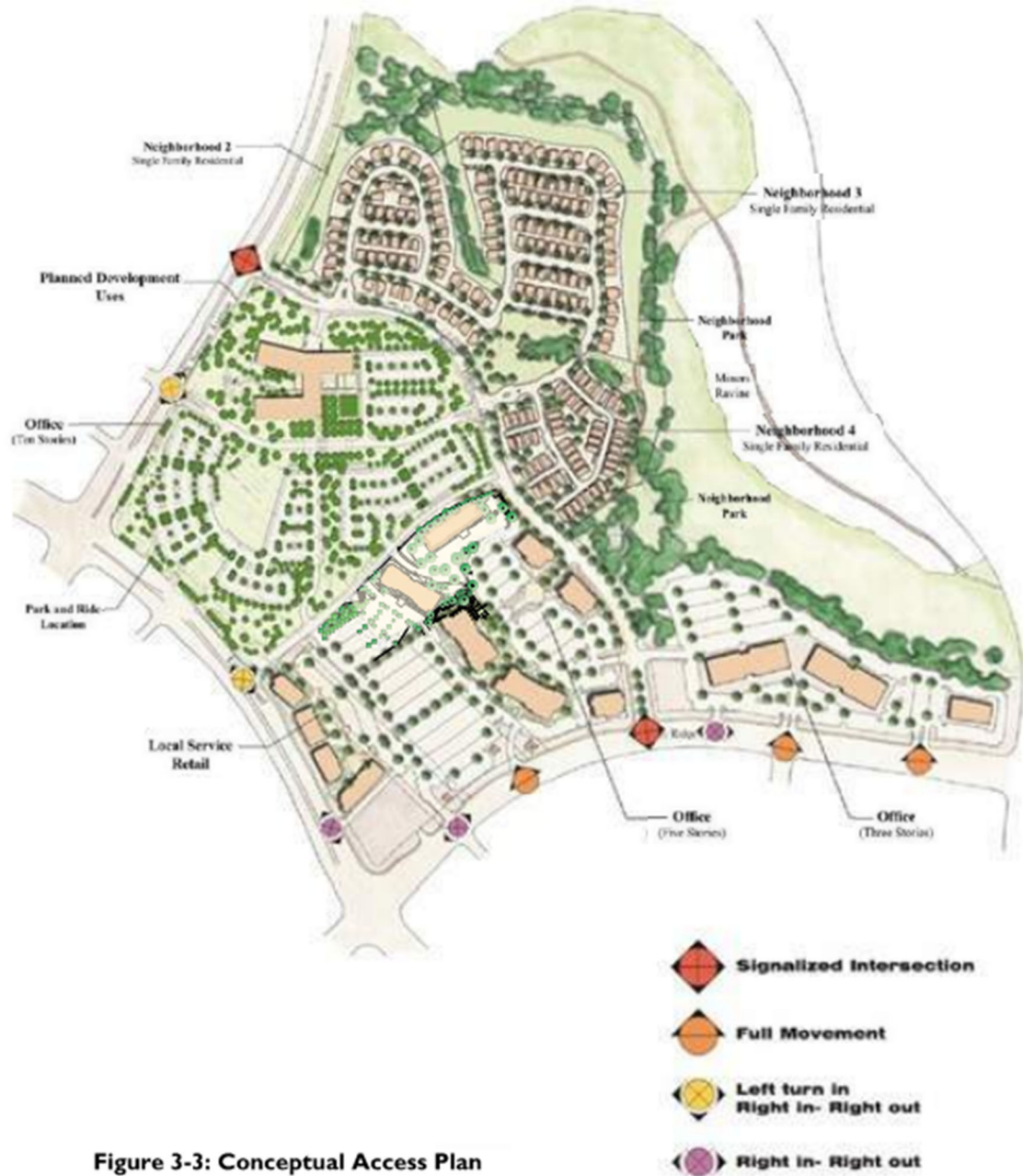


Figure 3-3: Conceptual Access Plan

B. PEDESTRIAN COMPONENTS

A central focus of the Stone Point project is a series of clearly delineated pedestrian linkages between existing and new walkways in the landscape corridors abutting the site, a new

pedestrian pathway system within the Stone Point Property and the existing trail system within the Miners Ravine watershed open space. The main component of the pedestrian circulation system is a pedestrian promenade along the east side of Stone Point Drive, the public cross-connector roadway linking North Sunrise Avenue and Rocky Ridge Drive. The Stone Point Drive promenade will consist of a separated walk, lined with trees on both sides, within a 25 foot landscape corridor. To minimize oak tree impacts and take advantage of the natural oak woodland setting, the portion of the promenade adjacent to the park and the notable oak tree area to the east of the park will consist of an attached walkway from the west end of the park to Rocky Ridge Drive. See Figure 3-1. The landscape corridor on the west side of Stone Point Drive will be 20 feet in width and will include a single row of trees (subject to “line of sight” restrictions requiring low profile landscaping within certain limited portions of the landscape corridor in order to provide motorists using Stone Point Drive with a clear view of on-coming traffic). The pedestrian circulation system will be comprised of various elements depending on the location within the Stone Point project site. For example, the pedestrian linkage from an adjacent roadway through the Stone Point parking field may consist of decorative pavement, and/or a designated path along landscaped areas. For those parcels adjacent to the park, pathway linkages to the park site and facilities may also be appropriate.

The Conceptual Stone Point Pedestrian/Bicycle Circulation Plan is included in this Master Plan as Figure 3-4. As Figure 3-4 illustrates, the Circulation Plan incorporates a principal pedestrian loop consisting of walkways in the landscape corridors along the site’s three major frontage roadways, tied together by the Stone Point Drive promenade crossing the Stone Point site between North Sunrise Avenue and Rocky Ridge Drive. Secondary circulation routes provide internal connections between individual parcels, including the Stone Point Park, as well as a link to the Miners Ravine bike/pedestrian trail.

Figure 3-4: Conceptual Pedestrian/Bicycle Circulation Plan





Additional policies applicable to pedestrian circulation are as follows:

1. Pedestrian plazas with landscaping, seating, drinking fountains, and points of interest such as water elements or art sculptures are strongly encouraged.
2. To ensure pedestrian access from points within the Stone Point Property to walkways in the landscape corridors along the adjacent roadways, connections should be provided at regular intervals. The pedestrian pathway connections shall be separated from vehicular circulation and shall be designed to guide pedestrians to building entries. The location of connection points to walkways within the landscape corridors along the adjacent roadways shall also be designed to provide convenient access to public transit stops in order to encourage the use of public transit. The connections from the interior pedestrian pathways to the walkways in the landscape corridors along the adjacent roadways shall be the responsibility of the individual developers of the parcels within which the connections are to be located.
3. Pedestrian access should be provided between buildings and parcels.
4. Buildings with main entrances directly fronting roadways either adjacent to or within the Stone Point site shall, where feasible, provide direct pedestrian connection(s) to the walkway(s) within the landscape corridor(s) along the frontage roadways.

C. BIKE TRAIL COMPONENT

As illustrated on Figure 3-4, the Stone Point circulation system shall also include a bike trail connection linking the existing Miners Ravine trail system to the Stone Point Park and the Stone Point Drive pedestrian promenade. The bike trail connection will consist of a 10-foot wide bike lane and two 2-foot wide shoulders. See Figure 3-5.

D. PARKING

Parking shall be provided at the ratios for which provision is made in the NERSP and the Roseville Zoning Ordinance. Parking structures are permitted on the Stone Point site. Reciprocal access and parking agreements will be established to allow common use of all required parking facilities. Surface parking spaces and structured parking in excess of the number required by the Roseville Zoning Ordinance may be reserved for exclusive use of individual tenants.

E. PARK AND RIDE LOT

A total of 25 park and ride spaces will be made available on Parcel 7 near the corner of Eureka Road and North Sunrise Avenue. Construction of such spaces shall occur at the time of development of Stone Point Parcel 7. The park and ride spaces may not be counted towards required parking for Parcel 7.

CHAPTER IV. OPEN SPACE INTERFACE

A. OPEN SPACE PRESERVATION

One of the principal environmental amenities of the Stone Point Property is Miners Ravine and the adjacent oak woodland areas. This Master Plan seeks to emphasize the incorporation of these natural features in the design of the site. To this end, the Stone Point project site sets aside as permanent open space approximately 26 acres (Watershed Open Space Parcel 19) which includes that portion of Miners Ravine which runs along the Stone Point Property's northern and eastern boundary. An additional 2+ acres (Park Parcel 15) is designated for perpetual use as a public park adjacent to both office and residential uses, with an additional 2 acre park (Parcel 10) internal to the residential component of the Stone Point project. The parks will serve the dual purpose of preserving the oak woodland which graces the site while at the same time providing both passive and active recreational opportunities for those who work and live on-site or visit the Stone Point Property. Finally, notable oak tree clusters have been designated for permanent protection through the establishment of preservation zones.

Future builders are encouraged to orient buildings to maximize viewsheds to the open space, and to create outdoor environments, including benches or other outdoor seating areas, that allow residents, employees and visitors to have viewsheds at a pedestrian point of reference. Fencing adjacent to open space is discouraged. If fencing is utilized it shall be an open type that allows a view to the open space area and to the Miners Ravine corridor.

B. OAK TREE PRESERVATION

In order to further protect native oak trees, the following additional measures will be implemented:

1. BUILDING SETBACKS, HARD ZONES, SOFT ZONES, AND NOTABLE OAK TREE CLUSTER AREAS

Adjacent to the southwest boundary of Open Space Parcel 19 shall be a designated fifty (50) foot wide building/improvement setback area. With a single exception located on Parcel 12, the setback area is a minimum 50 feet wide. A limited portion of the Parcel 12 setback area has been modified to accommodate slopes designed to reduce retaining wall heights. The purpose of this 50 foot wide setback area is to provide a buffer between the open space and the development area consisting of a 25 foot wide "hard zone" abutting the open space and a 25 foot wide "soft zone" abutting the development area. Although the soft zone is a minimum 25 feet wide, additional width has been provided at certain points to address particular site opportunities/constraints.

This 50 foot setback area shall be left predominantly in a natural condition with only limited formal irrigated landscaping allowed. With the exception of bike trail, sewer lines and storm drain lines/outfalls, no encroachment of buildings or improvements shall be allowed in the "hard zone" area.

The “soft zone” is an area where limited site improvements such as fill slopes and edge landscaping may occur. The removal of some native oak trees is permitted as provided in the Master Tree Permit. The Master Tree Permit also permits encroachments of up to 20% into the protected zone radius (“PZR”) of remaining native oaks without an additional permit. Generally, buildings are not intended to be placed within the soft zone; however, limited building encroachments may be permitted on a case by case basis.

2. THE STONE POINT MASTER TREE PERMIT

The Stone Point Master Tree Permit specifies the oak trees that may be removed with the Stone Point development. Of the total of approximately 2,500 oak trees on the Stone Point Property, over 91% are being preserved. The Stone Point Master Tree Permit allows the removal of less than 9% of the total in order to accommodate development of those portions of the site which have not been set aside for oak tree and open space preservation, as well as to allow construction of a bike trail and utility lines/outfalls within the open space preserve area.

Not all of the trees that have been designated for removal by the Stone Point Master Tree Permit will, however, actually need to be removed to accommodate site development, utility lines and outfalls or bike trails.

The impacted trees have been divided into two categories by the Stone Point Master Tree Permit:

- Category One Trees -- Trees that are impacted by encroachments into the PZR of over 45% and are approved for immediate removal without further field inspection, and
- Category Two Trees -- Trees that are impacted by encroachments within the PZR of between 20% and 45% and are approved for removal subject to a field inspection by the project arborist at the time of MPP Stage 2 development to determine, in consultation with City staff, whether feasible mitigation measures are available which will allow any of the Category Two Trees to be preserved.

3. OAK TREE MITIGATION

1. Mitigation for the Loss of Category One Trees -- Each developable parcel in Stone Point shall be responsible for its pro rata share (based on the acreage of each developable parcel from Table 2-1 as a percentage of the total developable acreage) of the oak tree mitigation for impacts to Category One Trees measured in total inches approved for removal. All such mitigation shall be required on a parcel by parcel basis as a condition of Stage 2 development under the Major Project Permit. Table 4-1 allocates the total inches of Category One trees approved for removal among the 16 developable parcels pro rata based on acreage.

Table 4-1: Oak Tree Mitigation for Category 1 Trees

Parcel Number	Acres	Pro Rata Share	Mitigation Obligation (in inches) ²
1	1.55 1.20	1.2%	41
2	5.57 4.08	11.3%	381
3	5.93 8.79	6% 8.9%	202 300
3a	0.90	0.9%	30
3b	0.93	1%	31
4a	2.53	2.6%	88
4b4	2.08 1.93	2.1% 2.0%	71
5	4.71 4.17	4.8% 4.2%	162 41
A6	26.63 7.04	27.1% 7.2%	914 243
7	7.79	7.9%	266
8	6.63	6.7%	225
9	5.17	5.3%	178
10	1.95	2.0%	67
11	9.16	9.3%	314
12	7.80	7.9%	266
13	6.12	6.2%	209
14	7.28	7.4%	249
16	7.32	7.4%	249
17	5.83	5.9%	199
18	2.12	2.2%	74
Total	98.37	100.0%	3,371

- Mitigation for the Loss of Category Two Trees -- Mitigation for impacts to Category Two Trees measured in total inches of actual removals shall be the responsibility of the parcel upon which each tree is located. Where a field inspection results in a determination that a Category Two Tree cannot be preserved using feasible measures, the tree may be removed without any further tree permit, subject to mitigation (measured in inches approved for removal based on field inspection) required as a condition of MPP Stage 2 development of the parcel upon which the tree is located. Where, as a result of a field inspection by the project arborist in consultation with City staff, a Category Two Tree is preserved, the only mitigation that will be required are measures that are prescribed by the project arborist for the purpose of protecting and preserving the tree.
- Parcels abutting the open space shall, at a minimum, provide native oak replacement planting as shown on the Landscape Master Plan. See Chapter VI, Section C.1. The remaining native and non-native tree mitigation shall be provided through formal

² A minimum of fifty (50) percent of replacement trees shall be native. Up to fifty (50) percent may be non-native.

landscaping and/or payment of in-lieu fees in accordance with the Roseville Tree Preservation Ordinance.

4. Parcels not abutting the open space shall provide mitigation through formal landscape planting and/or payment of in-lieu fees in accordance with the Roseville Tree Preservation Ordinance.

4. ADMINISTRATIVE APPROVAL FOR ADDITIONAL MINOR IMPACTS

For projects seeking Stage 2 Major Project Permit approval, minor tree impacts (involving encroachments into the PZR of less than 20%) in addition to those impacts allowed by the Stone Point Master Tree Permit, are permitted without a subsequent tree permit, provided such additional impacts are subject to administrative review and approval by the Planning Director, are limited in the number of trees affected and do not involve encroachments into the PZR of greater than 20%. An arborist report must be submitted with a request for administrative approval of additional minor tree impacts. Tree impacts in addition to those impacts to Category One and Category Two Trees explicitly allowed by the Stone Point Master Tree Permit that are determined to involve encroachments into the PZR of greater than 20% or to effect more than a limited number of trees shall be subject to a subsequent tree permit.

5. INTENT OF STONE POINT OAK TREE PRESERVATION PLAN

The Stone Point Master Tree Permit in conjunction with this Master Plan, the Hard and Soft Zones and the Notable Oak Tree Cluster Areas are intended to provide for the long term protection and preservation of those trees not approved for removal while the administrative procedure for addressing minor additional tree impacts is intended to provide for flexibility in building and site design. Accordingly, where additional tree impacts are proposed (i) that are not explicitly contemplated by the Stone Point Master Tree Permit, (ii) that cannot be processed administratively because they do not meet the “minor” impact criteria and (iii) that require a subsequent tree permit, such impacts shall be approved only if justified by a showing of substantial need. The underlying purpose of the Stone Point Tree Preservation Plan is to recognize that those trees that are preserved are a critical site resource and amenity and are to be accorded a higher than customary level of protection as a result.

C. RECREATION AREAS

One of the unique features of Stone Point’s campus-like environment is the on-site public parks, with pedestrian connections to nearby parcels, that will be available for recreational use by all employees, residents and visitors at Stone Point. Maintenance of the park will be funded by a Mello Roos services district or a business property owners association (or similar financing mechanism). The lot 15 park site is located adjacent to the Miners Ravine watershed open space parcel.

D. FIRE MANAGEMENT

The Stone Point project will incorporate a fire management plan similar to that utilized for the adjacent Stoneridge Specific Plan.

CHAPTER V. INFRASTRUCTURE PHASING

The Stone Point infrastructure phasing plan is designed to allow the backbone infrastructure (the “General Improvements”) together with the Stone Point Park and bike trail, to be financed and constructed on a project-wide basis by a Mello Roos Community Facilities District or on a parcel by parcel basis as development occurs.

A. THE STONE POINT LOT 15 PARK

The Stone Point Lot 15 Park will be constructed either by the Stone Point CFD or by the Stone Point Business Property Owners Association (“BPOA”). If constructed by the CFD, it will be planned and built as part of the initial improvements to be constructed prior to parcel-specific development. If constructed by the BPOA, the park will be completed in accordance with the following schedule. The BPOA shall submit park improvement plans, including construction drawings and specifications, to the City for approval prior to the initiation of development on cumulative parcel acreage in excess of 50 acres. For purposes of calculating cumulative parcel acreage under development, development shall be considered to be initiated when the first building permit is issued for construction of a building on the parcel. The BPOA shall commence construction of the Stone Point Park in accordance with the approved park construction documents, prior to the initiation of development on cumulative parcel acreage in excess of 65 acres. The BPOA shall use its best efforts to complete park construction within one hundred eighty (180) days of the date construction is commenced.

B. THE STONE POINT BIKE TRAIL CONNECTOR

The bike trail connecting the Stone Point Park to the existing Miners Ravine Bike Trail will be designed and constructed by the BPOA. The BPOA shall prepare the bike trail improvement plans in consultation with the owners of Parcels 13 and 14. The BPOA shall submit the bike trail improvement plans, including construction drawings and specifications, to the City for approval prior to the initiation of development on cumulative parcel acreage in excess of 50 acres. For purposes of calculating cumulative parcel acreage under development, development shall be considered to be initiated when the first building permit is issued for construction of a building on the parcel. The BPOA shall commence construction of the bike trail connector in accordance with the approved bike trail construction documents, prior to initiation of development on cumulative parcel acreage in excess of 65 acres. The BPOA shall use its best efforts to complete construction of the bike trail connector within one hundred eighty (180) days of the date construction was commenced.

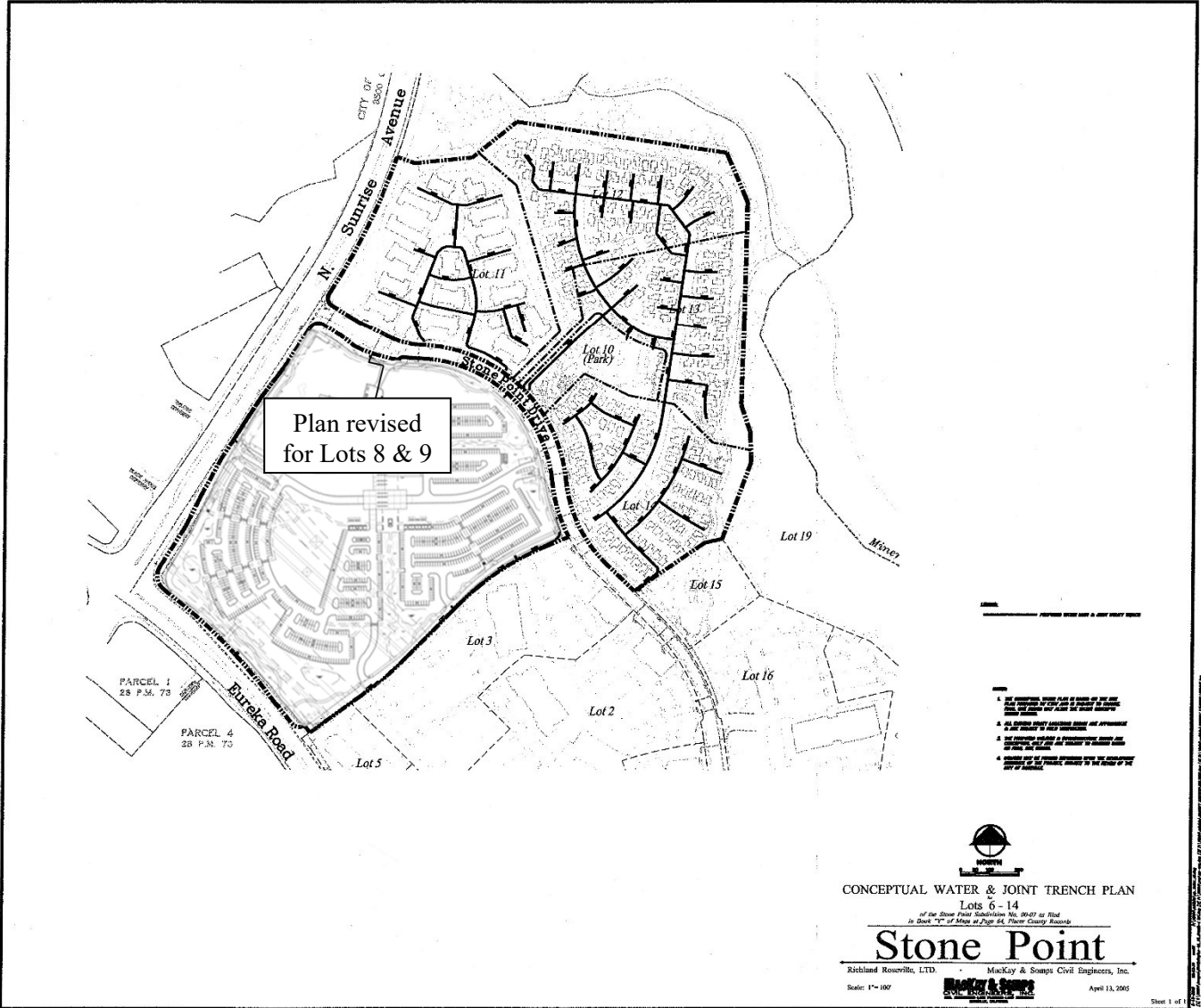
C. THE GENERAL IMPROVEMENTS

The General Improvements required to serve development of the Stone Point Property include basic street improvements as well as facilities that provide, water, wastewater, drainage, dry utilities and other project-wide services. The conceptual water system for the Stone Point Project, including the location and size of waterlines and points of connection with the existing system, is illustrated by Figure 5-a. The conceptual plan for sewer service

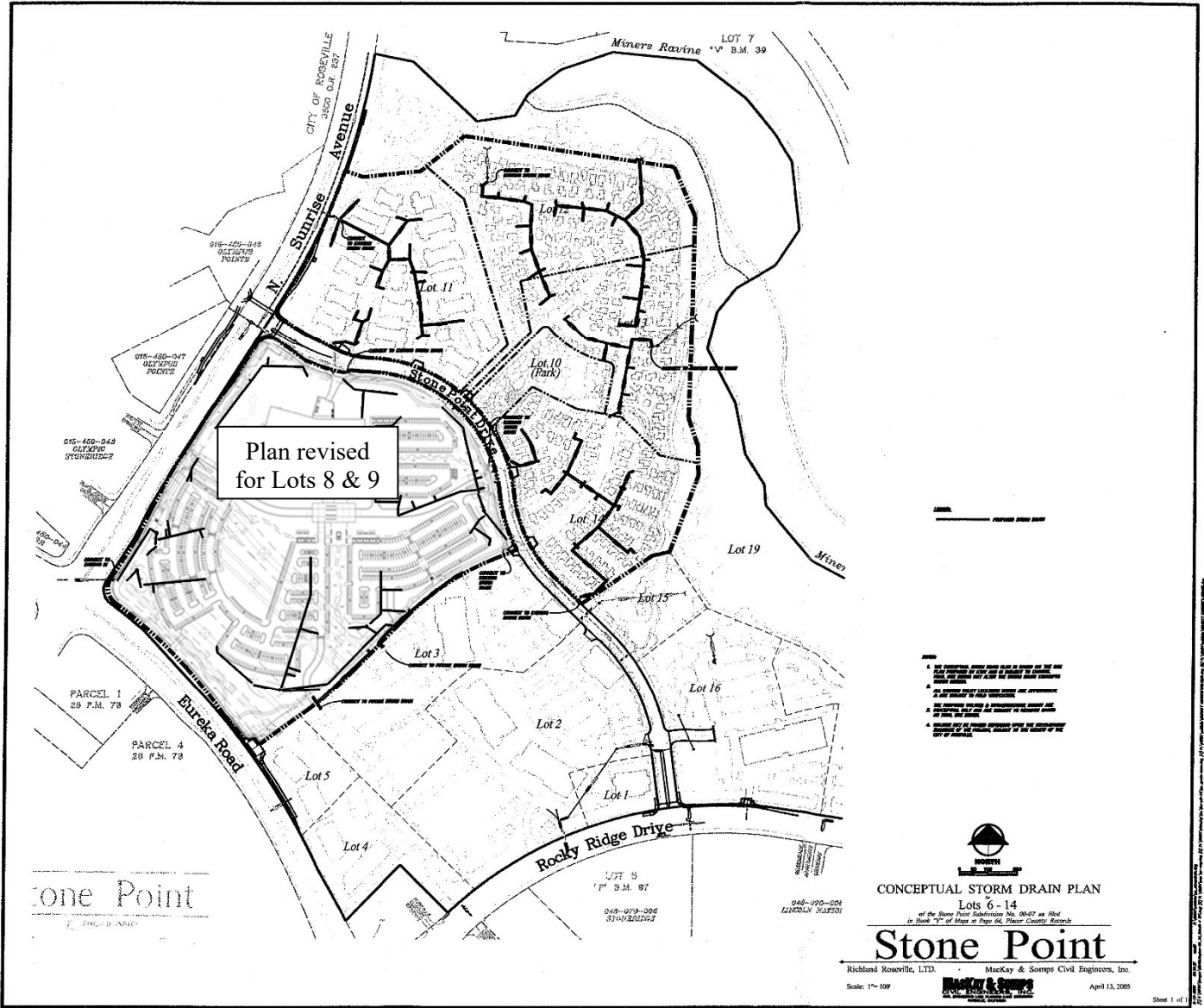
within the Stone Point Project is illustrated by Figure 5-b. Figure 5-c, Conceptual Drainage Plan, identifies drainage facilities designed to accommodate project related flows in accordance with the City of Roseville Standards.

If all or any portion of the General Improvements are not constructed on a project wide basis by a Community Facilities District, the phasing plan set forth in Appendix A to this Master Plan designates for each Stone Point parcel the General Improvements which must be constructed as a condition of development on a stand-alone basis. Accordingly, the sixteen developable parcels which constitute the Stone Point properties may be developed in any order so long as the General Improvements allocated to each developing parcel and any site improvements necessary for site access are completed prior to issuance of an occupancy permit for the first building constructed on the parcel.

**Figure 5-a
Conceptual Stone Point Water Plan**



**Figure 5-c
Conceptual Stone Point Drainage Plan**



CHAPTER VI. DEVELOPMENT PRINCIPLES AND DESIGN STANDARDS

A. BACKGROUND

These Master Plan Design Standards supplement the standards of the NERSP and the City of Roseville Community Design Guidelines.

These standards establish minimum criteria for development within the Stone Point project and are intended to encourage creative and innovative design solutions. At the same time they are intended to be sufficiently flexible to accommodate the realities of the private-sector marketplace.

This discussion of development principles and design standards is intended to provide a framework for design professionals, property owners, City officials, staff and residents in the preparation and evaluation of development proposals for the Stone Point site.

B. DESIGN FEATURES

There are a number of features that define the unique character of this site and will have a significant effect on the overall perception of quality in this project.

1. STREET FRONTAGE IMPROVEMENTS

The design of existing roadways at the perimeter of the project is governed by the NERSP. The primary new road within the project shall be designed to City of Roseville Engineering standards with special attention to detailing at driveway intersections and pedestrian crossings.

2. GRADING

A Master Grading Plan has been prepared for the site. The Master Grading Plan is designed to balance cut and fill over the developable area of the site while, at the same time, recognizing the existing topography and distinctive topographical features of the site are significant resources to be preserved to the extent practical. Particular attention has been given to the establishment of a soft development edge adjacent to the Miners Ravine watershed open space and to protecting the long term survival of the existing oak trees by minimizing grading impacts to the protected zones and avoiding, where possible, abrupt grade changes and extreme grade differentials around the trees.

As individual parcels develop, deviations from the Stone Point master grading plan will be evaluated based on native oak tree impacts, utility constraints, topographical constraints, and effects on vehicle and pedestrian circulation.

Stormwater treatment of runoff will be addressed using best management practices, which may include pretreatment facilities or basins, as well as natural features such as grassy swales, at the open space edge.

3. LANDSCAPING

A detailed landscape plan for the entire Stone Point property has been prepared emphasizing native plantings in a landscape palette that will enhance the natural features of the Stone Point site. It is anticipated that a significant portion of the oak tree mitigation can occur on-site, subject to approval of the City. Landscaping shall comply with all applicable City Zoning Ordinance, NERSP requirements, and the mitigation plan for the Master Tree Permit.

Buildings, parking and paved areas are to be set back from the public roadways to allow for a landscaped corridor along the length of the frontages to establish a streetscape presence within the site. The existing PUE's along major streets also delineate the extent of the Project Landscape Corridors. Generally the PUE is 35' wide, but may be reduced in width to accommodate additional Right-of-Way for project-related and CIP roadway improvements including acceleration and deceleration lanes, auxiliary lanes, and additional travel lanes. Where the PUE is reduced to less than 25' wide in width measured from ultimate back of curb, additional area shall be added to the Landscape Corridor such that a minimum Landscape Corridor width of 25' is maintained, unless a narrower width is approved by the Planning Director. The landscape corridor is to include an 8' separated sidewalk and planting as established by the NERSP.

4. OFFICE/COMMERCIAL INTERFACE WITH RESIDENTIAL

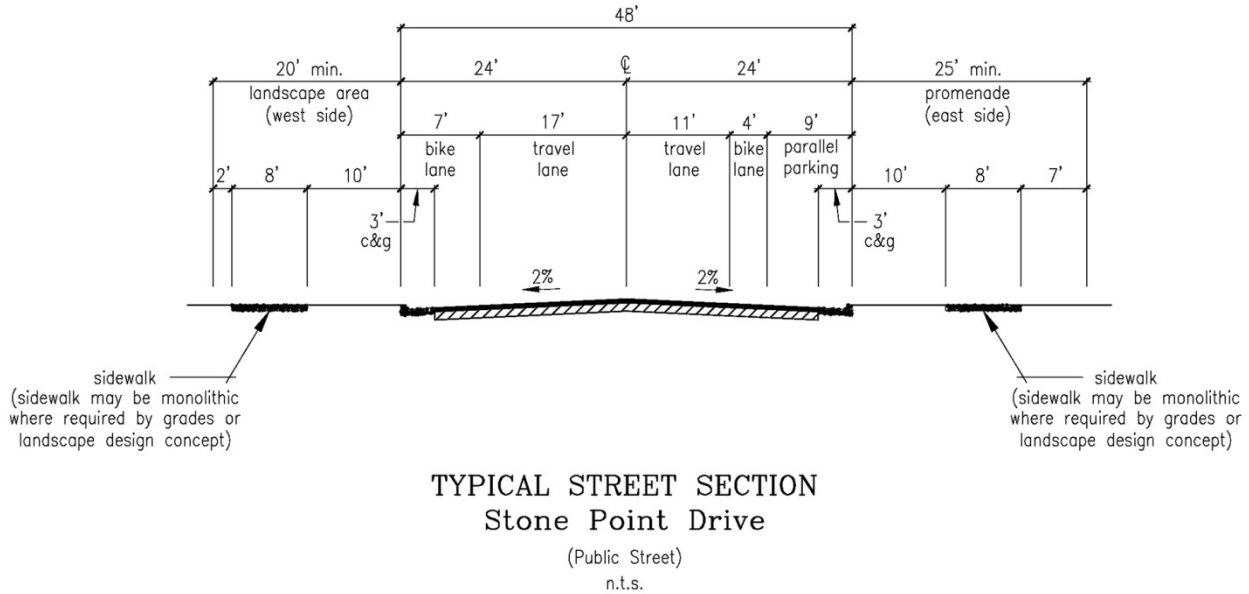
Portions of the Office/Commercial use are adjacent to the residential uses on parcels 11-14. The boundary between the Office/Commercial use and the residential uses will be delineated by Stone Point Drive. It is a community objective to present an attractive and permeable interface between uses. The following addresses the office/commercial side of the interface. See Chapter VII for discussion on the residential side of the interface.

Setbacks, Service Areas and Landscaping: Connectivity between uses is a primary objective of the Stone Point Master Plan. In addition, it is important to incorporate design considerations that ensure compatibility between different uses. *The intent is to tie the site together through the creation of an open edge along the Office/Commercial use that minimizes barriers and encourages cross activities with the residential use, while minimizing potential impacts upon such use.*

1. Office structures shall be setback a minimum of 30 feet from the face of curb of an adjacent shared street/drive with residential uses.
2. No mirror coated glass may be used on any of the first three stories of an office/commercial structure that directly faces residential units.
3. Service access and loading areas should be located and/or screened so as to not be visible from adjacent residential structures.
4. Full size deciduous shade (ie: London Plane) trees shall be planted a maximum of 30 feet on-center on both sides of a shared street/drive with residential uses.

- Groupings of under story shrubs that will have a 3'-6" mature height should be planted to screen direct views to residential structures.

Figure 6.1a: Office/Residential Interface



5. PEDESTRIAN CIRCULATION

The entire site is designed to promote pedestrian circulation between parcels and connection to existing Open Space trails. Pedestrian walkways across driveways and at street crossings are to be designated with accent paving of contrasting color and texture.

6. OPEN SPACE



Open space areas along Miners Ravine are to remain in their natural state with minimum impact from construction of the proposed project. There is no fencing planned as part of this project, however, additional natural buffer areas are intended as a transition with the Stone Point open space and provide additional protection for oak trees. (See discussion of “Building Setbacks, Hard Zones, Soft Zones, and Notable Oak Tree Cluster Areas” beginning on page 28).

7. POWER LINE EASEMENTS

Areas under the existing 250' power line easement are to be designed to accommodate the requirements of the respective power agencies. These areas are to be used primarily for parking and landscaping.

Landscaping, lighting and grading within the parking areas located within the power line easements shall conform to the appropriate power authority's requirements.

8. ENTRY MONUMENTS

The project proposes one primary internal roadway that bisects the site and connects North Sunrise Avenue on the west with Rocky Ridge Drive to the east.

The intersections at these two connection points are intended to act as “gateways” to the project with project identification on entry monuments. Accent paving, landscaped medians and pedestrian scale lighting shall complete the overall entry statement.

C. SITE PLANNING

1. LANDSCAPE MASTER PLAN

The Landscape Master Plan includes five main components: Streetscapes, Building Envelopes, Parking Lots, Utility Corridors, and Woodland Transitions.





a. Streetscapes

The streetscapes are defined in large part by the landscape corridors adjacent to the projects four existing roadways and one internal collector street. The landscape corridors are to be constructed along the existing roadways in accordance with the NERSP. The landscape corridor along the collector street, Stone Point Drive, shall contain a pedestrian promenade and related site elements and be developed in accordance with these guidelines.

- Frontage Landscape Corridors

In order to create a more interesting perimeter streetscape, the Stone Point Landscape Plan designates a different street tree species for each of the four existing roadway frontages. Table 6-1 below lists the trees that have been assigned to each street frontage.

Table 6-1: Stone Point Street Trees

Street	Primary Street Trees Species	Subordinate Street Trees
Eureka Road	<i>Celtis sinensis</i> <i>European Hackberry</i>	<i>Quercus rubra</i> <i>Red oak</i> <i>Alnus cordata</i> <i>Italian Alder</i> <i>Pinus halepensis</i> <i>Allepo Pine</i>
N. Sunrise Avenue	<i>Ulmus Parvifolia</i> 'True Green' <i>Evergreen Elm</i>	<i>Gleditsia T.</i> 'Shademaster' <i>Honey Locust</i> <i>Pyrus C.</i> 'Aristocrat' <i>Aristocrat Pear</i> <i>Pinus halepenses</i> <i>Allepo Pine</i>
Rocky Ridge Drive	<i>Pinus Pinea</i> <i>Italian Stone Pine</i>	<i>Magnolia g.</i> 'Russet' <i>Southern Magnolia</i> <i>Pinus canariensis</i> <i>Canary Island Pine</i> <i>Liriodendron tulipifera</i> <i>Tulip Tree</i>
Roseville Parkway	<i>Platanus Acerfolia</i> 'Bloodgood' <i>London Plane Tree</i>	<i>Pyrus calleryana</i> 'Aristocrat' <i>Aristocrat pear</i> <i>Quercus wislezneii</i> <i>Interior Live Oak</i> <i>Pinus halepensis</i> <i>Allepo Pine</i>
Stone Point Drive	<i>Liriodendron tulipifera</i> <i>Tulip Tree</i>	<i>Alnus cordata</i> <i>Italian Alder</i> <i>Pyrus calleryana</i> 'Capital'

- Internal Landscape Corridor

Stone Point Drive is the single public collector roadway planned within the project. Design of the Stone Point Drive streetscape would include the following elements:

- Primary street trees consisting of deciduous trees that provide shade for pedestrians, frame the street, and define the public space.
Liriodendron tulipifera
- Subordinate street trees complement and support the primary trees in form and function.
Pyrus calleryana 'Capital'

Alnus cordata (Italian Alder)

- Accent trees used to define entrances, add variety in form and color, or highlight other focal points of the street.

Pyrus kawakaii

- Background, facer and accent shrubs used to form the under story and further define entrances and provide screening of parked cars where necessary.

b. Building Envelopes

The building envelope includes the area immediately adjacent to and between the buildings and the parking facilities. Site amenities are encouraged along with enhanced landscaped areas and pedestrian plazas where appropriate. Building entries shall provide for enhanced landscape features, including but not limited to planters, seating, and enhanced paving.

c. Parking Lots

Parking lot shade trees shall provide for shading in accordance with the City of Roseville and NERSP guidelines. Pedestrian linkages shall be provided within the site plan to link public pedestrian corridors to the building envelopes. Careful consideration to on-site soil conditions should be considered when planting in parking lots. See Figure 6-2.

d. Woodland Transitions

The woodland transitions shall incorporate a native planting scheme, which is designed to provide a transition between the existing woodland and the project edges consistent with the Master Tree Permit mitigation plan.

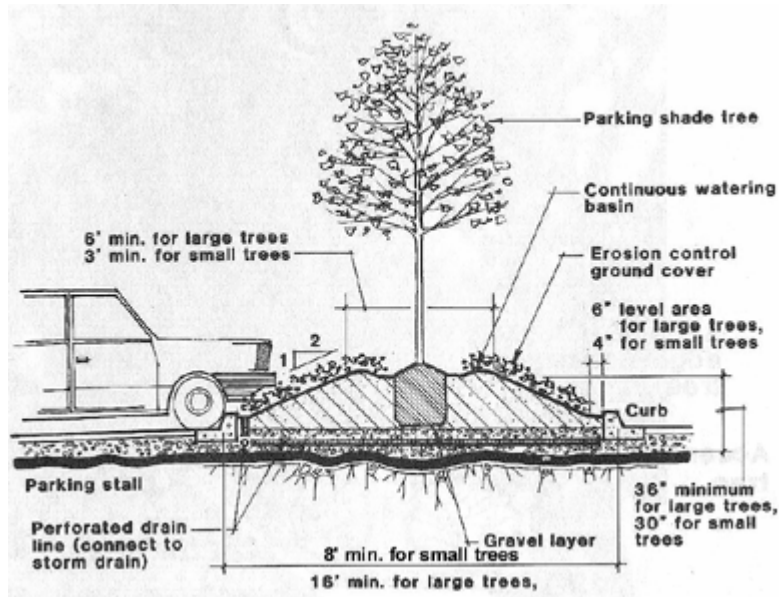


Figure 6-2

2. SITE AMENITIES

Primary site amenities include sidewalks and bike paths for pedestrian circulation, planting and additional design features such as accent paving, raised planters, monument signage, benches, bollards, and streetlights to enhance project aesthetics and utility. The Stone Point project will also include a parks component, which provides for recreational amenities.

a. Pedestrian and bicycle circulation

Pedestrian walkways are to connect all the various components of the project; as well as adjacent developments and the area-wide trail system.

Continuous pedestrian walkways are to follow the primary roadways and, for the most part, are to be located in landscape corridors where they are separated from the edge of the roadway.

Sites are to be designed to provide pedestrian access from the street to the main building entrance and all pad-building entrances.

Pedestrian access is to be clearly defined by minimum 4' wide walkways using accent paving materials at entry or transition points. An 8'0" wide pedestrian promenade will occur on the east side of Stone Point Drive. See Figures 6-3 and 6-4.

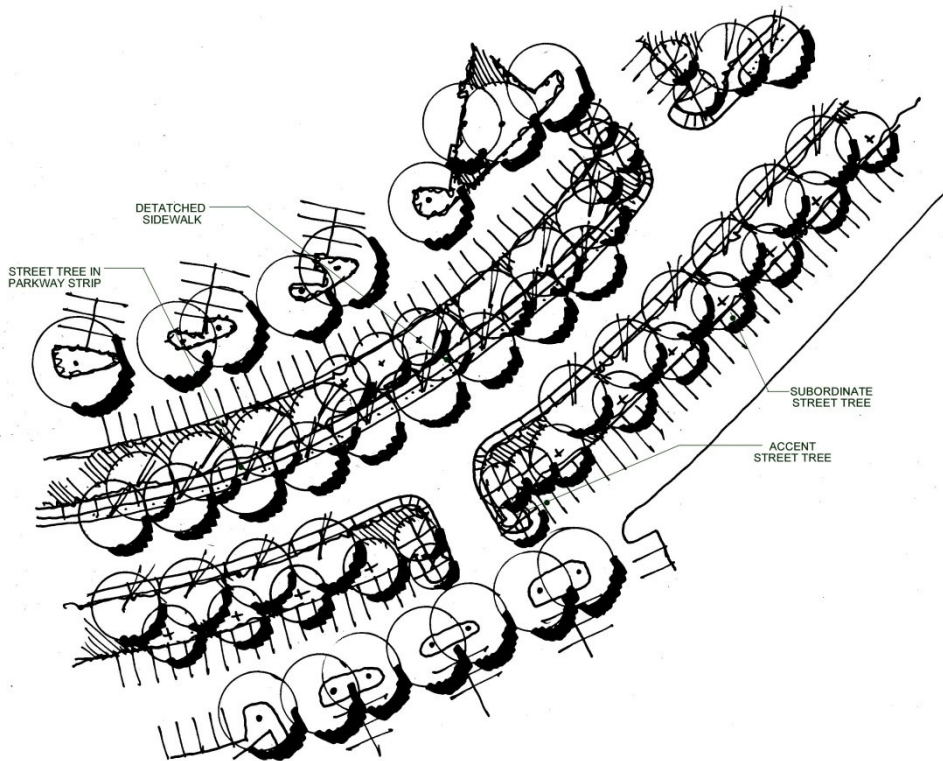


Figure 6-3

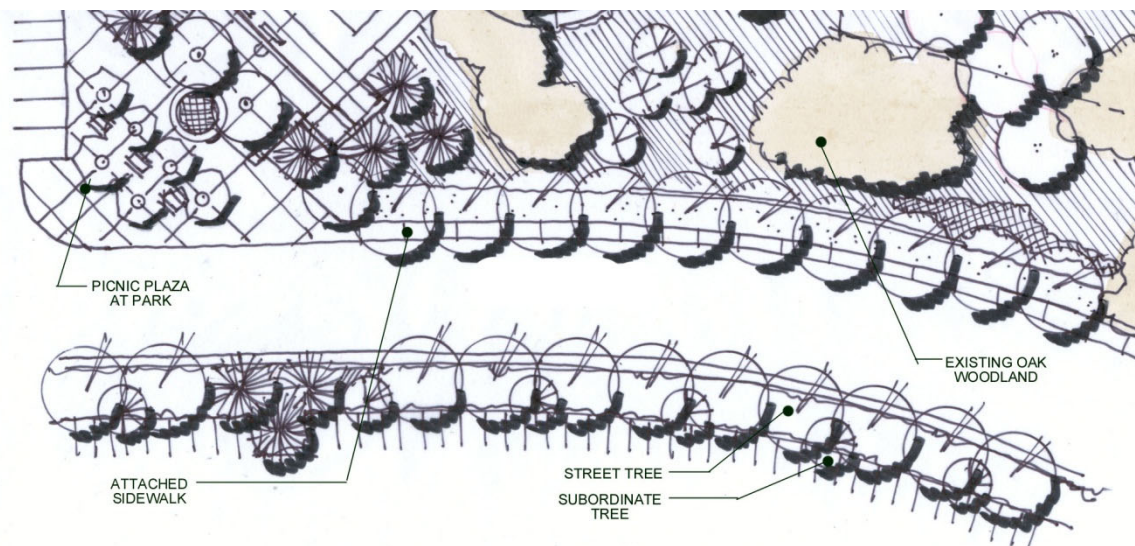


Figure 6-4

Bicycle access to the project will be provided from both the existing roadways as well as an existing bike trail through the open space along Miners Ravine.

Bicycle racks shall be provided to accommodate the anticipated level of bicycle traffic as required by the City of Roseville.

b. Public Parks

A City dedicated, 2 acre public park site is located centrally in the upper northern portion of the site. The park will provide an opportunity for both active and passive recreation and will incorporate amenities such as hard court for basketball/volleyball, picnic tables, barbecues, benches, drinking fountain, and sand volleyball court. A linkage to the existing bike trail along Miners Ravine will also be provided. See Figure 6-5.



A second 1.95 acre Public Park site is located on Lot 10 surrounded by medium density residential uses and links to the trail system.

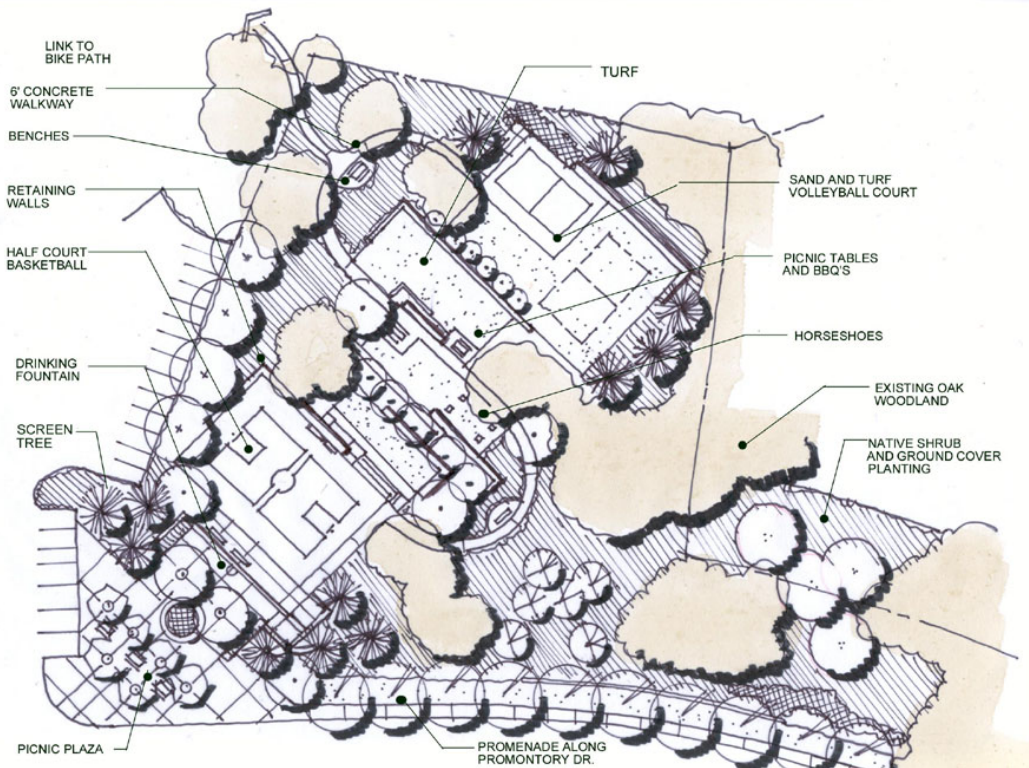


Figure 6-5

c. Site Furnishings

Site furnishings (including benches, seat walls, trash receptacles, bollards, planters, entry signage, and similar amenities) are encouraged within the landscape corridors, provided placement does not interfere with clear vision standards for street intersections, in plazas, and at building entrances.

Material design and finish should complement the design style of the architecture and monument signage. Lighted features, including but not limited to lighted bollards, accent lighted walls, lighted plant materials, and externally lighted entry signage are permitted provided light sources are of a low level and screened from direct view.

d. Fencing

Fencing is generally discouraged throughout the project site. When determined to be necessary, such fencing shall be of an open type (such as wrought iron) to allow for continuous views to the open space area. No “uncoated”, galvanized chain-link fencing is permitted.

e. Storage

Outdoor storage may be allowed but is to be screened from public view by buildings, dense evergreen planting, walls and/or berming when appropriate.

f. Loading and Service

Loading and service areas are to be located away from the general vehicle and pedestrian circulation areas.

Loading and service areas are to be screened from public view and from adjacent properties with buildings, masonry walls, grade separations and dense evergreen planting.

g. Trash/Recycling

All refuse containers are to be placed within screened storage area enclosures that are designed to be consistent with current City standards. Such containers shall be located at areas which are remote from main project entrances, main building entrances and main circulation paths.

3. PLANTING DESIGN

a. Plant palettes

Plant palettes are to emphasize massing and shall include a mixture of deciduous and evergreen species. Planting concepts shall apply tiered planting schemes as identified in Figure 6-6.

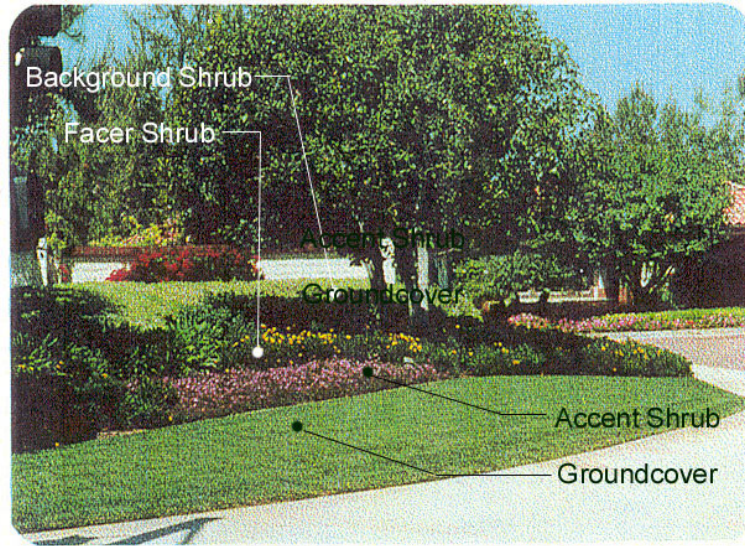


Figure 6-6

b. Plant material sizes

Plant material sizes for landscape corridor planting areas are as follows:

ITEM	CONTAINER SIZE
Street Trees	15 gallon
Subordinate Trees	15 gallon
Accent Trees	24" Box
Shrubs	1 gallon or larger
Ground cover	1 gallon minimum

c. Trees

Trees are to be a minimum of fifteen-gallon size with larger sized (boxed) trees and plant specimens to be planted in accent areas, entries, and project focal points. See Figure 6-7 for conceptual installation suggestions.

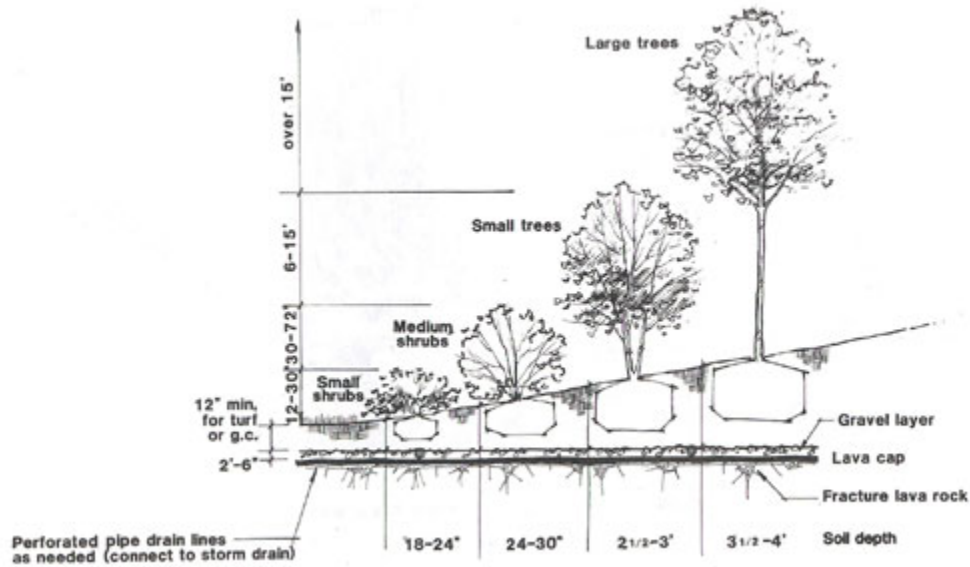


Figure 6-7

d. Shrubs and Ground Covers

Under story ground cover and shrub masses are to be layered from a low height in the foreground to a medium height in the background. See Figure 6-8 for conceptual installation suggestions.

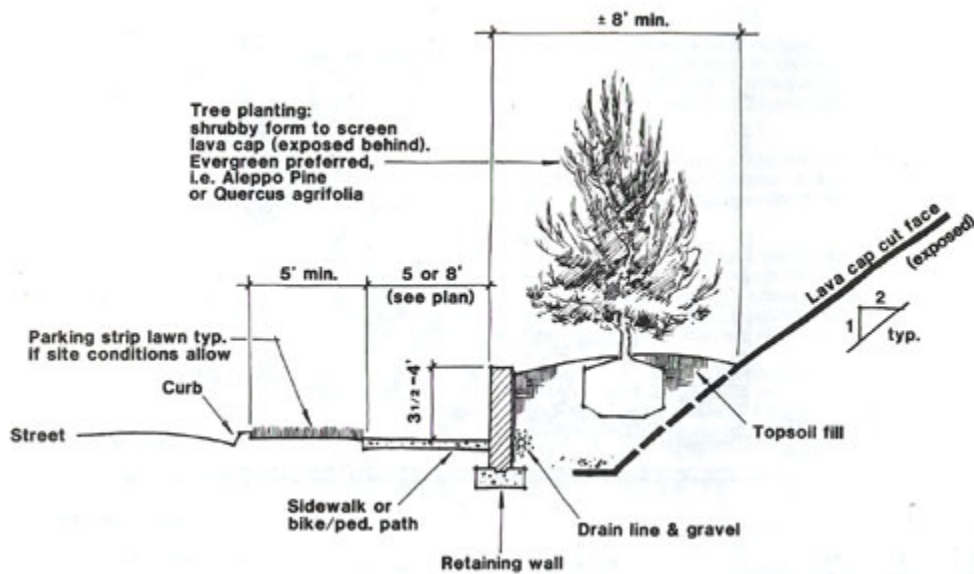


Figure 6-8

e. Finish Grading

Earthen berms and mounding are encouraged in the landscape corridors, primarily to provide additional rooting depths to compensate for the underlying mehrten soil type. Additional landscape drains should be considered in order to drain subterranean water trapped between planting medium and underlying rock. Slopes should not exceed 3:1 and a 2 ft. wide bench is required at the back of pedestrian walks and bike paths. See Figure 6-9 for conceptual installation suggestions.

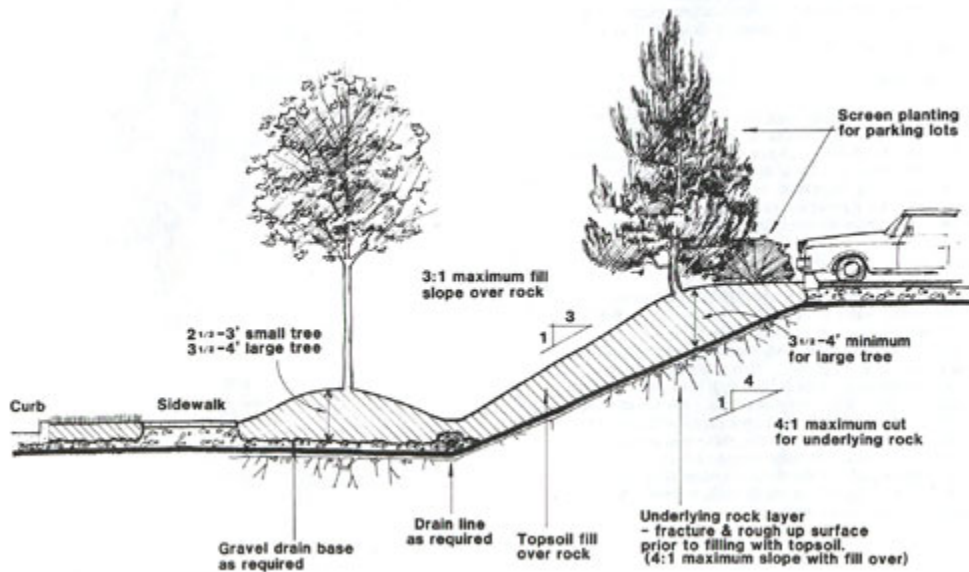


Figure 6-9

4. ENTRY FEATURES

Entry features are provided in three forms: Primary Entries, Major Entries and Minor Entries.

a. Primary Entries

There are three primary entrance locations: one each off the North Sunrise Avenue and Rocky Ridge Drive intersections with Stone Point Drive, and a third at Eureka Road. Primary Entries are enlarged landscaped areas appended to the landscape corridors at highly visible street intersections. The entrances are free of buildings and contain enhanced landscape features and project monument signage. These entrances shall have a consistent design and utilize common paving, monument signage, and planting materials. See Figure 6-10.

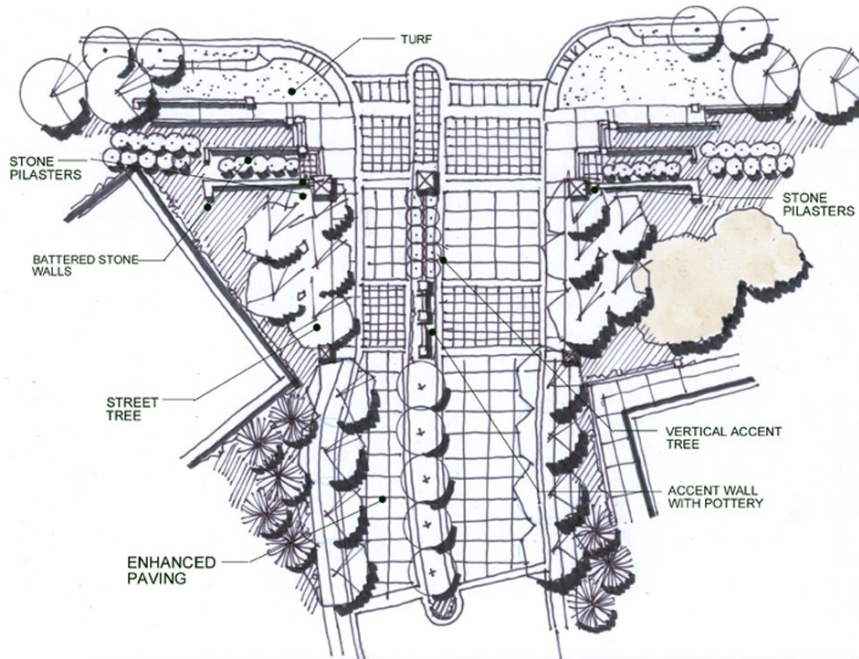


Figure 6-10

b. Major Entries

Major Entries are enlarged landscaped areas appended to the landscape corridors at highly visible street intersection. The two major entrances are located off North Sunrise Avenue and Rocky Ridge Drive. The entrances are free of buildings and contain enhanced landscape features and may contain monument signage. These entrances shall have a consistent design and utilize common paving, monument signage, and planting materials. See Figure 6-11.

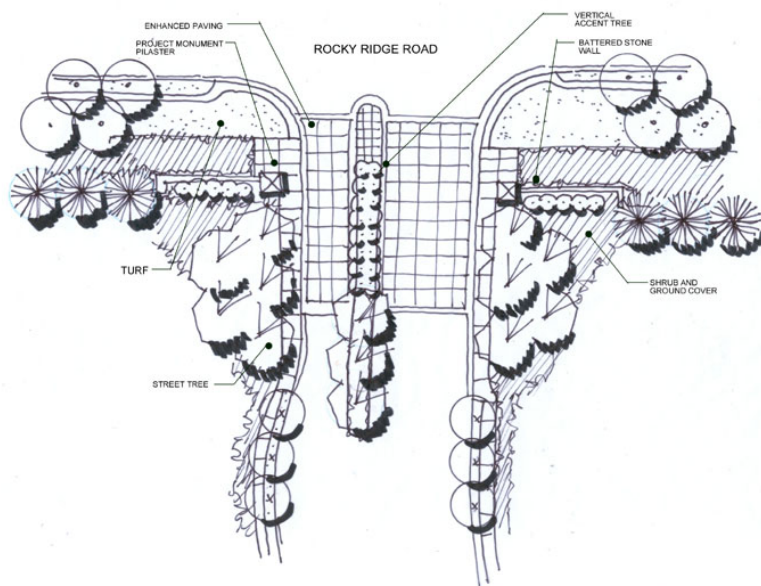


Figure 6-11

c. Minor Entries

There are several minor entrances off three of the existing roadways adjacent to the project. Minor Entries are landscaped areas appended to the landscape corridors at street intersections. The entrances are free of buildings and contain landscape features and may contain minor monument type signage elements. These entrances shall have a consistent design and utilize common paving, monument signage, and planting materials. See Figure 6-12.

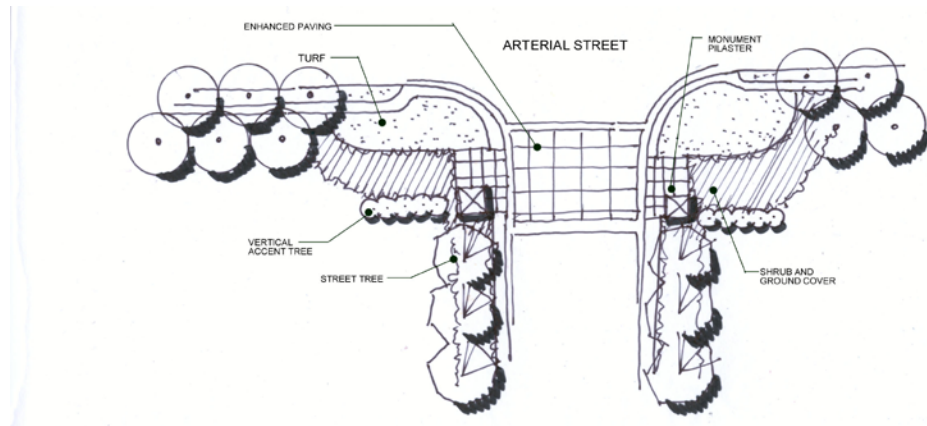


Figure 6-12

5. OTHER LANDSCAPE COMPONENTS

Other landscape components include drought tolerant material, turf and groundcover, mulch, decorative rock, irrigation, sub-soil preparation and soil preparation, plant lists, and public utility requirements.

D. ARCHITECTURAL STANDARDS FOR COMMERCIAL BUILDINGS

All commercial buildings on the Stone Point site shall be subject to the following architectural standards in addition to the NERSP Design Guidelines and the City-wide Design Guidelines. The intent is not to mandate a uniform architectural style throughout the overall site, but to maintain flexibility for unique quality designs reflective of the different sub-areas of the Stone Point property (e.g., adjacent to open space, or to roadways, or to powerlines). In general, architectural treatment and materials for building elevations facing open space areas should be the same as used on the building frontage visible from public streets.

1. GENERAL DESIGN STANDARDS

- a. Buildings are to be designed to conform to their surroundings with respect to height and scale.
- b. All elevations of a building are to be given architectural treatment and contain elements drawn from those used in the design of the primary building frontage.

2. MASSING AND FORM

- a. Main building entries are to be emphasized through building articulation and form so the entry is easily identified and visible from the main street and parking lot and are to provide convenient access for pedestrians.
- b. Stairs and other entry access requirements such as wheelchair ramps are to be integrated into the overall project design.
- c. Building entries and primary facades are to have pedestrian scale. Windows, awnings, trellises, arcades, landscape planters, and material changes may be used for this purpose.
- d. Roof lines, wall planes and wall heights are to be varied and articulated to avoid blank expanses of building.
- e. Landscaping and architectural detail at the street level are to be used to soften the edge of the building and enhance the pedestrian scale and streetscape.

3. MATERIALS AND FINISHES

Durable, high quality materials such as brick, stone, tile, or stucco, may be used as well as certain forms of concrete. Texture and color are to be used to create visual interest and enhance the appearance of the building.

4. ROOF MOUNTED EQUIPMENT

Screening for equipment shall be integrated into the building and roof design, and use compatible materials, colors and forms.

5. PLAZAS

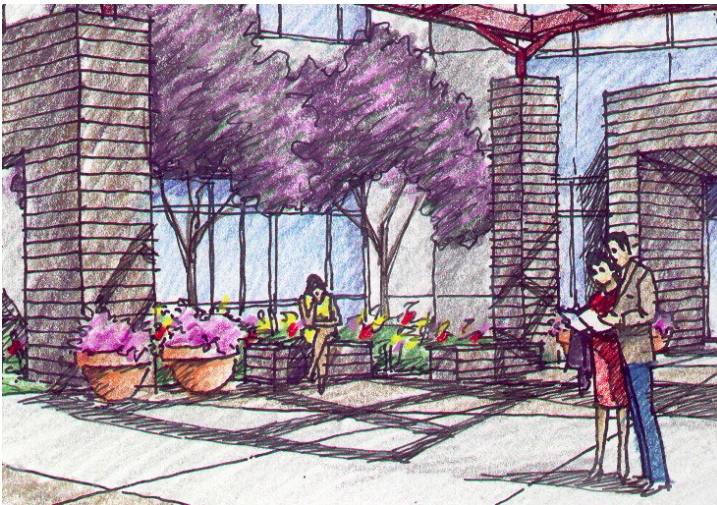
Where multiple buildings are proposed, buildings are encouraged to be clustered to create pedestrian plazas and gathering spaces.

a. Outdoor Activity Spaces

Plazas or other outdoor activity spaces used for sitting, eating, strolling, and gathering, are to be designed into the project.

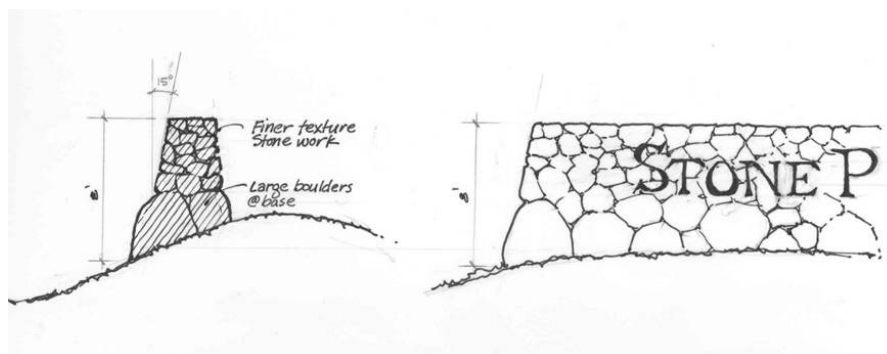
b. Plaza Design

Plaza design is to incorporate a combination of accent materials, site furniture, shade structures, accent lighting, interesting colors, textures and forms.



6. SIGNAGE

Project monument signage, address signs, tenant signage, and directional signage will be developed as a separate package but integrated into the overall design of the project and shall be consistent with NERSP, Olympus Point Sign Guidelines and Sign Ordinance. Once approved by the City, the Stone Point signage program shall be appended to this Master Plan as Appendix B.



7. LIGHTING

a. Lighting Fixtures

Lighting fixtures are to be of a durable and vandal resistant materials and construction.

b. Lighting Location and Design

Light sources are to be thoughtfully located and have cut off lenses to avoid light spillage and glare on adjacent properties.

c. Pedestrian Lighting

Pedestrian walkway lighting is to be of an appropriate scale and style such as bollard type lighting, step lighting, and/or pole-mounted lighting not exceeding 16 feet in height.

CHAPTER VII. RESIDENTIAL NEIGHBORHOODS

A. DEVELOPMENT STANDARD & DESIGN APPROACH

The introduction of new mid- and high density housing types has tested the distinction between low, medium and high density residential as defined by traditional zoning categories. The resulting variation of housing types creates challenges in developing and applying “typical” development standards such as minimum lot sizes, setbacks and lot coverage. These standards can vary greatly between individual housing types and, in some cases, may not be applicable as traditionally defined.

Given the dynamic nature of evolving dwelling types, it is not practical or desirable to dictate a “one size fits all” design approach. Such an approach would limit the ability to accommodate the variety envisioned, and inhibit creativity in addressing planning and design opportunities. As a result, flexibility in achieving design objectives is a key component of the Stone Point Master Plan.

In recognition of the above, and to accommodate for the variety of housing types envisioned, the Master Plan establishes the following components to regulate residential development within Stone Point:

- **Development Standards and Typical Housing Types** – Development standards, such as varied setback and coverage requirements, have been identified, along with typical housing types that could be developed in the MDR and HDR zone districts consistent with the intent of this Master Plan. The typical housing types provide examples of the variety of housing the Stone Point neighborhood is designed to accommodate, and are not intended to limit developer creativity in introducing other mid- and high density housing products. The development standards include provisions to allow for consideration of revised standards and additional housing types through the City’s Design Review process.
- **Residential Design Guidelines** – Guidelines have been incorporated to ensure a consistent design quality and character of housing types that may be developed in Stone Point. Provisions are included addressing various architectural elements such as facade articulation, corner lots and perimeter edges, roofs, entries, porches and balconies, window treatments, and garage designs and placement.
- **Neighborhood Design Guidelines** – Design requirements have been provided establishing a unified approach to overall neighborhood design. These requirements are applicable to all residential neighborhoods no matter the housing type proposed, and address neighborhood streetscapes, interfaces with open space, interfaces with adjacent office/commercial uses, and pedestrian/bicycle connections.

Combined, the above elements are intended to provide development standards and design parameters to achieve a consistently high level of neighborhood development within Stone Point, while allowing adequate flexibility to accommodate the ultimate mix and variety of housing types envisioned.

B. DEVELOPMENT STANDARDS & TYPICAL HOUSING TYPES

Development standards, including setbacks, coverage, height and parking, have been defined for certain single-family attached and detached housing types in Stone Point (see Table A). Typical housing type schematics are also included to illustrate the varied application of the development standards and present examples of the housing types that may be developed consistent with the intent of the Master Plan. Schematics for the following typical MDR (7.0 to 12.9 du/gross ac.) and HDR (13.0+ du/gross ac.) housing types are provided:

- **MDR**
 - Court Cluster
 - Small Lot
 - Detached Townhomes
 - Green Court Cluster

- **MDR or HDR**
 - Green Court Townhomes/Condominiums
 - Tuck-Under Townhomes

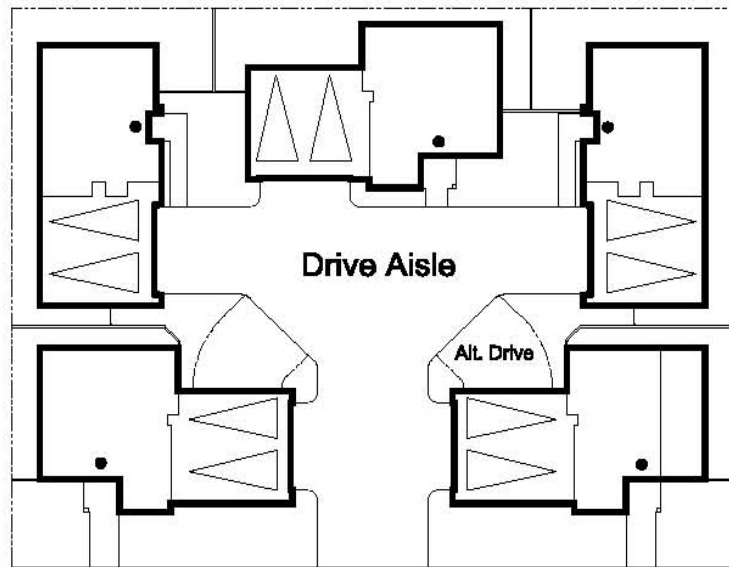
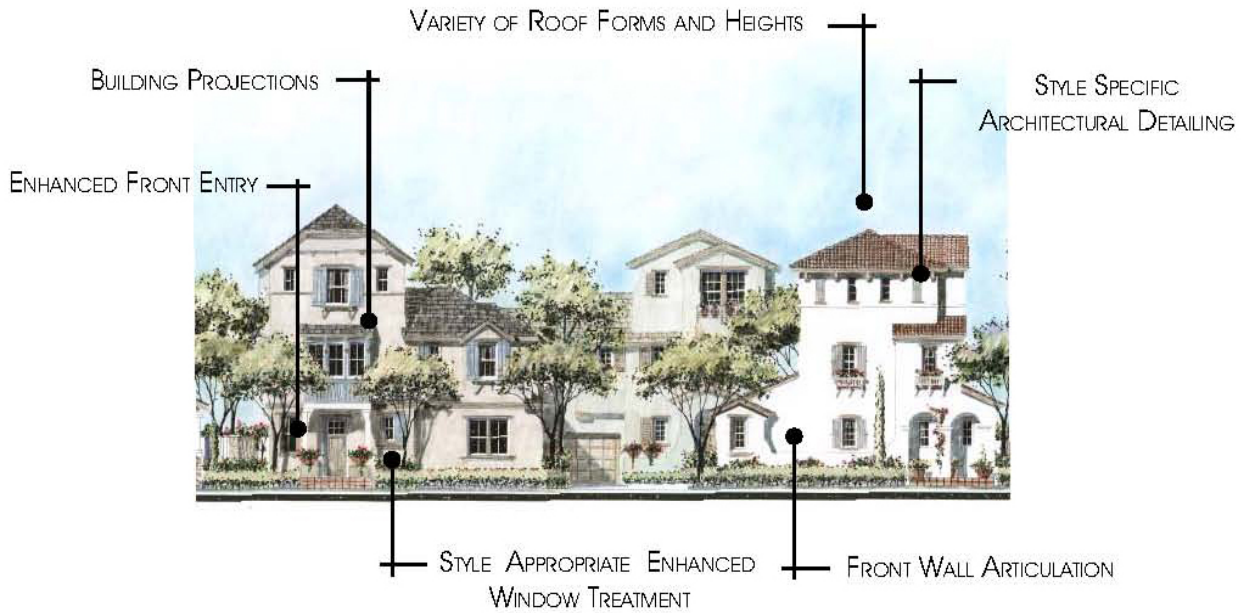
- **HDR**
 - Tandem Townhomes
 - Green Court Condominiums

To allow for the continued evolution of housing and provide for builder specific flexibility, development in Stone Point is not solely limited to the typical housing types and development standards described herein. Deviations to the typical housing types and applicable development standards, as well as the introduction of new mid- and high density housing types, are provided for by the Master Plan. All housing types and development standards for Stone Point are subject to City Design Review approval.

Table A

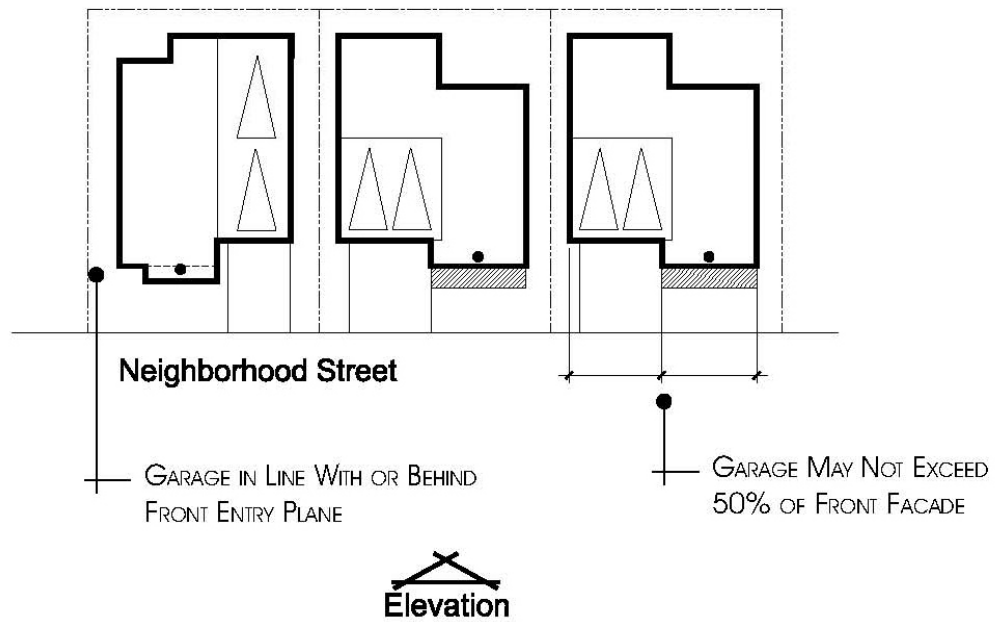
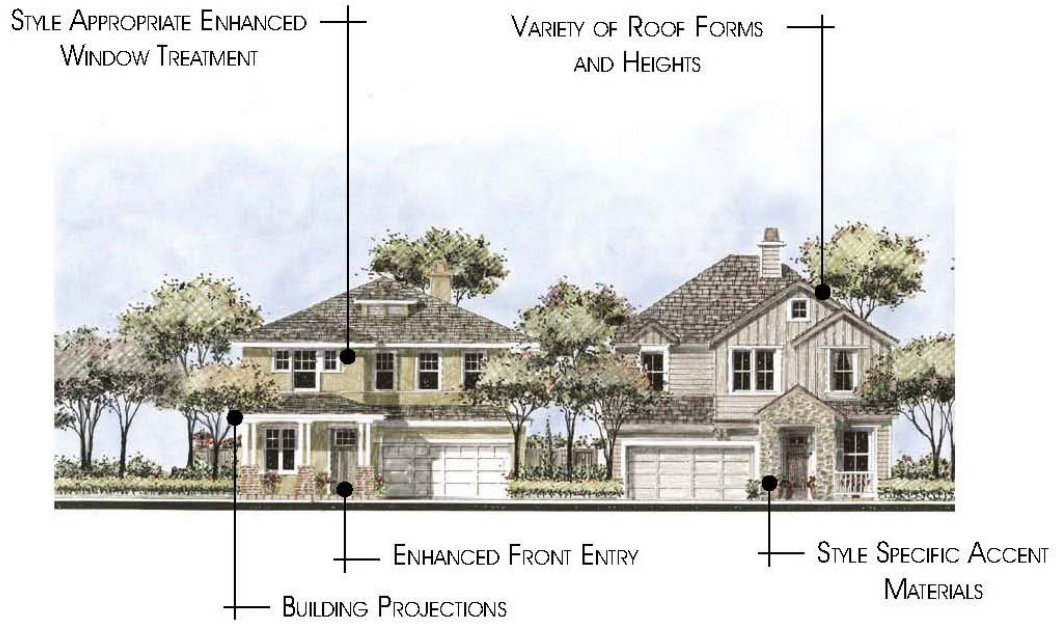
MEDIUM DENSITY RESIDENTIAL (MDR)
7.0 TO 12.9 DU/AC GROSS DENSITY

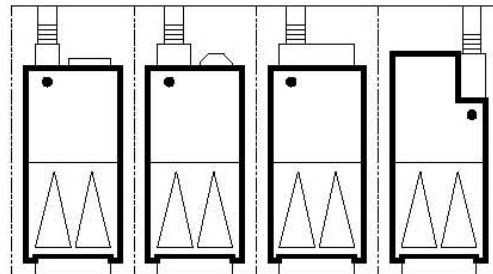
COURT CLUSTER (3 STORY DETACHED)



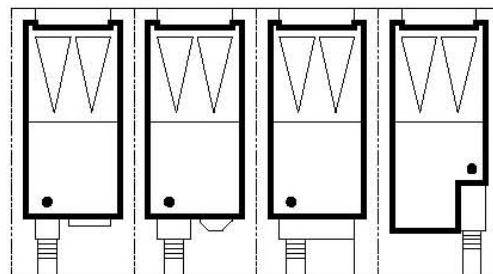
Neighborhood Street





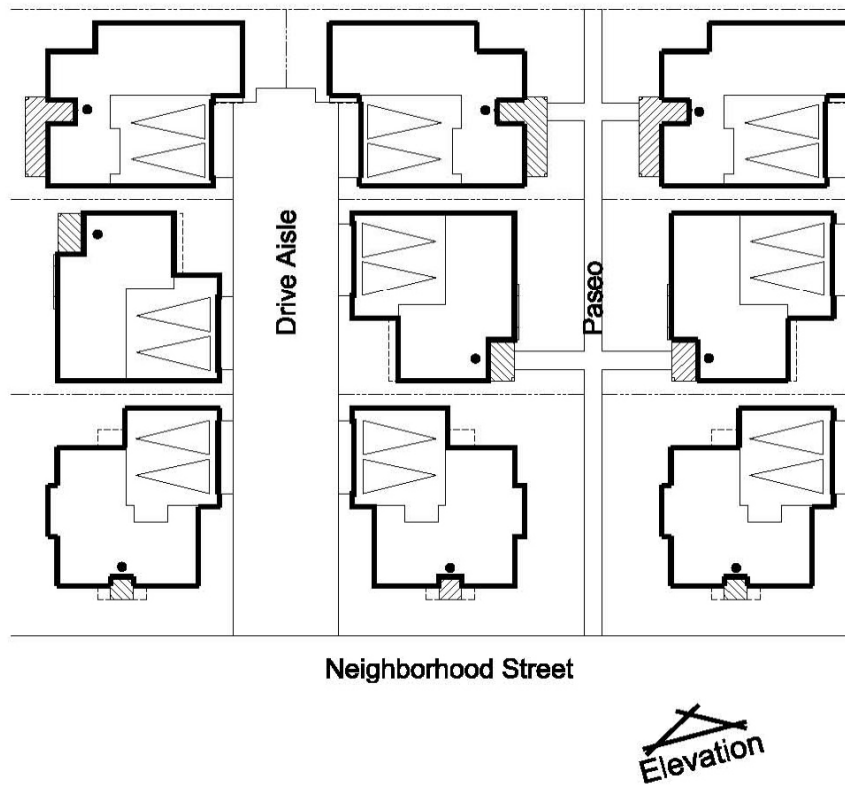


Drive Aisle



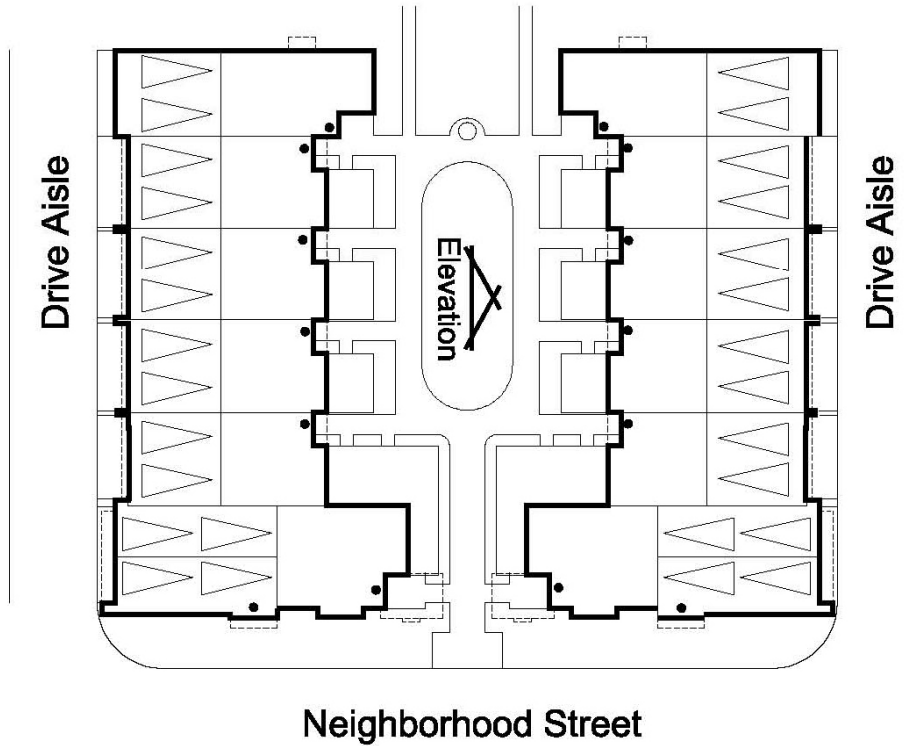
Neighborhood Street





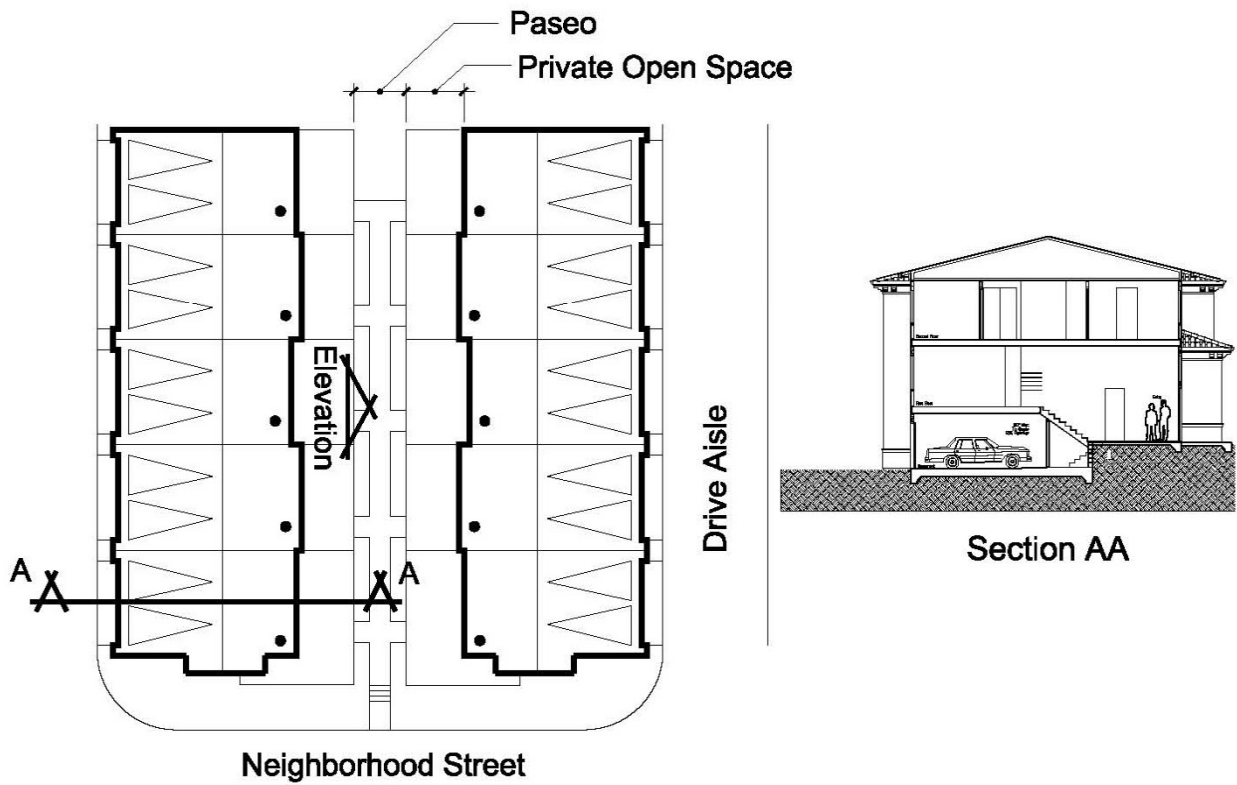
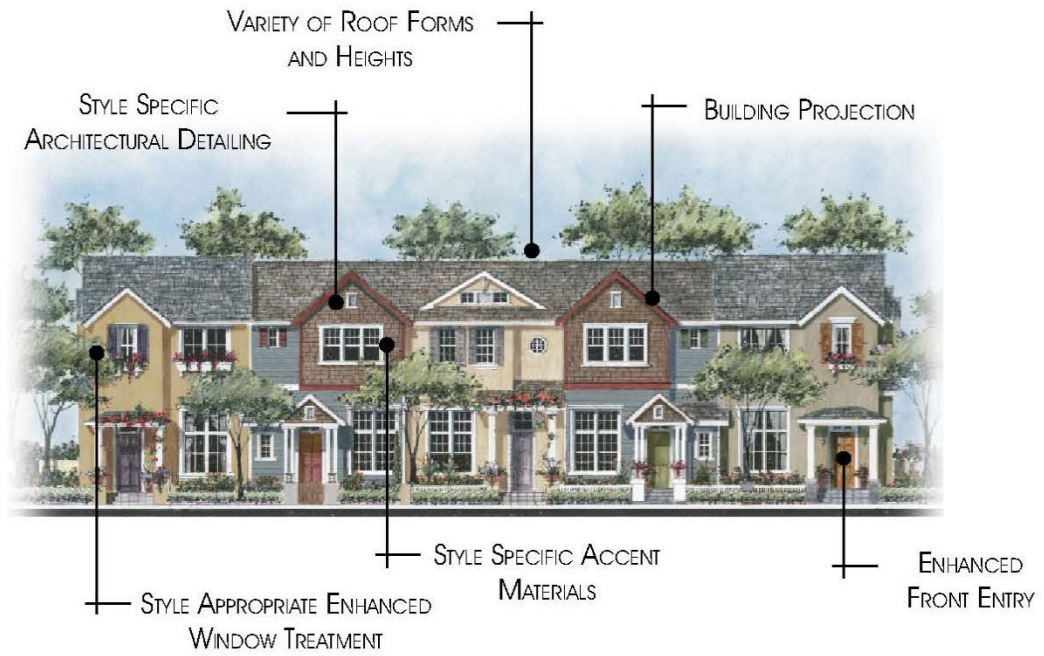
MDR - 7.0 TO 12.9 DU/AC OR
HDR - 13.0 + DU/AC GROSS DENSITY

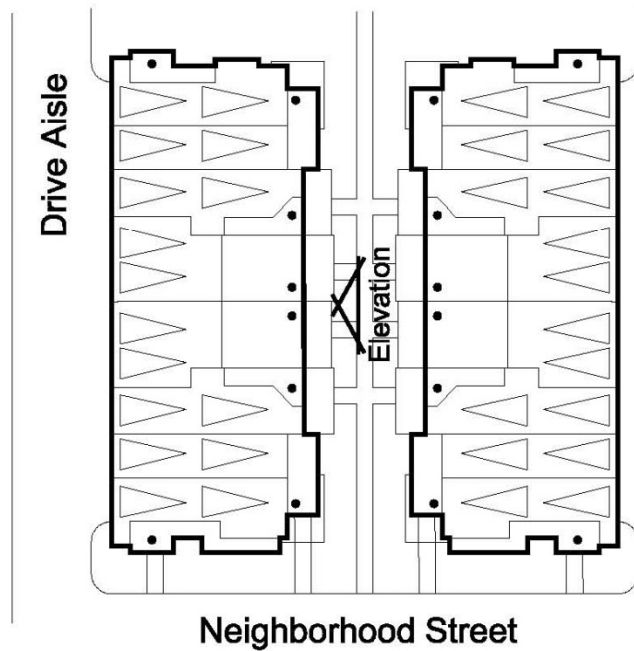
GREEN COURT TOWNHOMES/CONDOMINIUMS

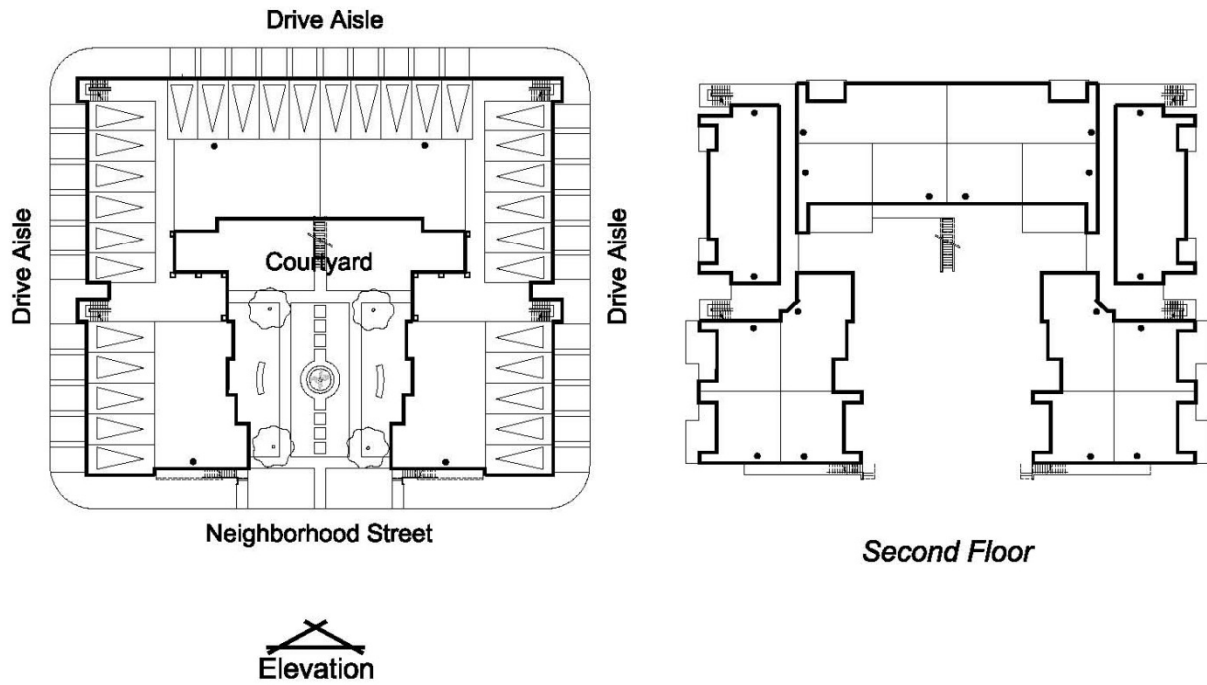
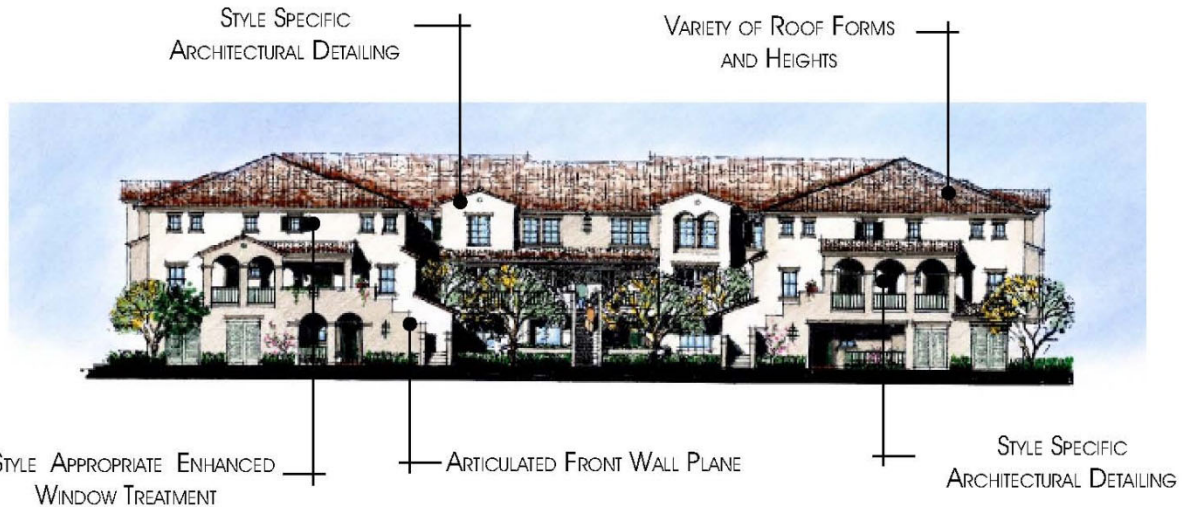


MDR - 7.0 TO 12.9 DU/AC OR
 HDR - 13.0 + DU/AC GROSS DENSITY

TUCK-UNDER TOWNHOMES







C. RESIDENTIAL DESIGN GUIDELINES

The basic design elements and criteria included in the following guidelines are intended to provide creative new approaches to the challenge of creating high quality, high amenity neighborhoods. The underlying objective of these guidelines is that neighborhood form not only follows function, but also provides a visually interesting and exciting stimulus to function. By pulling living spaces towards the street, de-emphasizing garages, and encouraging a variety of architectural styles which make use of a broad range of materials and colors, a friendlier community character can be achieved for residents and visitors alike.

Along with conventional single family neighborhoods, a combination of detached and attached units arranged in various cluster layouts, courtyards, or other drive aisle



configurations are also intended for the neighborhoods in Stone Point. Many of these products do not have typical front, side, and rear conditions. Rather, any building elevation that faces onto a paseo, courtyard, drive aisle, or any community open space is as important as street-facing elevations and should be well-articulated in accordance with the design criteria.

Architectural Elements

It is the intent for all architecture in Stone Point to achieve a high level of quality in function and visual appearance, to assure variety and compatibility in architectural character, and to enhance the community's overall value.

An important design goal in residential communities is to develop varied and interesting street scenes. In order to achieve this objective, Stone Point will be comprised of four neighborhoods, which will afford an opportunity for a variety of architectural styles and



product types. The design of the residences within each neighborhood shall not be limited to specific styles dictated by these guidelines. Rather, these guidelines should guide residential development in a direction that focuses on key architectural elements that will enhance the community's

overall character. Such architectural elements include: scale, massing, façade articulation, enhanced corner lots and perimeter edges, roofs, entries, porches, balconies, window treatments, garage design, and garage placement.

1. Scale, Massing, & Façade Articulations

Creating streetscapes that are visually interesting is a primary objective of these design guidelines. The following basic design elements and criteria are intended to elicit variations in appearance and a sense of individuality for each dwelling unit so that the combination of units presents an appealing exposure to the street. To improve the street scene, the following scale and massing techniques should be used:

- a. On conventionally plotted neighborhoods, plans should be reversed and plotted so that garages and entries are adjacent to each other to create an undulating setback of building mass. In order to avoid monotony, this pattern should be broken occasionally.
- b. Building mass and roof forms shall be articulated to minimize repetitious flat planes, similar building profiles, and similar ridge heights. The effect of this articulation can be enhanced through the use of a variety of building orientations as well as a variety of roofs, and one-story elements.
- c. Stylistic diversity should be provided through the use of a mix of plan forms and elevations and a variety of materials.



2. Enhanced Corner Lots & Perimeter Edges

Similar to street-facing elevations, special façade articulation should be designed into building elevations that face onto paseos, courtyards, perimeter roadways, and community open space.

- a. The upper story portions of the rear and side elevations of homes that face onto paseos, courtyards, perimeter roadways, or community open space shall be enhanced. This can be achieved by:
 1. A variety of window treatments including window surrounds, trim, and multi-paned glass;
 2. A variety of hipped and gabled roof forms;

3. Detailing such as varying accents, materials, and colors; and
 4. Changes in wall planes between first floors, second floors, and third floors (as appropriate).
- b. Units intended to be plotted on corner lots should be enhanced so that the elevations facing the street are treated as primary elevations. This includes enhancements such as varied building mass, wrap around porches, single story elements, and architectural detailing specific to the architectural style of the residence.
 - c. Single story elements help to establish human scale and add variety to the street scene, especially on units located at corners and those that front onto or are adjacent to parks and trails. Single story elements include:
 1. Living spaces
 2. Garages
 3. Porches or covered entry forms
 4. Second story offsets from first story

3. Roofs

In order to provide visual interest along the streetscene, adjoining residences shall make use of varying roof treatments. Such treatments include: rooflines, ridge heights, roof forms, and the direction of gables.



- a. Repetitious gable ends framed side to side on rear elevations visible from roads and public areas are discouraged.
- b. The height of ridgelines and fascias shall be designed appropriate to the architectural style of the residence.
- c. Roof massing, in addition to pitches and directions, should vary in direction.
- d. Roof types and materials shall be designed appropriate to style.

4. Entries

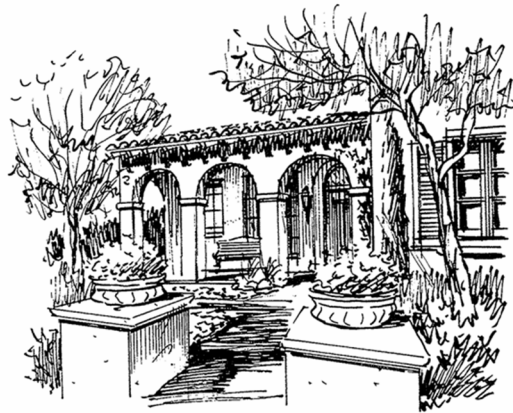


The entry of residential dwellings should be articulated as a focal point of the building's front elevation through the appropriate use of roof elements, columns, porticos, recesses or projections, window or other architectural features. An entry can also be articulated through the use of front porches and courtyards.

5. Porches & Balconies

In order to provide visual relief to the building mass, the use of porches and balconies are encouraged. These elements also help to add human scale to the building and create outdoor living areas.

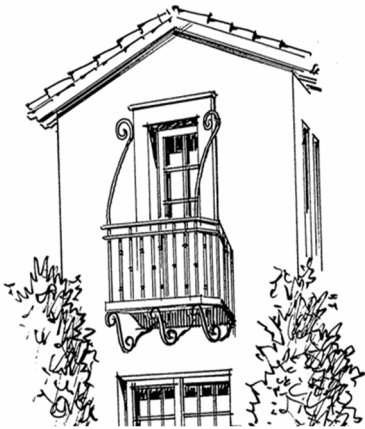
- a. Where porches and balconies are provided, they should be designed as an integral element of the building with details, eaves, supports, and railings in keeping with the architectural style and other elements of the building's design.



- b. On corner lots or lots adjacent to open areas, wrap porches are encouraged.
- c. Broken rooflines over porches are encouraged.
- d. Balconies may be covered or open. They may be either recessed into the mass of the building or designed as a projecting element.
- e. Decorative balconies may be also be used as an architectural detail to provide visual relief to the building façade.

6. Window Treatments

Typically the location of windows is determined by the practical considerations of room layout, views, and privacy. Because windows play an important role in the exterior architectural character of single family units, special emphasis should be given to the way in which windows are used for design effect.



- a. Where appropriate to style and window form, use of multi-paned windows is encouraged.
- b. Windows should be finished as appropriate to the architectural style of the residence, including full trim surrounds, headers and sill. Unique style specific window treatments such as shutters, awnings, window boxes and flower pot shelves are encouraged.
- c. As appropriate to the architectural style of the residence, recessed windows are encouraged. In the case of recessed windows, trim is not necessary.

7. Building Materials and Color

Building materials and color are an important architectural element of residential design within the Stone Point Master Plan.

- a. Materials and colors should be appropriate to the architectural style of the community.
- b. Materials and colors should not sharply contrast the natural environment
- c. Especially along the ravine and open space corridors, the colors of homes should have depth, without reflectivity.

8. Garage Design

Attached or detached garages shall be designed to de-emphasize their architectural prominence. To achieve this desired effect, these structures shall incorporate the following:

- a. Garage doors should vary with respect to windows and/or color as appropriate to individual architectural styles.
- b. The use of two single doors instead of one large one can help to reduce the visual impact of a doublewide garage. Tandem garages may also be used to achieve a similar effect. In addition, offsetting and separating bays can help to reduce the visual preference of garages.
- c. On conventional home plotting, in effort to buffer the view impact of garages and garage doors from the sidewalk or street, optional treatments such as a trellis or porte cochere are encouraged. A recessed garage plan with a porte cochere can create an additional partially covered parking space, and also can serve as an outdoor private space.
- d. Rear loaded homes are also encouraged. The garages of these homes generally take access from drive aisles and court streets, allowing more architecture to front onto the neighborhood streets and open spaces. When plotting rear loaded units, since the garage

side of the homes will only be visible to the drive aisles, it is not necessary to recess the garage doors.

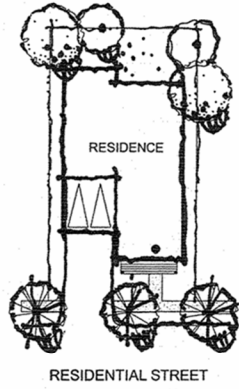
9. Garage Placements

In order to avoid a visual monotony of garage doors, a variety of garage placements is encouraged. Some garage placement options include:

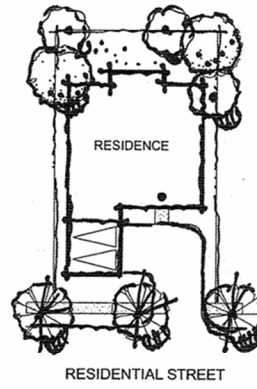
- a. Recessed Garage: Recessed garages are located behind the front elevation/ living space.
- b. Corner Lot with Side-street Entry Garage: This garage placement allows the option of entering from the side street, thereby eliminating the garage and driveway from the front face of the house. Side-street Entry garages can be detached.
- c. Forward Swing-In Garage or Split Garages: These garage placements may be located at the front, side or rear of a plan. Swing-in garages greatly reduce the impact of garage door faces on the streetscape. A minimum of 30' between the garage door and the side property line is required to accommodate back-up space.
- d. Alley-Loaded Garage: Alley-loaded garages are accessed from a rear or side alley. Some garages may have operable doors on both the rear and front facades with vehicular access available on both sides.
- e. Detached Garages: Detached garages are located toward the rear of the lot behind the primary structure. Similar architectural details as designed on the residence should be applied to the detached garage.

Examples of garage placement options are illustrated on Figure 7-1.

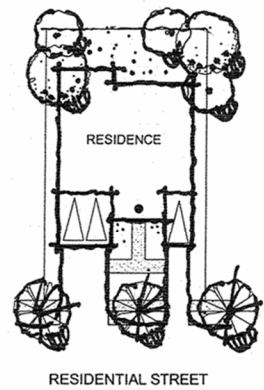
Figure 7-1: Garage Placement Options



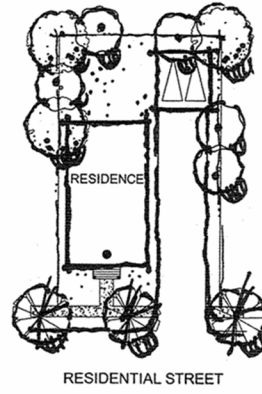
"RECESSED GARAGE"



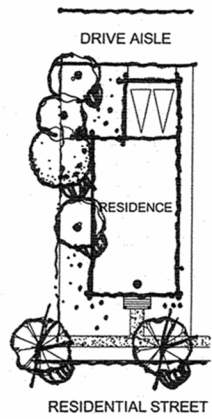
"SWING-IN GARAGE"



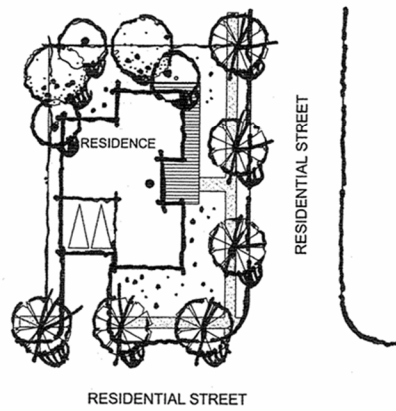
"SPLIT GARAGE"



"DETACHED GARAGE"



"ALLEY LOADED GARAGE"



"CORNER CONDITION"

D. NEIGHBORHOOD DESIGN GUIDELINES

To provide for a unified approach to neighborhood design, the following design guidelines have been defined. These guidelines focus on neighborhood level issues and compliment the Residential Design Guidelines included in Section C. The goal is to ensure that, no matter what housing types are developed within the Stone Point MDR and HDR, there is general consistency in the treatment of streetscapes, interfaces with open space and office/commercial uses, pedestrian connections, and other neighborhood defining elements. It is intended that, to the extent applicable, all Stone Point MDR and HDR development incorporate similar neighborhood design treatments.

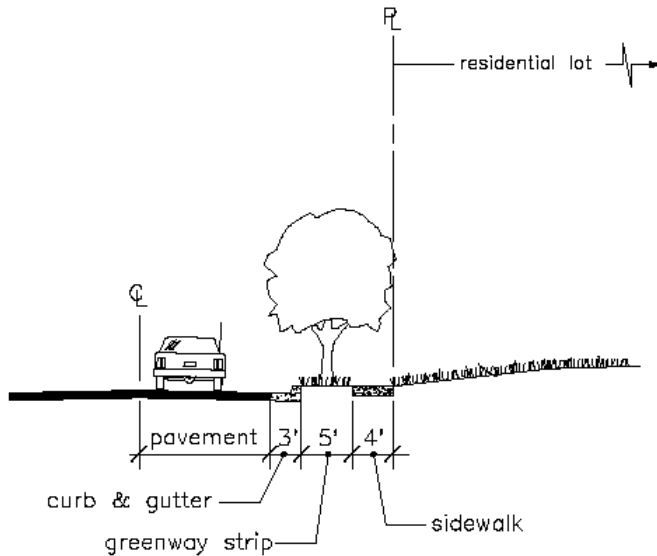
Emphasis is to be placed upon creating an attractive neighborhood design that is pedestrian friendly and responsive to the natural setting of the site. The requirements should be applied with flexibility, allowing intent to be achieved through consideration of a range of design solutions appropriate to the variety of housing types and conditions anticipated.

1. Neighborhood Streetscapes

The street is the visual foundation of the neighborhood. Creating neighborhood (local) streets that function, are pedestrian friendly, and have visual interest is a primary community objective:

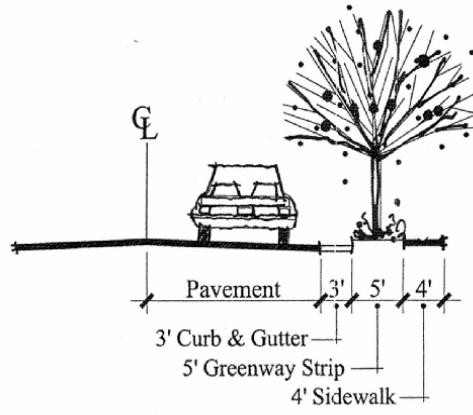
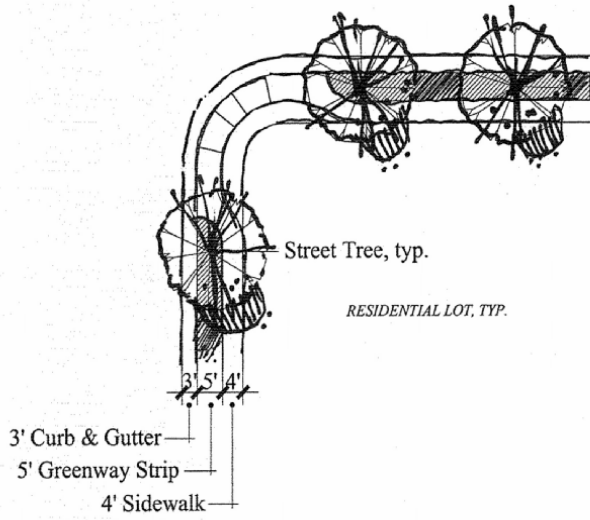
- a. Separated Sidewalks: The use of separated sidewalks with greenway strips is required (unless otherwise determined infeasible) along primary through public roadways within MDR and HDR. *The intent is to enhance pedestrian comfort and street aesthetics.*
 1. Separated sidewalks (where provided) shall consist of a four (4) foot wide sidewalk, with a five (5) foot wide greenway strip between the back of curb and sidewalk (*See Figure 7-2*).
 2. Separated sidewalks encumber additional land, which can impact lotting/unit yields and configurations as well as utility locations. To eliminate any potential penalty (lot/unit loss) associated with their implementation, the additional land required for the implementation of separated sidewalks will be recovered through the application of reduced street sections, setbacks, utility easements and/or lot sizes, as determined is feasible by the City.
 3. If the above cannot be achieved, or other overriding constraints such as the preservation of native oak trees exist, attached sidewalks may be considered.

Figure 7-2: Separated Sidewalk

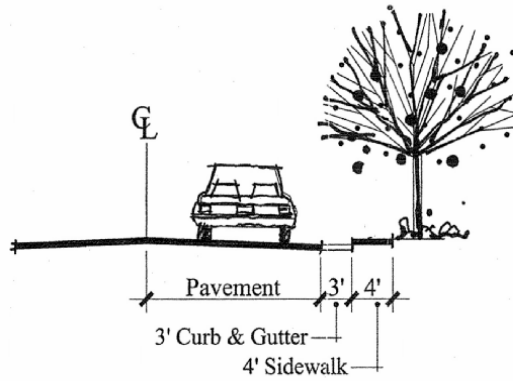
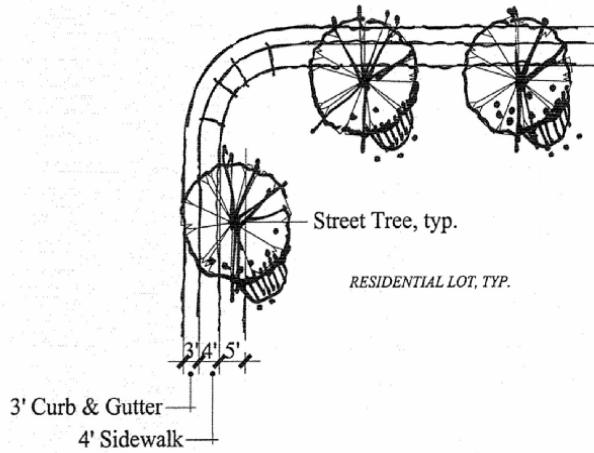


- b. Tree Plantings: Deciduous street trees shall be planted along all MDR and HDR neighborhood roadways. The intent is to create a seasonal tree canopy providing shade, enhancing aesthetics and comfort, and framing the public space.
 1. Neighborhood street trees are to be centered within the greenways or, where a separated sidewalk/greenway is not provided, placed within five (5) feet of back of walk (See Figure 7-3).
 2. To preserve continuity of the street scene, trees shall be spaced as regularly as possible, taking into account utilities, driveways, building placement, and cross streets.
 3. A minimum of one neighborhood street tree per lot shall be provided, with two street trees per lot on corner lots (one per street frontage). Where lots do not front on a roadway, are irregular in shape, or where individual lots are not applied, a minimum of one neighborhood street tree for each forty (40) feet of street frontage shall be provided.
 4. A single variety of neighborhood street tree shall be used for each neighborhood street or contiguous neighborhood area. In cases where only a smaller subordinate tree will fit the space allocations, a single variety of subordinate tree will be used.

Figure 7-3: Neighborhood Street Trees



Neighborhood Street Trees
(Greenway/Separated Sidewalk)



(No Greenway, Attached Sidewalk)

- c. **Street Lighting:** Streetlights contribute to neighborhood character and security. The intent is to provide unique street lighting fixtures that enhance identity, provide a pedestrian scale, and promote continuity of the street scene.

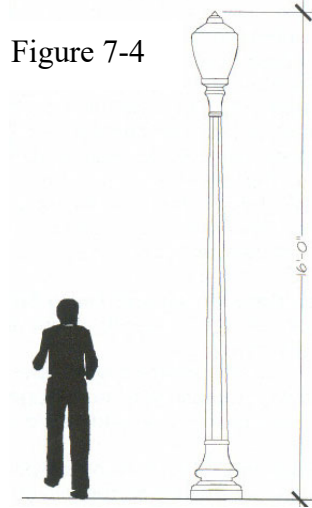


Figure 7-4

1. Decorative “acorn” style streetlight fixtures shall be used along all MDR and HDR neighborhood streets. Light fixtures will typically be sixteen (16) feet in height, but may vary depending upon location and function (*See Figure 7-4*). Precise lighting standards, placement and heights are subject to review and approval of the City.

2. Alternative decorative or themed light fixtures may be utilized subject to City approval. A single fixture type is to be used along all neighborhood roadways.

- d. **Neighborhood Street Sections:** Reduced street section widths may be used for both public and private neighborhood roadways. The intent is to reduce the amount of paved area, provide a less expansive and more pedestrian scale, calm traffic and compensate for the inclusion of separated sidewalks.

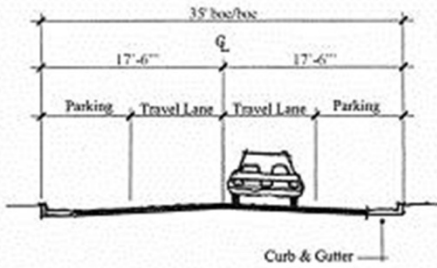
1. Precise MDR and HDR street sections shall be determined through tentative subdivision map/design review approval. The following street sections are provided for illustrative purposes only as examples of what may be proposed in Stone Point. All street sections are subject to City approval (*See Figures 7-5 and 7-6*):

Street/Drive Type	Width
Street - parking on both sides	35 feet Back of curb to Back of curb
Street - parking on one side	28 feet Back of curb to Back of curb
Street - no on-street parking	25 feet Back of curb to Back of curb
Driveway - two-way, no parking	20 feet Edge of pavement to edge of pavement
Alley	20 feet Edge of pavement to edge of pavement with 2.5 foot garage apron on each side
Back-up/turn-around from garage spaces and parking spaces	24 feet

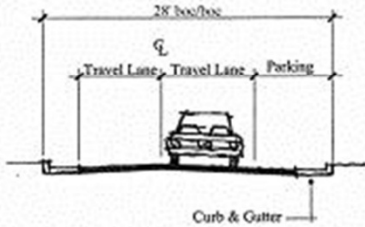
Figure 7-5: Neighborhood Street Sections

Figure 7-5b: Neighborhood Street Sections

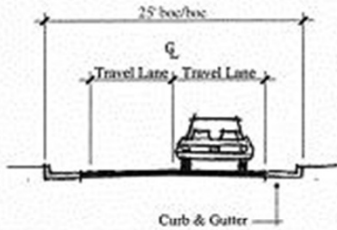
(for Lots 11, 12, and 14)



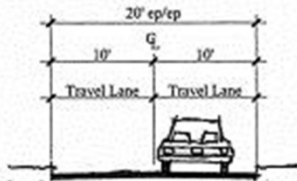
35' Street Section
(back of curb to back of curb)
NTS



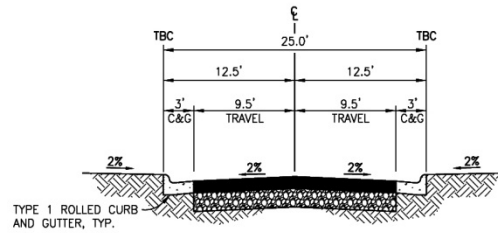
28' Street Section
(back of curb to back of curb)
Parking on one side only
NTS



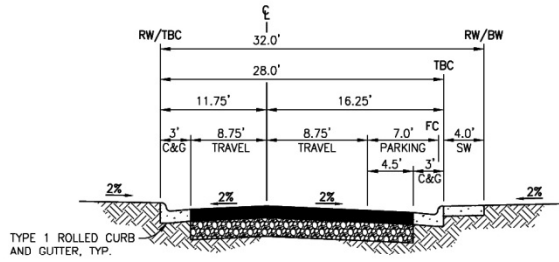
25' Street Section
(back of curb to back of curb)
No on-street parking
NTS



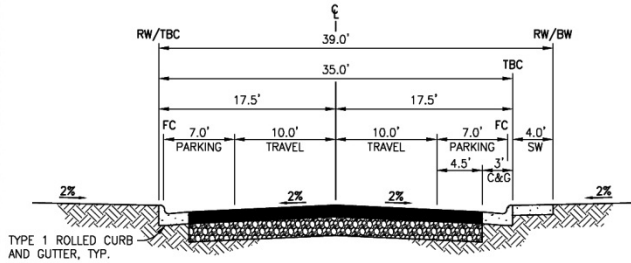
20' Driveway Section
(edge of pavement to edge of pavement)
Two-way, no parking
NTS



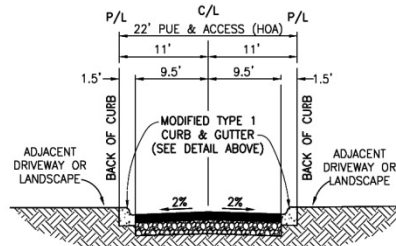
TYPICAL SECTION - PRIVATE "LANE E"
NOT TO SCALE



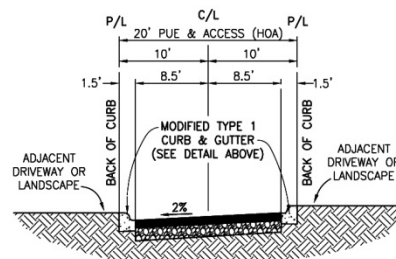
TYPICAL SECTION - PRIVATE LANE
PARKING ONE SIDE
NOT TO SCALE



TYPICAL SECTION - PRIVATE LANE
PARKING BOTH SIDES
NOT TO SCALE

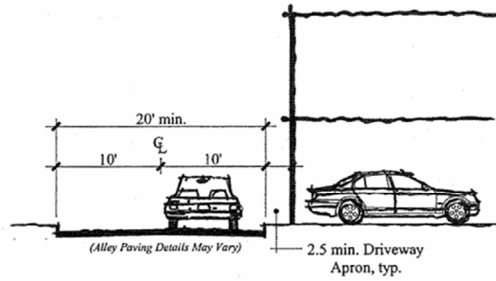


TYPICAL SECTION - PRIVATE CIRCLE (HOA)
NOT TO SCALE



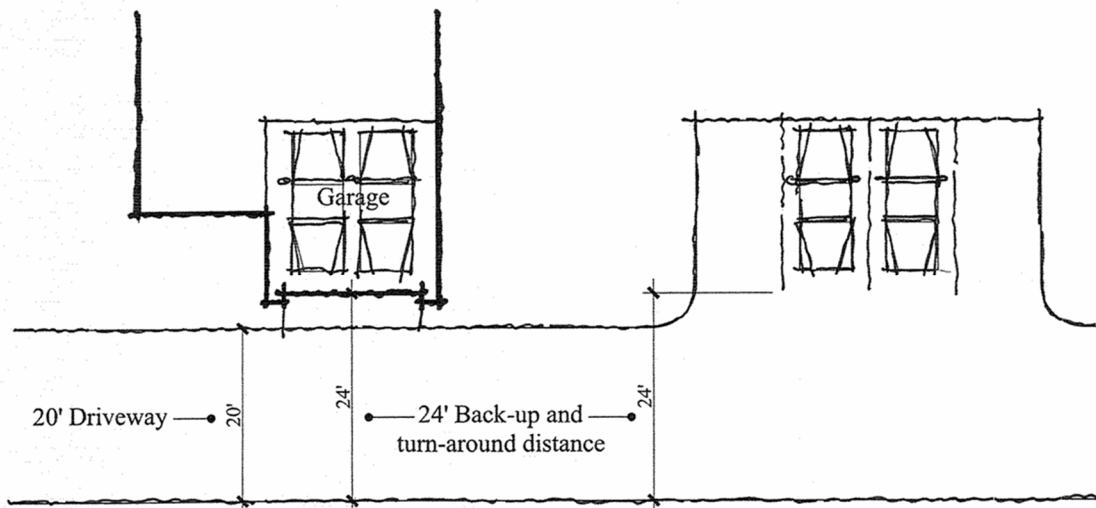
TYPICAL SECTION - PRIVATE COURT (HOA)
NOT TO SCALE

Figure 7-6: Alley Section



20' Alley Section

Figure 7-7: Back-Up/Turn-Around from Garage and Parking Spaces

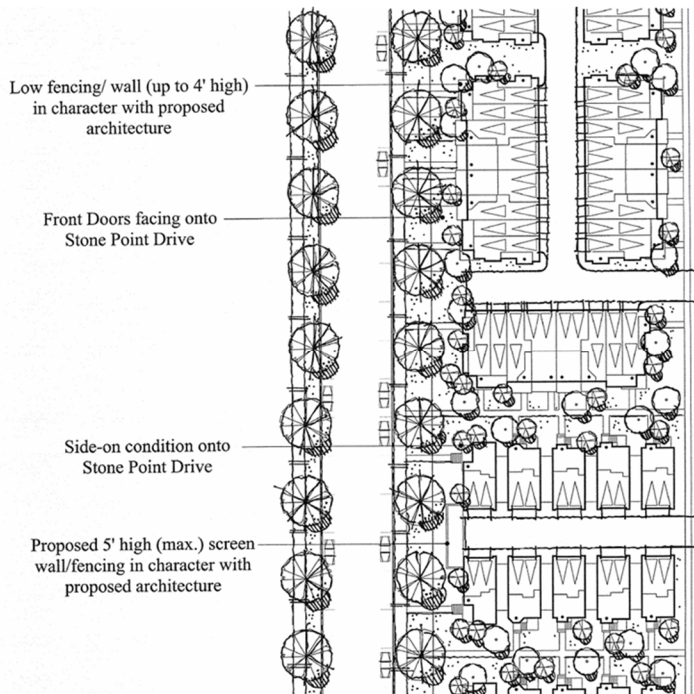
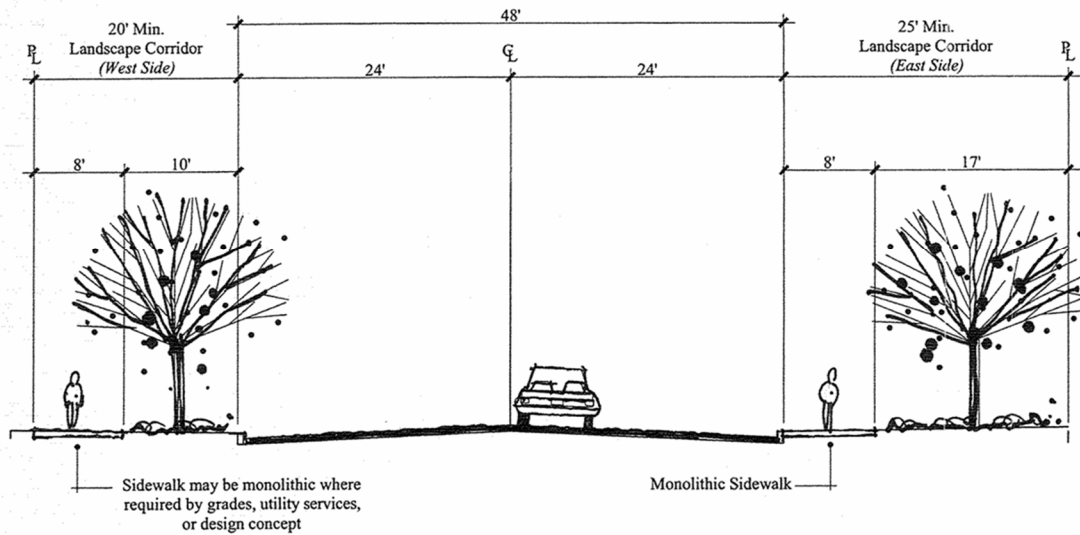


2. Interface with Stone Point Drive

Stone Point Drive separates the MDR neighborhood from office and commercial uses, and will provide the initial public view of the residential neighborhood to the east of Stone Point Drive. It is a community objective to present an attractive and permeable interface:

- a. **Setbacks, Unit Orientation and Fencing:** The Stone Point Master Plan emphasizes connectivity between the various uses within the Stone Point planning area. Stone Point Drive not only serves as the major entry to the project, but provides cross access to the entire site. The intent is to design this roadway to tie the site together through the creation of an open edge along its frontage that minimizes barriers and encourages cross activities (See Figure 7-8).
 1. A twenty five (25) foot wide Pedestrian Promenade shall be provided along the neighborhood frontage on the east side of Stone Point Drive (MDR frontage) in accordance with Chapter III. The promenade shall include an eight (8) foot wide bicycle and pedestrian path, and be planted consistent with the requirements of Chapter VI, Section C.1, Landscape Master Plan.
 2. A twenty (20) foot wide landscape corridor shall be provided along the neighborhood frontage on the west side of Stone Point Drive (office/commercial frontage) in accordance with Chapter III. The corridor shall include an eight (8) foot wide bicycle and pedestrian path and be planted consistent with the requirements of Chapter VI, Section C.1, Landscape Master Plan.
 3. MDR units are to typically front or side along Stone Point Drive at the back of the Pedestrian Promenade/ landscape corridor, with rear or internal vehicular access (no direct driveway cuts). Where units front the roadway, clear entries should be provided consistent with Section C, Residential Design Guidelines. The use of fencing and other barriers is to be minimized.
 4. Where it is determined that fencing is required or desired, the following fence types may be used along Stone Point Drive:
 - i.* For Delineation of Private Yard/Court Areas – Low wall up to four (4) feet in height designed to be consistent with and tie into the materials and colors of the adjacent unit/building.
 - ii.* For Pedestrian or Other Access Control - Open fencing four (4) feet in height and constructed of tubular steel or wrought iron. Masonry pilasters may be used as an optional detail with open fencing.
 - iii.* For Screening or Other Purposes – Stone wall four (4) to five (5) feet in height with architectural cap, decorative pilasters and/or columns if consistent with the overall wall theme. Screening shall only be used for limited conditions as approved by the City.
 5. A consistent fence concept shall be used throughout the neighborhood as detailed in Chapter VI, Section C.2, Fencing.

Figure 7-8: Stone Point Drive Interface



- b. Neighborhood Entries: Clearly defined entries incorporating landscaping and other design elements reinforce community identity. *The intent is to create a visual gateway into the neighborhood announcing entry and presenting a sense of arrival.*
 - 1. Each MDR neighborhood road access off of Stone Point Drive shall provide a minor entry in accordance with Chapter VI, Section C.4, Entry Features. Entry elements are to incorporate accent landscaping, enhanced paving, decorative wall, project monument pilasters and may include identifying signage and lighting. Signage and monument design should be consistent with the character of the Project Entry Monument Signs permitted by the Stone Point Signage Guidelines.
 - 2. All entries into the neighborhood shall have a consistent design.
- 3. Interface with North Sunrise Avenue

North Sunrise Avenue is adjacent to the Northwestern portion of the neighborhood. It is a community objective to provide an attractive frontage that adequately buffers residential uses.

- a. Setbacks, Unit Orientation and Fencing: North Sunrise is a major arterial that provides a key access point and visibility to the Stone Point Master Plan area. MDR units are separated from North Sunrise Avenue by a portion of the designated open space area (See Section 5.b.3 for additional discussion). Office uses on Parcel 8 will abut the landscape corridor immediately adjacent to the roadway. *The intent is to balance the desire for an open edge, with the need to ensure proper buffering of residential units from potential traffic and noise impacts.*
 - 1. A thirty five (35) foot wide landscape corridor shall be provided along the office frontage on North Sunrise Avenue. The landscape corridor will include an eight (8) foot wide bicycle and pedestrian path, and be planted consistent with the requirements of the Northeast Roseville Specific Plan Landscape Design Guidelines.
 - 2. HDR units may front, side or back on to North Sunrise Avenue, with internal vehicular access (no direct driveway cuts).
 - 3. Along North Sunrise Avenue noise attenuation may be required. The need for noise attenuation shall be determined in accordance with an acoustical analysis prepared with the applicable tentative subdivision map/design review permit.
 - 4. Where it is determined that fencing is required or desired, the following fence types may be used along North Sunrise Avenue:
 - i. For Noise Attenuation or Screening - Solid wall, six (6) feet in height of an enhanced masonry design. This wall type shall incorporate an architectural cap (If consistent with the overall wall theme) and decorative pilasters or columns. Pilasters or columns should be constructed of masonry, block, brick, cobble or other material complementary to wall. Pilasters are to be



placed at regular intervals including both sides of all entry points, at angle points and at other wall breaks. Where a wall in excess of six (6) feet is needed to achieve the requirements of an acoustical analysis, the additional height should be achieved by placing the wall on top of an earthen berm high enough to meet the identified mitigation requirement. Where an acoustical analysis identifies that a solid wall is not required for noise attenuation, open fencing may be used (see iii below).

- ii. For Delineation of Private Yard/Court Areas – Low wall up to four (4) feet in height designed to be consistent with and tie into the materials and colors of the adjacent unit/building.
- iii. For Pedestrian or Other Access Control and where a solid wall is not required - Open fencing up to six (6) feet in height and constructed of tubular steel or wrought iron. Masonry pilasters may be used as an optional detail with open fencing.

- 5. A consistent fence concept shall be used throughout the neighborhood as detailed in Chapter VI, Section C.2.d, Fencing.

4. Residential Interface with Stone Point Drive

Residential uses are in proximity to the Office/Commercial uses. The boundary between the residential uses and the Office/ Commercial uses will be Stone Point Drive and associated landscaping. It is a community objective to present an attractive and permeable interface between uses. The following addresses the residential side of the interface. (*See Chapter VI for discussion on the office side of the interface*).

- a. Setbacks, Unit Orientation and Fencing: Connectivity between uses is a primary objective of the Stone Point Master Plan. The intent is to tie the site together through the creation of an open edge along the residential uses that minimizes barriers and encourages cross activities with the Office/Commercial uses across Stone Point Drive.
 - 1. Stone Point Drive will be located along the southwestern and southeastern edges of the residential properties (Lots 11-14) adjacent to the Office/Commercial uses in accordance with Chapter III. The landscape corridors along Stone Point Drive will include an eight (8) foot wide bicycle and pedestrian path, and full size deciduous shade (i.e.: London Plane) trees planted a maximum of 25 feet on-center. Overall landscaping is to be planted consistent with the requirements of Chapter VI, Section C.1, Landscape Master Plan.

2. Units are to typically front or side along the back of the landscape corridor, with rear or internal access (no direct driveway cuts). The use of fencing and other barriers is to be minimized.
3. Where it is determined that fencing is required or desired, the following fence types may be used:
 - i. For Delineation of Private Yard/Court Areas – Low wall up to four (4) feet in height designed to be consistent with and tie into the materials and colors of the adjacent unit/building.
 - ii. For Pedestrian or Other Access Control - Open fencing four (4) feet in height and constructed of tubular steel or wrought iron. Masonry pilasters may be used as an optional detail with open fencing.
 - iii. For Screening or Other Purposes – Stone wall four (4) to five (5) feet in height with architectural cap, decorative pilasters and/or columns if consistent with the overall wall theme. Screening shall only be used for limited conditions as approved by the City.
4. A consistent fence concept shall be used throughout the neighborhood as detailed in Chapter VI, Section C.2, Fencing.
5. Interface with Open Space

Open space, consisting of Miner’s Ravine and its related drainages and oak woodlands, wraps around and extends into the residential portion of the neighborhood. This open space is a primary contributor to the character and desirability of the neighborhood. Designated open space areas are to remain in their natural state with minimal impact from development. Grading limitations and tree protection are regulated by the Stone Point Master Grading and Tree Permits as updated. It is a community objective to respect the existing resources, blend the natural and built environments, and capitalize on the views and other amenities afforded.

- a. Grading Limitations and Tree Protection: Existing topography, distinctive topographical features and oak woodlands are significant resources to be preserved to the extent practical. *The intent is to establish a soft development edge along open space areas to minimize grading and impacts to existing oak trees.*
 1. Development of the neighborhoods shall comply with the provisions of the Stone Point Master Grading Plan and Master Tree Permit as updated and summarized in Chapter IV. Included is designation of a fifty (50) foot wide building/improvement setback area. This setback, consisting of a “hard zone” abutting the open space and a “soft zone” abutting the neighborhood, is to be left predominately in a natural condition. As development occurs, deviations from the Stone Point Master Grading Plan will be evaluated by the City based on housing types and siting conditions, native oak tree impacts, utility constraints, topographical considerations, effects on circulation and access, and community benefit.

- b. Building Orientation and Fencing: Views into the open space areas are a principal amenity of the neighborhood and the Stone Point project in general. *The intent is to further the concept of a soft edge along open space areas by enhancing views and minimizing barriers.*
 - 1. Building and activity areas are encouraged to be oriented toward open space to maximize views.
 - 2. Fencing is generally discouraged adjacent to open space areas. Where it is required or desired for security or to define private space, the following fence types may be used:
 - i. Low wall up to four (4) feet in height designed to be consistent with and tie into the materials and colors of the adjacent unit/building.
 - ii. Open fencing four (4) to six (6) feet in height and constructed of tubular steel or wrought iron. Masonry pilasters may be used as an optional detail with open fencing.
 - 3. Along the open space adjacent to North Sunrise Avenue, and potentially at other high activity areas, neighborhood noise attenuation may be required. The need for noise attenuation shall be determined in accordance with an acoustical analysis prepared with the applicable tentative subdivision map. Solid walls along open space areas, if required, shall be six (6) feet in height and of an enhanced masonry design. This wall type shall incorporate an architectural cap (If consistent with the overall wall theme) and decorative pilasters or columns. Pilasters or columns should be constructed of masonry, block, brick, cobble or other material complementary to wall. Pilasters are to be placed at regular intervals including both sides of all entry points, at angle points and at other wall breaks. Where a wall in excess of six (6) feet is needed to achieve the requirements of an acoustical analysis, the additional height should be achieved by placing the wall on top of an earthen berm high enough to meet the identified mitigation requirement.
 - 4. Consistent fence and wall concepts shall be used throughout the neighborhood as detailed in Chapter VI, Section C.2, Fencing.

6. Linkages – Visual, Pedestrian and Bicycle

The Stone Point site is designed to promote pedestrian circulation between uses and provide connections to existing open space trails. It is a community objective to enhance access throughout the project:

- a. Access Connections: In addition to the pedestrian promenade along Stone Point Drive, access through and to open space areas and the adjacent office/commercial uses is a key component of the Stone Point project. The following identifies requirements unique to the residential neighborhood. See Chapter III for additional discussion and detail on overall Stone Point circulation and interconnections. *The*

intent is to provide convenient access that encourages alternative transportation forms.

1. Regular access points from the neighborhood to the Stone Point pedestrian promenade, Stone Point Drive landscape corridor, interior roadway landscape corridors, office commercial uses, and project trails shall be provided with precise locations as determined through subdivision map/design review. Such access points shall be constructed by the applicable project developer.
2. A public bike trail connection from Piches Park to the Miner’s Ravine trail system will be provided as defined in Chapter III. The trail will extend along the northeastern edge of the neighborhood. Trail improvement plans are to be coordinated with the adjacent subdivision design. Timing and responsibility for construction of the trail is specified in Chapter V.

E. PRODUCT REVIEW PROCESS

To ensure that housing types correspond with the applicable development standards and design guidelines, all housing types in Stone Point require Design Review Permit approval:

1. For housing products that require subdivision map approval, a Design Review Permit will be processed concurrently with the Small Lot Tentative Subdivision Map to review housing product design and compliance with these development standards and design guidelines. The approving authority is the Planning Commission.
2. For housing products that do not require subdivision map approval, a Design Review Permit will be processed to review housing product design and compliance with these development standards and design guidelines. The approving authority is the Design Committee.
3. Following Design Review Permit approval, subsequent variations in approved housing types and development standards may be approved administratively if determined by the Planning Director to be in substantial conformance with the originally approved housing types and development standards, and consistent with the intent of this Master Plan.

Note –As noted in the prior discussion of “Project Financing and Phasing” (Chapter 1.D, p.9), the backbone infrastructure to serve the Stone Point Property was designed to be constructed and financed both on a project-wide basis by a Mello Roos Community Facilities District and on a parcel by parcel basis by the owner(s) of the parcel(s) being developed. The original Stone Point Master Plan included in Appendix A sets forth an infrastructure phasing plan that allows all or any portion of the backbone infrastructure to be constructed on a parcel by parcel basis. The master developer of the Stone Point Property subsequently decided to fund and construct the Stone Point backbone infrastructure on a project-wide basis using a CFD. As a result, the parcel by parcel phasing program described in Appendix A is no longer applicable. Accordingly, Appendix A had been deleted from the amended Master Plan.

PC EXHIBIT B

EUREKA DEVELOPEMENT CO, LLC
 1508 EUREKA ROAD, SUITE 1745
 ROSEVILLE, CA 95661

REV	DATE	DESCRIPTION



RSC ENGINEERING
 1420 Rocky Ridge Drive, Suite 150
 Roseville, CA 95661
 Ph: 916.788.2884 Fax: 916.788.4408

PROJECT NO: 330-002
 DRAWN BY: RSC Eng
 CHECKED BY: RSC Eng
 DESIGNED BY: RSC Eng

**PRELIMINARY PLANS FOR
 STONEPOINT HOTEL AND OFFICE**
 1470 STONE POINT DRIVE
 ROSEVILLE, CA 95661

SHEET TITLE
**PRELIMINARY
 DEMOLITION
 PLAN**

SHEET NO.
DM
 2 OF 12

DATE: OCTOBER 23, 2025



LEGEND

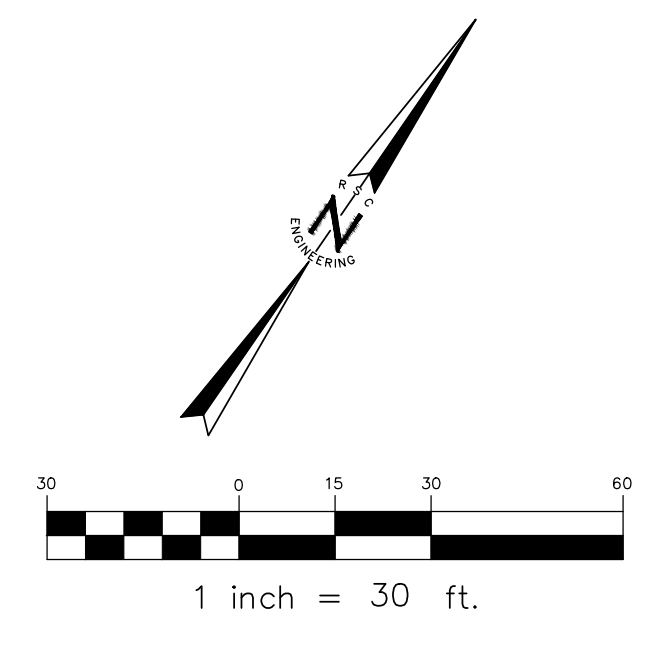
- REMOVE EXISTING TREES (23 TOTAL)
- REMOVE EXISTING PAVEMENT/TRASH ENCLOSURE
- REMOVE EXISTING SIDEWALK
- 3" GRIND AND OVERLAY
- REMOVE EXISTING FEATURE
- ① REMOVE EXISTING CURB/CURB AND GUTTER
- ② REMOVE EXISTING FENCE
- ③ REMOVE EXISTING SS/SD/WATER STRUCTURE ONLY AFTER PROPOSED SS/SD/WATER IS CONSTRUCTED 00054
- ④ REMOVE EXISTING WATER LINE
- ⑤ REMOVE EXISTING STORM DRAIN PIPE ONLY AFTER PROPOSED STORM DRAIN IS CONSTRUCTED
- ⑥ REMOVE EXISTING SEWER PIPE
- ⑦ REMOVE EXISTING HYDRANT
- ⑧ REMOVE EXISTING SITE LIGHT
- ⑨ RELOCATE EXISTING ELECTRICAL VAULT
- P1 PROTECT EXISTING HYDRANT AND FDC
- P2 PROTECT EXISTING STORM DRAIN DI
- P3 PROTECT EXISTING STORM DRAIN PIPE

TREE INVENTORY:

TAG NO.	SPECIES COMMON NAME	SPECIES BOTANICAL NAME	DBH (IN.)	CANOPY RADIUS (FT.)	TO BE REMOVED?
858	CHINESE PISTACHE	PISTACIA CHINENSIS	6	10	YES
859	CHINESE PISTACHE	PISTACIA CHINENSIS	5	10	YES
860	RED OAK	QUERCUS RUBRA	8	20	YES
861	CHINESE PISTACHE	PISTACIA CHINENSIS	7	15	YES
862	RED OAK	QUERCUS RUBRA	9	20	YES
863	RED OAK	QUERCUS RUBRA	10	20	YES
864	RED OAK	QUERCUS RUBRA	11	25	YES
865	CRAPE MYRTLE	LAGERSTROEMIA SP.	7 STALKS @ 2	5	YES
866	CRAPE MYRTLE	LAGERSTROEMIA SP.	10 STALKS @ 1-2	5	YES
867	CRAPE MYRTLE	LAGERSTROEMIA SP.	3, 3	5	YES
868	WASHINGTON HAWTHORNE	CRATAEGUS PHAENOPRYUM	4	10	YES
869	WASHINGTON HAWTHORNE	CRATAEGUS PHAENOPRYUM	4	7	YES

TAG NO.	SPECIES COMMON NAME	SPECIES BOTANICAL NAME	DBH (IN.)	CANOPY RADIUS (FT.)	TO BE REMOVED?
870	WASHINGTON HAWTHORNE	CRATAEGUS PHAENOPRYUM	5	10	YES
887	CHINESE PISTACHE	PISTACIA CHINENSIS	2	5	YES
888	CHINESE PISTACHE	PISTACIA CHINENSIS	3	5	YES
902	CHINESE PISTACHE	PISTACIA CHINENSIS	3	5	YES
903	EASTERN REDBUD	CERCIS CANADENSIS	7	10	YES
904	CHINESE ELM	ULMUS PARVIFOLIA	5	10	YES
905	CHINESE ELM	ULMUS PARVIFOLIA	4	5	YES
906	CHINESE PISTACHE	PISTACIA CHINENSIS	4	5	YES
907	CHINESE PISTACHE	PISTACIA CHINENSIS	4	5	YES
911	CHINESE PISTACHE	PISTACIA CHINENSIS	4	5	YES
912	CHINESE PISTACHE	PISTACIA CHINENSIS	3	5	YES

NOTE: REFER TO ARBORIST REPORT AND TREE INVENTORY BY FOCAL POINT ARBORICULTURE CONSULTING, DATED AUGUST 26, 2024



CITY OF ROSEVILLE APPROVAL

DRAWING: PL-330-002 (Preliminary) Demolition/330002_2024.dwg
 USER: J.ROSEVILLE
 PLOT DATE: Oct 23, 2025 11:15:33 AM
 PLOT SCALE: 1:30000

Please reference the fire department access standards from the City of Roseville's website. City of Roseville/Government/Departments& Divisions/Fire Department/Fire & Life Safety/Standards Permits & Fees/Emergency Vehicle Access. For more information, please contact mbradley@roseville.ca.us or 916 774-5806.

PC EXHIBIT C

SITE

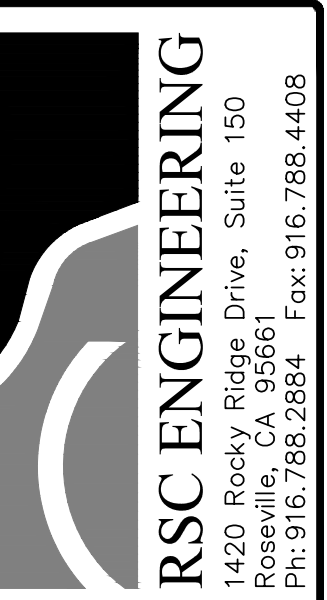
EUREKA DEVELOPMENT CO., LLC
1508 EUREKA ROAD, SUITE 1745
ROSEVILLE, CA 95661

DATE BY
CITY APPROVED

DESCRIPTION

REV. DATE

REV. DATE



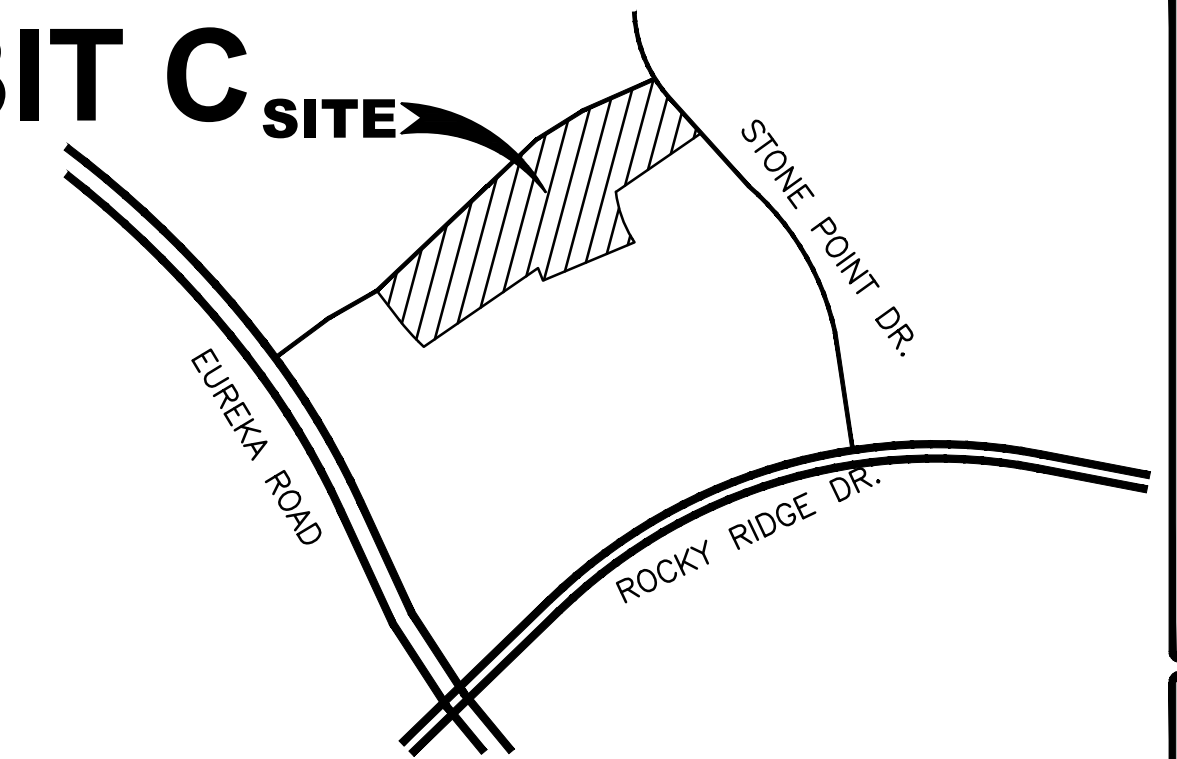
PROJECT NO: 330-002
DRAWN BY: RSC Eng
CHECKED BY: RSC Eng
DESIGNED BY: RSC Eng

PRELIMINARY PLANS FOR STONEPOINT HOTEL AND OFFICE
1470 STONE POINT DRIVE
ROSEVILLE, CA 95661

SHEET TITLE
PRELIMINARY SITE PLAN

SHEET NO.
SP
3 OF 12

DATE: OCTOBER 23, 2025



VICINITY MAP
NOT TO SCALE

OWNER

EUREKA DEVELOPMENT CO., LLC
1508 EUREKA ROAD, SUITE 1745
ROSEVILLE, CA 95661

DEVELOPER

WS CALIFORNIA DEVELOPER, LLC
7200 W. 132ND STREET, SUITE 220
OVERLAND PARK, KS 66231

APPLICANT

RSC ENGINEERING, INC.
1420 ROCKY RIDGE DR, SUITE 150
ROSEVILLE, CA 95661
CONTACT: TIFFANY WILSON
(916) 788-2884

APN

048-460-030

LAND USE

BUSINESS PROFESSIONAL (BP)

ZONING

NORTHEAST ROSEVILLE SPECIFIC PLAN
PD178

EXISTING ACREAGE

4.615± AC

PROPOSED ACREAGE

PARCEL 1: 2.533± AC
PARCEL 2: 2.082± AC
TOTAL: 4.615± AC

BUILDING SUMMARY

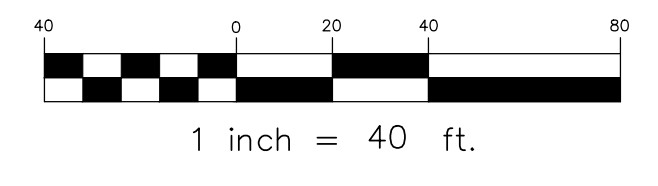
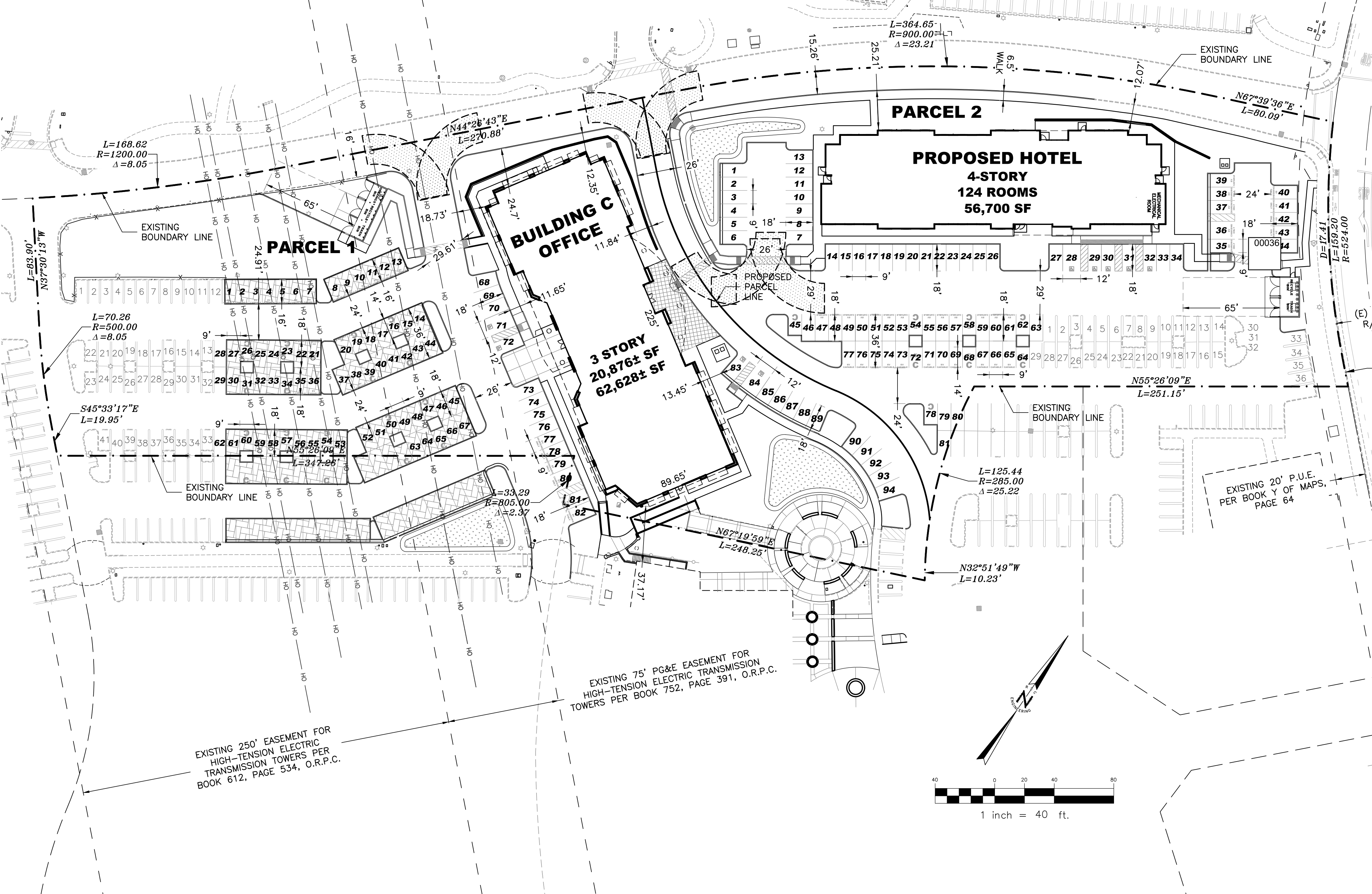
PROPOSED 3 STORY OFFICE BUILDING C	62,628 SF
PROPOSED HOTEL 4 STORY	124 ROOMS
FIRST FLOOR:	14,175 SF
SECOND FLOOR:	14,175 SF
THIRD FLOOR:	14,175 SF
FOURTH FLOOR:	14,175 SF
TOTAL	56,700 SF

REQUIRED PARKING

PROPOSED 3 STORY OFFICE BUILDING C	1 STALL/250 SF	251 STALLS
PROPOSED HOTEL 4 STORY	1 STALL/ROOM	124 STALLS

SEE STONE POINT PARKING PLAN ON SHEETS 11 AND 12 FOR OVERALL CENTER AND PREVIOUSLY APPROVED PARKING REDUCTIONS

CITY OF ROSEVILLE APPROVAL



NOTES:

1. THE EXISTING CENTER HAS A CROSS PARKING AGREEMENT FOR THE ENTIRE CENTER. THE PROPOSED OFFICE BUILDING AND HOTEL WILL BE INCORPORATED INTO THE AGREEMENT.
2. 23 TREES TO BE REMOVED (SEE SHEET TR FOR MORE INFORMATION).
3. PROJECT MAY DEVELOP IN TWO (2) PHASES.
4. IMPROVEMENT PLANS SHALL MEET THE REQUIREMENTS OF THE CITY OF ROSEVILLE FIRE DEPARTMENT.

UTILITY PROVIDERS

WATER: CITY OF ROSEVILLE
SEWER: CITY OF ROSEVILLE
DRAINAGE: CITY OF ROSEVILLE
POLICE: CITY OF ROSEVILLE
FIRE: ROSEVILLE FIRE DEPARTMENT
PARKS: CITY OF ROSEVILLE
ELECTRIC: ROSEVILLE ELECTRIC
GAS: PG&E

PROPOSED PARKING

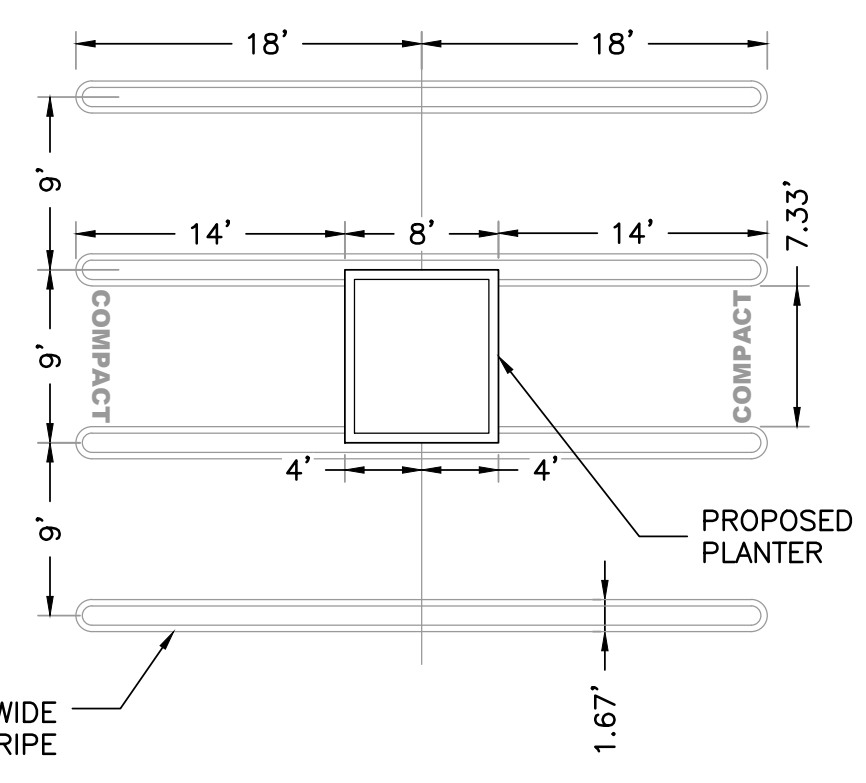
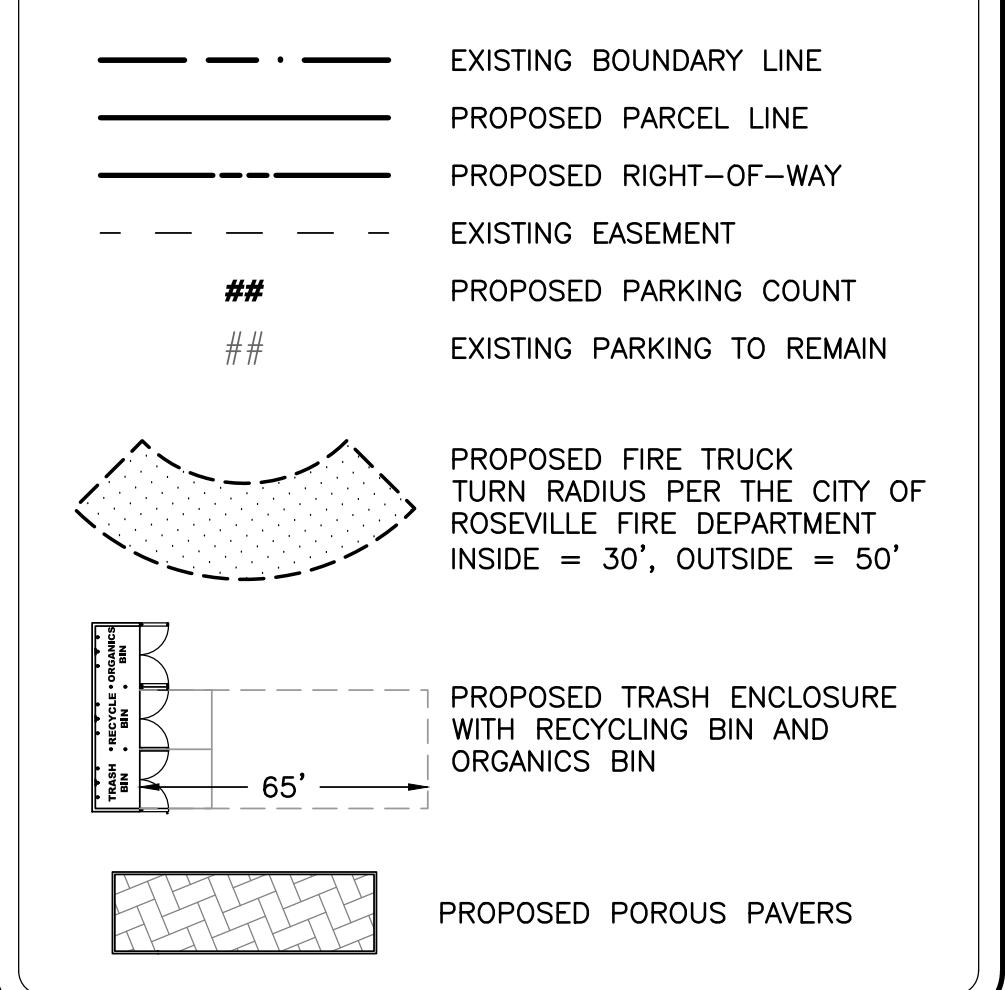
PARCEL 1

EXISTING TO REMAIN:	41 STALLS
PROPOSED STANDARD:	51 STALLS
PROPOSED COMPACT:	14 STALLS
PROPOSED ACCESSIBLE:	4 STALLS
PROPOSED EV CHARGING:	6 STALLS
PROPOSED EV CAPABLE:	19 STALLS
TOTAL:	135 STALLS

PARCEL 2

EXISTING TO REMAIN:	36 STALLS
PROPOSED STANDARD:	35 STALLS
PROPOSED COMPACT:	2 STALLS
PROPOSED ACCESSIBLE:	5 STALLS
PROPOSED EV CHARGING:	8 STALLS
PROPOSED EV CAPABLE:	30 STALLS
TOTAL:	117 STALLS

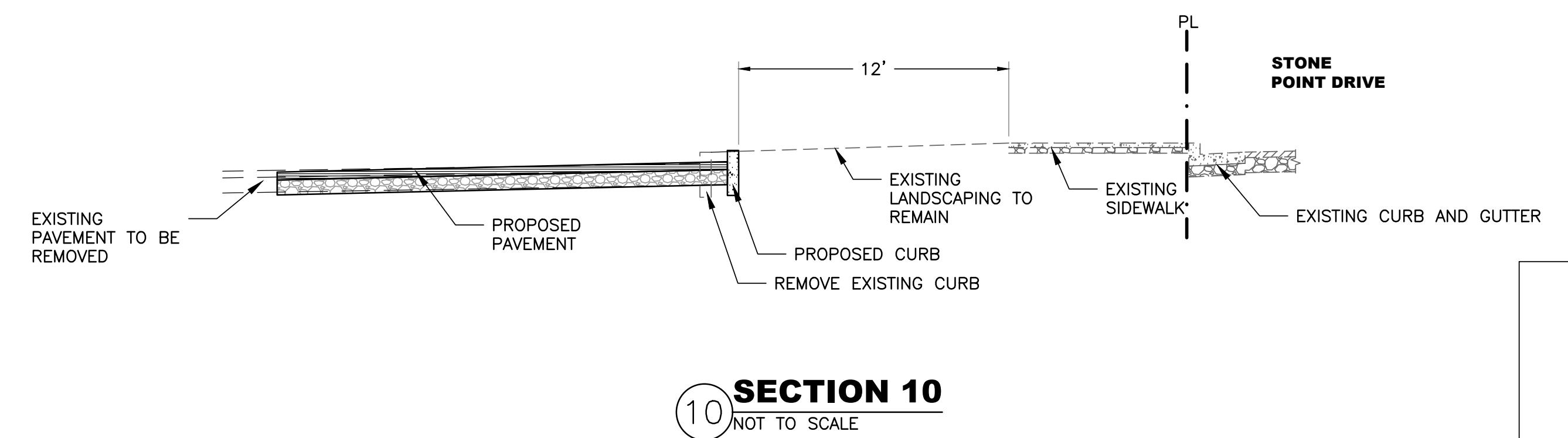
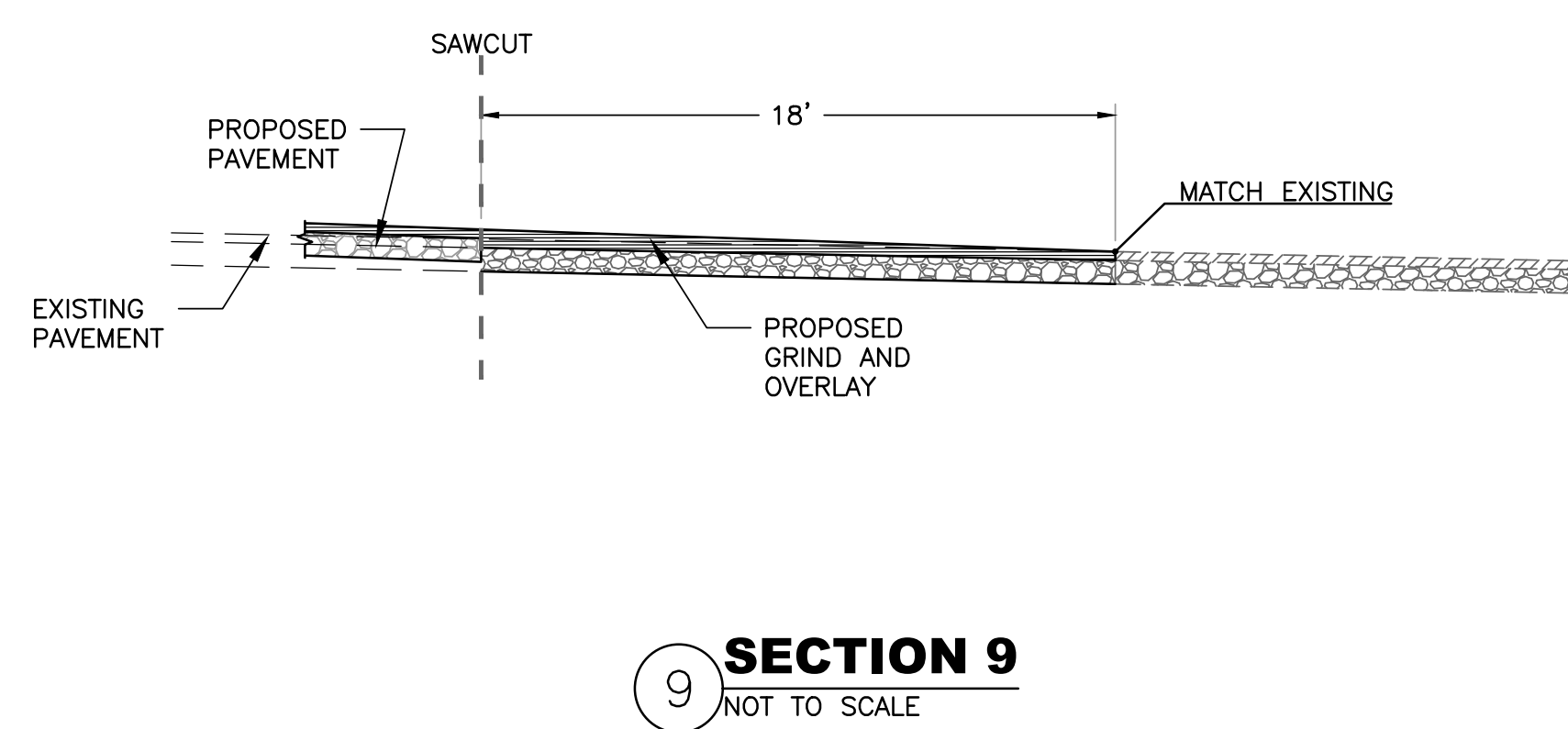
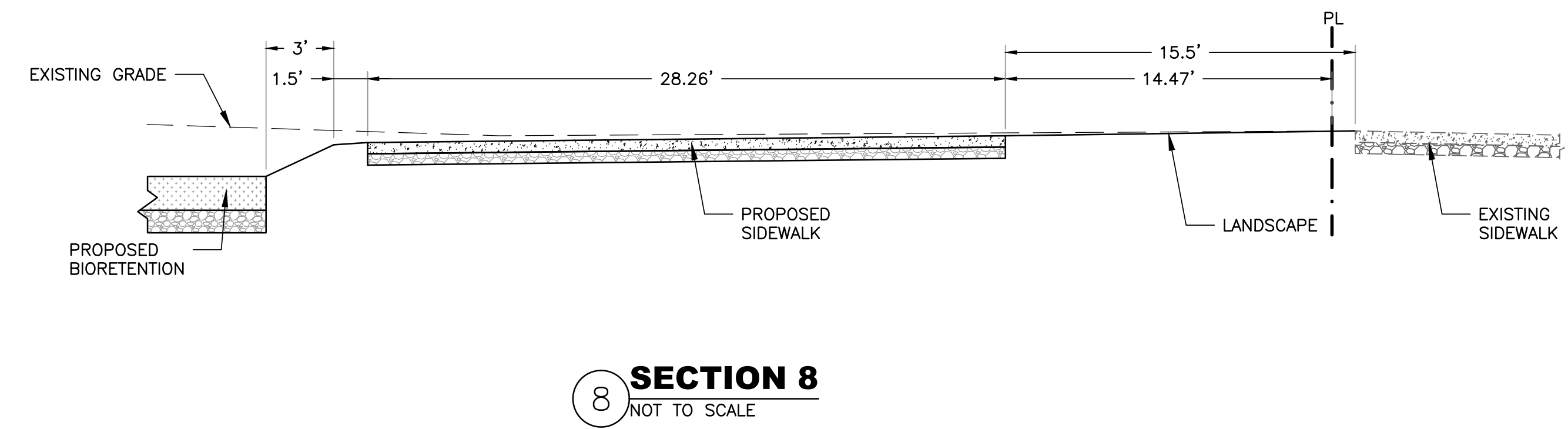
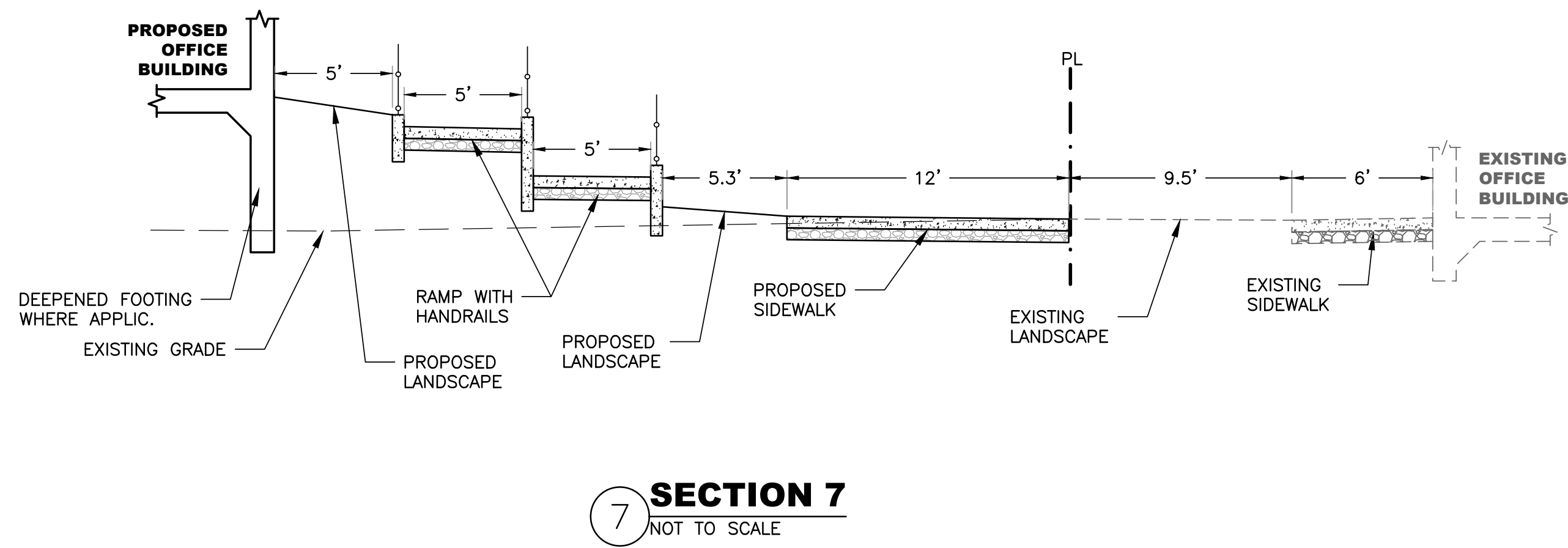
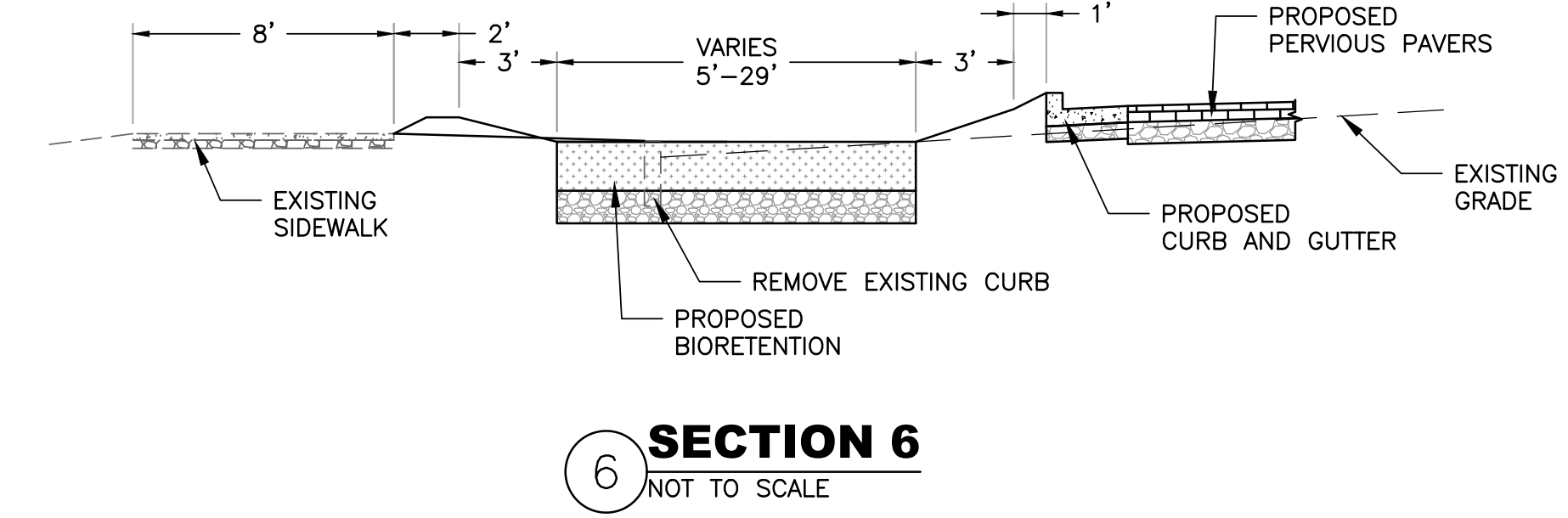
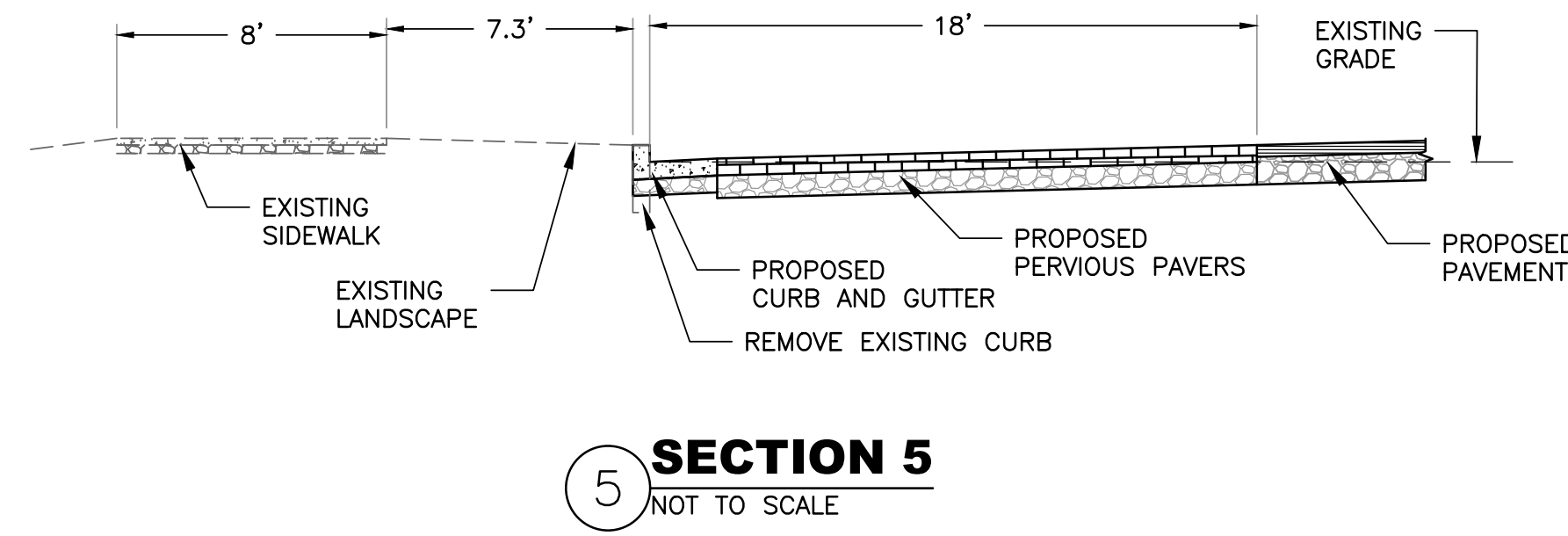
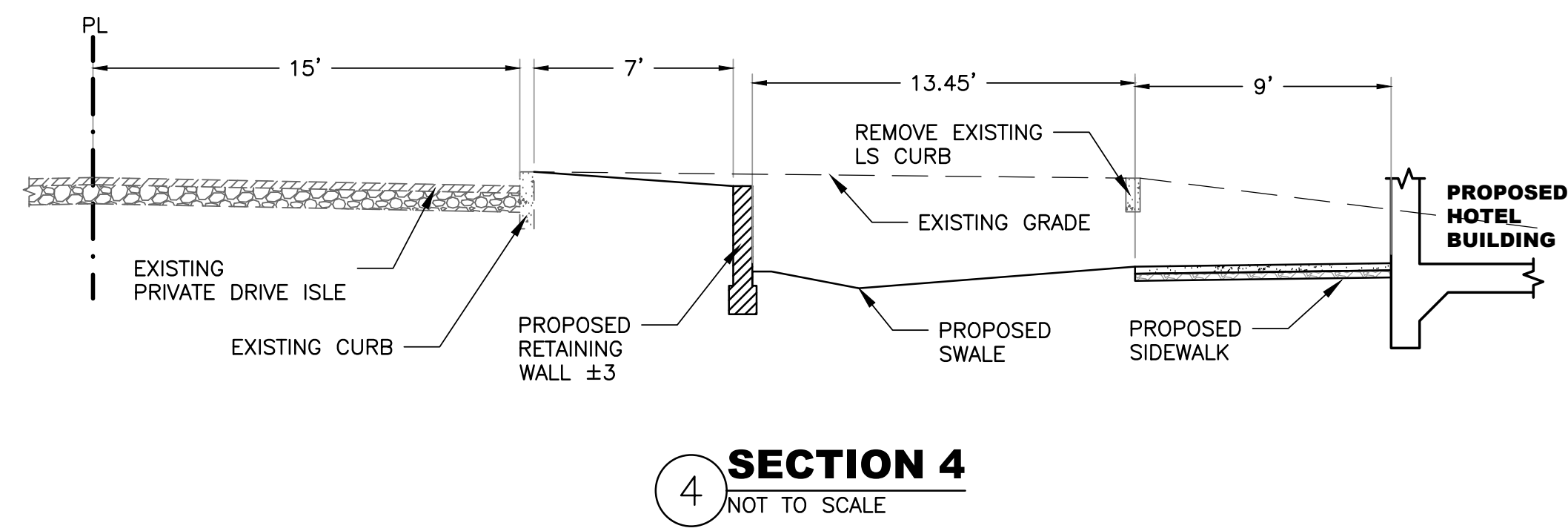
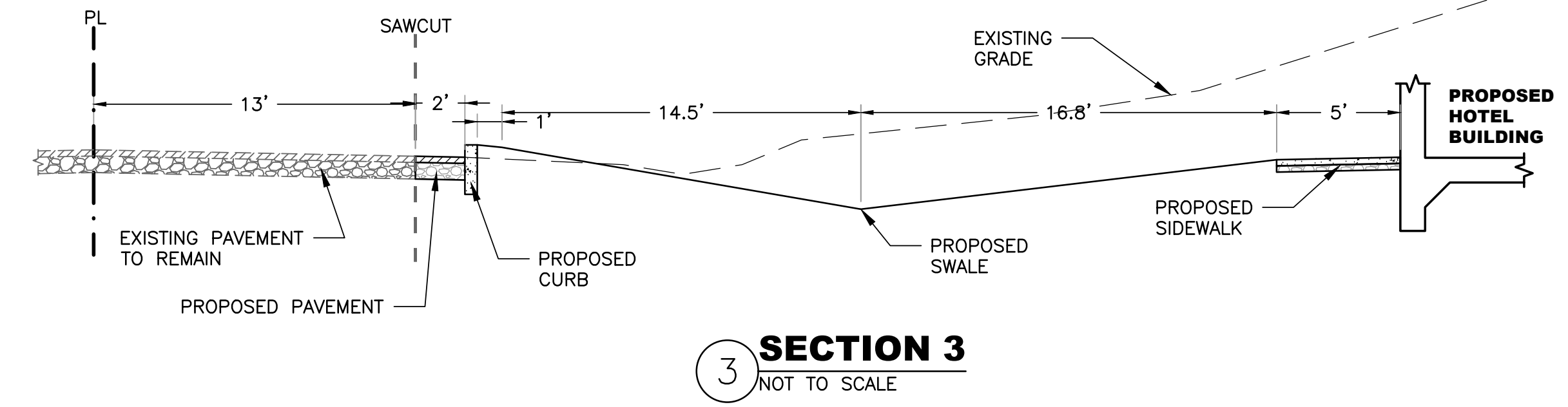
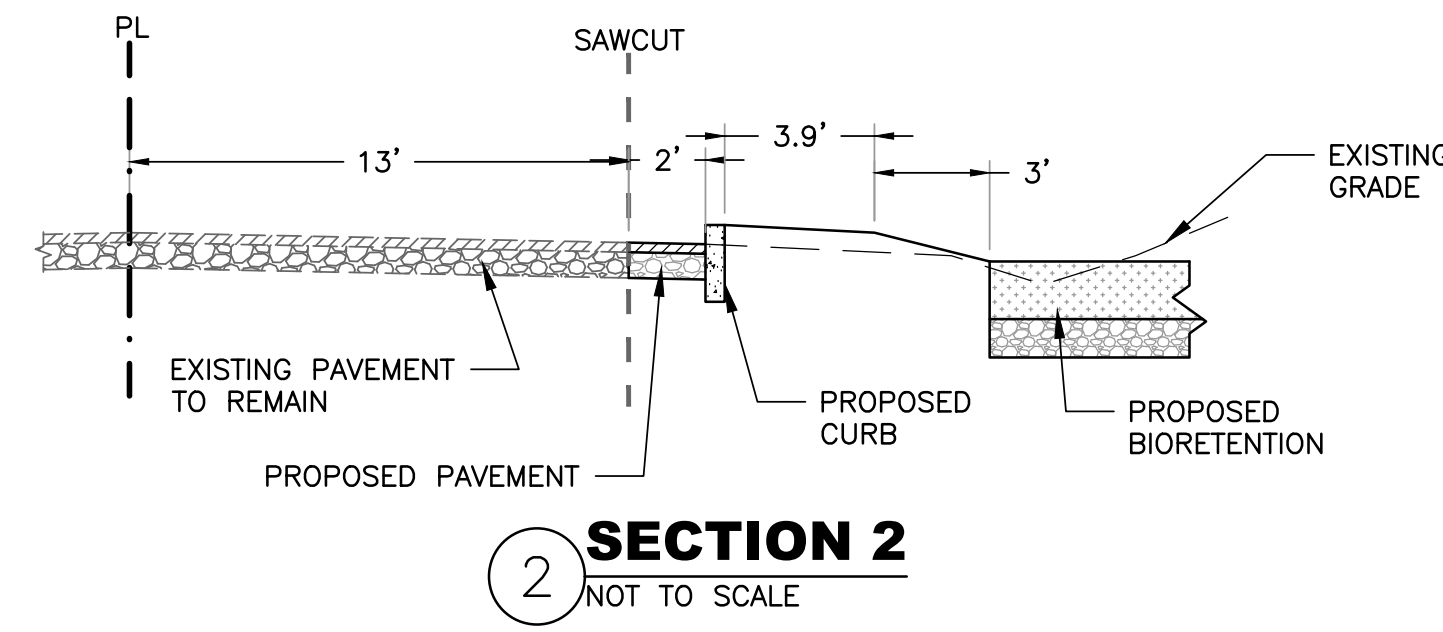
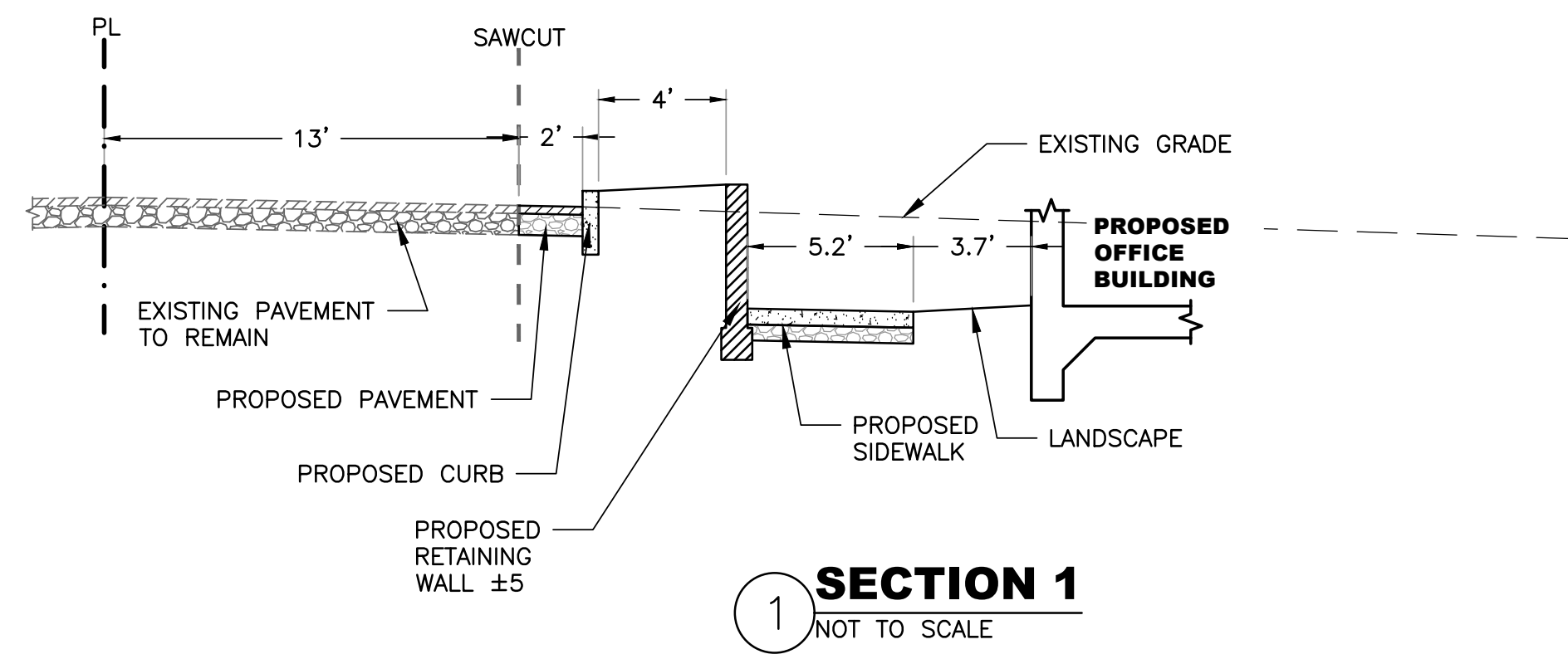
LEGEND



PROPOSED PARKING DETAIL
SCALE: 1" = 10'

DRAWING: PA-330-002 (Preliminary) C:\projects\330002_25_24.dwg
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 PLOT DATE: Oct 23, 2025 - 12:55 PM
 PLOT SCALE: 1" = 10'

PC EXHIBIT D



EUREKA DEVELOPMENT CO, LLC
1508 EUREKA ROAD, SUITE 1745
ROSEVILLE, CA 95661

REV	DATE	DESCRIPTION

REV	DATE

RSC ENGINEERING
1420 Rocky Ridge Drive, Suite 150
Roseville, CA 95661
Ph: 916.788.2884 Fax: 916.788.4408

PROJECT NO: 330-002
DRAWN BY: RSC Eng
CHECKED BY: RSC Eng
DESIGNED BY: RSC Eng

**PRELIMINARY PLANS FOR
STONEPOINT HOTEL AND OFFICE**
1470 STONE POINT DRIVE
ROSEVILLE, CA 95661

SHEET TITLE
**PRELIMINARY
GRADING
SECTIONS**

SHEET NO.
SEC
5 OF 12

DATE: OCTOBER 23, 2025

CITY OF ROSEVILLE APPROVAL

DRAWING: PL330-002 Preliminary Grading Sections 10/23/25
 USER: M.ROSEVILLE Date: 10/23/25 Time: 10:55 AM
 PLOT DATE: Oct 23, 2025 Time: 10:55 AM

PC EXHIBIT E

EUREKA DEVELOPEMENT CO, LLC
 1508 EUREKA ROAD, SUITE 1745
 ROSEVILLE, CA 95661

REV	DATE	DESCRIPTION

REV	DATE	DESCRIPTION

RSC ENGINEERING
 1420 Rocky Ridge Drive, Suite 150
 Roseville, CA 95661
 Ph: 916.788.2884 Fax: 916.788.4408

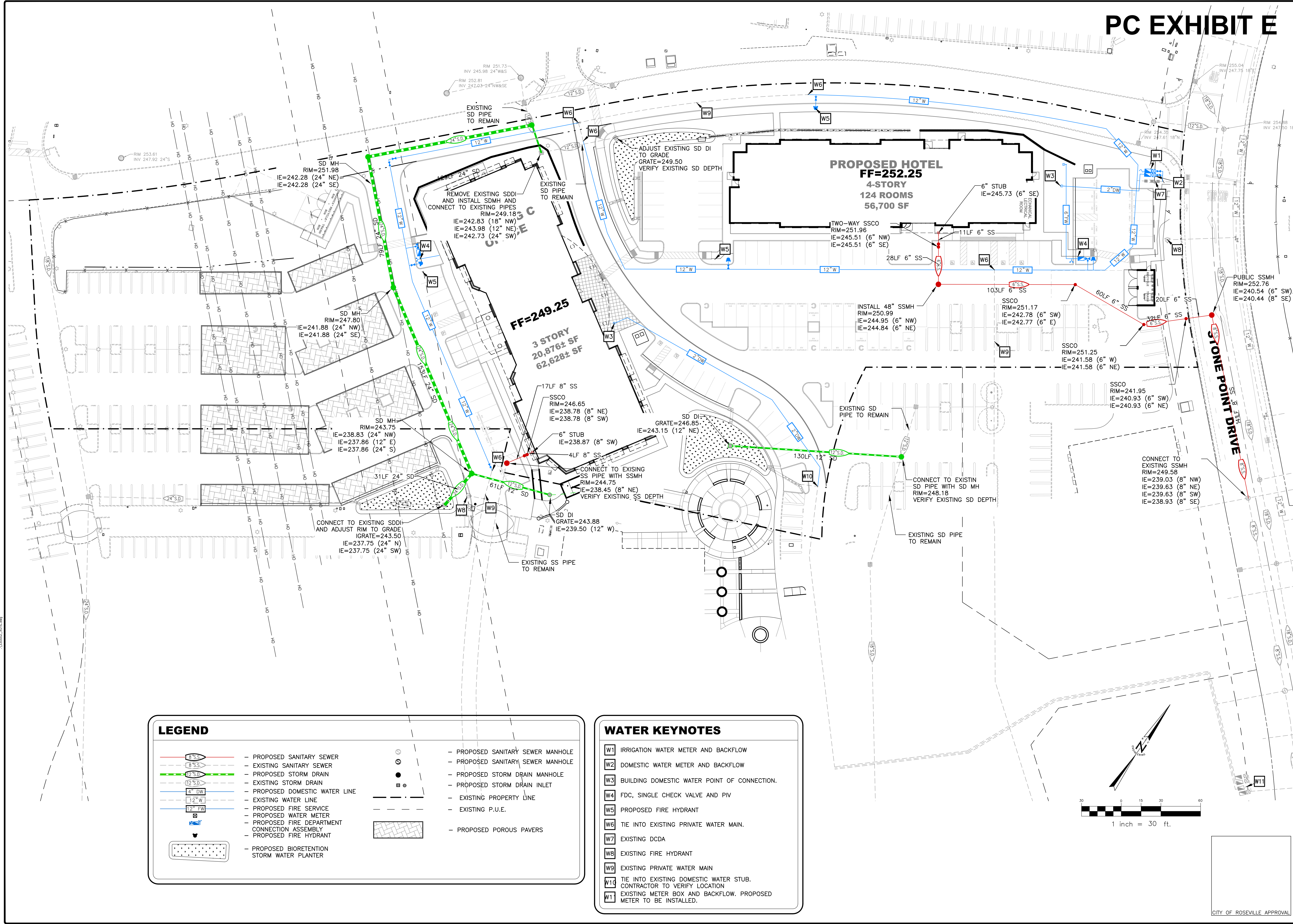
PROJECT NO: 330-002
 DRAWN BY: RSC Eng
 CHECKED BY: RSC Eng
 DESIGNED BY: RSC Eng

**PRELIMINARY PLANS FOR
 STONEPOINT HOTEL AND OFFICE**
 1470 STONE POINT DRIVE
 ROSEVILLE, CA 95661

SHEET TITLE
**PRELIMINARY
 UTILITY PLAN**

SHEET NO.
**UT
 6 OF 12**

DATE: OCTOBER 23, 2025



LEGEND

	PROPOSED SANITARY SEWER		PROPOSED SANITARY SEWER MANHOLE
	EXISTING SANITARY SEWER		PROPOSED SANITARY SEWER MANHOLE
	PROPOSED STORM DRAIN		PROPOSED STORM DRAIN MANHOLE
	EXISTING STORM DRAIN		PROPOSED STORM DRAIN INLET
	PROPOSED DOMESTIC WATER LINE		EXISTING PROPERTY LINE
	EXISTING WATER LINE		EXISTING P.U.E.
	PROPOSED FIRE SERVICE		PROPOSED POROUS PAVERS
	PROPOSED WATER METER		PROPOSED BIORETENTION STORM WATER PLANTER
	PROPOSED FIRE DEPARTMENT CONNECTION ASSEMBLY		
	PROPOSED FIRE HYDRANT		

WATER KEYNOTES

W1	IRRIGATION WATER METER AND BACKFLOW
W2	DOMESTIC WATER METER AND BACKFLOW
W3	BUILDING DOMESTIC WATER POINT OF CONNECTION.
W4	FDC, SINGLE CHECK VALVE AND PIV
W5	PROPOSED FIRE HYDRANT
W6	TIE INTO EXISTING PRIVATE WATER MAIN.
W7	EXISTING DCDA
W8	EXISTING FIRE HYDRANT
W9	EXISTING PRIVATE WATER MAIN
W10	TIE INTO EXISTING DOMESTIC WATER STUB. CONTRACTOR TO VERIFY LOCATION
W11	EXISTING METER BOX AND BACKFLOW. PROPOSED METER TO BE INSTALLED.

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 PLOT SCALE: 1"=30'

CITY OF ROSEVILLE APPROVAL

PC EXHIBIT F



LEGEND

PHASE 1
EXISTING DRIVEWAY, HOTEL, MAIN DRIVES, SURFACE IMPROVEMENTS, ALL ASSOCIATED UTILITIES AND LANDSCAPING

PHASE 2
OFFICE BUILDING C, SURFACE IMPROVEMENTS, ALL ASSOCIATED UTILITIES AND LANDSCAPING

EUREKA DEVELOPEMENT CO, LLC
1508 EUREKA ROAD, SUITE 1745
ROSEVILLE, CA 95661

REV	DATE	DESCRIPTION



RSC ENGINEERING
1420 Rocky Ridge Drive, Suite 150
Roseville, CA 95661
Ph: 916.788.2884 Fax: 916.788.4408

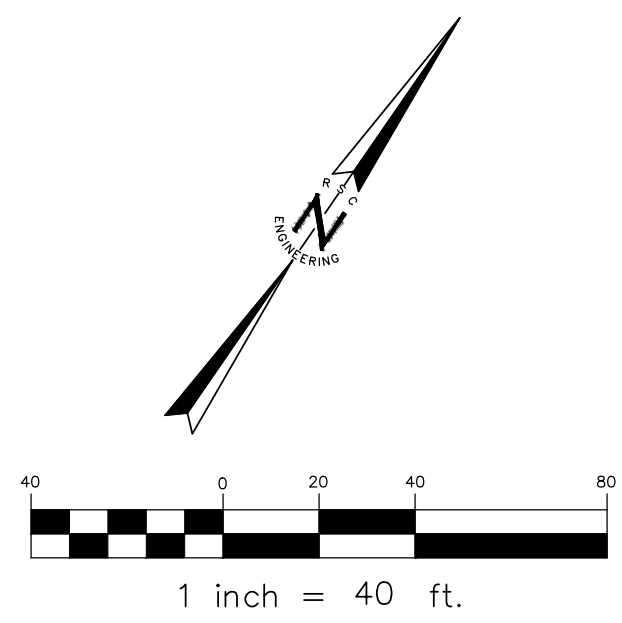
PROJECT NO: 330-002
DRAWN BY: RSC Eng
CHECKED BY: RSC Eng
DESIGNED BY: RSC Eng

**PRELIMINARY PLANS FOR
STONEPOINT HOTEL AND OFFICE**
1470 STONE POINT DRIVE
ROSEVILLE, CA 95661

SHEET TITLE
PHASING PLAN

SHEET NO.
PH
8 OF 12

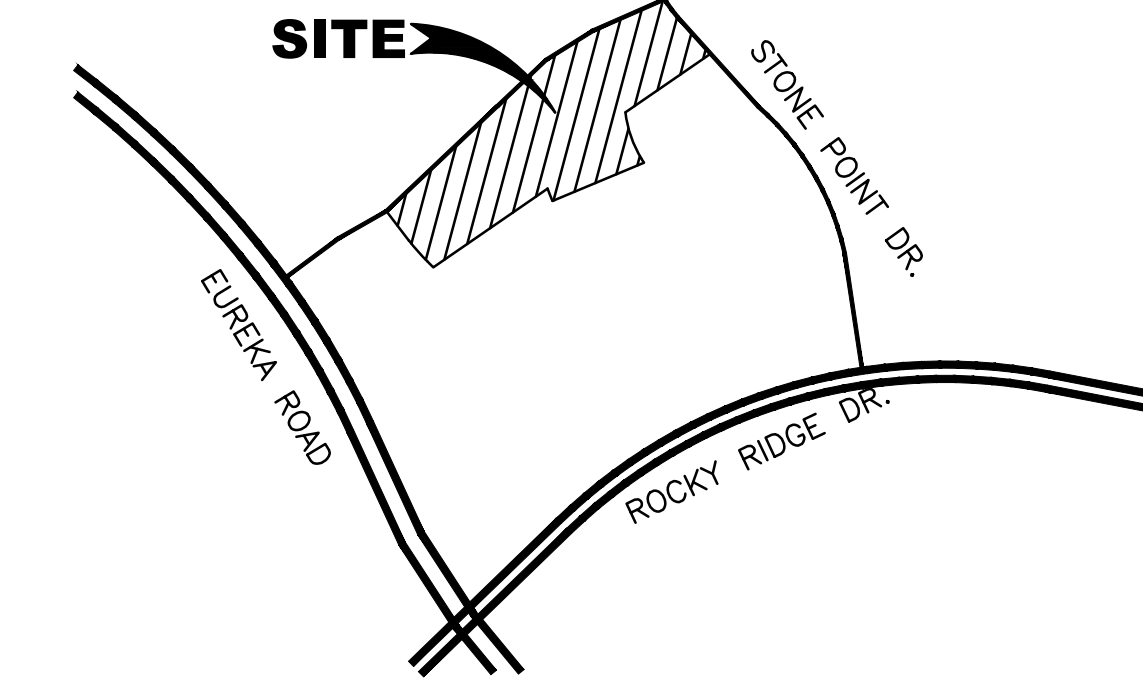
DATE: OCTOBER 23, 2025



CITY OF ROSEVILLE APPROVAL

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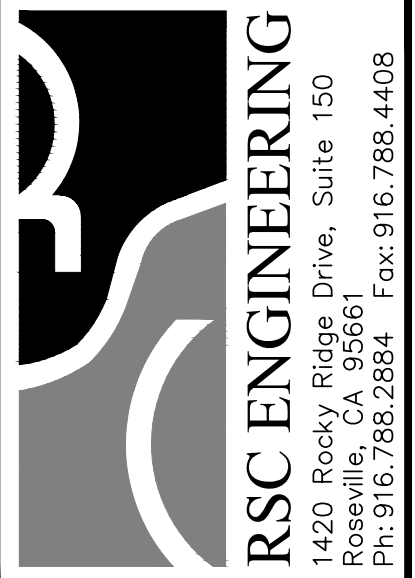
PC EXHIBIT G



VICINITY MAP
NOT TO SCALE

EUREKA DEVELOPEMENT CO., LLC
1508 EUREKA ROAD, SUITE 1745
ROSEVILLE, CA 95661

REV	DATE	DESCRIPTION



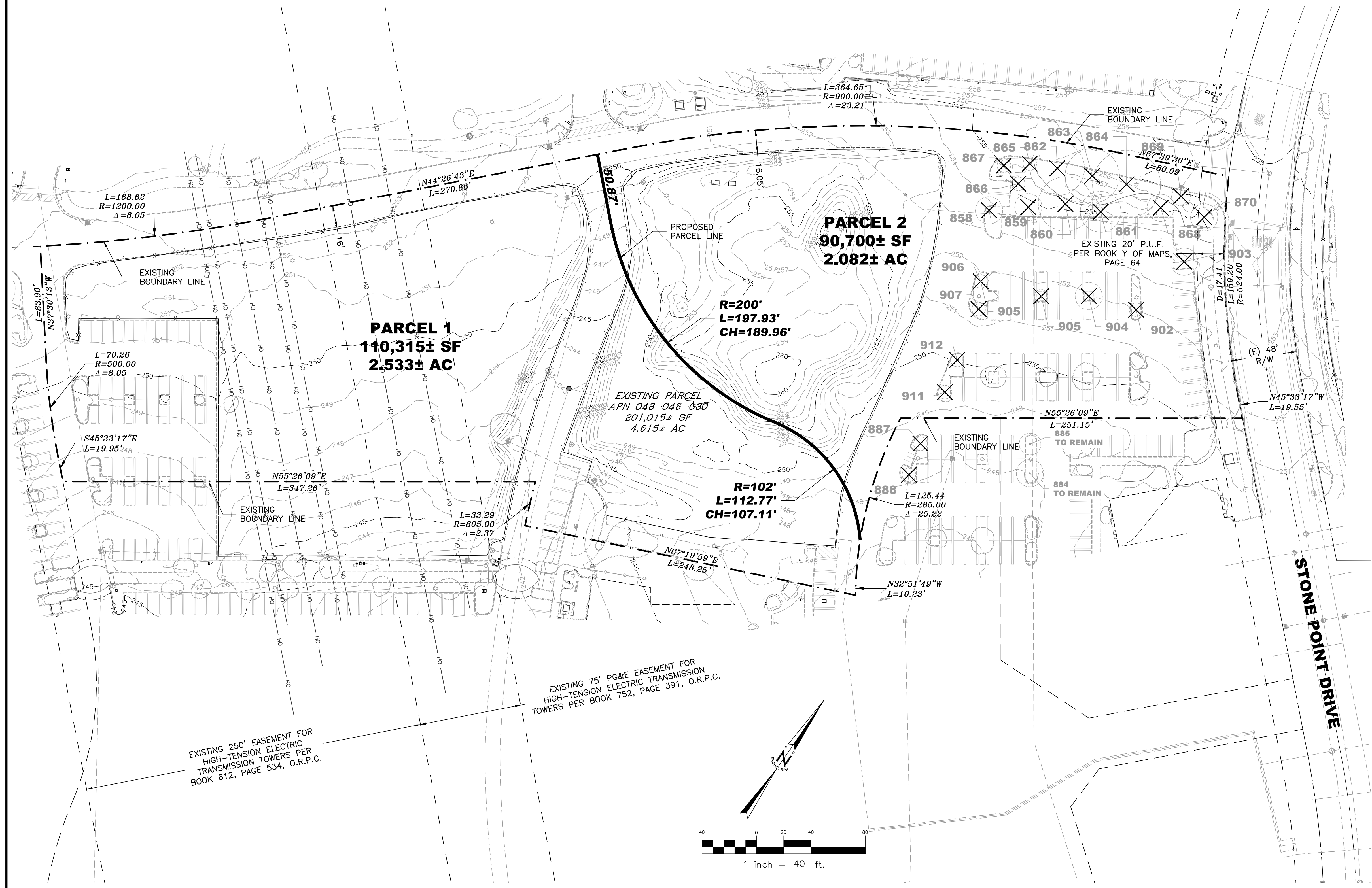
PROJECT NO:	330-002
DRAWN BY:	RSC Eng
CHECKED BY:	RSC Eng
DESIGNED BY:	RSC Eng

TENTATIVE PARCEL MAP
STONEPOINT HOTEL AND OFFICE
1470 STONE POINT DRIVE
ROSEVILLE, CA 95661

SHEET TITLE
TENTATIVE PARCEL MAP

SHEET NO.
TM
9 OF 12

DATE: OCTOBER 16, 2025



OWNER

EUREKA DEVELOPEMENT CO., LLC
1508 EUREKA ROAD, SUITE 1745
ROSEVILLE, CA 95661

DEVELOPER

WS CALIFORNIA DEVELOPER, LLC
7200 W. 132ND STREET, SUITE 220
OVERLAND PARK, KS 66231

APPLICANT

RSC ENGINEERING, INC.
1420 ROCKY RIDGE DR, SUITE 150
ROSEVILLE, CA 95661
Attn: TIFFANY WILSON
(916) 788-2884

APN

048-460-030

LAND USE

BUSINESS PROFESSIONAL (BP)

ZONING

NORTHEAST ROSEVILLE SPECIFIC
PLAN
PD178

EXISTING ACREAGE

4.615± AC

PROPOSED ACREAGE

PARCEL 1: 2.533± AC
PARCEL 2: 2.082± AC
TOTAL: 4.615± AC

UTILITY PROVIDERS

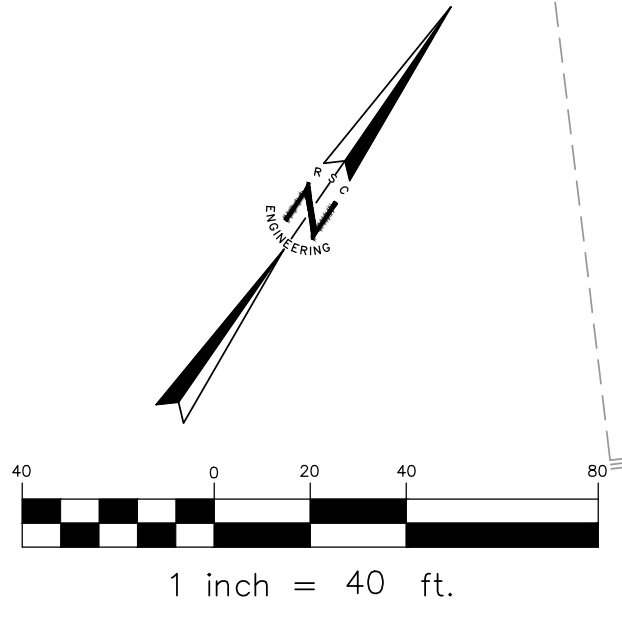
WATER: CITY OF ROSEVILLE
SEWER: CITY OF ROSEVILLE
DRAINAGE: CITY OF ROSEVILLE
POLICE: CITY OF ROSEVILLE
FIRE: ROSEVILLE FIRE DEPARTMENT
PARKS: CITY OF ROSEVILLE
ELECTRIC: ROSEVILLE ELECTRIC
GAS: PG&E

LEGEND

- EXISTING BOUNDARY LINE
- PROPOSED PARCEL LINE
- - - EXISTING EASEMENT
- XXX EXISTING TREES TO BE REMOVED (23 TOTAL)
- XXX TREE TAG NUMBER

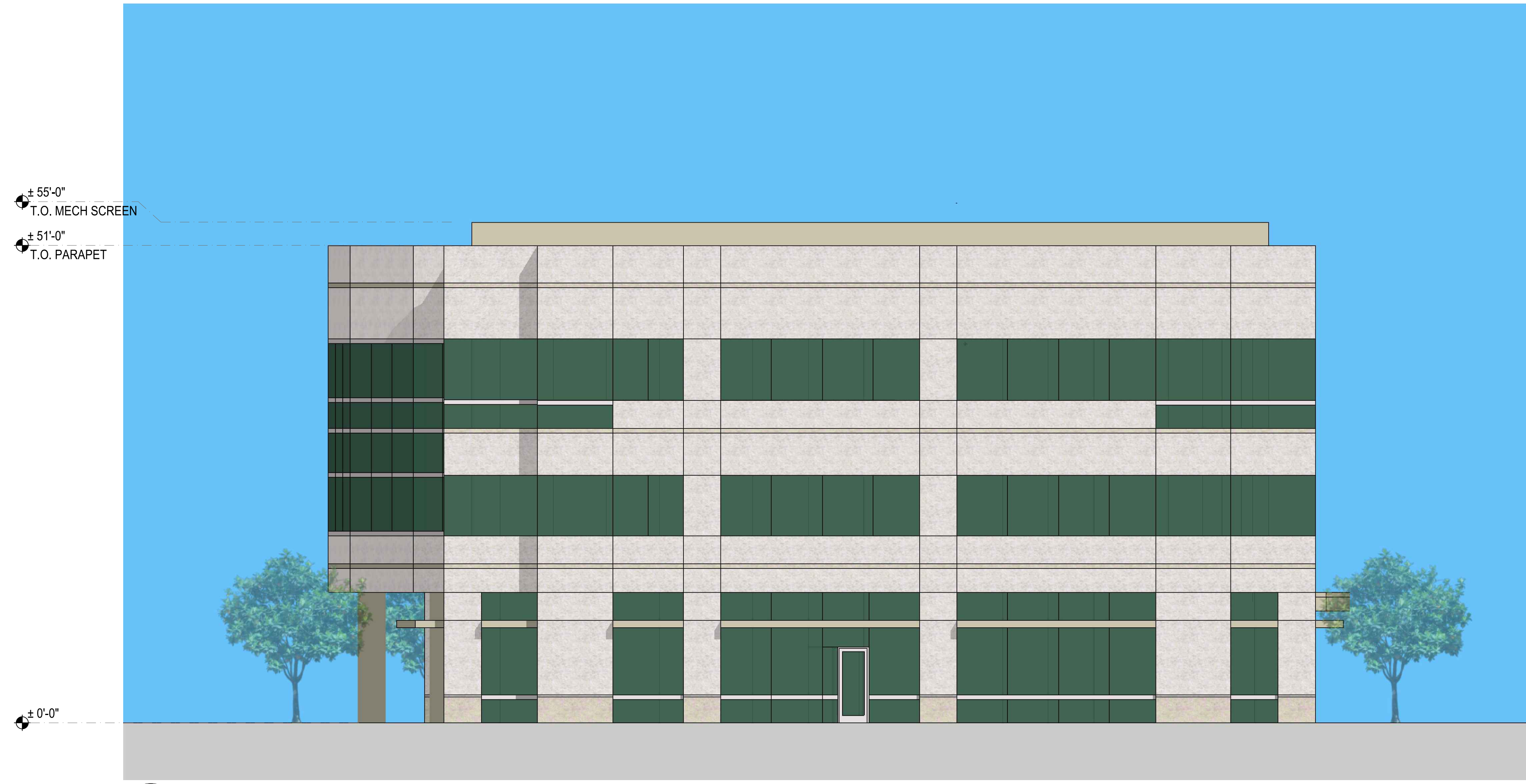
NOTES

- ALL EXISTING EASEMENTS ARE SHOWN ON THE MAP.
- OWNER SHALL DEDICATE ALL EASEMENTS NECESSARY TO PROVIDE ALL UTILITIES AND ACCESS REQUIRED FOR PARCEL DEVELOPMENT.
- PARCEL NUMBERING IS FOR IDENTIFICATION PURPOSES ONLY AND DOES NOT INDICATE PHASING ORDER OF DEVELOPMENT.
- EXISTING TOPOGRAPHY PROVIDED BY SITELINE SURVEYING.
- THIS IS AN APPLICATION FOR A DEVELOPMENT PERMIT.
- THIS EXHIBIT IS FOR TENTATIVE PARCEL MAP PURPOSES ONLY. ALL SITE CHARACTERISTICS ARE TO BE VERIFIED PRIOR TO FINAL MAP.
- RECIPROCAL ACCESS, PARKING, UTILITIES AND RIGHT TO CONSTRUCT EASEMENTS ARE PROPOSED WITH THIS PROJECT THRU CC&R'S THAT WILL RECORD CONCURRENTLY WITH THE FINAL MAP.
- 23 TREES TO BE REMOVED. SEE SHEET TR1 FOR MORE INFORMATION.



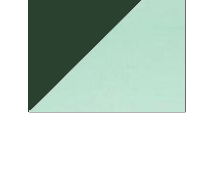
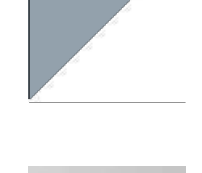
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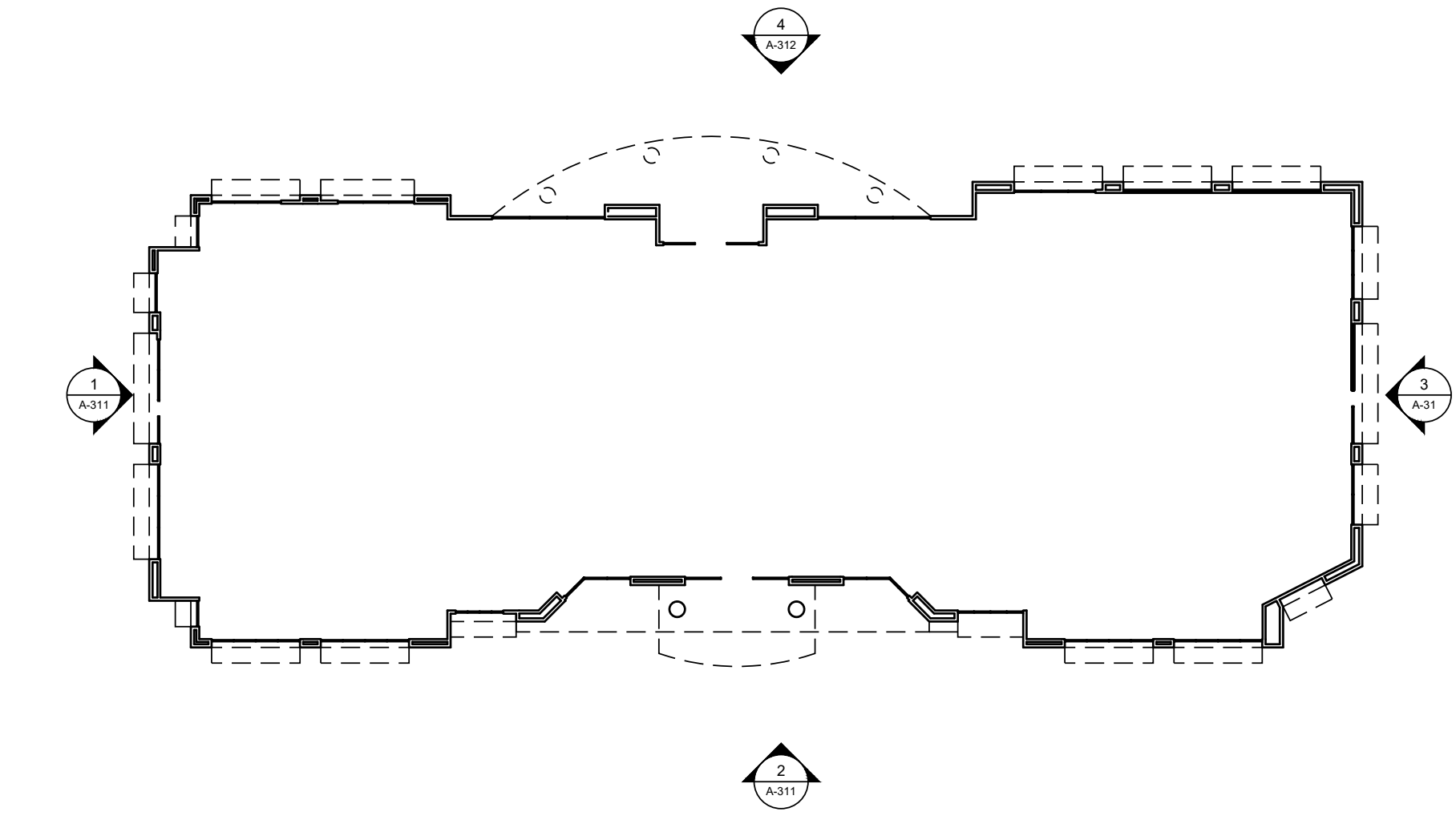
CITY OF ROSEVILLE APPROVAL



1 WEST ELEVATION

MATERIAL LEGEND

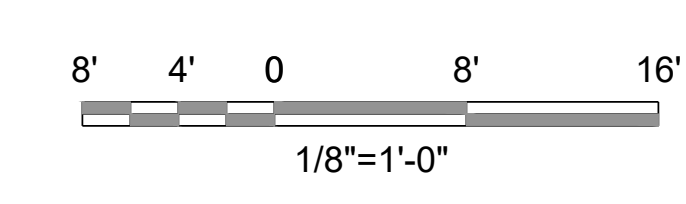
-  S3 2x3' GRANITE TILE VENEER
-  P1 GFR PANEL, SMOOTH FINISH
COLOR TO MATCH ARCHITECTS
SAMPLE, ICI PAINT COLOR "BONE
WHITE"
-  P2 GFR PANEL, SANDBLAST FINISH
COLOR TO MATCH ARCHITECTS
SAMPLE, ICI PAINT COLOR "PRISM
WHITE"
-  G1 GLAZING - GREEN REFLECTIVE
SOLARCOOL (2) "CARIBIA" BY PPG
-  G2 GLAZING - GREEN REFLECTIVE
SPANDREL SOLARCOOL "CARIBIA"
BY PPG
-  G3 GLAZING CLEAR
-  M1 METAL CANOPY - FINISH TO MATCH
ALUCOBAND "METALLIC SILVER"
-  A1 ALUMINUM MULLION - FINISH TO
MATCH BLOMBERG "CANADIAN
WHITE"



3 KEY PLAN



2 SOUTH ELEVATION





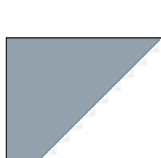
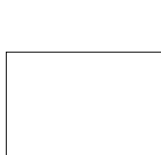


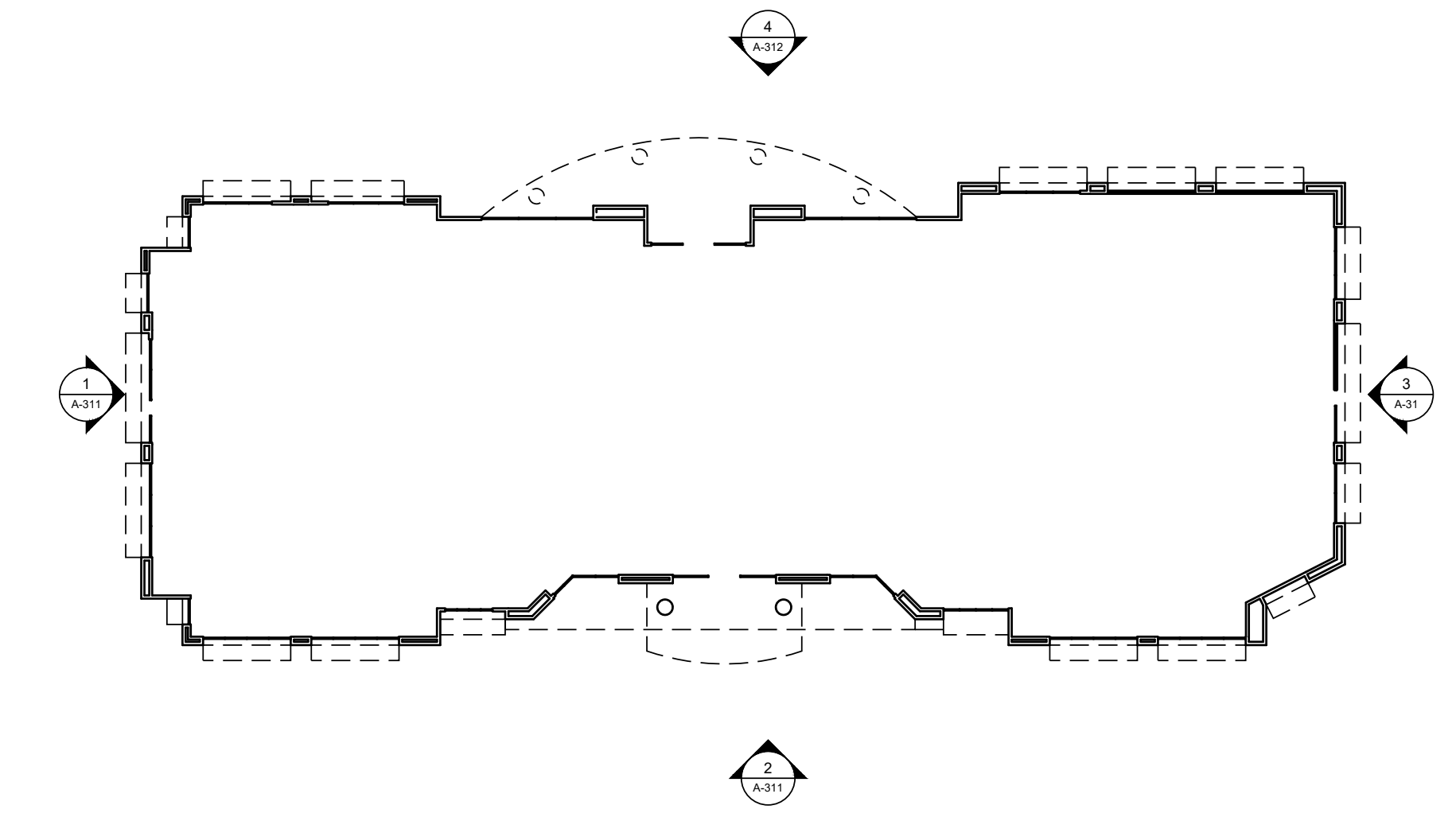
PC EXHIBIT H



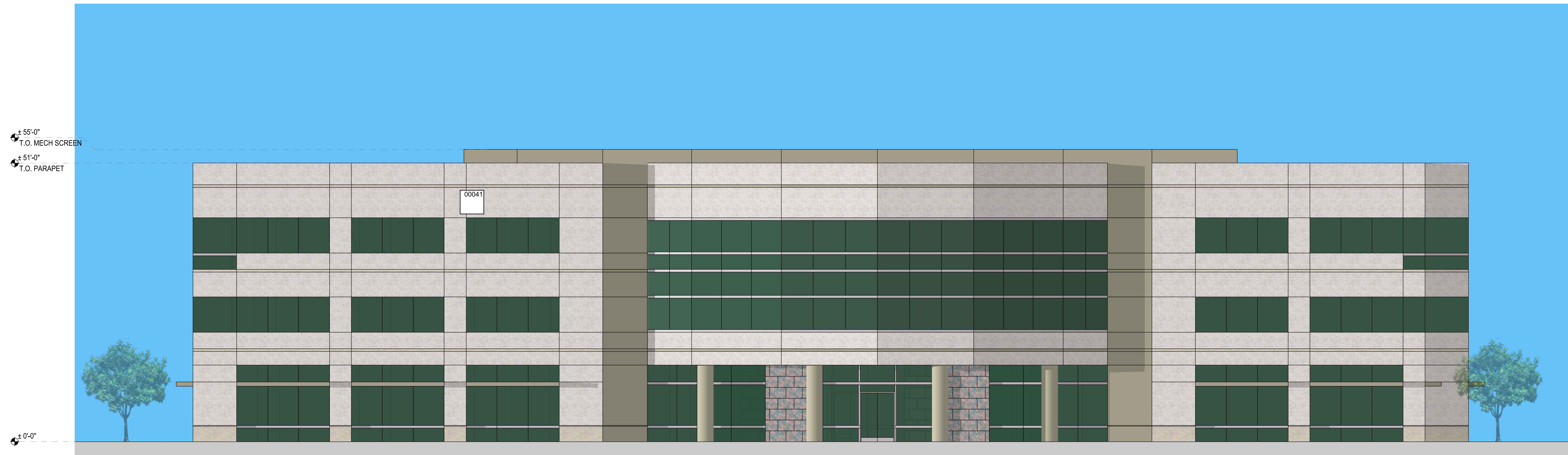
1 EAST ELEVATION

MATERIAL LEGEND

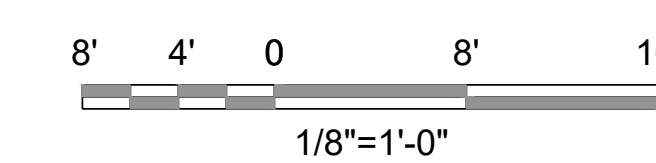
-  (S3) 2'x3' GRANITE TILE VENEER
-  (P1) GFRP PANEL, SMOOTH FINISH
COLOR TO MATCH ARCHITECTS
SAMPLE, ICI PAINT COLOR "BONE
WHITE"
-  (P2) GFRP PANEL, SANDBLAST FINISH
COLOR TO MATCH ARCHITECTS
SAMPLE, ICI PAINT COLOR "PRISM
WHITE"
-  (G1) GLAZING - GREEN REFLECTIVE
SOLARCOOL (2) "CARIBIA" BY PPG
-  (G2) GLAZING - GREEN REFLECTIVE
SPANDREL SOLARCOOL "CARIBIA"
BY PPG
-  (G3) GLAZING CLEAR
-  (M1) METAL CANOPY - FINISH TO MATCH
ALUCOBAND "METALLIC SILVER"
-  (A1) ALUMINUM MULLION - FINISH TO
MATCH BLOMBERG "CANADIAN
WHITE"

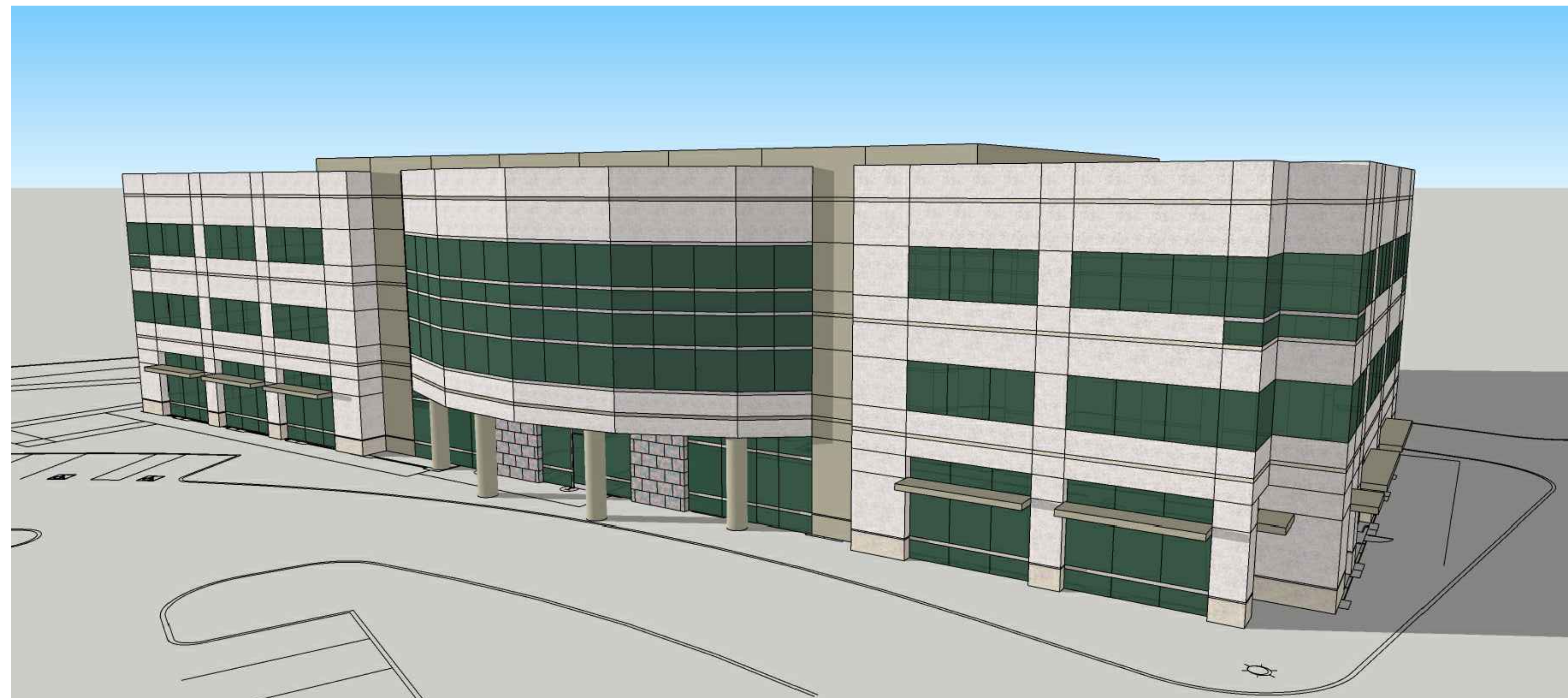


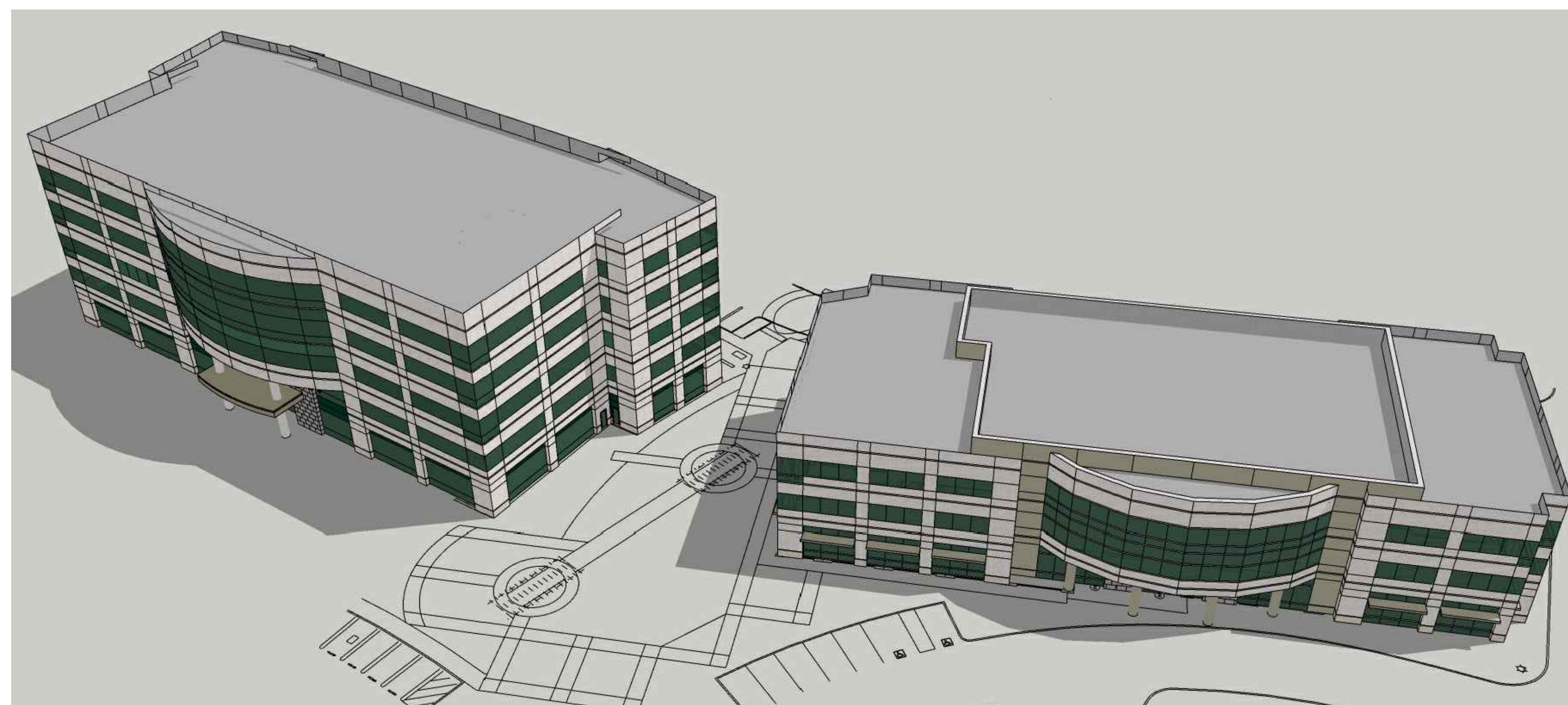
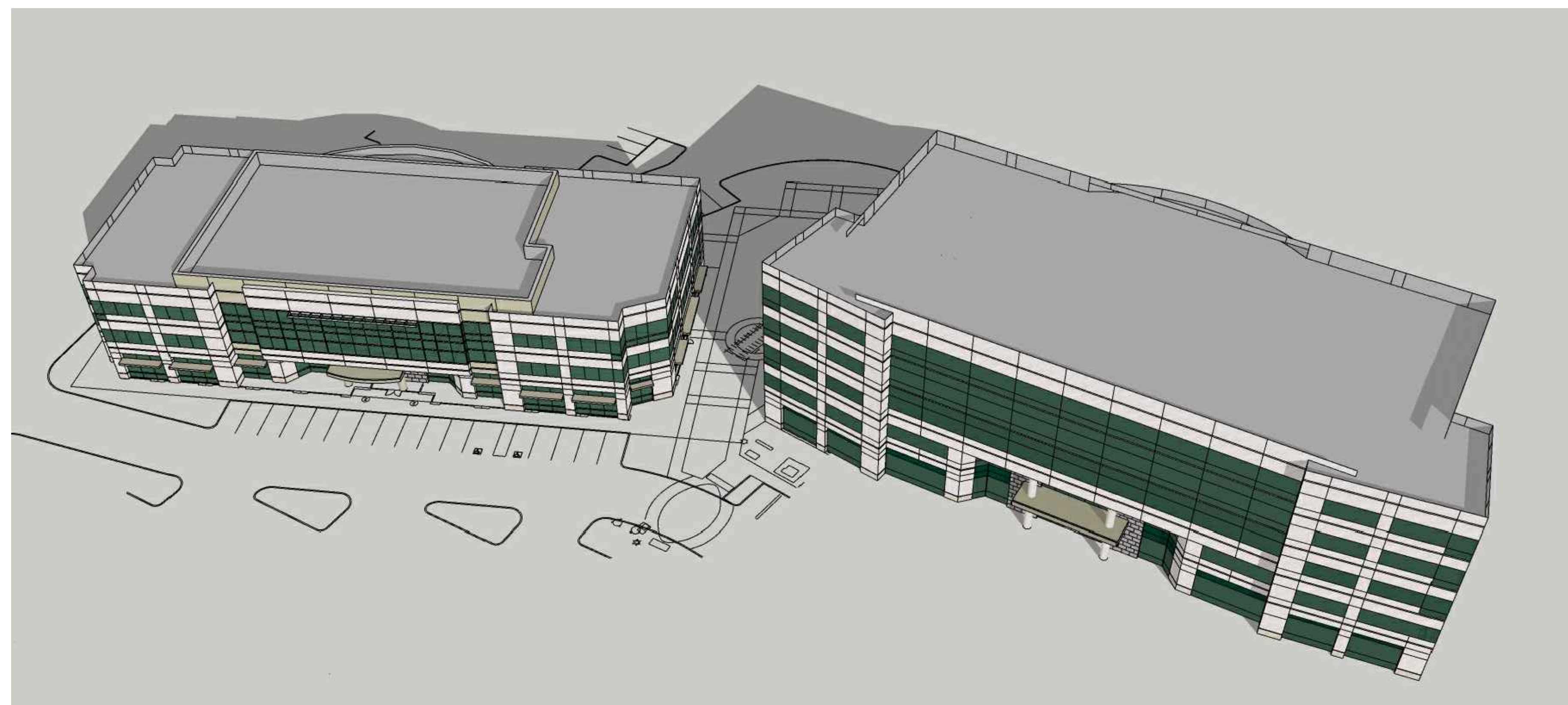
3 KEY PLAN

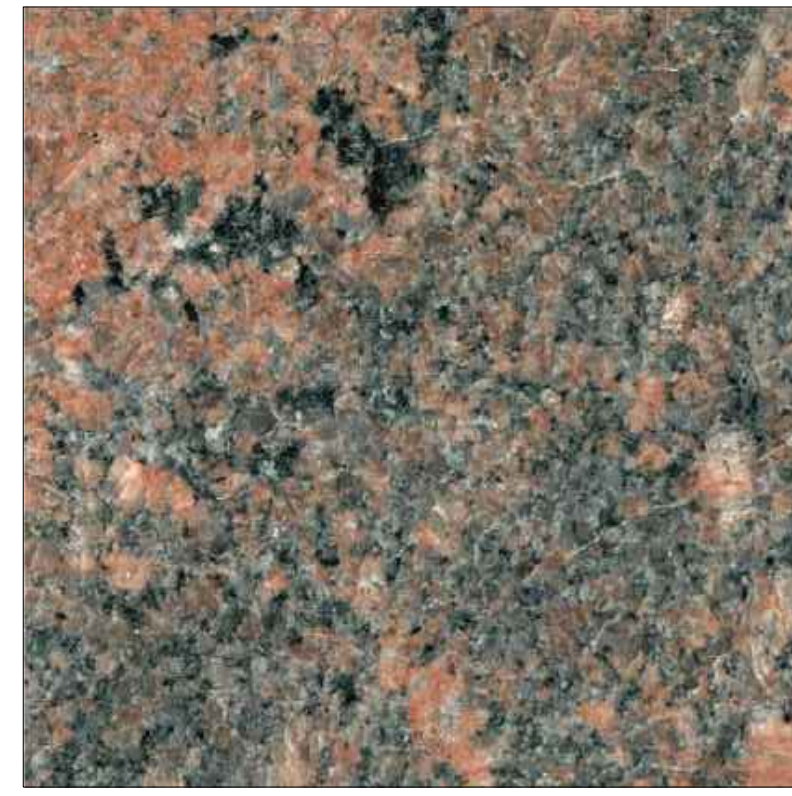


2 NORTH ELEVATION









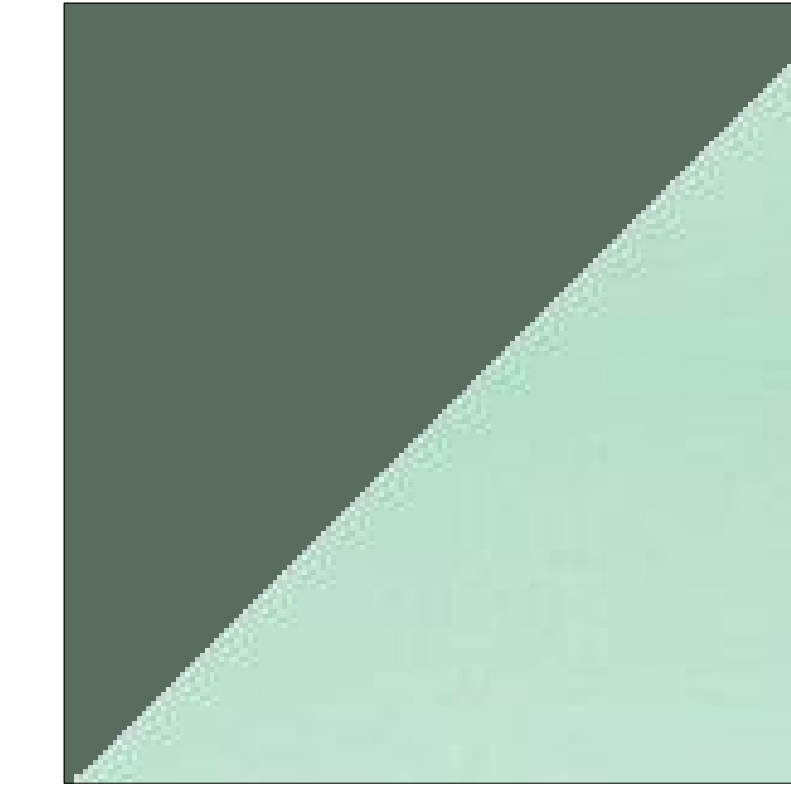
S3 2x3' GRANITE TILE VENEER -



P1 GFRP PANEL, SMOOTH FINISH
COLOR TO MATCH ARCHITECTS
SAMPLE, ICI PAINT COLOR "BONE
WHITE"



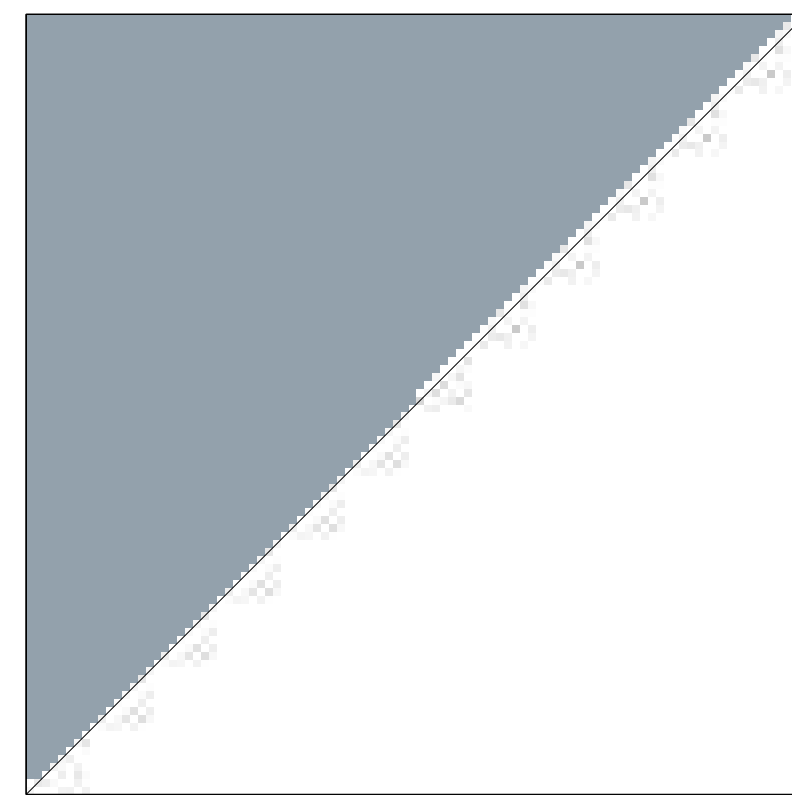
P2 GFRP PANEL, SANDBLAST FINISH
COLOR TO MATCH ARCHITECTS
SAMPLE, ICI PAINT COLOR "PRISM
WHITE"



G1 GLAZING - GREEN REFLECTIVE
SOLARCOOL (2) "CARIBIA" BY PPG



G2 GLAZING - GREEN REFLECTIVE
SPANDREL SOLARCOOL "CARIBIA"
BY PPG



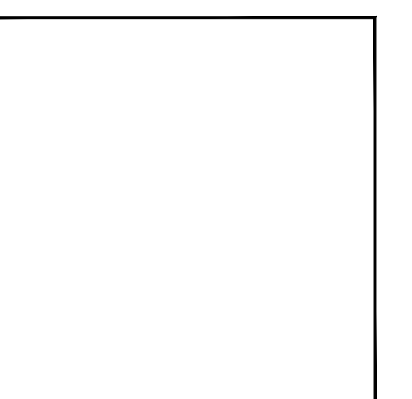
G3 GLAZING CLEAR

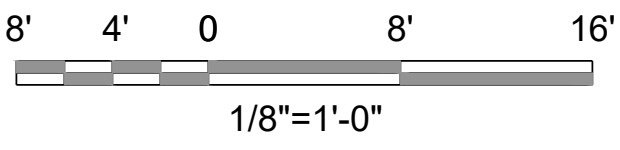
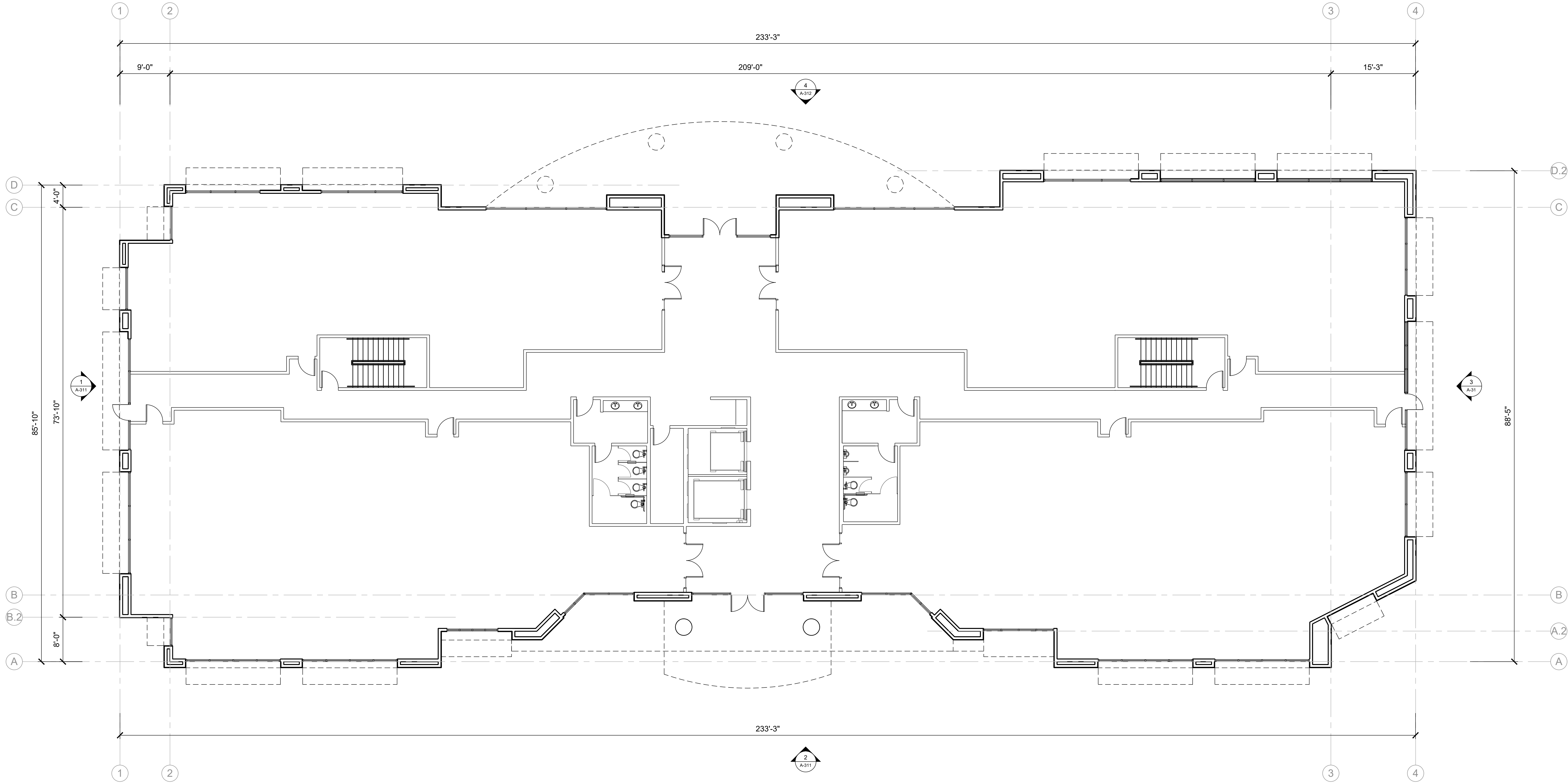


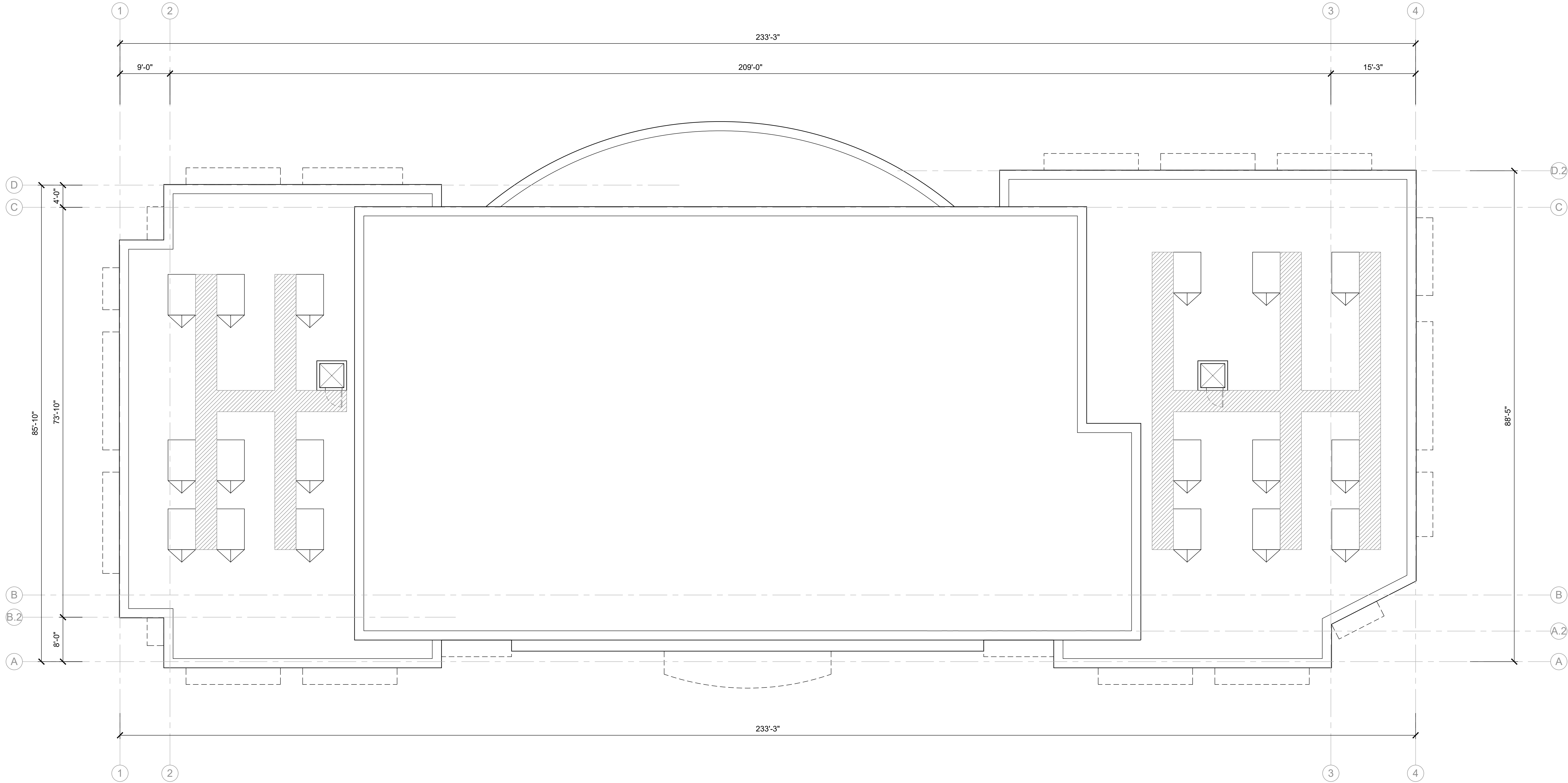
M1 METAL CANOPY - FINISH TO MATCH
ALUCOBAND "METALLIC SILVER"



A1 ALUMINUM MULLION - FINISH TO
MATCH BLOMBERG "CANADIAN
WHITE"







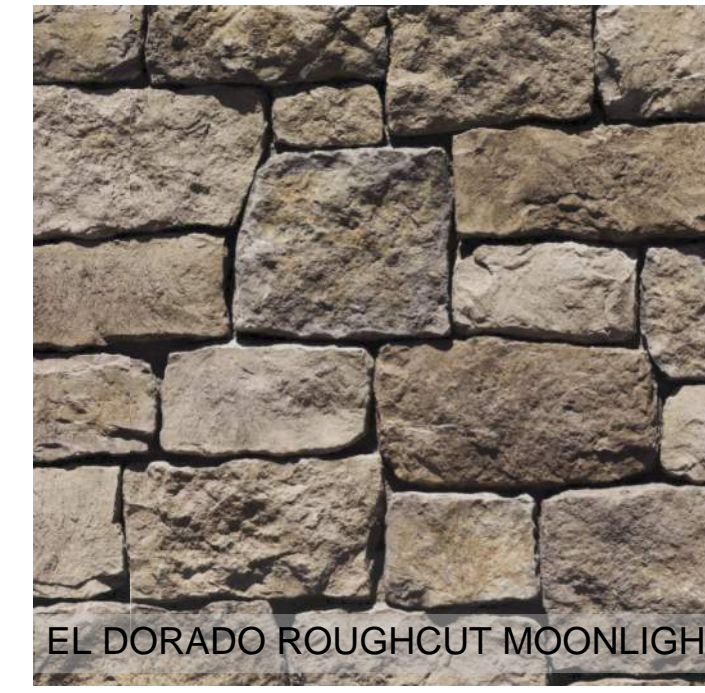
STONE POINT BUILDING C

ROOF PLAN

A-131



STUDIORES



STONE VENEER



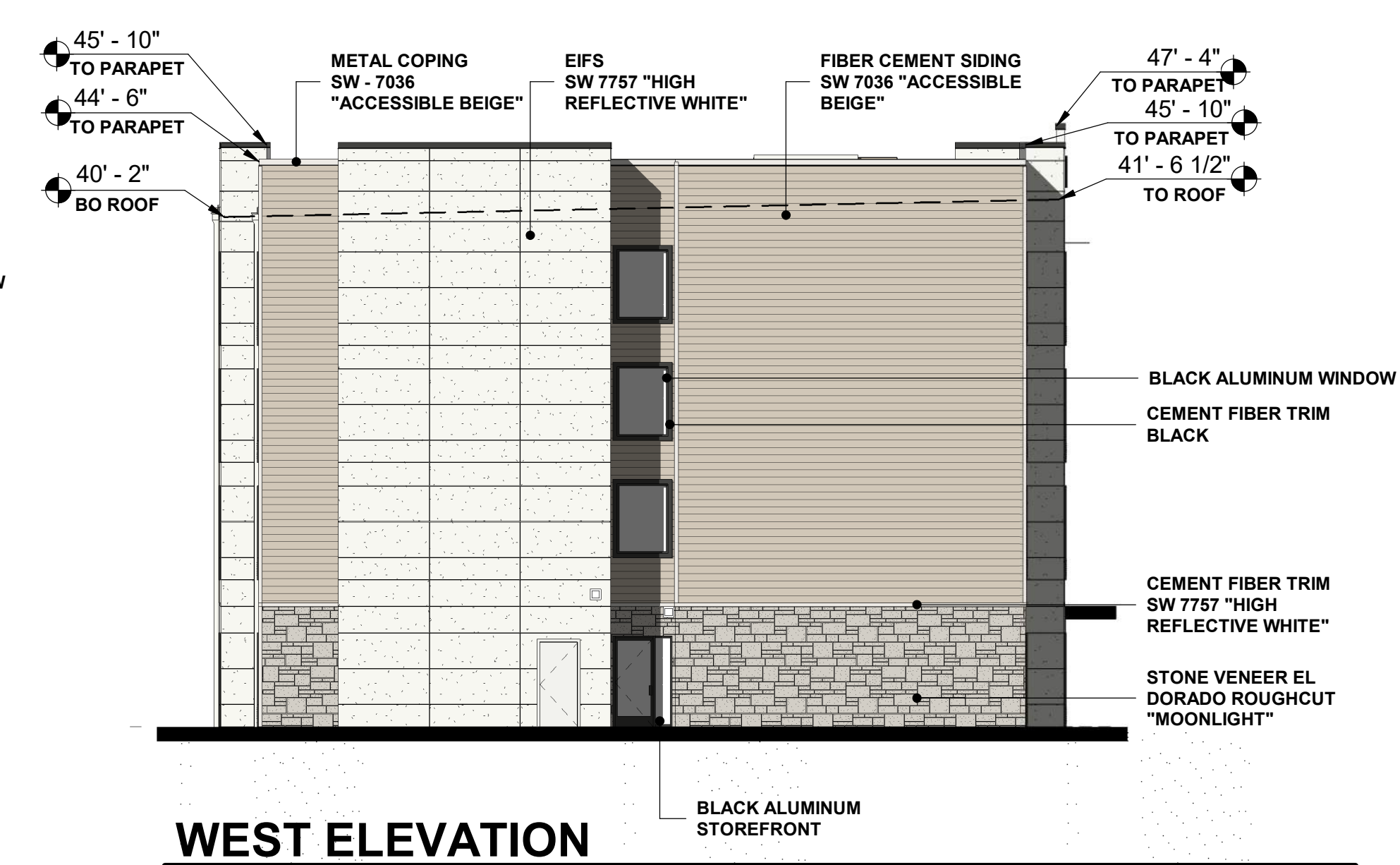
EIFS



FIBER CEMENT SIDING

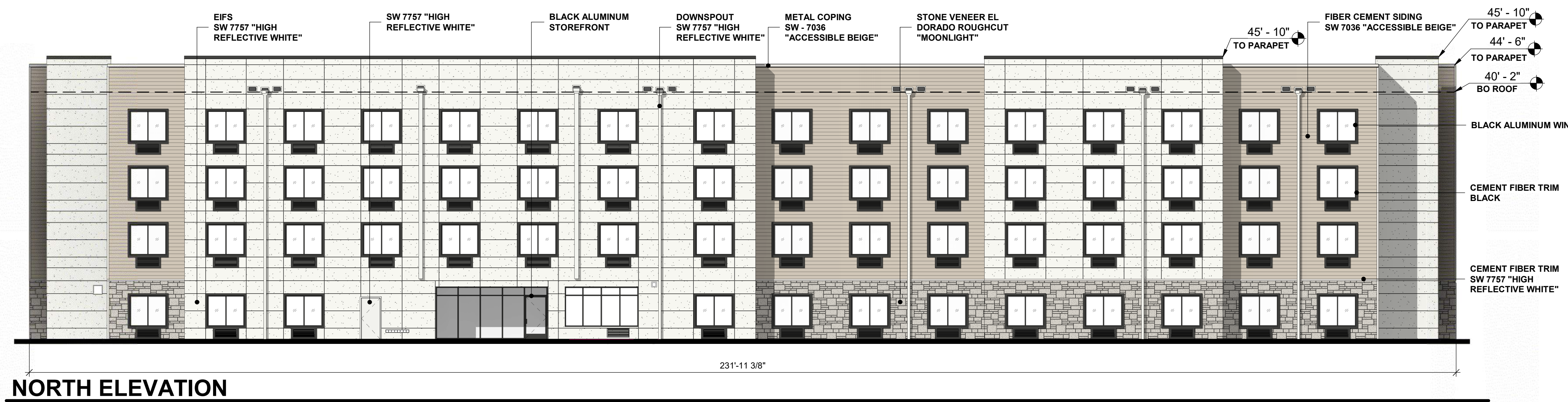


SW 7036 ACCESSIBLE BEIGE

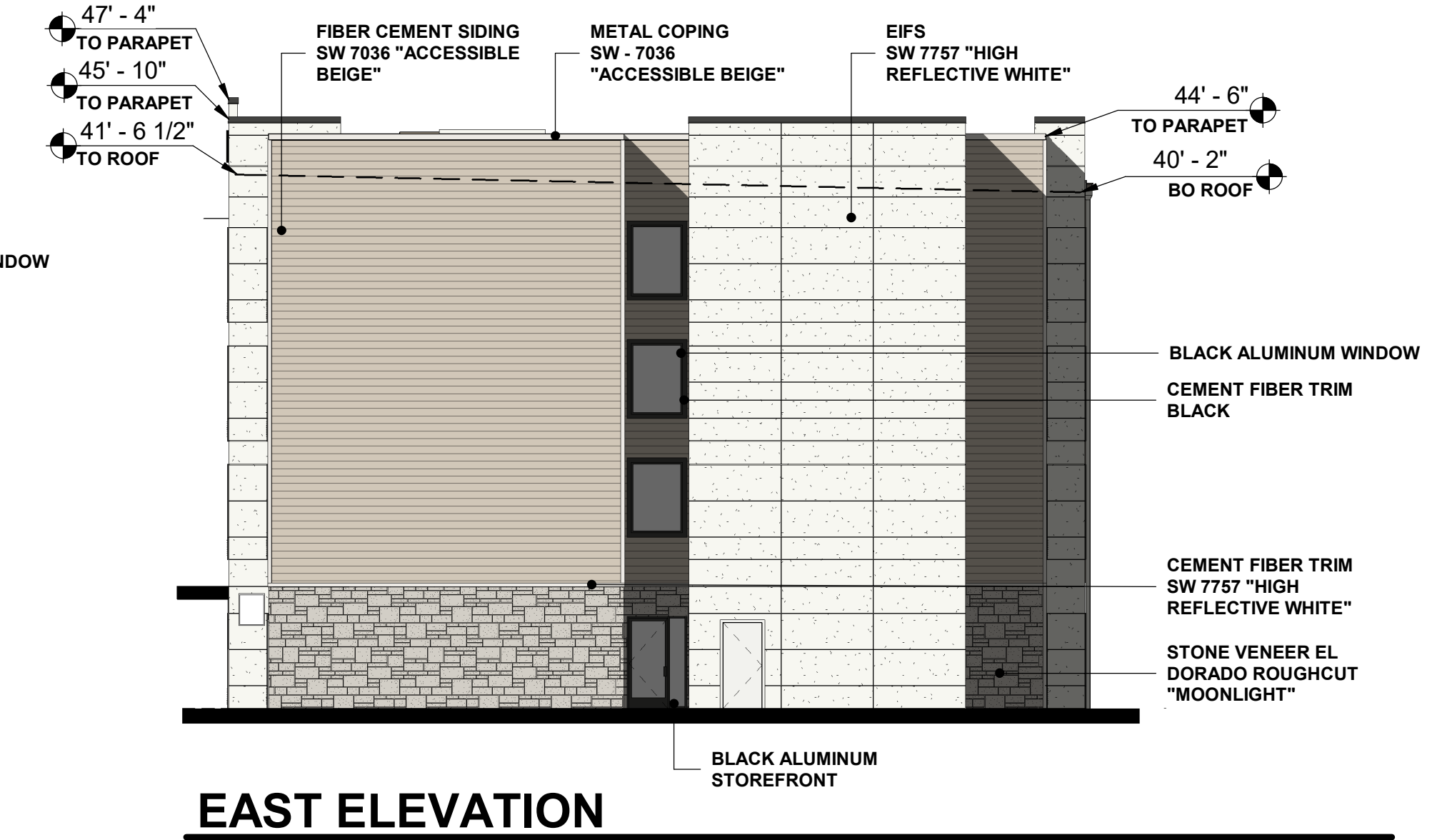


SOUTH ELEVATION

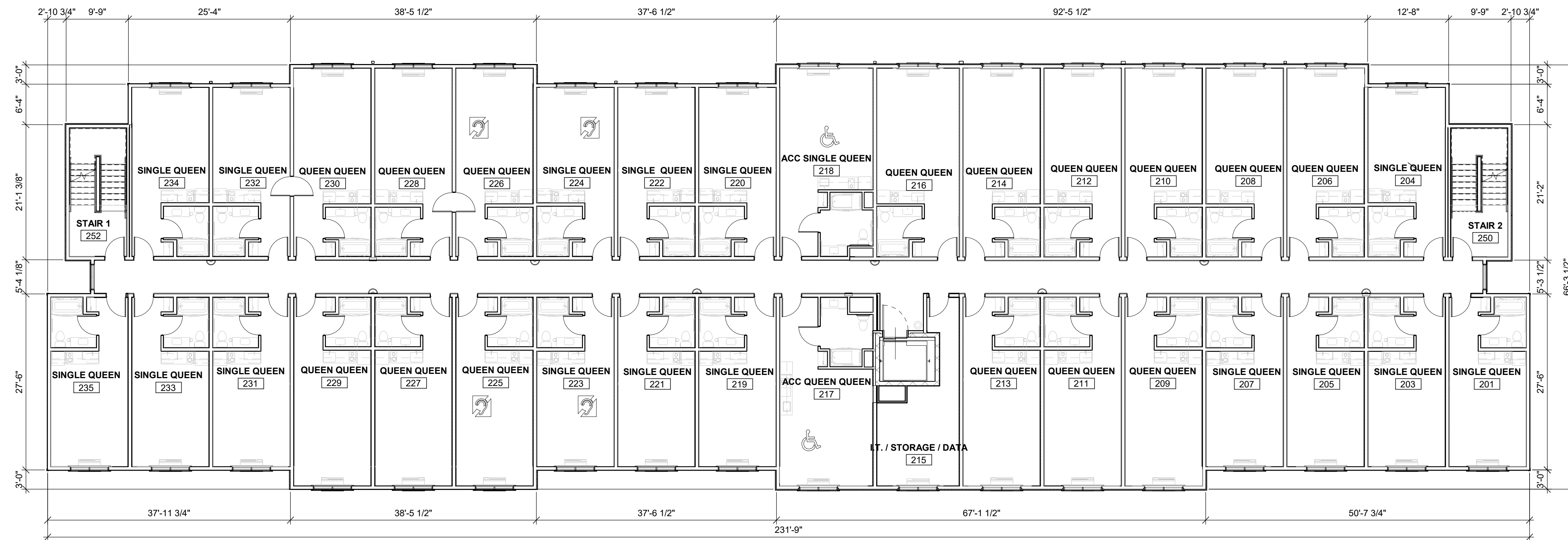
WEST ELEVATION



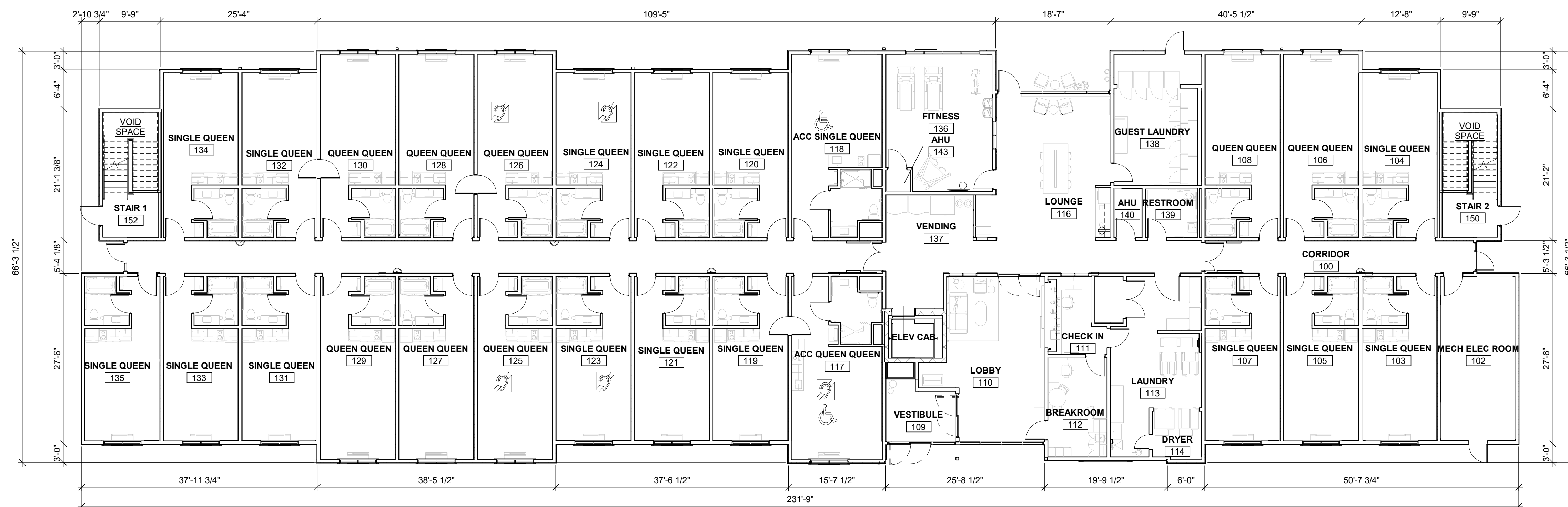
NORTH ELEVATION



EAST ELEVATION

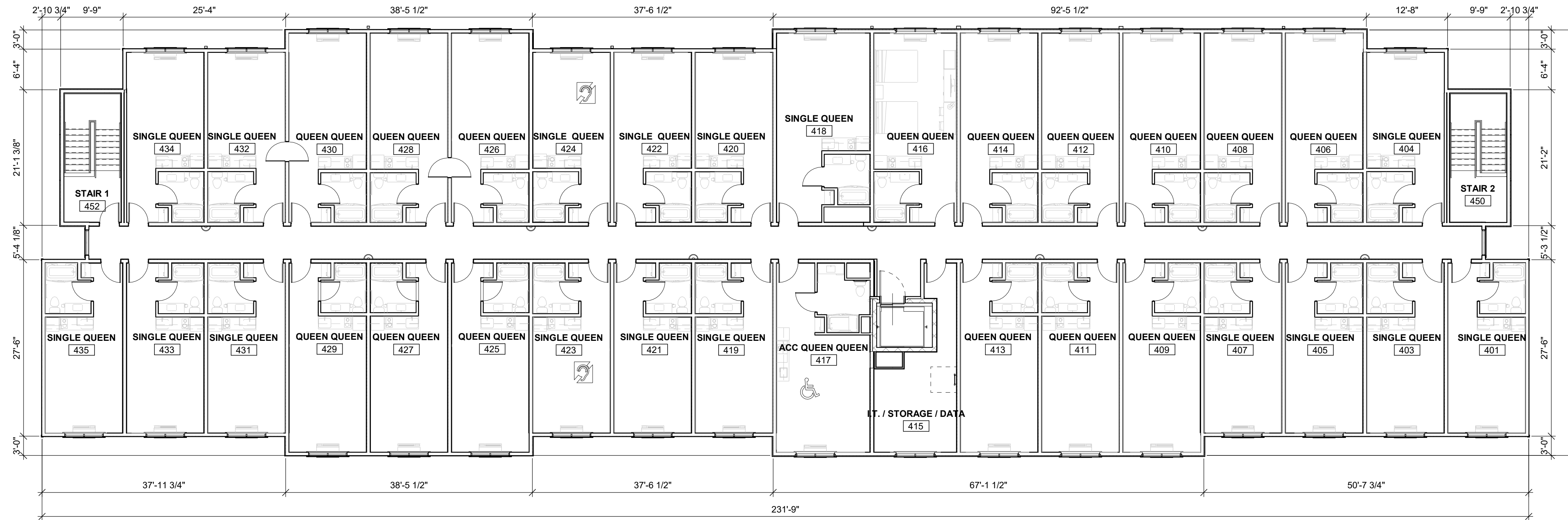


FLOOR PLAN - SECOND FLOOR

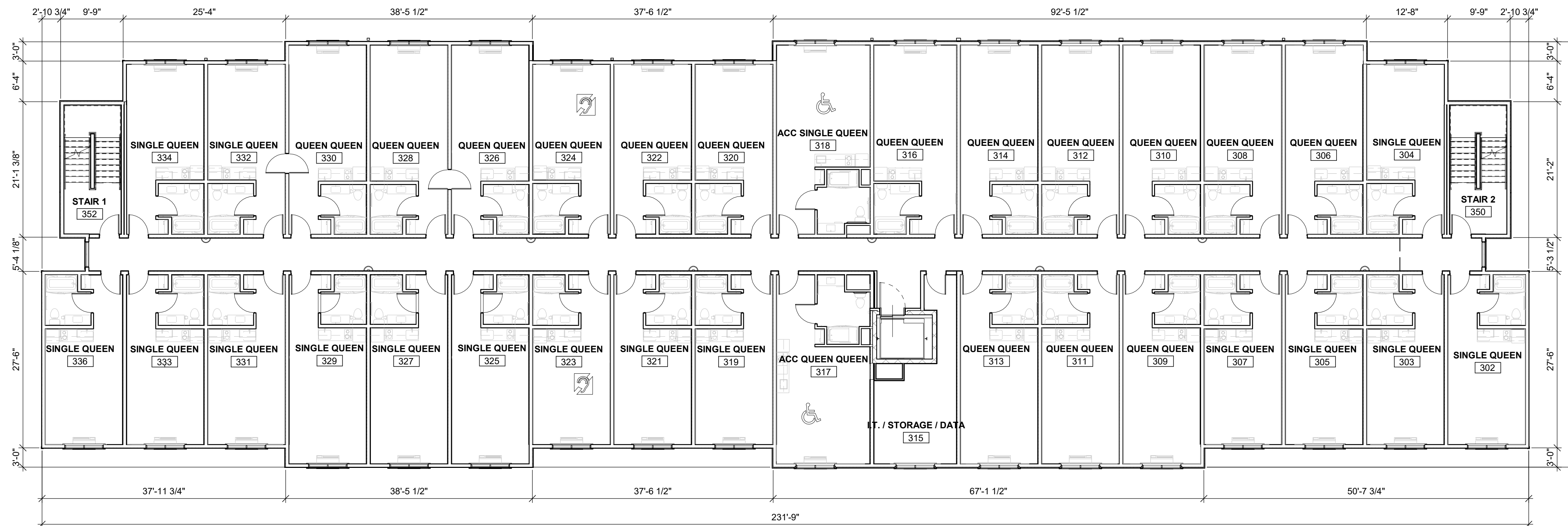


FLOOR PLAN - FIRST FLOOR

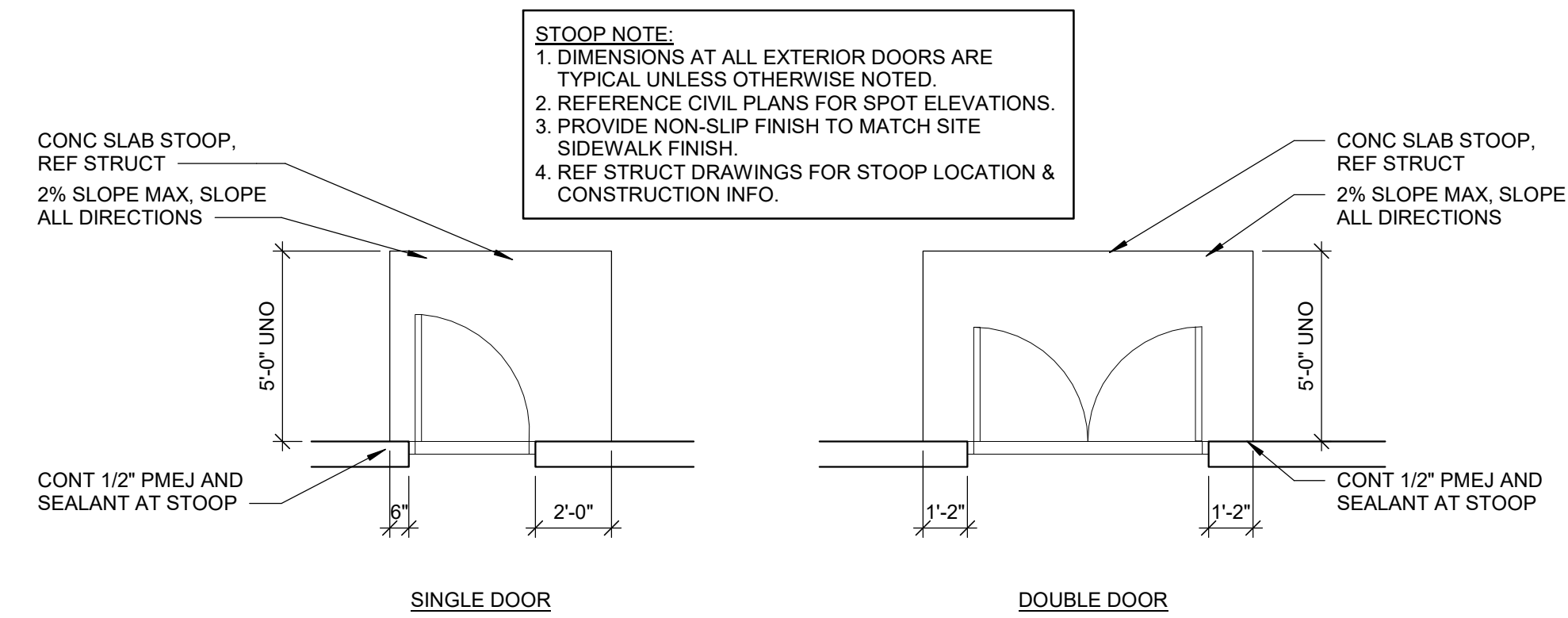
FLOOR PLANS - FIRST & SECOND FLOORS



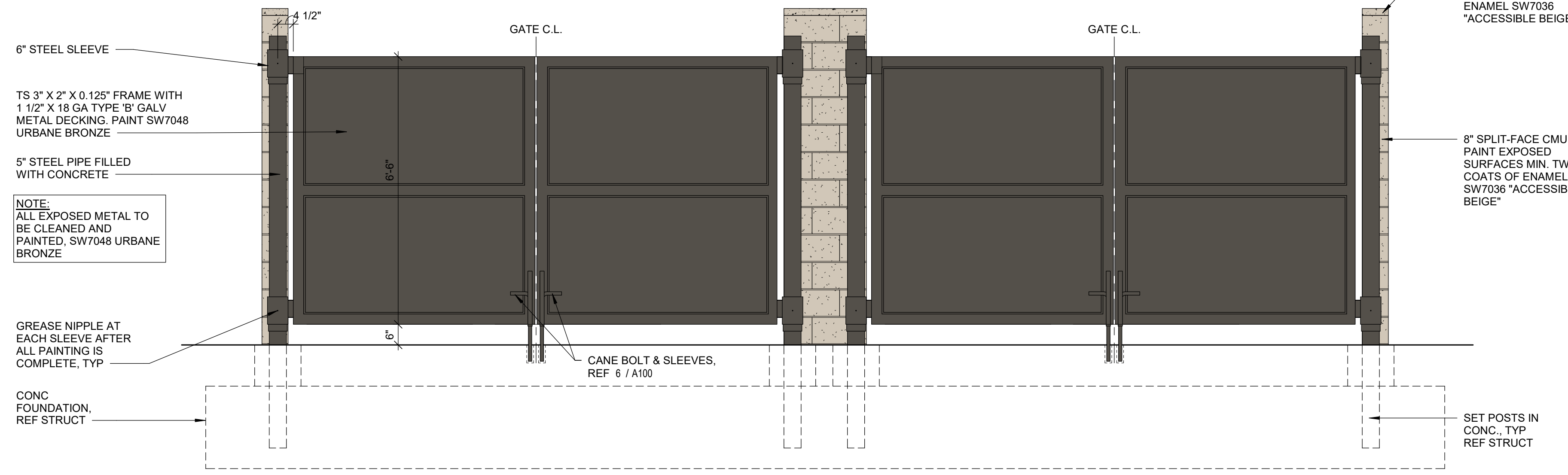
FLOOR PLAN - FOURTH FLOOR



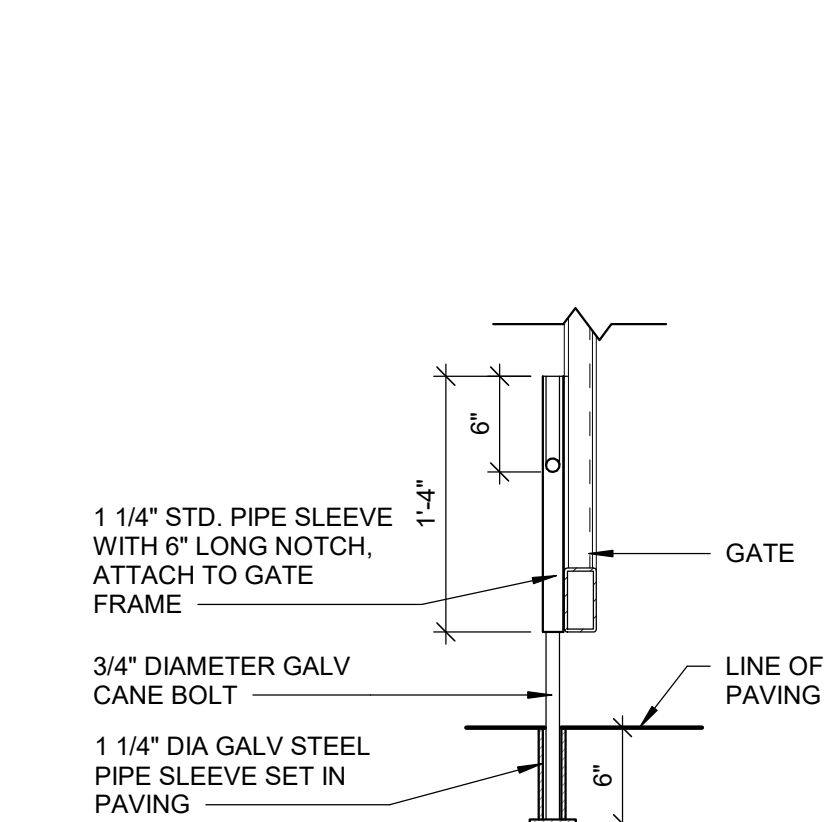
FLOOR PLAN - THIRD FLOOR



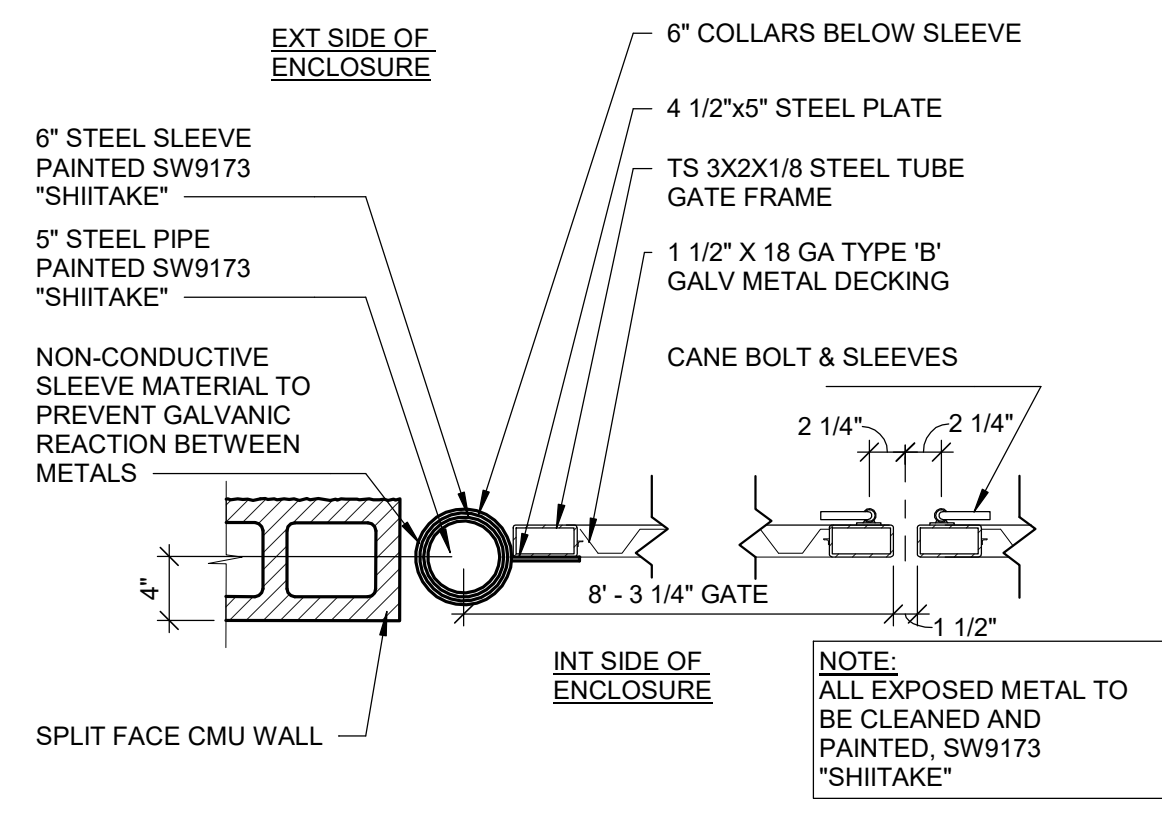
7 STOOP DETAILS
1/4" = 1'-0"



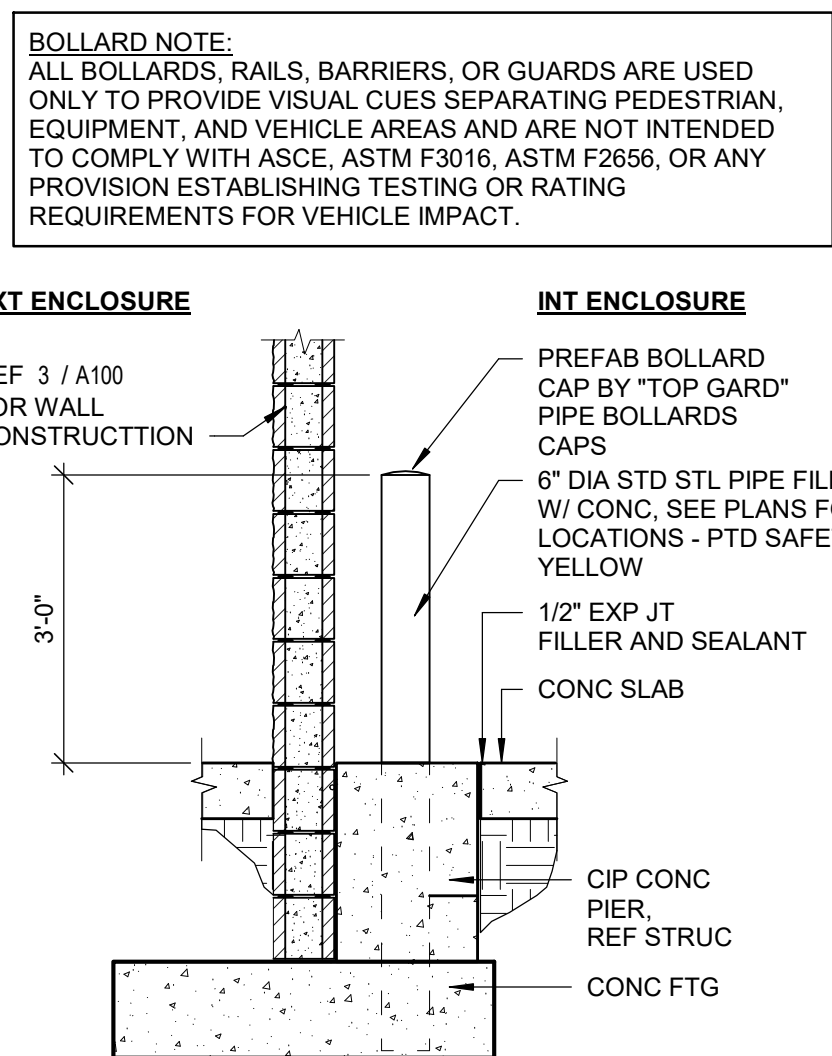
2 TRASH ENCLOSURE GATE ELEVATION
1/2" = 1'-0"



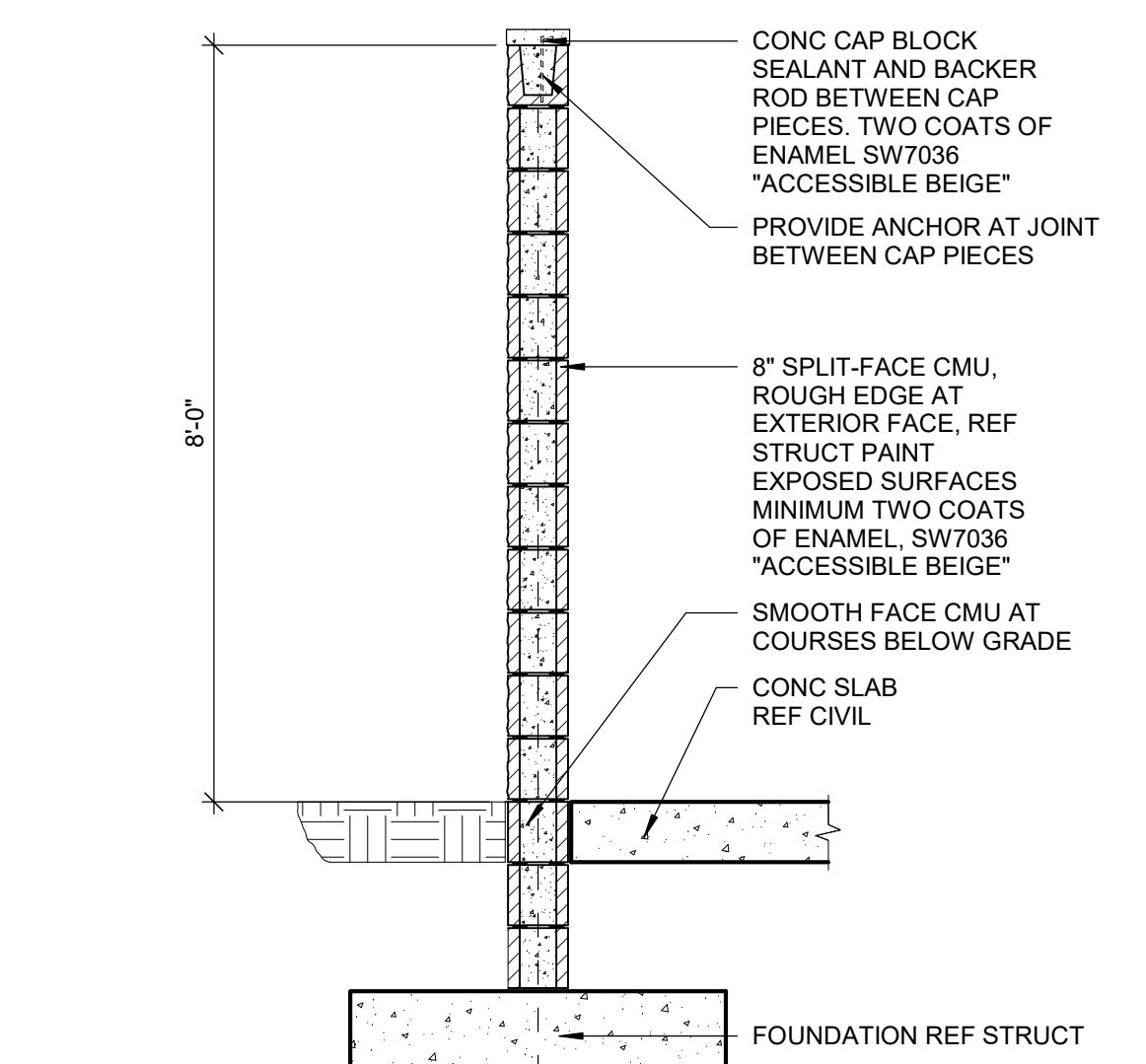
6 SECTION THROUGH GATE
1" = 1'-0"



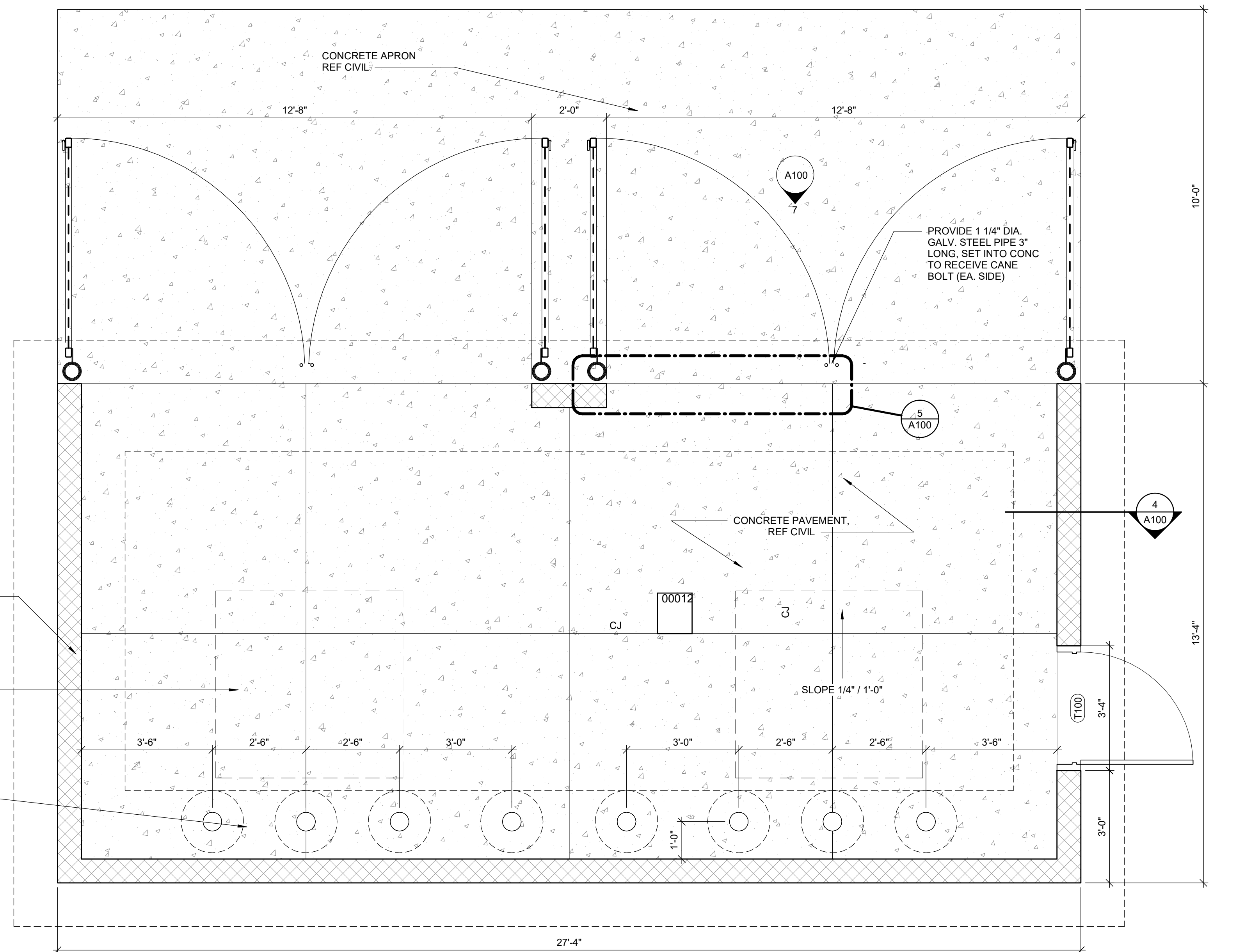
5 SECTION THROUGH GATE
1" = 1'-0"



4 PIPE BOLLARD DETAIL
1/2" = 1'-0"



3 TRASH ENCLOSURE WALL SECTION
1/2" = 1'-0"

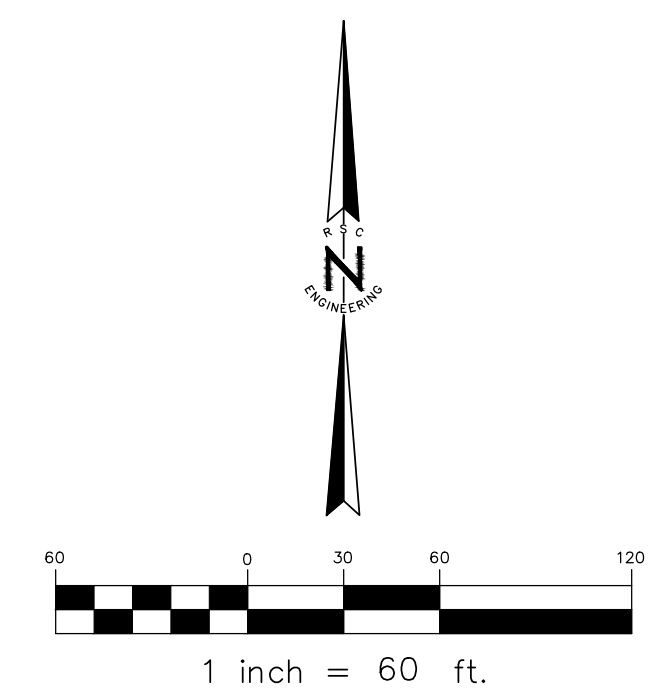


1 TRASH ENCLOSURE PLAN
1/2" = 1'-0"



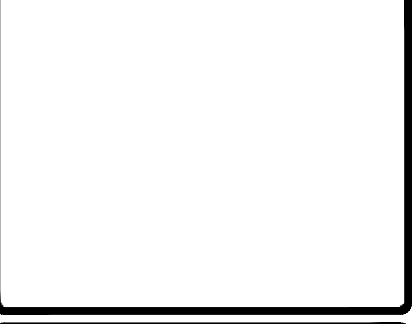
PC EXHIBIT O

LEGEND
 - - - - - PROPOSED PEDESTRIAN PATH OF TRAVEL



EUREKA DEVELOPMENT CO, LLC
 1508 EUREKA ROAD, SUITE 1745
 ROSEVILLE, CA 95661

REV	DATE	DESCRIPTION



RSC ENGINEERING
 1420 Rocky Ridge Drive, Suite 150
 Roseville, CA 95661
 Ph: 916.788.2884 Fax: 916.788.4408

PROJECT NO: 330-002
 DRAWN BY: RSC Eng
 CHECKED BY: RSC Eng
 DESIGNED BY: RSC Eng

**PRELIMINARY PLANS FOR
 STONEPOINT HOTEL AND OFFICE**
 1470 STONE POINT DRIVE
 ROSEVILLE, CA 95661

**SHEET TITLE
 OVERALL PEDESTRIAN
 CIRCULATION**

SHEET NO.
PED
10 OF 12

CITY OF ROSEVILLE APPROVAL

DATE: OCTOBER 23, 2025

DRAWING: P:\330-002 (Prelim) Stonepoint\330002_PED.dwg
 USER: MORTON Date: 10/23/2025 11:52:07 AM
 PLOT DATE: Oct 23, 2025 11:52:07 AM



PC EXHIBIT P

STONE POINT CENTER REQUIRED PARKING

1,706 STALLS
 224 STALL PARKING REDUCTION
 (GRANTED 2/1/2012)
1,482 STALLS REQUIRED

STONE POINT CENTER PROPOSED PARKING

1,446 EXISTING/PROPOSED STALLS
 40 FUTURE STALLS
1,486 TOTAL OVERALL STALLS

**EUREKA
DEVELOPEMENT CO,
LLC**
 1508 EUREKA ROAD, SUITE 1745
 ROSEVILLE, CA 95661

REV	DATE	DESCRIPTION

RSC ENGINEERING
 1420 Rocky Ridge Drive, Suite 150
 Roseville, CA 95661
 Ph: 916.788.2884 Fax: 916.788.4408

PROJECT NO:	330-002
DRAWN BY:	RSC Eng
CHECKED BY:	RSC Eng
DESIGNED BY:	RSC Eng

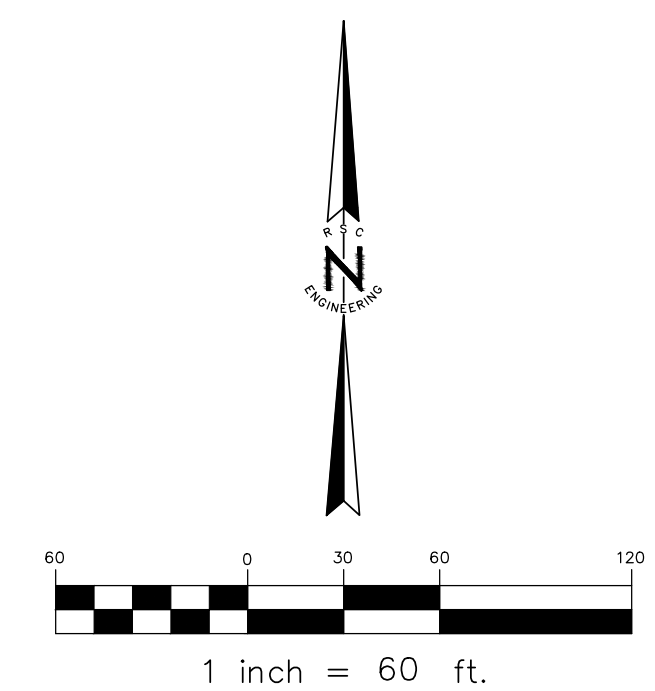
**PRELIMINARY PLANS FOR
STONEPOINT HOTEL AND OFFICE**

1470 STONE POINT DRIVE
 ROSEVILLE, CA 95661

SHEET TITLE
**STONE POINT
PARKING
PLAN**

SHEET NO.
PP1
 11 OF 12

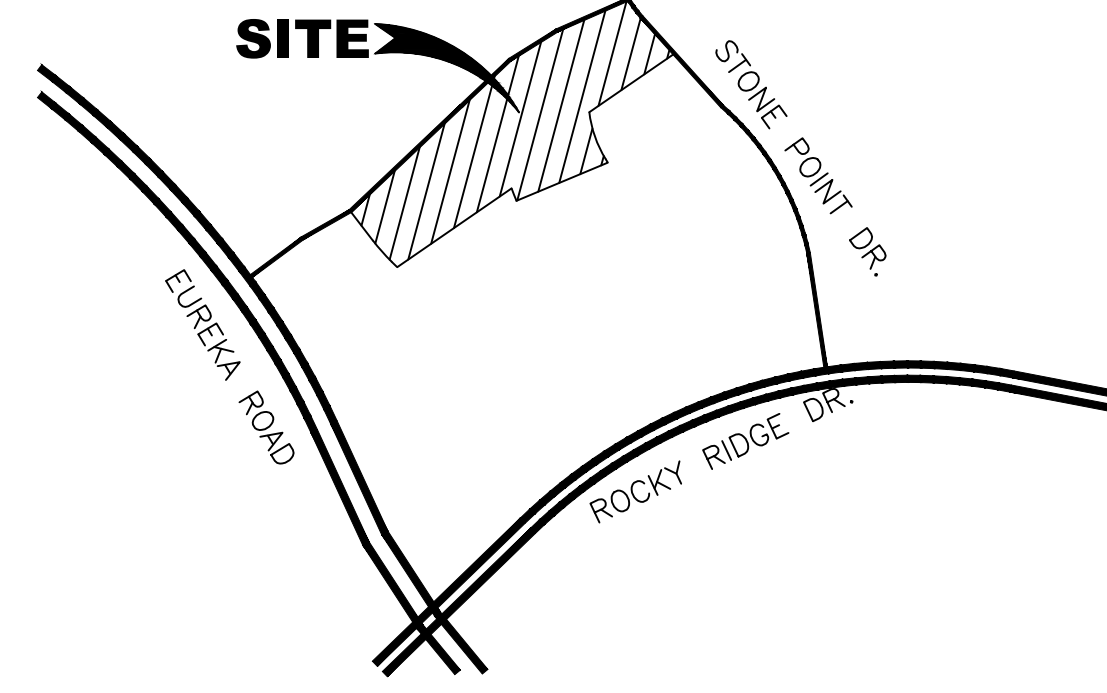
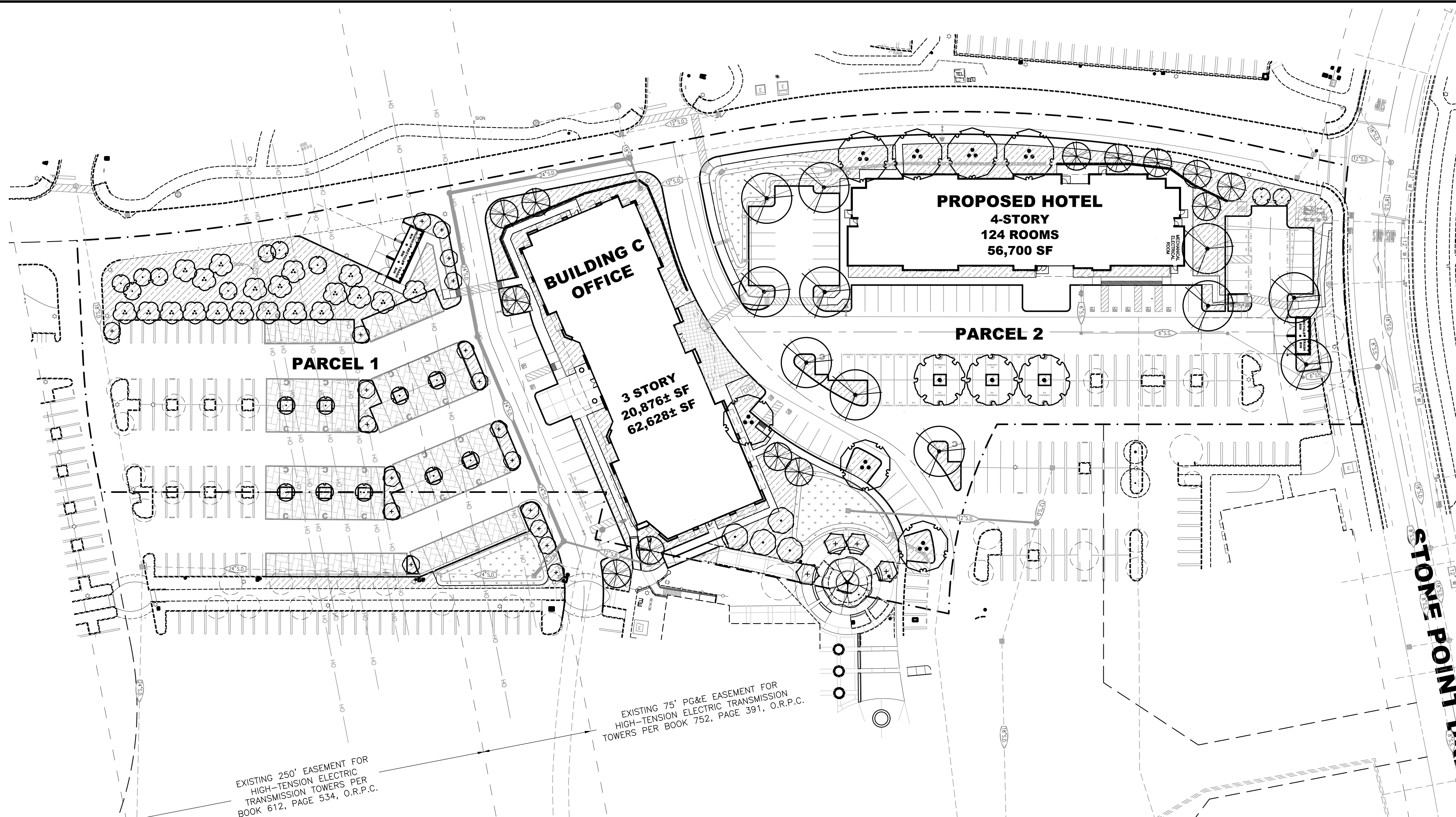
DATE: OCTOBER 23, 2025



CITY OF ROSEVILLE APPROVAL

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 PLOT DATE: 10/23/2025 11:57 AM

PC EXHIBIT Q



EUREKA DEVELOPEMENT CO, LLC
1508 EUREKA ROAD, SUITE 1745
ROSEVILLE, CA 95661

REV. NO.	DATE	DESCRIPTION



RSC ENGINEERING
1420 Rocky Ridge Drive, Suite 150
Roseville, CA 95661
Ph: 916.788.2884 Fax: 916.788.4408

PROJECT NO: 330-002
DRAWN BY: RSC Eng
CHECKED BY: RSC Eng
DESIGNED BY: RSC Eng

PRELIMINARY PLANS FOR STONEPOINT HOTEL AND OFFICE
STONE POINT DRIVE
ROSEVILLE, CA 95661

SHEET TITLE
PRELIMINARY PLANTING PLAN

SHEET NO.
L1

DATE: OCTOBER 17, 2025

TREE SCHEDULE

SYMBOL	BOTANICAL / COMMON NAME	SIZE	WATER USE	QTY
	ACER RUBRUM 'FRANK JR.' REDPOINTE® MAPLE	15 GAL.	MOD	13
	LAGERSTROEMIA INDICA 'CHEROKEE' CHEROKEE CRAPE MYRTLE	24" BOX	LOW	19
	LAGERSTROEMIA INDICA 'WATERMELON RED' WATERMELON RED CRAPE MYRTLE	24" BOX	LOW	4
	MALUS X 'SARGENTII' SARGENT CRABAPPLE	15 GAL.	MOD	20
	NYSSA SYLVATICA TUPELO	15 GAL.	MOD	4
	PISTACIA CHINENSIS 'KEITH DAVEY' KEITH DAVEY CHINESE PISTACHE	15 GAL.	MOD	11
	PLATANUS X ACERIFOLIA 'COLUMBIA' COLUMBIA LONDON PLANE TREE	15 GAL.	MOD	3
	PRUNUS CERASIFERA 'PURPLE PONY' PURPLE PONY PURPLE-LEAF PLUM	24" BOX	MOD	19
	QUERCUS WISLIZENI NATURAL MULTI INTERIOR LIVE OAK	60" BOX	LOW	1
	ULMUS PARVIFOLIA 'TRUE GREEN' TRUE GREEN LACEBARK ELM	15 GAL.	MOD	7

CONCEPT PLANT SCHEDULE

	SCREENING JUNIPERUS SCOPULORUM 'SKYROCKET' / SKYROCKET JUNIPER LEPTOSPERMUM SCOPARIUM 'RUBY GLOW' / RED NEW ZEALAND TEA TREE RHAMNUS CALIFORNICA 'EVE CASE' / EVE CASE COFFEEBERRY PRUNUS CAROLINIANA 'COMPACTA' / COMPACT CAROLINA CHERRY LAUREL
	ACCENT/COLOR CALAMAGROSTIS X ACUTIFLORA 'KARL FORESTER' / FEATHER REED GRASS DIANELLA REVOLUTA 'DR5000' TM / LITTLE REV FLAX LILY LOMANDRA LONGIFOLIA PLATINUM BEAUTY / PLATINUM BEAUTY LOMANDRA
	GROUNDCOVER JUNIPERUS HORIZONTALIS 'BLUE CHIP' / BLUE CHIP CREEPING JUNIPER BACCHARIS PILULARIS 'PIGEON POINT' / PIGEON POINT COYOTE BRUSH TEUCRIUM CHAMAEDRY'S 'PROSTRATUM' / PROSTRATE GERMANDER WESTRINGIA FRUTICOSA 'WES06' / LOW HORIZON™ COAST ROSEMARY
	FILLER CORREA X 'IVORY BELLS' / IVORY BELLS AUSTRALIAN FUCHSIA MAHONIA EURYBRACTEATA 'SOFT CARESS' / MAHONIA SOFT CARESS EURYOPS PECTINATUS / GOLDEN SHRUB DAISY ROSMARINUS OFFICINALIS 'TUSCAN BLUE' / TUSCAN BLUE ROSEMARY
	BIOFILTRATION SOD TURF SOD BIOFILTRATION SOD / DELTA BLUEGRASS BIOFILTRATION SOD

TOTAL LANDSCAPE AREA = 43,689 S.F.

SHADE CALCULATIONS - PARCEL 1

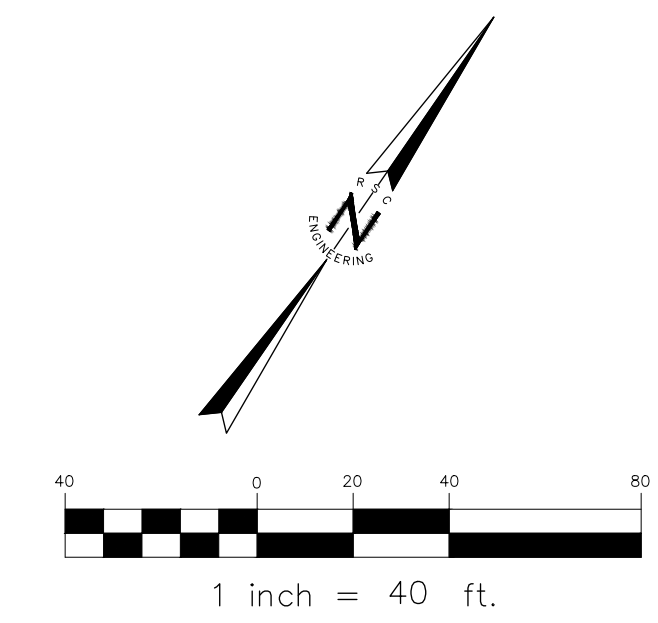
TOTAL PAVED AREA:	34,980 S.F.		
TOTAL SHADE REQUIRED (50%):	17,490 S.F.		
TOTAL SHADE PROVIDED (26.5%):	9,263 S.F.		
DIA.	QTY.	S.F.	TOTAL S.F.
20' TREES			
LAGC, MALS, PRUP			
100%	20	314	6,280
75%	0	236	0
50%	19	157	2,983
25%	0	79	0
TOTAL SHADE PROVIDED BY TREES:		9,263 S.F.	

SHADE CALCULATIONS - PARCEL 2

TOTAL PAVED AREA:	29,866 S.F.		
TOTAL SHADE REQUIRED (50%):	14,933 S.F.		
TOTAL SHADE PROVIDED (50.7%):	15,151 S.F.		
DIA.	QTY.	S.F.	TOTAL S.F.
35' TREES			
PISK, PLAC, ULMT EXIST			
100%	7	962	6,734
75%	0	722	0
50%	17	481	8,177
25%	1	240	240
TOTAL SHADE PROVIDED BY TREES:		15,151 S.F.	

PRELIMINARY LANDSCAPE DESIGN NOTES

- ALL LANDSCAPED AREAS SHALL BE IRRIGATED USING AN AUTOMATIC IRRIGATION SYSTEM THAT WILL BE COMPLIANT WITH THE STATE'S WATER EFFICIENT LANDSCAPE ORDINANCE.
- TREE PLANTING LOCATIONS, INCLUDING WELLS, ISLANDS, PARKWAYS, MEDIANS, ETC. SHALL PROVIDE ADEQUATE UNCOMPACTED SOIL AREA AMENABLE TO ROOT GROWTH. THE DEPTH OF SUITABLE SOIL SHALL BE A MINIMUM OF 24 INCHES AND A MAXIMUM OF 36 INCHES UNLESS OTHERWISE APPROVED.
- ROOT BARRIERS SHALL BE PROVIDED FOR TREES IN LANDSCAPE PLANTERS LESS THAN TEN FEET IN WIDTH OR LOCATED FIVE FEET OR CLOSER TO A PERMANENT STRUCTURE. ROOT BARRIER(S) SHALL NOT INTERFERE WITH MINIMUM PLANTING SITE REQUIREMENTS.
- ALL SHRUB AND GROUND COVER AREAS SHALL RECEIVE A 3" LAYER OF BARK CHIP MULCH TOP DRESSING.
- GROUND COVERS SHALL NOT BE INSTALLED WITHIN A 4" RADIUS OF A TREE TRUNK.



FUHRMAN LEAMY LAND GROUP
DESIGN • SERVICE • SOLUTIONS
2140 PROFESSIONAL DRIVE, SUITE 115 ROSEVILLE, CA 95661
916-783-5263 info@fillandgroup.com

CITY OF ROSEVILLE APPROVAL

PC EXHIBIT R

EUREKA DEVELOPMENT CO., LLC
 1508 EUREKA ROAD, SUITE 1745
 ROSEVILLE, CA 95661

REV	DATE	DESCRIPTION



RSC ENGINEERING
 1420 Rocky Ridge Drive, Suite 150
 Roseville, CA 95661
 Ph: 916.788.2884 Fax: 916.788.4408

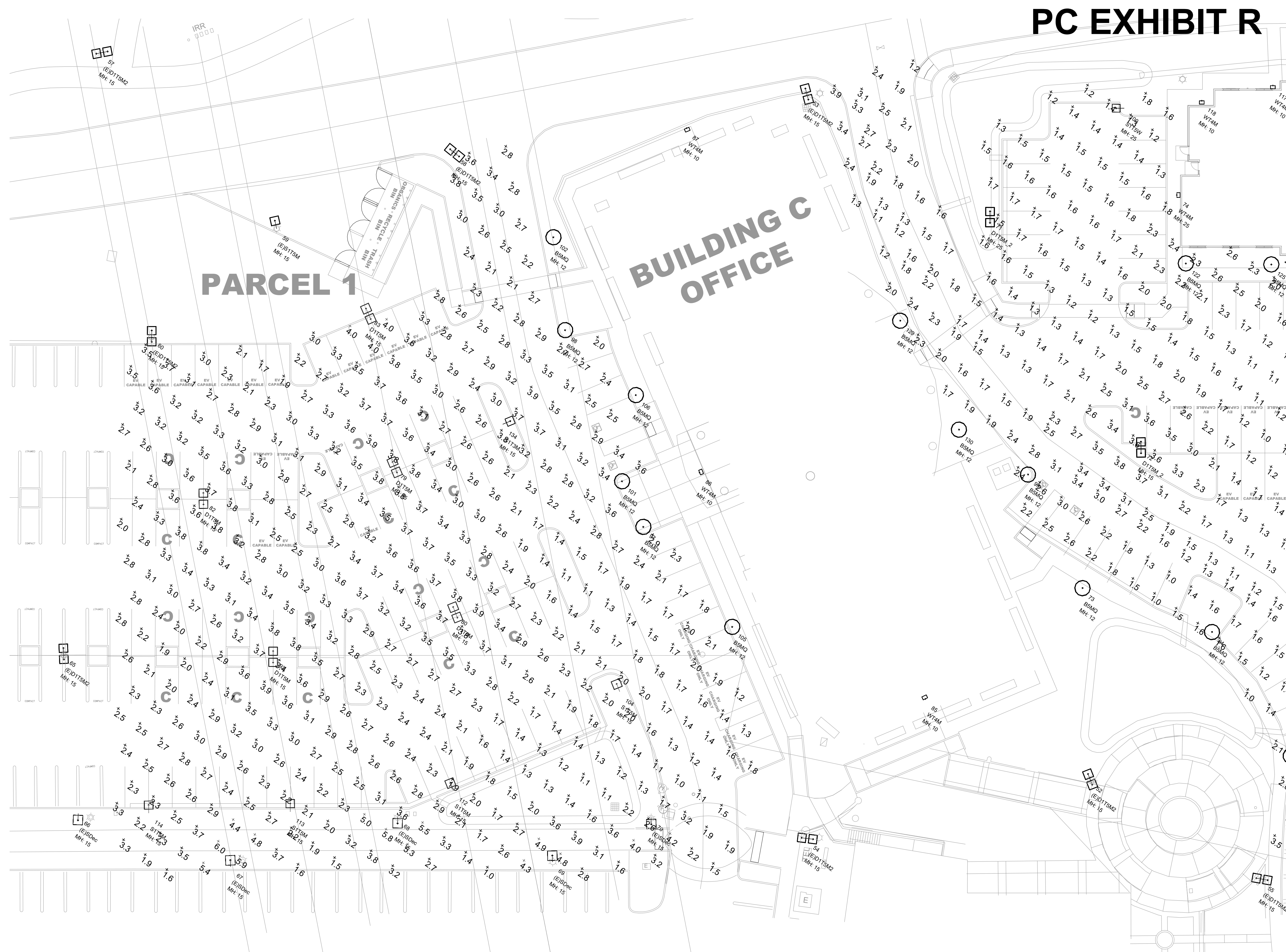
PROJECT NO: 25032
 DRAWN BY: SSN
 CHECKED BY: WVN
 DESIGNED BY: SSN

**PRELIMINARY PLANS FOR
 STONEPOINT HOTEL AND OFFICE**

SHEET TITLE
PHOTOMETRIC PLAN

SHEET NO.
E1
 1 OF 2

DATE: OCTOBER 16, 2025



D-Series Size 1 LED Area Luminaire

Specifications

Height	10.0"
Width	10.0"
Depth	10.0"
Weight	10.0 lbs
Power	10.0 W
Beam Angle	10.0°
Color Temp	10.0 K
Life Span	10.0 hrs

Design Object

EXAMPLE: DSX1 LED P1 40K 70CRI TSM MVCLT 5M N12M2 P1M1 DOB20

Item	Quantity	Unit	Notes
DSX1 LED P1 40K 70CRI TSM MVCLT 5M N12M2 P1M1 DOB20	1	EA	

Invue

DESCRIPTION

The Invue Collection presents a contemporary, architectural luminaire designed to enhance interior spaces with its clean, minimalist design and energy-efficient LED technology. Available in multiple finishes and sizes, the Invue Collection offers a high-quality lighting solution for modern interiors.

FEATURES

- Available in multiple finishes: White, Black, Bronze, and Satin Nickel.
- Energy-efficient LED technology.
- Adjustable arm for directional lighting.
- Simple, clean design for modern interiors.

INSTALLATION

Requires a standard ceiling mount. Mounting hardware is included. For more information, visit www.lithonia.com.

WEDGE LED Architectural Wall Sconce

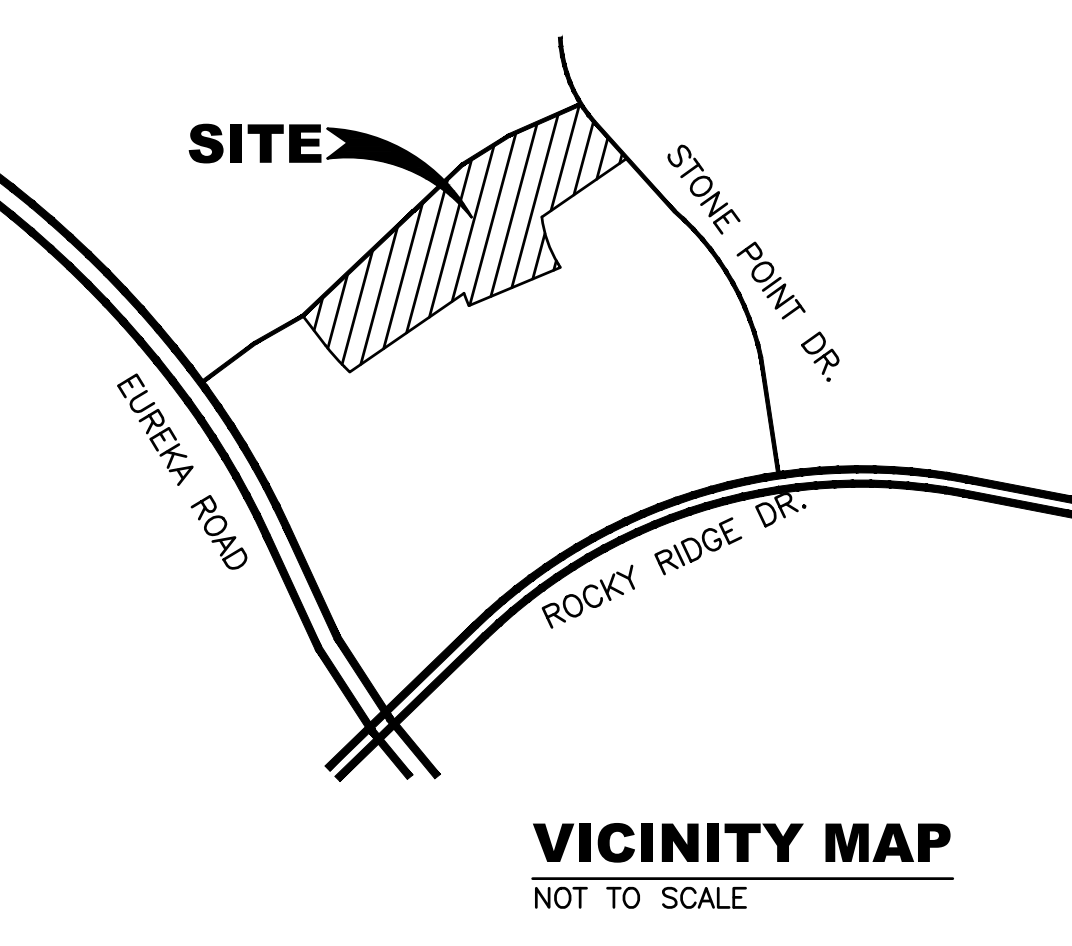
Specifications

Depth	1.5"
Height	1.5"
Width	1.5"
Weight	1.5 lbs

Design Object

EXAMPLE: WDG2 LED P1 40K 80CRI VP MVCLT 5M DOB20

Item	Quantity	Unit	Notes
WDG2 LED P1 40K 80CRI VP MVCLT 5M DOB20	1	EA	

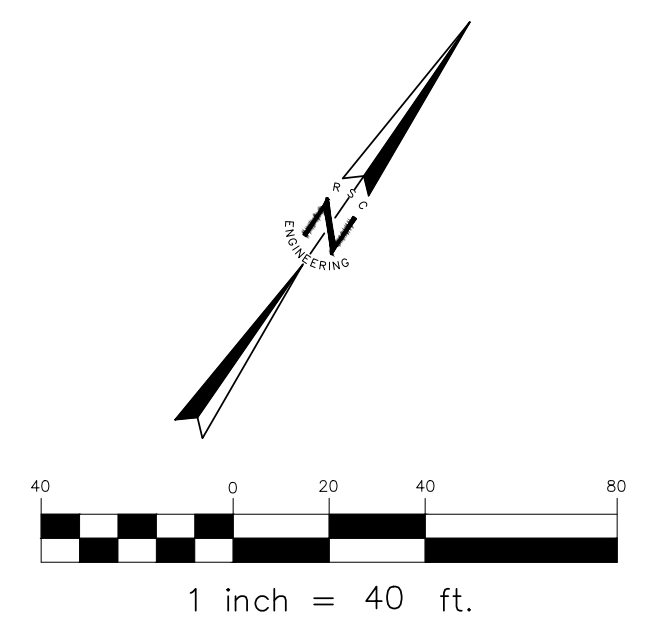


Calculation Summary

Label	CalcType	Max	Min	Max/Min	Avg
CalcPts_2	Illuminance	6.0	1.0	6.00	2.62
CalcPts_3	Illuminance	4.9	1.0	4.90	2.21

Luminaire Schedule

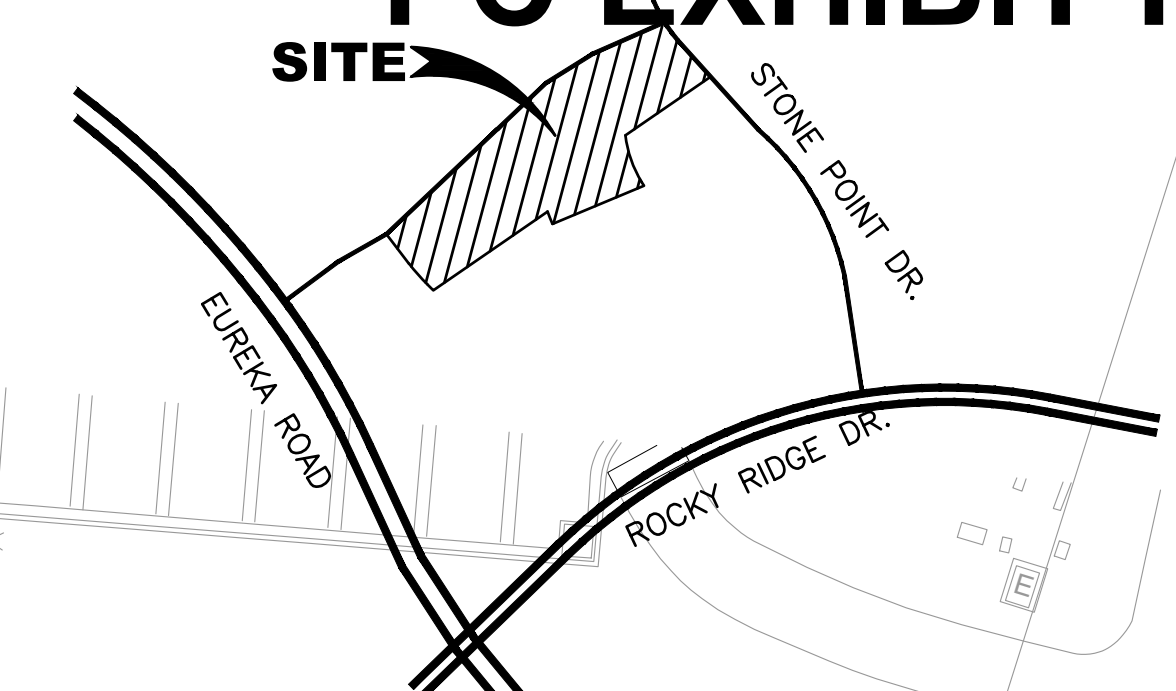
Symbol	Label	Arrangement	LLF	Lum. Watts	Lum. Lumens	BUG Rating	Description
+	S1TSM	SINGLE	1.000	50.9	8056	B4-U0-G2	Lithonia - DSX1 LED P1 40K 70CRI TSM
+	S1TSM	SINGLE	1.000	50.9	7593	B1-U0-G3	Lithonia - DSX1 LED P1 40K 70CRI TSM
○	BSMQ	SINGLE	1.000	24.7	3054	B2-U0-G1	Invue - EMM-E01-LED-E1-SMQ
+	(E)10TSM2	BACK-BACK	1.000	50.9	7274	B3-U0-G2	Lithonia - DSX1 LED P1 40K 80CRI TSM
+	D1TSM	BACK-BACK	1.000	50.9	7274	B3-U0-G2	Lithonia - DSX1 LED P1 40K 80CRI TSM
+	D1TSM_2	BACK-BACK	1.000	50.9	7274	B3-U0-G2	Lithonia - DSX1 LED P1 40K 80CRI TSM
+	WT4M	SINGLE	1.000	18.9815	2277	B1-U0-G1	Lithonia - WDG2 LED P2 40K 70CRI T4M
+	S1TSM	SINGLE	1.000	50.9	7274	B3-U0-G2	Lithonia - DSX1 LED P1 40K 80CRI TSM
+	(E)S1TSM	SINGLE	1.000	50.9	7274	B3-U0-G2	Lithonia - DSX1 LED P1 40K 80CRI TSM
+	(E)SDec	SINGLE	1.000	40	4413	B1-U0-G2	Cooper - UTLD-P41-40-740-U-T3-A



CITY OF ROSEVILLE APPROVAL

DRAWING: E:\Projects\Architect\25032\25032_Stonepoint_Roseville - 850\251017_25032_Stonepoint_Roseville.dwg
 USER: WVN
 DATE: 10/16/2025 10:17:25 AM
 PLOT DATE: 10/16/2025 10:17:25 AM

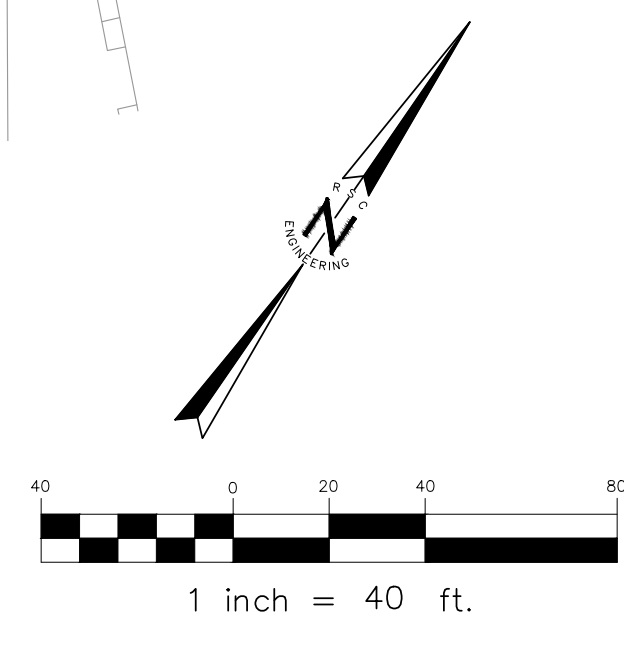
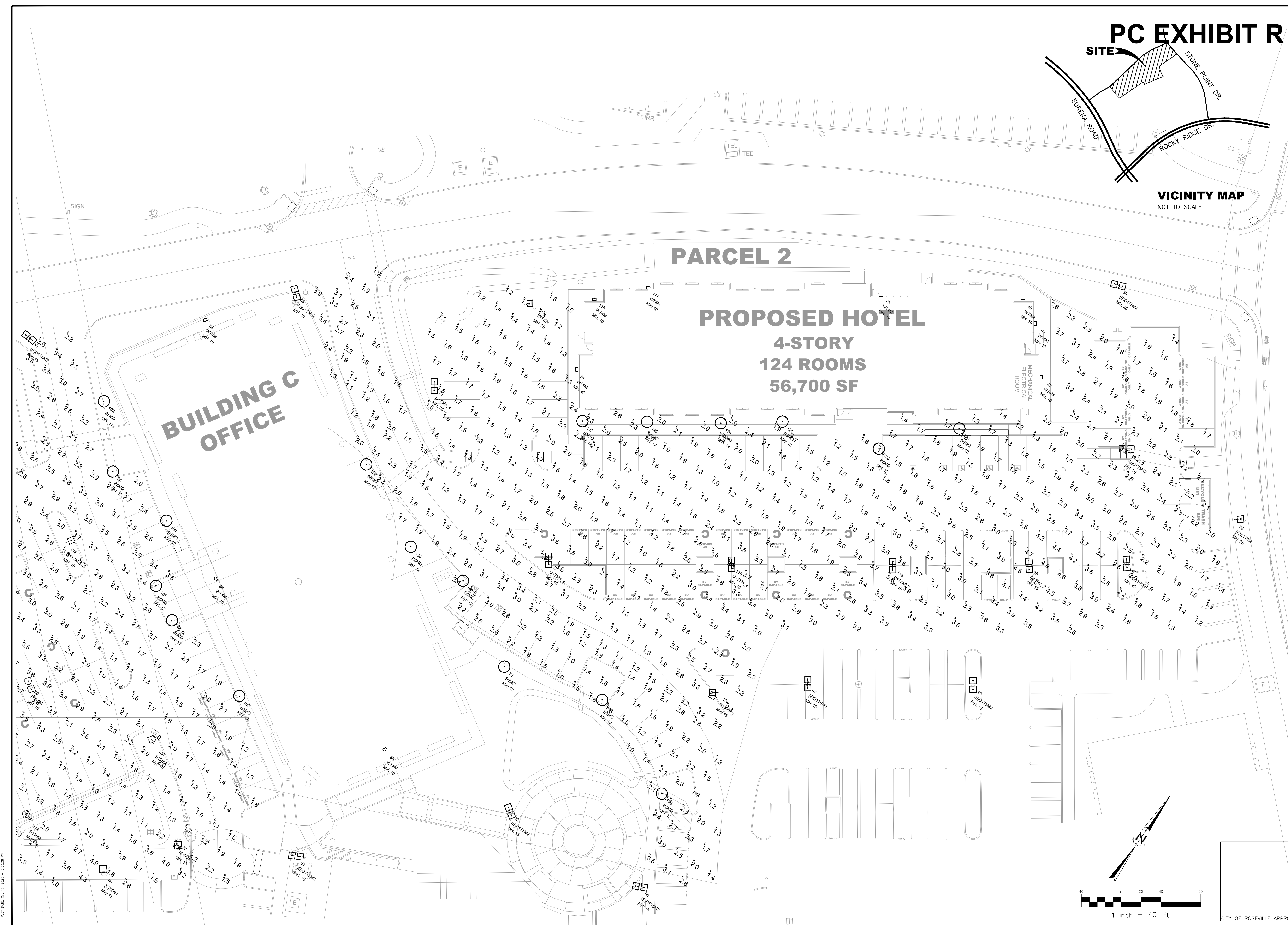
PC EXHIBIT R



PARCEL 2

PROPOSED HOTEL 4-STORY 124 ROOMS 56,700 SF

BUILDING C OFFICE



EUREKA DEVELOPMENT CO, LLC
1508 EUREKA ROAD, SUITE 1745
ROSEVILLE, CA 95661

REV. NO.	DATE	DESCRIPTION



RSC ENGINEERING
1420 Rocky Ridge Drive, Suite 150
Roseville, CA 95661
Ph: 916.788.2884 Fax: 916.788.4408

PROJECT NO: 25032
DRAWN BY: SSN
CHECKED BY: WVN
DESIGNED BY: SSN

**PRELIMINARY PLANS FOR
STONEPOINT HOTEL AND OFFICE**

SHEET TITLE
PHOTOMETRIC PLAN

SHEET NO.
E2
2 OF 2

DATE: OCTOBER 16, 2025

CITY OF ROSEVILLE APPROVAL

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Planning Commission Communication

Meeting Date: 2/12/2026
Item #: VII.1
Item ID: 2026-108

Title: Election of Design Committee Chair
Contact: Greg Bitter 916-774-5294 gbitter@roseville.ca.us

REQUEST

Elect a Design Committee Chair.

RECOMMENDATION

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

1. Elect a Design Committee Chair.

Respectfully Submitted,
Greg Bitter, Assistant Development Services Director

ATTACHMENTS:

None

REVIEWERS:

Lupe Nelson, Development Services Department

Created -



Planning Commission Communication

Meeting Date: 2/12/2026
Item #: VII.2
Item ID: 2026-88

Title: Election of Design Committee Alternate
Contact: Greg Bitter 916-774-5294 gbitter@roseville.ca.us

REQUEST

Elect Design Committee Alternate.

RECOMMENDATION

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

1. Elect a Design Committee Alternate.

Respectfully Submitted,
Greg Bitter, Assistant Development Services Director

ATTACHMENTS:

None

REVIEWERS:

Lupe Nelson, Development Services Department

Created -