CITY OF ROSEVILLE

GENERAL PLAN 2035

AUGUST 2020



CITY OF ROSEVILLE
GENERAL PLAN
2035

August 2020



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Planning Division

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Roseville, California 95678

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ACRONYMS AND ABBREVIATIONS

A.M.	morning
AB	Assembly Bill
AB 3897	1991 Seismic Hazards Mapping Act
AB32	Global Warming Solutions Act
ac-ft/yr	acre-feet/year
ACS	American Community Survey
ADWF	Average Dry Weather Flow
AF/yr	acre-feet per year
ALS	Advanced Life Support
AMI	area median income
APCD	Air Pollution Control District
APPA	American Public Power Association's
ARB	California Air Resources Board
ARSP	Amoruso Ranch Specific Plan
ASOC	Adult System of Care
ASR	Aquifer Storage and Recover
AV	autonomous vehicles
BACT	Best Available Control Technology
BP	Business Professional
BRT	Bus Rapid Transit
CAAQS	California Ambient Air Quality Standard
CalHFA	California Housing Finance Agency Programs
Cal-OSHA	California Occupational Safety and Health Administration
CBD	Central Business District
CC	Community Commercial
CCI	Construction Cost Index
CCJPA	Capitol Corridor Joint Powers Authority
CDBG	Community Development Block Grant
CEQA	California Environmental Quality Act
CH_4	methane
CHAS	Comprehensive Housing Affordability Strategy
CHP	California Highway Patrol
CI & IC	Community Involvement and Inter-jurisdictional Cooperation
CIP	Capital Improvement Plan
City	City of Roseville
CMP	Congestion Management Plan
CMU	Commercial Mixed Use
CMU/SA-RG	Commercial Mixed Use with a Special Area Overlay for the Riverside Gateway Plan Area
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	Carbon Monoxide
CO_2	carbon dioxide
CRHMFA	California Rural Home Finance Mortgage Authority
CSCDA	California Statewide Communities Development Authority
CSP	Creekview Specific Plan
CVP	Central Valley Project
DAP	Down Payment Assistance

Db	Decibel
DCWWTP	Dry Creek Wastewater Treatment Plant
DDS	Department of Developmental Services
DN	Downtown, Neighborhoods
DOE	Department of Energy
DPS	Distinct Population Segments
DTSP	Downtown Specific Plan
DWR	Department of Water Resources
DWSP	Del Webb Specific Plan
EIR	environmental impact report
ELFs	extremely low frequency fields
EMF	electromagnetic fields
EMS	Emergency Medical Services
EOP	Emergency Operations Plan
EPA	United States Environmental Protection Agency
EPS	Emission Performance Standard
ERCs	Roseville Electric purchases Emission Reduction Credits
ESA	Endangered Species Act
ESU	evolutionarily significant units
FAR	floor area ratio
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FHWA-RD-77-108	Highway Traffic Noise Prediction Model
FIRM	Flood Insurance Rate Map
FP	Floodplain
FTHB	First Time Home Buyer
G	General
GC	General Commercial
GHG	greenhouse gas
GIS	Geographical Information Systems
GMVC	Growth Management Visioning Committee
GPC	General Plan Committee
GSP	Groundwater Sustainability Plan
GWh	Gigawatt Hours
HCD	Housing and Community Development
HCM	Highway Capacity Manual
HCV	Housing Choice Voucher
HDR	High Density Residential
HEARTH	Homeless Emergency Assistance and Rapid Transition to Housing
HFCs	hydroflourocarbons
HMMP	Hazardous Materials Management Plan
HOME	Home Investment Partnership Program
HP	Hewlett Packard
HRNSP	Highland Reserve North Specific Plan
HUD	Department of Housing and Urban Development
IDEA	Invest Downtown Economic Assistance
IND	General Industrial
ISO	Insurance Service Office
ITS	Intelligent Transportation System
JH & ED	Jobs/Housing and Economic Development
kWh	kilowatt per hour
LAFCO	Local Agency Formation Commission
L_{dn}	Day-Night Average Sound Level
LDR	Low Density Residential

L_{eq}	Equivalent Sound Level
LI	Light Industrial
L_{max}	maximum sound level recorded during a noise event
LOS	Level of Service
MCC	Mortgage Credit Certificate Program
MDR	Medium Density Residential
mgd	million gallons per day
MLD	Most Likely Descendant
MRF	Material Recovery Facility
MTP	Metropolitan Transportation Plan
MW	Megawatts
N_20	nitrous oxide
NAAQS	National Ambient Air Quality Standard
NC	Neighborhood Commercial
NCPA	Northern California Power Agency
NCRSP	North Central Roseville Specific Plan
NERSP	Northeast Roseville Specific Plan
NFIP	National Flood Insurance Program
NFIRS	National Fire Incident Reporting System
NIMS	National Incident Management System
NIPA	North Industrial Planning Area
NO	nitric oxide
NO_2	nitrogen dioxide
NO_X	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NRSP	North Roseville Specific Plan
NWRSP	Northwest Roseville Specific Plan
O_3	Ozone
OES	State Office of Emergency Services
OS	Open Space
OSHA	federal Occupational Safety and Health Administration
P.M.	evening
P/QP	Public/Quasi-Public
P/R	Park and Recreation
PCAPCD	Placer County Air Pollution Control District
PCN	Placer Collaborative Network
PCOH	Placer Consortium on Homelessness
PCTPA	Placer County Transportation Planning Agency
PCWA	Placer County Water Agency
Peaker Plant	Roseville Power Plant 2
PFCs	perflourocarbons
PG&E	Pacific Gas & Electric Company
PGWWTP	Pleasant Grove Wastewater Treatment Plant
PIRS	Placer Independent Resource Services
Plan	City of Roseville General Plan
PM_{10}	particulate matter smaller than or equal to 10 microns in diameter
PMC	Pacific Municipal Consultants
PPH	Person-per-household
PSAP	public safety answering point
PSI	pounds per square inch
PV	solar electric generation
PWWF	Peak Wet Weather Flow
RC	Regional Commercial
RCONA	Roseville Coalition of Neighborhood Associations

REACH	Roseville Employees Annual Charitable Hearts
REP	Roseville Energy Park
RFD	Roseville Fire Department
RGSP	Riverside Gateway Specific Plan
RHA	Roseville Housing Authority
RHNA	Regional Housing Needs Allocation
RHNAP	Regional Housing Needs Allocation Plan
RMU	Residential Mixed Use
RND	Relationship of New Development
ROG	reactive organic gases
Roseville Electric	City of Roseville operates its own electric utility
RPAL	Roseville Police Activities League
RPD	City of Roseville Police Department
RPS	Renewable Portfolio Standard
RTPAQ	Relationship to Transit, Pedestrian, and Air Quality
RWA	Regional Water Authority
RWQCB	Regional Water Quality Control Board
s.f.	square feet
SA	Study Area
SA	Special Area overlay
SACOG	Sacramento Area Council of Governments
SB	Senate Bill
SBX1 2	Senate Bill X1 2
SCIP	Statewide Communities Infrastructure Program
SCS	Sustainable Communities Strategy
SEL or SENEL	Sound Exposure Level of Single Event Noise Exposure Level
SEMS	Standardized Emergency Management System
SERSP	Southeast Roseville Specific Plan
SF_6	sulfur hexafluoride
SFONA	Sacramento Federal Ozone Non-Attainment Area
SGMA	Sustainable Groundwater Management Act of 2014
SHP	Supportive Housing Program
SJWD	San Juan Water District
SMSA	Sacramento Metropolitan Statistical Area
SPA	Specific Plan Area
SPFC	State Plan of Flood Control
SPMUD	South Placer Municipal Utility District
SPRTA	South Placer Regional Transportation Authority
SRO	single-room occupancy
SRRE	Source Reduction and Recycling Element
SRSP	Stoneridge Specific Plan
SVSP	Sierra Vista Specific Plan
Systems Evaluation Report	Regional Wastewater and Recycled Water Systems Evaluation Report
TCM	Transportation Control Management/ Measures
TDM	Transportation Demand Management
the Action Plan	National Action Plan for Energy Efficiency
TMF	Traffic Mitigation Fee
TNC	Transportation Network Companies
TS	Transfer Station
TSM	Transportation Systems Management
UEC	Utility Exploration Center
ULOP	Urban Level of Flood Protection
UPRR	Union Pacific Railroad Company

UR	Urban Reserve
USBR	United States Bureau of Reclamation
USBR	Federal Bureau of Reclamation
USTs	Underground storage tanks
VC	Village Center
VMT	vehicle miles traveled
WELO	Water Efficient Landscape Ordinance
WP GSA	West Placer Groundwater Sustainability Agency
WPWMA	Western Placer Waste Management Authority
WRSP	West Roseville Specific Plan

I. INTRODUCTION



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INTRODUCTION

FUNCTION AND INTENT OF THE GENERAL PLAN

State law requires that every county and city prepare and adopt a comprehensive long-range plan to serve as a guide for the development of the community. The plan must consist of an integrated and internally consistent set of goals, polices and implementation measures. In addition, the plan must focus on those issues that are of the greatest concern to the community and should be written in a clear and concise manner. City actions, such as those relating to development entitlements, annexations, zoning, subdivision and design review, revitalization, and capital improvements must be consistent with the General Plan.

The City of Roseville General Plan (Plan) serves to:

- Establish long-range development policies that will be implemented through actions by the City of Roseville (City) Council and Planning Commission;

- Provide a basis for judging whether private development proposals and public projects are in harmony with the policies; and

- Guide public agencies and private developers in designing projects that are consistent with City policies.

The Plan is designed to be:

- ***Long-range:*** However imperfect the vision of the future is, almost any development decision has effects lasting more than 20 years. In order to create a useful context for development decisions, the General Plan is focused on the year 2035—and beyond.

- ***Comprehensive:*** The Plan provides direction to coordinate all major components of the community's physical development and conservation.

- ***General:*** Because it is long-range and comprehensive, the Plan, in most cases, is general. The Plan's purpose is to serve as a framework for more detailed public and private development proposals.

HISTORICAL CONTEXT

The City of Roseville is located on the Interstate 80 corridor, approximately 15 miles northeast of downtown Sacramento, California (Figure I-1), in the northeastern portion of the Sacramento Metropolitan area. Roseville is the largest city in Placer County.

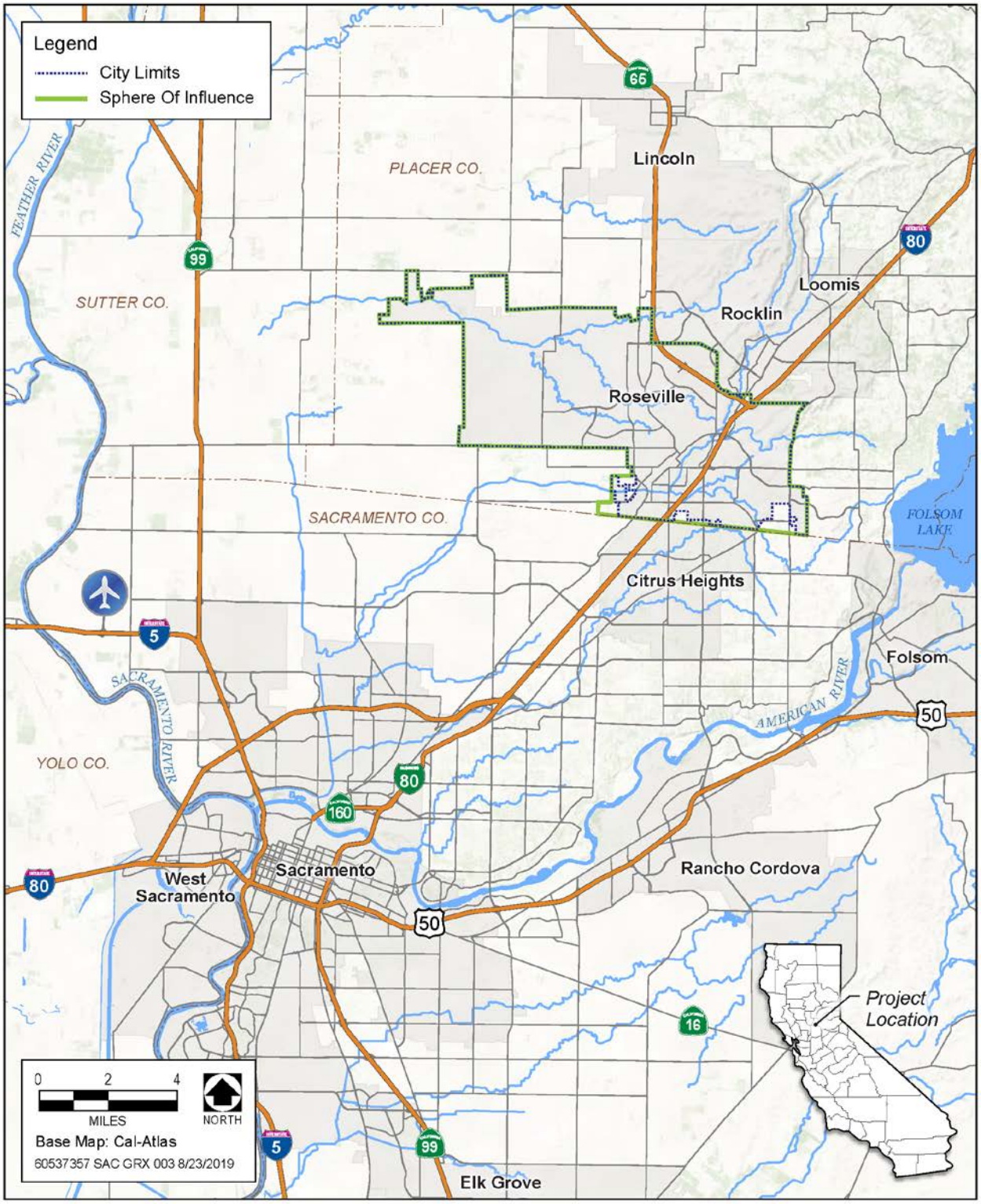
Roseville is situated within the traditional territory of the Nisenan Native Americans, and specifically the Maiduan family or more commonly, Maidu. Their territory extended from the Sacramento River to the Sierra Nevada. Of the two principal divisions that made up the Maidu nation, the southern Maidu controlled the entire American River drainage area, the Bear and Yuba Rivers, and the area now encompassed by the City of Roseville.

Outside exploration of the region was first recorded in the early 1800s. This included early fur trapping explorations. The discovery of gold in 1848 brought over 10,000 people to Placer County. By the 1850s, miners failing to find promised riches began turning to other pursuits, such as farming. Disgruntled miners and pioneer ranchers settled the area before it became known as Roseville.

On November 29th, 1863, during construction of the transcontinental railroad from Sacramento to Promontory, Utah, railroad graders reached "The Junction." The original map of the City was filed with the Placer County Recorder on August 13, 1864, titled "Plan of the Town of Roseville at the Junction of the Central Pacific and California Railroads." Between 1870 and 1906, small-frame buildings and roughhewn board sidewalks sprang up. A school was built. Places of worship and fraternal organizations were established, and efforts were made to stimulate industry – first by the establishment of a flourmill, and later, a winery.

In April of 1908, the Southern Pacific Railroad Company officially moved its terminal, roundhouse, and shops from Rocklin to Roseville. This move brought many jobs and residents to the community. After the railroad's relocation, an organized drive for incorporation began. On April 2, 1909, by a vote of 241 to 90, the people voted in favor of incorporation. Roseville became a Charter City on January 10, 1955 and, on March 26, 1964, during the City's 55th anniversary, Roseville was honored as an All-American City. In 2009, Roseville celebrated its 100th anniversary and was honored by winning the Governor's Trophy with its entry into the Pasadena Tournament of Roses Parade.

Figure I-1 | Regional Location Map



Today, Roseville has evolved from what was considered a “bedroom community” in the 1970s to an urban center with a mix of residential and employment uses. Roseville has generally grown outward from its historic Downtown adjacent to the Union Pacific Rail Yard. As of May 2020, the City’s population was estimated at approximately 145,163. The City has attracted a significant amount of non-residential development, including commercial, office, and industrial uses. The City and surrounding south Placer County area have been growing rapidly for the last few decades, and additional growth is anticipated during this General Plan’s planning horizon.

PLANNING AREA

The focus of the General Plan’s land use policy is on the City’s Planning Area, which includes areas within the City limits and areas within the City’s Sphere of Influence (shown in Figure I-1).

While the City’s incorporated area and Sphere of Influence are the primary focus of General Plan polices, there are some topics in the Plan that affect or are affected by conditions outside the Planning Area. For example, regarding air quality, the City is considering conditions throughout the Sacramento Valley Air Basin. For flood protection, the City examines existing and future conditions across entire drainage basins. In many other cases, such as solid waste and recycling, transportation, and wastewater treatment, the City coordinates with other agencies, promoting mutually beneficial strategies that extend beyond the City limits and Sphere of Influence.

PLAN DEVELOPMENT

Roseville’s first General Plan, consisting basically of a land use map, was adopted in 1963. The first comprehensive General Plan for the City was adopted in 1977.

Development of the 1992 General Plan involved an extensive process of public hearings and workshops. The focus of much of this effort revolved around the establishment of a General Plan Committee, an advisory group composed of representatives from the City’s seven commissions. The Committee’s work extended from November 1990 to May 1992. The Committee was assisted by staff from the City’s then Planning and Redevelopment Department.

The General Plan Committee was presented with issue papers for the General Plan Element areas and was asked to make policy recommendation for each General Plan Element. Draft General Plan Elements were then prepared based on the Committee’s direction. The General Plan Committee reviewed the draft Elements, made adjustments, and the document was released for public review, in conjunction with a General Plan Environmental Impact Report (EIR) in June of 1992.

The General Plan has been amended every time a new annexation area and/or Specific Plan is adopted. To date, the City has 14 adopted Specific Plans located within the City limits. These Specific Plans are incorporated as a part of the General Plan and should be referred to for specific requirements. Other more recent General Plan amendments include (but are not limited to) an amendment related to the adoption of the Bicycle Master Plan in 2008; amendments to the Circulation Element in 2007 after an update to the City’s Capital Improvement Program (CIP); the Westbrook amendment to the Sierra Vista Specific Plan in June 2012; the Fiddyment Ranch Phase 3 Specific Plan Amendment in February 2014; and the Hewlett Packard (HP) Campus Oaks amendment in 2015.

In addition, the recommendations of the City’s Growth Management Visioning Committee were incorporated into the Plan in 2005. This Committee met over the course of eight months to provide recommendations to the City Council on how the community should grow in the future. These recommendations were incorporated into the General Plan in October 2005.

The General Plan was also amended in 2008 to identify policies that would reduce greenhouse gas emissions.

The last major revision to the General Plan was in 2016 as part of the Amoruso Ranch Specific Plan. Public hearings on the General Plan and Amoruso Ranch Specific Plan EIR were held at the City's Planning, Transportation, Public Utilities, and Parks and Recreation Commissions. Final action on the updated General Plan was taken by the City Council on June 15, 2016. As part of this General Plan update, the General Plan horizon year was extended from 2025 to 2035.

Finally, the General Plan was updated in 2020 to revise goals and policies, as appropriate, to address recent changes in State law; incorporate changes to the Noise Element that are more appropriate for current and future conditions in Roseville; integrate the environmental analysis and policy planning process to promote the City's planning, environmental, economic, and fiscal goals; and to make updates for clarity and concision, moving detailed existing conditions information that goes quickly out of date to the General Plan Update Environmental Impact Report, so that the goals and policies are the focus of the body of the General Plan.

PLAN ORGANIZATION AND APPLICATION

Two primary components constitute the City of Roseville General Plan. These are:

- The General Plan document, which incorporates the goals and policies and an appendix to the General Plan that includes implementation measures; and

- The Land Use Map, which graphically represents the City's existing and planned land use mix and pattern. The City's official land use map is available through the Development Services Department – Planning Division, located at the Civic Center at 311 Vernon Street or online at www.roseville.ca.us.

The General Plan document is organized into nine separate mandatory and optional elements. Elements mandated by State law include: Land Use, Circulation, Open Space and Conservation (combined), Safety, Housing, and Noise. The optional elements include Air Quality and Climate Change, Parks and Recreation, and Public Facilities.

Each Element is generally organized in the way, with a brief introduction that includes the purpose of the Element, relevant setting, and organization of the Element, followed by the goals and policies. Goals are an expression of future desired conditions or activities. Policies provide guidance for actions that must be taken to achieve the desired goal. The appendix includes implementation measures, which are more specific actions or regulatory documents needed to comply with the City's policies. The appendix is intended to be a "living document," that should be revised as conditions change, pertinent technologies and best practices emerge, State laws are enacted, and regional plans are updated.

To understand the full intent of the General Plan, the goals and policies must be reviewed together and in combination with the Land Use Map. Many individual issues have implications for goals and policies throughout the General Plan. Several policies provided in one Element help to achieve goals included in other Elements.

The general content of each Element is described below:

- ***Land Use Element*** discusses existing and future land use conditions, land use designations and standards, community form, community design, and growth management.

- ***Circulation Element*** identifies the general location and the extent of the existing and proposed roadways, highways, railroads and transit routes. The Element identifies goals and policies to enhance the freedom to choose different modes of travel, manage travel demand, and provide for goods movement throughout the Planning Area and surrounding region.

- ***Air Quality and Climate Change Element*** integrates related land use, transportation and circulation, transit, and energy issues. The policies are intended to improve air quality and encourage cooperation among surrounding jurisdictions involved in regional air quality efforts.

- ***Open Space and Conservation Element*** provides for the conservation and management of natural resources, details strategies for the preservation of open space, and provides for outdoor recreation, public health, and safety.

- ***Parks and Recreation Element*** provides goals and policies for both traditional active park lands and non-traditional open space-oriented park lands. It specifies standards and conditions as guidelines for planning parks and recreation facilities, including size, type, location, and multi-modal access.

- ***Public Facilities Element*** identifies facility and service needs of the community for civic facilities, libraries, schools, electric and privately owned utilities, water and wastewater systems, solid waste and recycling, water and energy efficiency, and the extension of City services.

- ***Safety Element*** establishes standards and plans for the protection of the community from a variety of hazards, including earthquakes, flooding, crime, fire, and hazardous materials.

- ***Noise Element*** establishes standards for transportation and fixed noise sources to protect the health and welfare of the community.

- ***Housing Element*** identifies the existing and projected housing needs and establishes goals and policies for the preservation, improvement, and development of housing to meet the diverse needs of the City's existing and future population.

The Plan also incorporates a glossary and an appendix. The appendix includes implementation measures, as noted above. The glossary defines certain technical terms used in the General Plan to promote a broad understanding of the City's intent.

The General Plan complies with all relevant State-mandated requirements related to substance and content.

PLAN ADMINISTRATION AND AMENDMENT PROCEDURES

A continuing administrative program of monitoring and evaluation will accompany Plan implementation. To remain effective in dealing with changing trends and conditions, the General Plan must maintain some flexibility. The City will evaluate General Plan implementation relative to the City's goals and adopt amendments over time, as needed. Monitoring and evaluation provide an internal process for ensuring that the Plan remains dynamic and relevant, providing the necessary guidance for private development proposals and City actions.

All General Plan amendments must be adopted by resolution and require at least one public hearing by the Planning Commission and one by the City Council. State law allows Charter Cities, such as Roseville, to amend their General Plans as often as necessary. General Plan amendments will require appropriate environmental review, in accordance with the California Environmental Quality Act.

The following principles shall regulate the administration and amendment of Roseville's General Plan:

1 The City shall regularly evaluate the effectiveness and adequacy of the entire General Plan. Such evaluation should occur a minimum of every five (5) years starting from the date of initial adoption of the Plan or whenever any significant modification to the General Plan is contemplated. The evaluation

will consider the accuracy of data, effectiveness and relevance of goals and policies, and compliance with relevant legislation.

2 Policy and text amendments to the General Plan may only be considered by the City when such amendments do not result in any internal inconsistencies within the Plan. In the course of updates, the City will eliminate inconsistencies or inadvertent errors and ensure internal consistency. Such updates shall be documented with a reference to this Section and the original City Council amendment that resulted in the change.

3 Amendments to the Land Use Map may only be considered by the City when such amendments are consistent with the intent of the goals and policies of the General Plan.

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CITY OF ROSEVILLE CALIFORNIA

II. LAND USE



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LAND USE

PURPOSE

The purpose of the Land Use Element is to set guidelines for managing land use change. Land use designations define allowable density and land uses. The Land Use Map illustrates the location of each of these uses. Goals and policies in this Element guide land use change to achieve many goals: maintaining and enhancing quality of life in neighborhoods; promoting revitalization and economic development; enhancing fiscal sustainability; and ensuring orderly and efficient long-term growth.

A community's ultimate land use distribution and development pattern are influenced by economic development and opportunities, the capacity and location of infrastructure and services, natural and environmental constraints, the periods of time when the community was founded and experienced growth, market opportunities and constraints, and social factors. The implementation of land policies interacts with these and other factors to improve social, economic, and environmental outcomes. Land

use patterns have complex relationships with other key planning considerations. For example, infrastructure capacity and placement can influence the distribution of land uses and the community's overall character. At the same time, the desired community character speaks to the distribution of land uses and the infrastructure necessary to serve these land uses.

It is the overall goal of the Land Use Element to promote a balanced land use pattern that supports innovative land use approaches and retains and enhances the distinct character and identity of Roseville.

GUIDING PRINCIPLES

The City has received input from residents and business owners through surveys, task forces, committee meetings, and other mechanisms. This input was used to develop guiding principles that create the foundation for the goals and policies of the Land Use Element. These guiding principles include:

- Promote and enhance Roseville's unique character and identity.
- Distinguish Roseville from adjacent communities through the quality of development and design and the level of public services and facilities provided.
- Protect and enhance Downtown and the City's established neighborhoods.
- Promote new development and ensure that development is an integrated and connected part of the City's land use pattern.
- Provide a variety of housing types and opportunities to serve the needs and incomes of all households.
- Create a balanced land use pattern with an appropriate mix of uses to accommodate residential, employment, service, and social needs within the community.
- Preserve open space in areas with sensitive environmental resources and provide high-quality, accessible recreational amenities.
- Ensure fiscal responsibility.
- Create a land use mix and development pattern that accommodates and promotes alternative transportation modes for ease of access and improved air quality and public health.
- Proactively manage and plan for growth.

ORGANIZATION

The Land Use Element consists of the Land Use Map and land use goals and policies. The Land Use Map visually illustrates the City's existing and planned land use mix and pattern.[1] Land use decision-making is guided by the goals and policies contained in the text of the Land Use Element, as well as the land use implementation measures outlined in the appendix to the General Plan. While the Land Use Map is an illustration of policy, it only reflects those policies that can be graphically shown. The Land Use Map and land use policies must be used in combination with each other, along with the policies from the other Elements.

[1] A copy of the Land Use Map is available through the Development Services Department - Planning Division at 311 Vernon Street or online at www.roseville.ca.us.

The Land Use Element is organized into the following six components:

1 ***Planning Area*** provides a description of the Planning Area, the Sphere of Influence, and planning subareas.

2 ***Land Use Designations*** identifies and defines the City's land use categories, incorporating general use, development, intensity, and siting and compatibility guidelines.

3 ***Development Forecast*** presents estimates of future development potential within the Planning Area.

4 ***Community Form*** provides goals and policies to define and direct the future form and development pattern of the City.

5 ***Community Design*** includes goals and policies that address aesthetics, integration of the built and natural environments, and community character.

6 ***Growth Management*** focuses on the proactive management of growth in the community, including performance standards to regulate growth and development, as well as policies addressing annexations and expansion of the City's Sphere of Influence.



It is the overall goal of the Land Use Element to promote a balanced land use pattern that supports innovative land use approaches and retains and enhances the distinct character and identity of Roseville.

PLANNING AREA

The focus of the General Plan's land use policy is on the City's "Planning Area" (see Figure II-1), which includes all planning subareas within the City limits, Sphere of Influence, and the City/County Memorandum of Understanding area, as described below.

Sphere of Influence

The City's Planning Area includes 796 acres of land that is within the City's Sphere of Influence, but outside the current City limits. The City does not have jurisdiction over projects proposed within the Sphere of Influence, but will monitor, receive notices, and provide official comments on such projects. The City will use policies of the Growth Management component of this Element to evaluate annexations to the City and expansions of the Sphere of Influence, which would be subject to approval by the Placer County Local Agency Formation Commission (LAFCO).

City/County Memorandum of Understanding Area

The City has an expanded cooperation agreement in place with Placer County, commonly referred to as the City/County Memorandum of Understanding (MOU), which provides guidelines for the City or County to follow to ensure that development within the MOU area is cooperatively planned with input from both agencies.

Planning Subareas

Within the City limits, there are 16 subareas that have been defined for planning purposes. These include the Infill Area, the North Industrial Area, and the City's 14 Specific Plan Areas:

- **Infill Area** – This area has vacant and underutilized properties where the City will encourage infill development, but overall, it is mostly built out. The Infill Area includes the historic core of the community but excludes the Downtown and Riverside Gateway Specific Plan Areas.

- **North Industrial Area** – While not subject to a specific plan, this is a recognized planning subarea of the City that provides a major opportunity for industrial and employment development serving the south Placer region. The North Industrial Area has adopted design guidelines, the North Roseville Design Guidelines, which applies to the majority of the planning area. Other portions of the North Industrial Area are regulated by the Hewlett Packard Master Plan or Campus Oaks Master Plan.

- **Southeast Roseville Specific Plan (1985)** – This mixed-use Specific Plan represents the City's first effort to use the specific plan process to master plan a new development area.

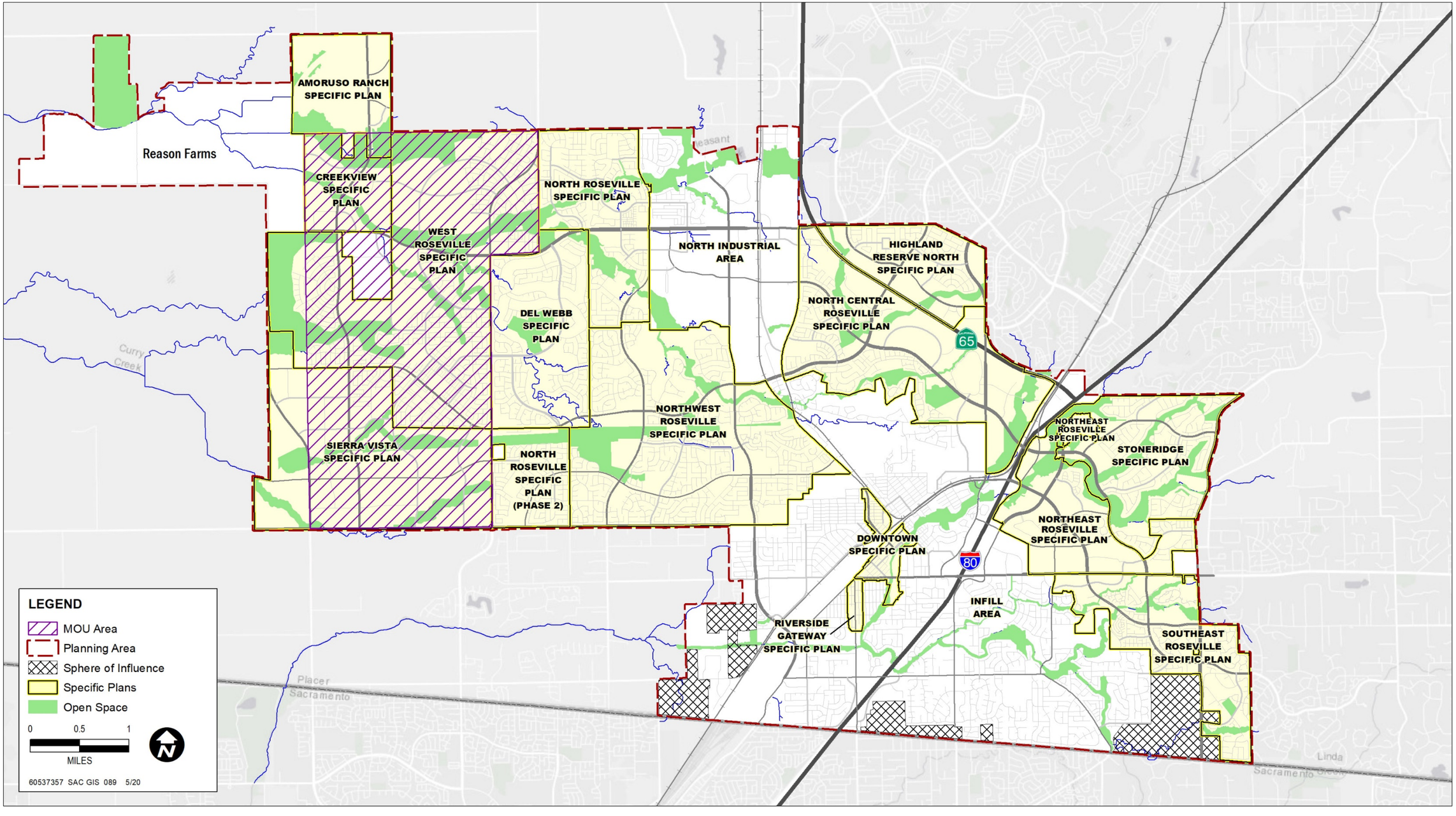
- **Northeast Roseville Specific Plan (1987)** – This Specific Plan is primarily intended for commercial and employment-generating uses but also has significant residential and open space components.

- **Northwest Roseville Specific Plan Area (1989)** – The predominant land uses in this Specific Plan Area are single- and multi-family development, but the Specific Plan also provides for commercial, office, open space, and public uses.

- **North Central Roseville Specific Plan (1990)** – This Specific Plan Area includes residential, commercial, and office uses, along with a large area for wetland preservation and creation.

- **Del Webb Specific Plan (1993)** – This Specific Plan Area is planned as an age-restricted community consisting of single-family homes focused around recreational facilities with supportive private and public uses.

Figure II-1 | Planning Areas



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- **Highland Reserve North Specific Plan (1997)** – This Specific Plan accommodates single- and multi-family residential development, along with commercial and other supportive uses.
- **North Roseville Specific Plan (1997)** – This multi-phase Specific Plan includes single- and multi-family dwelling units, commercial uses, parks and other public facilities, and open space.
- **Stoneridge Specific Plan (1998)** – This Specific Plan accommodates single- and multi-family residential development, commercial and office uses, parks and other public facilities, and open space.
- **West Roseville Specific Plan (2004)** – This Specific Plan accommodates single- and multi-family dwelling units, including age-restricted units, commercial uses, industrial development, parks and other public facilities, and open space.
- **Riverside Gateway Specific Plan (2006)** – The Riverside Gateway Specific Plan is intended to guide public improvements and facilitate commercial and residential infill development between Douglas Boulevard and Darling Way.
- **Downtown Specific Plan (2009)** – This Specific Plan encourages mixed-use infill development throughout the Historic Old Town and the Vernon Street District. The associated Downtown Code implements the Plan, physically applying the Plan's guidance to properties within the Plan Area.
- **Sierra Vista Specific Plan (2010)** – This Specific Plan accommodates single- and multi-family units, including age-restricted units, commercial development, parks and other public facilities, and open space.
- **Creekview Specific Plan (2012)** – This Specific Plan accommodates single- and multi-family dwelling units, commercial and office development, parks and other public facilities, and open space.
- **Amoruso Ranch Specific Plan (2016)** – This Specific Plan accommodates single- and multi-family dwelling units, commercial development, parks and other public facilities, and open space.

Roseville's Specific Plans play an important role in guiding development and conservation. In many areas of the City, the Specific Plans are the primary mechanism for implementing the goals and policies of the General Plan. It is the City's policy to plan for new development and/or reinvestment efforts through the Specific Plan process.

The Specific Plans establish detailed policies and implementation programs for portions of the City, consistent with the goals and policies established in the General Plan. Specific Plan land use designations are reflected on the General Plan Land Use Map, although Specific Plans may also use new land use categories that are more specific or tailored to a particular situation. The City's Specific Plans are consistent with, and are hereby incorporated by this reference, as a component of the Land Use Element of the General Plan. Copies of all of the City's Specific Plans may be obtained through the Development Services Department in the Civic Center at 311 Vernon Street or online at: www.roseville.ca.us.

LAND USE DESIGNATIONS

The City's land use designations define allowable land use, and serve as a guide for zoning, Specific Plans, and other land use regulations. Each land use designation has density and intensity guidelines (Table II-3 and II-4), which are used for planning of facilities (e.g. roadway, utilities, schools, parks, etc.) that support the various land uses, as directed by goals and policies in other Elements. The Land Use Map (Figure II-2) illustrates the location of the City's land use designations. The City's land use designations include:

Residential

- Low-Density Residential (0.5 – 6.9 Dwelling Units/Acre)
- Medium-Density Residential (7.0 – 12.9 Dwelling Units/Acre)
- High-Density Residential (13.0 Dwelling Units/Acre or greater)

Commercial

- Neighborhood Commercial
- Community Commercial
- Regional Commercial

Office

- Business Professional

Industrial

- Light Industrial
- Tech/Business Park
- General Industrial
- Transfer Station

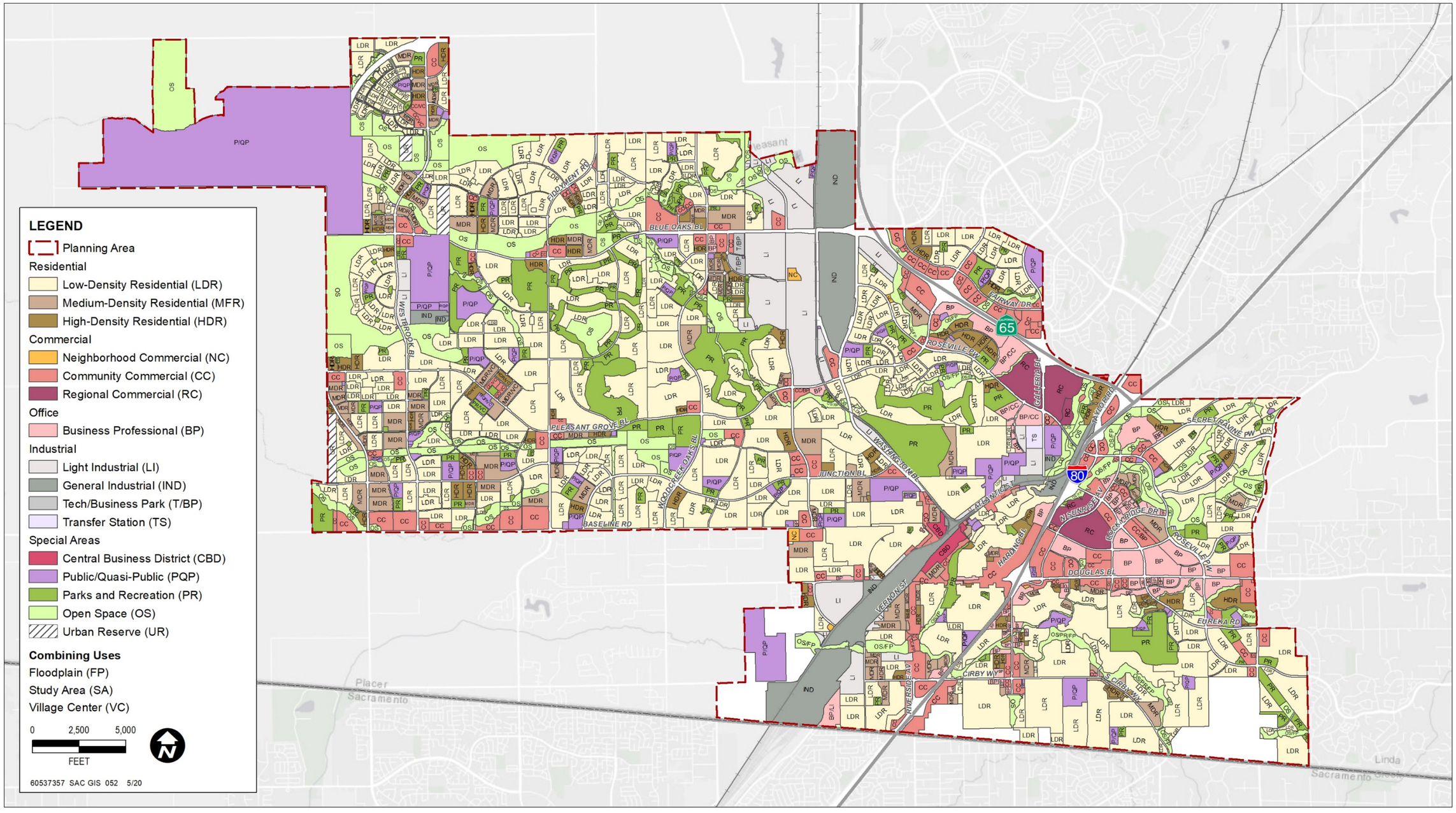
Special Areas

- Central Business District
- Public/Quasi-Public
- Parks and Recreation
- Open Space
- Urban Reserve

Combining Designations

- Floodplain
- Study Area
- Village Center

Figure II-2 | Land Use Map



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Compared to zoning, the City's land use designations define allowable land use broadly, in part to provide the flexibility necessary to achieve the General Plan's policies related to pedestrian orientation and convenience and facilitate mixed-use, infill development. For example, in addition to primary uses, there are permitted secondary uses associated with each land use designation that allow for a more diverse land use mix. The Zoning Ordinance, Specific Plans, and Community Design Guidelines provide more specific standards to ensure compatibility among adjacent land uses. The extent of the secondary uses permitted and conditions related to their use will be as specified in the overlying zoning, Specific Plan, and/or other master plan.

Typically, a single land use designation is applied to a given area. However, to promote mixed-use development, the City may use two or more designations for certain areas that include complementary land uses. Because the Land Use Map provides a guide for future development, it is possible that more than one zoning district may be consistent with any one land use designation.



The City's land use designations define allowable land use broadly, in part to provide the flexibility necessary to achieve the General Plan's policies related to pedestrian orientation and convenience and facilitate mixed-use, infill development.

Use Types, Density, Intensity, and Compatibility

Land use designations contain development guidelines to be applied to each use. These include density guidelines for residential uses, intensity guidelines for non-residential uses, and, where appropriate, land use compatibility guidelines. Tables II-1 and II-2 summarize density and intensity guidelines. Tables II-3 through II-8 describe the purpose, allowable uses, and development guidelines for land use designations. Table II-9 is a compatibility matrix for all land use designations. Table II-10 illustrates the relationship between land use designations and implementing zoning districts.

Table II-1 | Residential Land Use Characteristics

Land Use Category	Dwelling Units Per Acre	Estimated Population Per Gross Acre[1]
Low-Density Residential	0.5 TO 6.9	1.45-20.01
Medium-Density Residential	7.0 TO 12.9	20.3-37.41
High-Density Residential	13.0 +	27.3+

[1] Assumes 2.1 persons per multi-family unit and 2.9 persons per single-family unit based on the American Community Survey (2013 - 2017). The estimated population per gross acre is only an estimate and does not represent City policy.

Table II-2 | Non-Residential Land Use Characteristics

Land Use Category	Floor Area Ratio*	Typical Acreage	Typical Square Footage
Neighborhood Commercial	20% TO 40%	Less than 5	< 50,000
Community Commercial	20% TO 40%	5 to 25	50,000 TO 250,000
Regional Commercial	20% TO 40%	>25	>250,000
Business Professional	20% TO 40%	Varies	Varies
Light Industrial	20% TO 50%	Varies	Varies
Tech/Business Park	20% TO 50%	Varies	Varies
General Industrial	20% TO 50%	Varies	Varies
Transfer Station	Varies	Varies	Varies
Central Business District	Up to 300%	Varies	Varies
Public/Quasi-Public	Varies	Varies	Varies

* Floor Area Ratios (FARs) are intended as guidelines and not as absolute restriction

RESIDENTIAL LAND USES

The residential designations include areas designated for a broad array of housing types with different densities. Each residential designation includes a purpose statement, primary and secondary uses, and development guidelines for each designation.

The Low-, Medium-, and High-Density land use designations are based on the number of allowable dwelling units per gross developable acre. A gross developable acre is defined as the land designated as residential use excluding overhead power lines and their easements, areas within the designated 100-year floodplain, and for the Low- and Medium-Density land use designations, any right-of-way and landscape corridors associated with collector and arterial roadways.

Each residential land use designation is indicated on the Land Use Map as an abbreviation (e.g., LDR) and will be followed by a number, indicating the number of dwelling units per gross developable area (e.g., LDR-6.0). Roseville generally uses the Specific Plan or master planning process to establish land use designations. Minimum and maximum densities for each residential land use designation are included within the development guidelines listed for each designation.

Each residential designation includes both primary and secondary land uses. As expected, the primary land uses are residential in each of these designations, but also include public parks, resource preservation and open space areas, and landscape corridors and other public utility easements. Secondary uses include those uses such as schools, places of worship, private recreation, limited office, and childcare facilities – uses that are normally associated with residential areas and are of such a limited size that a separate or distinct land use designation (e.g., public facility or commercial) is not always warranted.

Table II-3 outlines the purpose, allowable uses, and development guidelines for the residential land designations.

NON-RESIDENTIAL LAND USES

The non-residential designations include areas designated for commercial, office, industrial uses, special areas, and combining districts. Like the residential designations, each non-residential designation includes a purpose statement, primary and secondary uses, and development guidelines for each designation.

Intensity development guidelines for non-residential development are expressed as floor area ratios (FARs). This is a ratio of the total floor area (including all floors and not just the "footprint" of a building) divided by the total lot or parcel area. The City expresses this ratio as a percentage. Typical commercial FARs range from 20 to 50 percent, but may be as high as 300 percent (i.e. a three-story building covering 100 percent of the lot area) in locations such as downtown Roseville.

Intensity and compatibility guidelines for the commercial, office, and industrial land use designations are guidelines and not absolute restrictions. Factors such as General Plan policies, intensity of use, anticipated traffic levels, and availability of public facilities and infrastructure will be assessed as part of the development review or Specific Plan process to determine the appropriate level of floor area to land area ratio.

Unlike the specific secondary uses listed in the residential designations, which are intended to be subordinate and may be permitted only to support neighborhood convenience, the relationship of secondary uses in non-residential areas differ. It is the intention of the non-residential land use designations to permit secondary land uses that support and complement primary uses. These secondary land uses do not need to be subordinate. The size of these areas would typically be limited and would, therefore, not warrant a separate land use designation for the secondary land use. Tables II-4, II-5, and II-6 outline the purpose, allowable uses, and development guidelines for the non-residential land designations.

SPECIAL LAND USE DESIGNATIONS

In addition to the residential, commercial, office, and industrial land use designations, the City has also established Special Land Use Designations for Central Business Districts, Parks and Recreation, Open Space, public uses, and Urban Reserve Areas. Table II-7 outlines the purpose, allowable uses, and development guidelines for the Special Land Use Designations.

COMBINING DESIGNATIONS

These designations are only applied in combination with another land use designation and modify the uses and development guidelines of that designation. Table II-8 outlines the purpose, allowable uses, and development guidelines for the Special Land Use Designations.

Table II-3 | Residential Land Use Designations

Designation	Purpose	Primary Uses	Secondary Uses	Development Guidelines
Low-Density Residential (LDR)	Applies to lands where single-family dwelling units, which comprise the majority of Roseville's housing supply, are located. Assigned to lands with the flexibility to accommodate development constraints (e.g., slopes, trees, etc.). Typically, low-density residential lands should require minimal grading or disturbance of natural features. Avoidance of land use limitations (topography, vegetation, easements, etc.) can be achieved by designing larger or smaller lots or by clustering and attaching units.	Attached and detached single-family residences, public parks, resource preservation and open space areas, landscape corridors, and other public utility easements.	Secondary uses include accessory dwelling units, public and private schools, religious assembly, private recreation, and limited office, commercial childcare facilities, and neighborhood retail and services.	0.5 to 6.9 dwelling units per gross developable acre. Lot sizes average 6,000 to 7,500 square feet but may be larger or smaller.
Medium-Density Residential (MDR)	Applies to lands characterized by small-lot single-family detached dwelling units and attached patio homes, halfplexes, duplexes, townhouses, condominiums, and mobile home parks. Should accommodate a variety of housing types and designs. Often located as a transition between higher-intensity land uses and low-density residential uses.	Attached and detached single-family, halfplexes, duplexes and multi-family residences; and public parks, resource preservation and open space areas, landscape corridors and other public utility easements.	Secondary uses include accessory dwelling units, public and private schools, religious assembly, private recreation, and limited office, commercial childcare facilities, and neighborhood retail and services.	7.0 to 12.9 dwelling units per gross developable acre.
High-Density Residential (HDR)	Provides for apartments or condominiums with multiple-story structures containing multiple attached dwelling units. The broad range of densities in this category will yield a variety of design options. May be combined with commercial uses to form a mixed-use development where higher densities could be desirable and beneficial.	Multiple-family dwellings in attached units and public parks, resource preservation and open space areas, landscape corridors, and other public utility easements.	Secondary uses include public and private schools, religious assembly, private recreation, and limited office, commercial childcare facilities, and neighborhood retail and services.	13.0 and above dwelling units per gross developable acre. Should be applied to lands adjacent to bicycle and transit corridors, and in close proximity to services.

Table II-4 | Non-Residential Land Use Designations: Commercial

Designation	Purpose	Primary Uses	Secondary Uses	Development Guidelines
Neighborhood Commercial (NC)	Provides basic commercial retail and services for the convenience of surrounding neighborhoods within walking distance of major residential areas.	A limited range of goods and services intended for the convenience of the residents in the immediate neighborhood and compatible with adjacent land uses.	Medical offices, veterinary clinics, other professional offices and commercial child care facilities.	Goods and services may be provided in stand-alone buildings or in small centers, typically on parcels less than five (5) acres in size with a floor area ratio between 20% and 40%. Developments will have a pedestrian scale and orientation and provide convenient pedestrian and bicycle access to reduce the need for an automobile trip. Should be adjacent to collector and/or arterial streets, and residential neighborhoods.
Community Commercial (CC)	Provides a broader range of goods and services to an expanded service area.	Retail stores and businesses selling a full range of goods and services including auto sales and repair, and commercial child care facilities.	Professional offices uses, including medical offices and clinics.	Due to the larger service area, the acreages are larger than in the neighborhood commercial land use category. Typically, the acreages range from 5 to 25 acres, the square footage ranges from 50,000 to 250,000 square feet, and the floor area ratio ranges from 20% to 40%. Should be located at intersections of, or adjacent to arterials.
Regional Commercial (RC)	Accommodates the larger shopping centers and commercial activities where uses provide goods and services to a citywide and regional service area.	Major department and discount stores, auto malls, hotels and motels, and commercial recreation or entertainment.	Office and financial institutions.	Typically, Regional Commercial developments would encompass more than 25 acres. Should be located adjacent to and with immediate access to major transit linkages, arterials, regional roadways, and highways. Sites should possess good automobile and truck access. Shopping centers in the regional commercial land use would typically exceed 250,000 square feet with a floor area ratio between 20% and 40%.

Table II-5 | Non-Residential Land Use Designations: Office

Designation	Purpose	Primary Uses	Secondary Uses	Development Guidelines
Business Professional (BP)	Provides areas for small and large office uses, including uses supportive of offices.	Administrative, professional, government, and medical offices, and research and development (not including any manufacturing or assembly). Hospitals, clinics, and general medical may also be permitted.	Limited service commercial uses (e.g., banks, restaurants, commercial day care centers, travel agencies, florists, etc.) are encouraged where they would minimize the need for vehicle travel for convenience trips but only as secondary uses in proximity to large office parks and complexes. In association with clinics and hospitals, general medical, pharmacies and other medical related retail may be permitted.	Offices developed in stand-alone buildings or in a business park or campus setting. The business professional land use designation may be applied to lands that are adjacent to regional and community commercial designated lands. May also be used as a buffer between residential areas and arterials, community commercial, and light industrial. Floor area ratios should range between 20% and 40%.

Table II-6 | Non-Residential Land Use Designations: Industrial

Designation	Purpose	Primary Uses	Secondary Uses	Development Guidelines
Light Industrial (LI)	Applies to lands reserved for office, industrial, and research and development uses that generate very limited noise, vibration, odor, dust, smoke, light, or other pollutants, and are either integrated or compatible with surrounding uses.	Research and development (which may include manufacturing and assembly), electronics assembly, warehousing, intensive commercial uses (e.g., auto body repair, landscaping material sales, retail and wholesale lumberyards), and associated administrative offices.	Limited service commercial uses (e.g., banks, restaurants, commercial day care centers, travel agencies, florist, etc.) are encouraged where they would minimize the need for vehicle travel for convenience trips, but only as secondary uses. Service uses with large space requirements, such as health clubs, religious assembly, dance and gymnastic studios, and off-peak public assembly uses may also be permitted.	Floor area ratios range from 20% to 50%. Should be located adjacent to major roadways with convenient truck access to accommodate the needs of the businesses that require this land use.

Table II-6 | Non-Residential Land Use Designations: Industrial (Cont.)

Designation	Purpose	Primary Uses	Secondary Uses	Development Guidelines
Tech/Business Park (T/BP)	A variant of the LI designation and is envisioned as more of a campus type use. The land use designation provides for a mix of uses that are compatible with and act as a transition between the light industrial use types and commercial and residential uses.	Allowed use types include professional offices, light manufacturing, research services, and light wholesale and distribution.	Limited service commercial uses (e.g., banks, restaurants, commercial day care centers, travel agencies, florist, etc.) are encouraged where they would minimize the need for vehicle travel for convenience trips but only as secondary uses. Service uses with large space requirements such as health clubs, religious assembly, dance and gymnastic studios, and off-peak public assembly uses may also be permitted.	Floor area ratios range from 20% to 50%.
General Industrial (IND)	Provides areas for industrial uses that tend to generate noise, vibration, odor, dust, smoke, light, and an aesthetic appearance not compatible with residential and other sensitive receptors. The intent of this category is to provide a place for industrial uses within the City that is properly buffered from other uses.	A wide range of activities, including manufacturing, wholesale distribution, large storage areas and other industrial uses, are permitted.	Incidental retail and service commercial uses associated with large employment areas and industrial parks.	Areas developed under this designation should be located with direct access to a major or minor arterial or both, freeways, or rail lines. Floor area ratios range from 20% to 50%.

Table II-6 | Non-Residential Land Use Designations: Industrial (Cont.)

Designation	Purpose	Primary Uses	Secondary Uses	Development Guidelines
Transfer Station (TS)	Reserves and protects industrial areas that may be suitable for a solid waste transfer station.	Intermediate waste handling facilities where solid waste is transferred from hauling vehicles to a transfer vehicle where the waste or portion thereof undergoes processing, recycling, or further handling before transport to a disposal site, waste processing facility, or other facility.	None.	Only be applied where all of the following is satisfied: • All adjacent land use designations are General Industrial or Light Industrial; • All areas within 200 feet of the transfer station facility property shall be zoned such that the transfer station facility use is protected from incompatible adjacent uses; • The area has access from major arterials capable of providing access for transfer vehicles and the public; and • The use of the area as a transfer station facility is consistent with the existing or planned character of the area. Transfer stations shall be designed and maintained to, at a minimum, include enclosed processing areas, paved access, fenced and screened storage areas for recycled goods, dust mitigation, and be in compliance with other City, county, state, and federal standards.

Table II-7 | Special Land Use Designations

Designation	Purpose	Primary Uses	Secondary Uses	Development Guidelines
Central Business District (CBD)	Accommodates significantly greater intensities and traditional mixed retail, office, and apartment uses. Limited in its application to Downtown Roseville but may be applied to areas of greater urban intensity.	A mix of retail and office uses, including municipal offices, public assembly, theaters, and restaurants.	Medium-density and high-density residential uses.	Floor area ratios may be as high as 300% (three times the site area).
Park and Recreation (P/R)	Accommodates public parks and public and private recreation facilities.	Public park and recreation facilities, including ball diamonds and fields, golf courses, pools, bike trails and community buildings; and private recreation uses when they include outdoor facilities, such as golf course, tennis courts, and similar uses.	Libraries, child/elder care facilities, resource mitigation, and drainage detention.	For public recreation, the Parks and Recreation Element contains policies and standards that establish locational criteria, acreage requirements, and the types of improvements planned for each of the City parks.
Open Space (OS)	Preserves and protects public and private lands that are significant due to wildlife habitat, natural features, or flood hazard. Within new development areas, the 100-year floodplain will be designated as Open Space. Sensitive or unique natural features, including, but not limited to, wetlands, vernal pools, and oak woodlands are also to be designated as Open Space as part of specific plans and other major development review processes.	Preserved natural lands, passive recreation and minor recreation facilities (picnic tables, restrooms), walking and bike trails, and resource interpretive facilities.	Resource mitigation and drainage detention.	All permitted uses shall be compatible with the preservation and protection of open space values (habitat and visual) and shall comply with the policies and standards contained in the Open Space and Conservation Element.
Public/Quasi-Public (P/QP)	Establishes areas for education, religious assembly, governmental offices, municipal corporation yards, and water treatment plants.	Municipal, governmental or public facilities, places of worship, and related uses.	None.	This land use designation shall apply to all municipal facilities and may also be applied to quasi-public facilities where the size of such facilities warrants an individual land use designation.

Table II-7 | Special Land Use Designations (Cont.)

Designation	Purpose	Primary Uses	Secondary Uses	Development Guidelines
Urban Reserve (UR)	Applies to those lands that are anticipated to receive urban land entitlements, but at the present time, are constrained by growth management policies, availability of services or other limitations.	Agriculture, open space, passive recreation and resource protection.	Caretakers' residence.	A caretaker's residence may be established at a density of 1 unit per 300 acres. Prior to the allocation of any urban land use entitlements, the applicable constraints must be resolved, consistent with the policies contained in the Growth Management component of this Element.

Table II-8 | Combining Designations

Designation	Purpose	Permitted Uses and Guidelines
Floodplain (FP)	Identifies lands that are within the regulatory floodplain boundaries as defined in the Safety Element. Development is strictly regulated by the City. In areas with existing development, the floodplain designation is an overlay or a combining land use. As part of a specific plan, the land use designation may be combined with an open space or parks designation, if found consistent with the policies of the Safety Element.	Uses are limited to those that minimize flooding impacts on upstream and downstream areas and are consistent with both the policies of the Safety Element and the underlying land use designation.
Study Area (SA)	Identifies future General Plan or neighborhood study areas. This combining designation may be applied to any area, in which the City believes that additional land use analysis and amendment of the General Plan may be desirable to resolve specific neighborhood or land use issues.	Concurrent with a Land Use Map amendment to apply this combining designation, the City shall also adopt an ordinance regulating interim land use development. Such regulations shall relate to the land use issue that requires such regulations and shall include an expiration date.
Village Center (VC)	Allows for a mix and density of land uses common to a traditional downtown, urban setting. Allows for flexibility and deviation from the development guidelines and permitted uses contained in the primary land use designation for which it is combined.	Use of this combining designation requires comprehensive land use planning through approval of a Specific Plan. The permitted uses, development guidelines, and extent of deviation are to be defined in the Specific Plan.

Table II-9 | Compatibility of Adjacent Land Use Designations as Applied on the General Plan Land Use Map

	LDR	MDR	HDR	NC	CC	RC	BP	LI	IND	T/BP	CBD	P/QP	P/R	OS	UR	VC
LDR	■	■	▒	▒	▒	□	▒	▒	□	□	▒	▒	■	■	▒	▒
MDR	■	■	■	▒	▒	□	▒	▒	□	▒	▒	▒	■	■	▒	▒
HDR	▒	■	■	▒	▒	▒	▒	▒	□	■	■	▒	■	■	▒	▒
NC	▒	▒	▒	■	■	▒	■	■	▒	■	■	■	▒	▒	▒	▒
CC	▒	▒	▒	■	■	■	■	■	▒	■	■	■	▒	▒	▒	▒
RC	□	□	▒	▒	■	■	■	■	▒	■	▒	▒	▒	▒	▒	▒
BP	▒	▒	▒	■	■	■	■	■	▒	■	■	▒	■	■	▒	▒
LI	▒	▒	▒	■	■	■	■	■	■	■	▒	▒	▒	▒	▒	▒
IND	□	□	□	▒	▒	▒	▒	■	■	▒	□	▒	□	▒	▒	▒
T/BP	▒	▒	■	■	■	■	■	■	■	■	■	■	▒	▒	■	□
CBD	▒	▒	■	■	■	▒	■	▒	□	■	■	■	■	■	▒	▒
P/QP	▒	▒	▒	■	■	▒	▒	▒	▒	■	■	▒	■	■	▒	▒
P/R	■	■	■	▒	▒	▒	■	▒	□	■	■	▒	■	■	▒	▒
OS	■	■	■	▒	▒	▒	■	▒	▒	▒	▒	■	▒	■	▒	▒
UR	▒	▒	▒	▒	▒	▒	▒	▒	▒	■	▒	▒	▒	▒	■	■
VC	▒	▒	▒	▒	▒	▒	▒	▒	▒	■	▒	▒	▒	▒	■	■

■ Compatible
▒ Conditionally Compatible
□ Not Compatible

BP = Business Professional
CBD = Central Business District
CC = Community Commercial
HDR = High Density Residential
IND = General Industrial
LDR = Low Density Residential
LI = Light Industrial
MDR = Medium Density Residential
NC = Neighborhood Commercial
OS = Open Space
P/QP = Public/Quasi Public
P/R = Park and Recreation
RC = Regional Commercial
T/BP = Tech/Business Park
UR = Urban Reserve
VC = Village Center

Note: or purposes of this table, “adjacent” includes land uses separated by collectors and local streets but does not include land uses separated by major arterials or highways or by a buffer greater than 50 feet defined as open space, parks, paseos, or landscape setbacks, provided the adjacent use is not heavy industrial or manufacturing.

Table II-10 | Land Use Designations, Special Areas, and Combining Designations and Implementing Zones

LAND USE DESIGNATION	IMPLEMENTING ZONES
Low-Density Residential (LDR)	R1, R2, RS, RMU, PD
Medium-Density Residential (MDR)	R2, R3, RS, RMU, PD
High-Density Residential (HDR)	R3, RM, PD
Neighborhood Commercial (NC)	NC, PD
Community Commercial (CC)	NC, CC, PD, GC, HC, CMU
Regional Commercial (RC)	CC, RC, GC, PD
Business Professional (BP)	BP, PD
Light Industrial (LI)	M1, MP, MMU, PD, CMU
General Industrial (IND)	M1, M2, MMU, MP, PD, CMU
Central Business District (CBD)	HD, CBD, R3, RMU, P/QP, CMU, BP, NC, PR, OS, PD
Public/Quasi-Public (P/QP)	P/QP, PR, OS, UR, PD
Parks and Recreation (P/R)	PR, P/QP, OS, UR
Open Space (OS)	OS, P/QP, PR, UR
Urban Reserve (UR)	OS, P/QP, PD, UR, PR
Tech/Business Park (T/BP)	BP, MMU, CMU, MP, M1
Village Center (VC)	R1, R2, R3, RS, CC, CMU, PD, NC

Note: Land use designation implementation is not necessarily limited to these zones, especially when combined with an RS or PD zone. Additional zones may be consistent for transitional or interim land uses consistent with General Plan policies. Mixed land use designations may require a variety of land use designations, overlay and/or a PD zone.

Implementing Zones Legend

BP = Business Professional; CBD = Central Business District; CC = Community Commercial; CMU = Commercial Mixed Use; GC = General Commercial; HC = Highway Commercial; HD = Old Town Historic District; M1 = Light Industrial; M2 = General Industrial; MMU = Industrial Mixed Use; MP = Industrial/Business Park; NC = Neighborhood Commercial; OS = Open Space; P/QP = Public/Quasi-Public; PD = Planned Development; PR = Park and Recreation; R1 = Single-Family Residential; R2 = Two-Family Residential; R3 = Multi-Family Housing; RC = Regional Commercial; RMU = Residential Mixed Use; RS = Small Lot Residential; UR = Urban Reserve.

DEVELOPMENT FORECAST

The City can influence the pace of development and the number of dwelling units, building square footage, jobs, population, and other characteristics of development through General Plan policy and implementing actions. The pace and nature of buildout of the General Plan is also dependent on factors outside of the City's control, including, but not limited to:

- Global, national, state, and regional economic conditions
- Federal budget and regulatory actions
- State budget allocations, relevant policy direction, and regulatory actions
- Perceptions about the quality of life in the region
- Housing costs, demographic trends, and community character
- Job and educational opportunities
- Infrastructure, resource, and land availability and cost

While it is difficult to accurately predict the amount and pace of long-term development, it is important for long-range plans to provide such estimates. The location, timing, and financing for infrastructure and public facilities depend on these forecasts. They also allow communities to assess land availability for different housing types and inform updates to plans that are needed as demand and capacity for different housing types change over time. Estimates of development capacity also allow the City to assess whether it can accommodate existing and future needs for non-residential development.[2] Development forecasts are used in the City's environmental impact analysis and inform mitigation measures that are needed to reduce or avoid such impacts.

With buildout of the General Plan, the City is estimated to have a total population of approximately 198,000, with approximately 75,200 dwelling units, 60 million square feet of non-residential building square footage, and between 120,000 and 150,000 local jobs (Table II-11).

The estimates of future population, housing units, local jobs, and square footage of development are not City policy. These assumptions are derived strictly for the purposes of analysis. The General Plan does not specify a maximum growth rate. Certain areas designated for urban use may or may not be developed between the present and 2035. Some areas may be developed at the upper end of the density ranges, while other areas may develop at the lower end. It is likely that, over time, the underlying factors driving these development forecasts will change. The City may update land use change assumptions from time to time, either in the context of a General Plan amendment or update, or as a separate exercise for planning purposes.

The City may also update the General Plan, Specific Plans, or implementing documents for policy purposes based, in part, on development forecasts and changes to these development forecasts in the future. For example, the Land Use Element contains policies that are intended to promote a beneficial jobs/housing balance. The right balance is related to the number of residents that commute, the transportation mode used for that commute, and the commute distance and time required. The relationship between jobs and housing affects and is affected by local employment opportunities, household incomes, housing prices, and non-residential lease rates and land costs. The City could

[2] This includes an assessment of the capacity for both "basic" and "non-basic" activities and services. While there is some overlap, in general, basic activities serve an export market, and are the driver of economic growth, while non-basic activities serve the local market.

consider plan amendments to the General Plan or Specific Plans to ensure an adequate supply of land for housing and economic development purposes.

Table II-11 | Existing and Future Development

Development Factor	2016	2035
Dwelling Units	52,900	75,200
Population	135,800	198,000
Non-Residential Square Footage	33,000,000	60,000,000
Jobs	82,000	120,000 to 150,000
Jobs to Dwelling Units	1.55	1.6 to 2

Notes: The population estimate assumes 2.1 persons per multi-family unit and 2.9 persons per single-family unit based on the American Community Survey (2013 - 2017), 1.8 persons per household for age-restricted dwelling units based on the 2010 Census, and 350 square feet for each resident for congregate care/assisted living facilities. The 2016 jobs estimate is from the Sacramento Area Council of Governments (SACOG) 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy Appendix C – Land Use Forecast. The future non-residential square footage was estimated by the City of Roseville in 2019 and does not include square footage devoted to fairgrounds, schools, or structures within golf courses, parks, or cemeteries. The estimate for local jobs in 2035 is derived using existing jobs-to-housing, jobs-to-population, and employment per square footage ratios applied to 2035 estimates for dwelling units, population, and non-residential square footage.

Achieving the City's planning objectives requires more than the right ratio between housing and local jobs. This is not just a mathematical exercise, but rather, requires both a quantitative and qualitative analysis of commute behavior, employment opportunities by occupation and wage, housing need and income type, and the rate of both job and housing growth in a regional context. Similarly, while the relationship between jobs and housing is important to monitor, Roseville also strives to be a complete community with neighborhoods and districts that offer a diverse array of housing, commercial and public services, recreational and cultural opportunities, and multiple transportation options to reach daily destinations.

COMMUNITY FORM

The Community Form component is intended to go a step beyond the identification of land uses and the rules and regulations for their development. Goals and policies related to community form address the physical characteristics that lend shape, appearance, and identity to a community. A community's character is tied to expressions of familiar physical characteristics - landmarks, streets, buildings, parks, and natural features that create a unique identity. Roseville's policies are intended to influence the shape, form, and appearance of both new development and reinvestment in existing districts and neighborhoods, so that development appropriately reflects the vision and goals of residents and decision makers.

Community form has been the focus of regional long-range planning efforts, particularly since the adoption of the Sacramento Region Blueprint by the Sacramento Area Council of Governments (SACOG) Board of Directors in 2004. The Blueprint Principles focus on high-quality design for compact development that provides walkable communities; compact development that helps preserve open space, allow multi-modal transportation access, and facilitate more efficient infrastructure provision; reinvestment to allow better use of existing infrastructure; mixed-use development that provides for more vibrant neighborhoods; and open space that is incorporated into development and conserved on the fringes of the developed region for agriculture and habitat. These Blueprint Principles are broad and are expected to be applied differently in different parts of the Sacramento region. In 2005, the City went through a process to identify how these Principles, including the following Roseville Blueprint Implementation Strategies, which are embodied in the Community Form and Community Design components of this Element, should be applied locally.[3]

- **Transportation Choices:** Provide a variety of transportation choices. Development should be designed to encourage people to walk, ride bicycles, ride the bus, ride transit and heavy rail, or carpool. Land use concepts are intended to encourage the use of these modes of travel and reduce congestion.

- **Mixed Land Use:** Provide a variety of services in proximity to residential uses to reduce the reliance on automobile travel and give residents transit options… A mix of land uses can be provided within the same building and/or project. There are many examples of this type of development: housing near employment centers; a building with ground-floor retail with housing such as apartments or condominiums above; etc.

- **Compact Development:** Take advantage of compact building design. Creating environments that are more compactly built and that use space in an efficient but aesthetic manner can encourage more walking, biking, and public transit use, and shorten auto trips.

- **Housing Choices:** Create a range of housing opportunities and choices. Providing a variety of places where people can live such as apartments, condominiums, townhouses, and single-family detached homes on varying lot sizes is important in serving all aspects of the community including families, singles, seniors, and people with special needs. This issue is of special concern for residents with very low-, low-, and moderate-incomes (often our teachers, entry-level public safety personnel, and other public employees and professionals) as well as retail employees, service workers, and others for whom finding housing close to work is challenging, especially as land values increase. By providing a mix of housing options, residents will have more choices.

- **Use Existing Assets:** Use of existing assets to strengthen and direct development toward existing development areas. Ongoing public and private investment in the Downtown and historic core is critical to maintaining and enhancing the economic vitality of Roseville. Development of infill or vacant lands, intensification of underutilized parcels, or redevelopment can make better use of existing public

[3] Please see *Smart Choices for Roseville's Future: Implementation Strategies to Achieve Blueprint Project Objectives* (May 2005) for more details.

infrastructure. This can include rehabilitation and reuse of buildings, introduction of mixed-use opportunities, and joint use of existing public facilities, such as parking garages.

- **Natural Resource Conservation:** Natural resource conservation of open space and agricultural land. Encourage the incorporation of public-use open space (such as parks, town squares, trails, greenbelts, paseos, and preserves) within development projects and protect wildlife and plant habitat through open space preservation, agricultural preservation, and promotion of environment-friendly practices, such as energy efficient design, water conservation, and stormwater management. In addition to conserving resources and protecting species, natural resource conservation improves the overall quality of life by providing places for everyone to enjoy the outdoors with family outings and by creating a sense of open space throughout the community.

- **Quality Design:** Foster distinctive, attractive communities with a strong sense of place and use land efficiently. The design details of any land use development, such as the relationship to the street, setbacks, placement of garages, sidewalks, landscaping, the aesthetics of building design, and the design of the public right-of-way (sidewalks, connected streets and paths, bike lanes, and the width of streets), are all factors that can influence the attractiveness of living in a compact development. Design also facilitates the ease of walking and biking to work or neighborhood services. Good site and architectural design are important factors in creating a sense of community and a sense of place.

The Community Form component addresses the following topics:

- ***General*** policies that identify the desired quality of design and public services, along with the connectedness of all neighborhoods and commercial districts of the City.

- ***Development Patterns, Transportation, and Air Quality/Greenhouse Gas Emissions*** provide guidance for land use patterns that allow residents a range of viable transportation options, including walking, bicycling, transit, and vehicular travel.

- ***Downtown and Neighborhoods*** indicates the City's priority in retaining, enhancing, and preserving its historic business district and existing neighborhoods and the development of new areas that provide neighborhood services.

- ***Relationship of New Development*** emphasizes the importance of ensuring that the forms of new development cohere with those of the existing community, and that all portions of the City are linked and compatible with one another.

- ***Jobs/Housing and Economic Development*** establishes policies that support the fiscal viability of the City, focusing on jobs and housing for residents and a prosperous business climate.

- ***Community Involvement and Inter-jurisdictional Cooperation*** addresses the need for community and regional involvement on major development applications, City studies, and regional issues such as air quality, solid waste and transportation. Community involvement will be broad and inclusive and continue to engage the Roseville Coalition of Neighborhood Associations.

GOALS AND POLICIES

COMMUNITY FORM: GENERAL

Goal LU1 **Define Roseville's overall identity and character by the following attributes:**

a. Distinction from other communities through the quality of development and the high level of services provided to citizens.

b. A commitment to preserving its small-town attributes and cultural heritage and a dedication to promoting a strong sense of community, while preserving individual neighborhoods and promoting a prosperous business community.

c. Continuing to be a family-oriented community that offers opportunities to pursue various lifestyles.

d. Residential development that includes clusters of high to low densities balanced with large expanses of open space.

e. Ensuring high standards of public safety.

Policy LU1.1 *Ensure high-quality development in new and existing development areas, as defined through specific plans, the development review process, and the Community Design Guidelines.*

Policy LU1.2 *Through both public and private efforts, develop clearly defined entries at major entrances into the City through the use of open space, landscaping, signage, and other distinctive elements as a way of defining the City's boundaries and identity.*

Policy LU1.3 *Continue to provide a full range of public services and maintain high levels of service for public facilities, services, transportation, open space, and parks and recreation.*

Policy LU1.4 *Promote a diversity of residential living options (e.g. density ranges, housing types, affordability ranges), while ensuring community compatibility and well-designed residential development.*

Policy LU1.5 *Promote land use patterns that result in the efficient use of urban lands and preservation of open space, as specified in the Open Space and Conservation Element.*

Policy LU1.6 *Through development approvals and City programs (e.g., revitalization, Capital Improvement Program, parks and recreation programs, etc.), ensure that all portions of the community are linked and integrated.*

Policy LU1.7 *Promote land use patterns that result in the dispersion of secondary or satellite services including libraries, schools, parks, public meeting places, and commercial uses throughout the community through the establishment of neighborhood centers.*

COMMUNITY FORM: DEVELOPMENT PATTERNS, TRANSPORTATION, AND AIR QUALITY/GREENHOUSE GAS EMISSIONS

Goal LU2 Achieve a community form that supports convenient and safe pedestrian, bicycle, and transit access.

Policy LU2.1 *Promote development patterns that support a variety of transportation modes and accommodate pedestrian mobility.*

Policy LU2.2 *Allow mixed-use development that integrates residential and non-residential land uses, so that residents may easily walk or bike to shopping, services, employment, and leisure activities.*

Policy LU2.3 *Concentrate higher-intensity uses and appropriate support uses in Pedestrian Districts and within close proximity of transit and bikeway corridors, as identified in the Transit Master Plans and Bicycle Master Plan. Public uses, such as parks, plazas, public buildings, community centers, schools, and/or libraries, should be easily accessible to the public.*

Policy LU2.4 *Promote and encourage the location of employee services, such as child care, restaurants, banking facilities, convenience markets, and other daily needs within major employment centers for the purpose of reducing mid-day vehicle trips.*

Policy LU2.5 *Where feasible, improve existing developed areas to create better pedestrian, bicycle, and transit accessibility.*

Policy LU2.6 *Require proposed neighborhood-serving uses (e.g. neighborhood commercial uses, day care, parks, schools, and other community facilities and services) to be physically linked with adjacent residential neighborhoods through multi-modal transportation connections.*

COMMUNITY FORM: DOWNTOWN AND REVITALIZATION

Goal LU3.1 In partnership with private interests, the City of Roseville will continue to promote a vibrant town center offering government services, social and cultural activities, and commercial opportunities in Downtown Roseville. Roseville will also encourage the creation of additional social, cultural and commercial satellite opportunities throughout the community.

Goal LU3.2 Through the designation of special study areas and revitalization efforts, the City of Roseville will preserve, revitalize, and enhance its business districts, existing neighborhoods, and mixed-use corridors.

Policy LU3.1 *Create and maintain a strong and identifiable Downtown that offers the surrounding community a cluster of municipal offices and services, commercial, retail, and office uses, higher education opportunities, and higher-density residential uses, consistent with the Downtown Specific Plan.*

Policy LU3.2 *Facilitate population and economic growth in areas having the potential for revitalization*

Policy LU3.3 *Direct resources to facilitate revitalization of Downtown, neighborhoods in the Infill Area, and mixed-use corridors.*

Policy LU3.4 *Encourage infill development and reinvestment that:*

- *Upgrades the quality and enhances the character of existing areas;*
- *Enhances the mix of land uses in proximity to one another so that more households can access services, recreation, and jobs without the use of a car;*
- *Facilitates pedestrian activity and public transit use;*
- *Efficiently utilizes and does not overburden existing services and infrastructure; and*

- *Results in land use patterns and densities that provide the opportunity for the construction of a variety of housing types that are affordable to all income groups.*

Policy LU3.5 *Promote active citizen involvement in defining, maintaining, and improving the character and identity of existing neighborhoods, including consideration of cultural and artistic enhancements.*

Policy LU3.6 *Support the maintenance and rehabilitation of existing residential units within established neighborhoods.*

Policy LU3.7 *Identify locations where special study is necessary to develop strategies for preserving, enhancing, and revitalizing existing developed areas.*

COMMUNITY FORM: NEW DEVELOPMENT

Goal LU4 Design new development to be integrated, connected, and related to existing development areas within the City.

Policy LU4.1 *Require new development areas and associated community-wide facilities (open space resources, parks, libraries, etc.) to be linked and oriented to existing developed areas of the community through road networks, public transit systems, open space systems, bikeway and pedestrian systems, and other physical connections.*

Policy LU4.2 *Encourage a development pattern that is contiguous with existing developed areas of the City.*

COMMUNITY FORM: JOBS/HOUSING AND ECONOMIC DEVELOPMENT

Goal LU5.1 Roseville will strive to be a complete community with a mix of land uses, housing types, and job opportunities that meet the diverse needs of its existing and future residents and businesses.

Goal LU5.2 Roseville will promote and encourage the availability of a variety of goods and services and retain a positive business climate in the City.

Policy LU5.1 *Implement a land use mix and pattern of development that provides linkages between residents' jobs and local employment-generating uses, facilitates a match between the number and type of local jobs and the local labor force, and maintains the fiscal viability of the City.*

Policy LU5.2 *Support density bonuses in the construction of affordable housing, in accordance with the Density Bonus Ordinance and the Housing Element, to promote affordable housing options in areas particularly in areas where with few such housing opportunities and where employment centers exist or are planned.*

Policy LU5.3 *Consider the fiscal impacts to the City from projects proposing a General Plan land use change.*

Policy LU5.4 *The City may approve a project that is identified as having a negative fiscal impact on the City if overriding findings are made that the project benefits outweigh its impacts. Such benefits may relate to the provision of affordable housing, significant open space or recreation facilities, job creation, infill development near transit service, or other public benefits.*

Policy LU5.5 *Uphold the City's Affordable Housing Goal by requiring an affordable housing target for projects seeking a General Plan Amendment, Specific Plan Amendment, and/or rezoning to a residential designation proposing 25 or more new dwelling units. For these projects, the target is for a minimum of 10% of all new housing units to cost no more than 30% of the total monthly income of very low-, low-income, and moderate-income households (the City also uses the term "middle" in certain Specific Plans to refer to moderate-income households earning no more than 100% of the Area Median Income- AMI). The breakdown of the affordable units will be, at a minimum, 40% for rental to very low- and 40% for rental to low-income households. The remaining 20% may be reserved for moderate-income purchase (which will be priced to be affordable to households earning 95% of the Area Median Income) or may be distributed equally among the rental obligations, as approved by the City. Variations in affordable housing ratios may be approved through a Development Agreement where the following criteria are met:*

- *A need has been identified for a specific affordable housing type (very low-, low- or moderate-income) and the project meets this need;*
- *The project does not rely on or obtain City subsidies; and*
- *Units proposed within these criteria would allow for individuals to stay within their units as their future income grows.*

Policy LU5.6 *Maintain land use patterns, intensities, and densities that ensure an adequate supply of land for office, commercial, industrial, and other employment-generating development.*

Policy LU5.7 *Support activities that attract employment uses to the City, as identified in the Economic Development Strategy.*

COMMUNITY FORM: COMMUNITY INVOLVEMENT AND INTER-JURISDICTIONAL COOPERATION

Goal LU6.1 Roseville recognizes its role within the Sacramento and Placer County region and is dedicated to exploring regional solutions to regional issues.

Goal LU6.2 Provide inclusive community engagement opportunities for individuals and community groups to produce timely and meaningful input leading to proactive, consensus-driven actions by the City and its partners.

Policy LU6.1 *Encourage active involvement by individuals and citizens in the planning process through ongoing public participation opportunities and informational programs.*

Policy LU6.2 *For major development proposals (e.g. major General Plan amendments, adoption of specific plans and amendments), encourage and provide public participation opportunities at early stages in the process.*

Policy LU6.3 *Coordinate and take a lead role, where feasible, with local, state, federal, and other agencies on regional issues of importance, including but not limited to air quality, climate change mitigation and resiliency, transportation, water supply, sewage treatment, solid waste disposal and recycling, flood control, hazardous waste management, resource protection, and transit.*

Policy LU6.4 *To the extent feasible, coordinate land use planning and public improvements with neighboring jurisdictions.*

Policy LU6.5 *Encourage early consultation with adjacent jurisdictions and refer development proposals that may have an impact to these jurisdictions to the respective agencies for their review and comment. Respond and comment on development proposals in other jurisdictions that may have an impact on Roseville to minimize such impacts and ensure consistency and compatibility with existing and planned development in the City.*

COMMUNITY DESIGN

Design influences the aesthetics, character, desirability, and function of a community. Roseville, through its development review process, promotes high-quality design that balances aesthetic and functional considerations; integrates the natural and built environments; and creates inviting, convenient, safe, and comfortable human-scale connections between different land uses.

The emphasis of the Community Design component of this Element is on presenting a design framework that reflects the City's goal of high-quality, community-wide design. To assist in achieving this goal, the City has developed policies that address aesthetics and function, the integration of the built and the natural environments, art in public places, and community character. The application of these design principles will help to establish an aesthetically pleasing city and a distinct community identity.

The goals and policies in this Element will be implemented through the application of the City's Community Design Guidelines. The Guidelines provide detailed standards that establish common design elements and concepts to be used in the design and review of new development proposals in Roseville. The intent of the Guidelines is to ensure consistent quality, while supporting flexibility and the ability to provide unique solutions that fulfill the intent of the Guidelines through alternative means. The City anticipates that the Community Design Guidelines will need to be updated periodically to implement the General Plan's direction in a dynamic regulatory and economic environment. The design concepts contained in this Element, and further refined by the Community Design Guidelines, indicate Roseville's desire to create a City that has a distinct character notable for its high-quality design.

GOALS AND POLICIES

COMMUNITY DESIGN

Goal LU7.1 **Achieve a consistent level of high-quality aesthetic and functional design through the development of, and adherence to superior design concepts and principles, as defined in the Community Design Guidelines.**

Goal LU7.2 **Encourage, promote, and support the maintenance and expansion of a wide range of programs that serve to increase public understanding, appreciation, and enjoyment of cultural and artistic forms, and the display of artistic expression in public spaces to contribute to the cultural experience and the sense of place and community.**

Goal LU7.3 **Encourage the planning and building of a city that sensitively integrates open space and natural resources, and promotes compatibility within and between the natural and the urban environments.**

Goal LU7.4 Emphasize the preservation and enhancement of historically and culturally significant buildings, native oak trees, woodlands, and other significant features, as a primary element in defining Roseville's community character.

Policy LU7.1 *Through the design review process, apply design standards that promote the use of high-quality building materials, architectural and site designs, landscaping signage, and amenities.*

Policy LU7.2 *Continue to develop and apply design standards that result in efficient site and building designs, pedestrian-friendly projects that stimulate the use of alternative modes of transportation, and compatibility between adjacent developments.*

Policy LU7.3 *Encourage designs that strike a balance between the incorporation of aesthetic and development requirements, and the economic considerations associated with development.*

Policy LU7.4 *Promote flexibility in the design review process to achieve design objectives, and encourage projects with innovative, unique, and creative architectural style and design.*

Policy LU7.5 *Encourage, promote, and support art in public spaces and programs to enhance the design of the City.*

Policy LU7.6 *Encourage project designs that place a high priority and value on open space, and the preservation, enhancement and incorporation of natural resources and other features including consideration of topography, vegetation, wetlands, and water courses.*

Policy LU7.7 *Encourage and promote the preservation of historic and/or unique, culturally and architecturally significant buildings, features, and important visual resources.*

Policy LU7.8. *The location and preservation of native oak trees and oak woodlands shall be a primary factor in determining site design, building location, grading, construction and landscaping, and in establishing the character of projects through their use as a unifying element in both new and existing development.*

Policy LU7.9 *Control artificial lighting to avoid spill-over lighting onto adjacent properties. Use anti-reflective architectural materials and coatings to prevent glare.*

GROWTH MANAGEMENT

In general, growth management can be defined as certain actions taken by local government to influence the location, composition, rate, or total amount of development in a community. The City manages growth to help coordinate development opportunities and constraints, as dictated by the physical, social, and economic characteristics of the areas planned for development, for the City as a whole.

The City recognizes two primary candidates for growth potential. The first is within existing developed parts of the City's corporate boundaries through reinvestment in the community. The second is either inside or outside City limits through new development of "greenfield" areas (non-urbanized or vacant land). "Greenfield" development has been the focus of the City's growth management efforts, but as the City matures and approaches buildout, infill development and reinvestment have an increasing role in meeting the City's needs for housing and economic development.

Inherent in the term "growth management" is the assumption that there will be growth. With growth, there are many potential tangible and intangible benefits, as well as impacts. The right type of growth can be beneficial to the community's economy and quality of life through additional employment opportunities, housing availability, improved delivery and variety of services, opportunity for greater access to destinations without the use of a car, enhanced efficiency of public service provision and fiscal sustainability, and increased commercial, social and cultural opportunities. At the same time, if growth is not well planned and managed, it can have negative impacts on the community. These may include increased reliance on the automobile for reaching destinations, public health effects related to air pollutant emissions, increased costs of construction and maintenance for public infrastructure, impacts to environmental resources, loss of community character, loss of the sense of safety and security, and other adverse effects.

Growth Management Principles

The challenge is to accommodate and manage growth that balances the positive and negative impacts in a fashion that results in an overall benefit to the community. This is best accomplished proactively. To this end, the overarching principles that guide the City's approach to managing growth include:

- Maintain quality of life through a balance of land uses;
- Maintain the City's fiscal health in the long term;
- Continue to add and enhance the value of the built environment;
- Maintain and further define the City's physical form through creation of an open space transition area along the western interface with County lands.

In the recent past, the City has used the Specific Plan process, with appropriate updates to the General Plan, to manage and direct growth in a way that is relatively more comprehensive, compared to a project-by-project approach. This approach allows the City to plan for and finance necessary infrastructure and facilities, address area-wide development opportunities and constraints, and identify key growth management issues that may not be apparent in the context of individual project analysis.

Growth Management Visioning Committee

In 2004, the City Council appointed a 20-member Growth Management Visioning Committee. The Committee was charged with reviewing growth management policies and developing a vision and policy recommendations to guide the City's long-range physical development. The Committee's Vision includes 11 characteristics that define the preferred future:

- A Distinct Community Identity;
- Well-Planned Neighborhoods and Communities;
- A Vibrant Downtown;
- A Balance Between New Growth and Revitalization;
- Abundant Parks and Open Space;
- A Diverse Range of Housing Types;
- Mobility and Transportation Choices;
- Economic Vitality;
- Convenient Access to Higher Education;
- Sustainable Environmental Resources and Infrastructure;
- Innovative Design and Land Use Planning; and,
- On-going Partnerships with Neighboring Communities.

The Committee recommended three additional policy concepts: Maintain Roseville's Identity and Character; Promote Stakeholder Involvement and Ensure Accountability; and Work Aggressively to Address Traffic Generated Outside of Roseville. Further, the Committee recommended that the following Policy Concepts be used to evaluate and influence potential growth that could affect the City within its current boundaries, within its Sphere of Influence, and in unincorporated land where the development will impact the City:

- Maintain an Open Space Transition Buffer;
- Ensure Fiscal Sustainability;
- Encourage High-Quality Infrastructure, Programs, and Services;
- Promote Comprehensive Large-Scale Planning;
- Use Performance-Based Standards to Manage Growth;
- Ensure Community Benefit;
- Maintain Roseville's Identify and Character;
- Promote Stakeholder Involvement and Ensure Accountability; and,
- Work Aggressively to Address Traffic Impacts Generated Outside of Roseville.

Guiding Principles for Growth

The City Council adopted a set of 13 Guiding Principles for new development areas in May of 2001. The intent of the Guiding Principles is to supplement General Plan policies by creating guidelines for new development proposals for areas located outside of City limits. They are intended to articulate the City's expectations relating to any potential development proposals and are to be applied as performance

measures for annexation proposals. These principles are contained as policies of this Growth Management component.

The Growth Management component focuses on the development of performance standards rather than artificial timelines or growth rates for future development. This approach has resulted in goals and policies that emphasize performance (e.g., maintaining levels of service, providing adequate park acreage, financing needed school facilities, etc.) rather than on specific dates, growth rates, or build-out of existing plans. The performance standards provide the criteria for planning and managing growth by requiring the mitigation of growth impacts and the provision of both tangible and intangible benefits to the community.

GOALS AND POLICIES

GROWTH MANAGEMENT - GENERAL

Goal LU8.1 **Proactively manage and plan for growth.**

Goal LU8.2 **Encourage a pattern of development that promotes the efficient and timely provision of urban infrastructure and services, and that preserves valuable natural and environmental resources.**

Goal LU8.3 **Growth shall mitigate its impacts through consistency with the General Plan goals and policies and shall provide a positive benefit to the community.**

Goal LU8.4 **Continue a comprehensive, logical planning process, rather than an incremental, piecemeal approach.**

Goal LU8.5 **Encourage public participation in the development and monitoring of growth management policies and programs.**

Goal LU8.6 **Manage and evaluate growth in a regional context, not in isolation.**

Goal LU8.7 **Potential population growth in Roseville must be based on the long-term carrying capacities and limits of the roadway system, sewer and water treatment facilities, and electrical utility service, as defined in the Circulation Element and the Public Facilities Element.**

Goal LU8.8 **Growth and development must occur at a rate corresponding to the availability of desired facilities' capacity.**

Goal LU8.9 **Growth should be managed to minimize negative impacts to existing businesses and residents within the City.**

Goal LU8.12 **Use growth management as a tool to maintain the City's identity, community form, reputation in the region, to maintain high levels of service for residents, and to influence projects outside the City's boundaries that have the potential to affect the quality of life and/or services that are provided to residents.**

Policy LU8.1 *Growth must provide a strong diversified economic base and a balance between employment and affordable housing.*

Policy LU8.2 *Growth should occur on the basis that projected revenue should be sufficient to meet public costs.*

Policy LU8.3 *Growth shall be managed to ensure that adequate public facilities and services, as defined in the Public Facilities Element, are planned and provided, and public health, safety, and welfare is protected.*

Policy LU8.4 *The City shall accommodate projected population and employment growth in areas where the appropriate level of public infrastructure and services are planned or will be made available concurrent with development.*

Policy LU8.5 *The City shall use the specific plan process to ensure a comprehensive, logical growth process for new development areas (e.g., annexations) or any areas where significant land use changes are considered.*

Policy LU8.6 *The City shall oppose urban density residential, commercial, or industrial development in unincorporated areas unless adequate public facilities and services can be provided and mechanisms to ensure their availability and provision are secured during the land use entitlement process. It is the City's preference that urban development occur within incorporated areas.*

Policy LU8.7 *The City will manage growth in such a way to ensure that significant open space areas will be preserved.*

Policy LU8.8 *Retain and enhance Roseville's identity and character to ensure that Roseville, even as it grows, remains consistent with the Growth Management Visioning Committee's Vision Statement.*

Policy LU8.9 *Work aggressively to address traffic generated outside of Roseville by working in collaboration with neighboring jurisdictions, regional, state, and federal entities to ensure that traffic through Roseville is mitigated by regional solutions. The City will encourage changes in land use mix and community design that promote walking, biking, and transit.*

Policy LU8.10 *In addition to being consistent with the other goals and policies of the General Plan, Specific Plans shall comply with the following:*

a. *Provide a public focal point, community, and/or theme feature. These features shall be specific to each area and be designed to promote and enhance community character. A special feature may include, but is not limited to, a community plaza, central park, or some other type of gathering area; outdoor amphitheater; community garden; regional park with special facilities; sports complex; or cultural facilities.*

b. *Provide entryways at entrances to the City in accordance with the Community Design Guidelines. Where possible, the entryways shall take advantage of and incorporate existing natural resources into the entry treatment. The Specific Plans shall identify the location and treatment of the entryways, and shall consider the use of open space, oak regeneration areas, signage, and/or special landscaping to create a visual edge or buffer that provides a strong definition to entryways into the City.*

c. *The Specific Plan areas shall be planned and oriented to be an integral part of the City consistent with the policies of the Community Form component of this Element.*

d. *Develop design guidelines, specifying screening and a transition between public utilities (e.g. substations, pump stations) and other uses, in conjunction with the public utility departments and agencies. In addition, development along power line and*

pipeline easements shall incorporate design treatment to ensure compatibility and safety. Design guidelines and treatment may include minimum setbacks, building and landscape design standards, and possible limitations on certain types of uses and activities.

e. *Preserve natural resource areas where they exist, and where feasible, along new roadways. Such roadways may create a public boundary between the resource area and other uses. The Specific Plans shall identify locations and standards for the preservation of natural resources along roadways, and shall identify sources of financing for such road segments.*

GROWTH MANAGEMENT – NEW GROWTH AREAS

Goal LU9.10 Growth should be planned in a way that addresses the appropriate interface between City and County lands.

Goal LU9.11 New growth should be designed to meet the Guiding Principles for Growth.

Goal LU9.13 New development shall be consistent with the City's desire to establish an edge along the western boundary of the City that fosters: a physical separation from County lands through a system of connected open space; a well-defined sense of entry to City from the west; opportunities for habitat preservation and recreation; and view preservation corridors that provide an aesthetic and recreational resource for residents.

Policy LU9.1 *The City may consider modification to the General Plan for new growth where adequate public services and facilities and preservation and conservation of natural resources can be provided in conjunction with the following:*

a. *Additional land to accommodate demand for housing or employment uses*

b. *Projects that will provide community benefits, including, but not limited to the provision of public transit services*

c. *Ensure that growth provides benefits to the community as a whole and weigh community benefits against public costs*

Policy LU9.2 *Prior to the consideration of any General Plan amendment to modify land use designations or expand the City's boundaries or Sphere of Influence, the City shall complete or cause to be completed the following City-wide studies/plans:*

a. *Long-range transit plan*

b. *Fiscal studies*

c. *Public facilities and services capacity study*

d. *Transportation system capacity study*

e. *Utility capacity and supply (i.e., water, sewer, drainage, and electric)*

The studies shall define overall holding capacities and identify additional performance standards that will need to be met to ensure the achievement of the goals and policies of the General Plan.

Policy LU9.3 *The City shall require the submittal of a specific plan for the consideration of new development areas or any areas where a significant modification to the General Plan land use allocation is proposed. The specific plan process shall, at a minimum, include the following:*

a. *General Plan Amendment*

b. *Development Agreement*

c. *Zoning Entitlements*

d. *Environmental Impact Report*

e. *Phasing, Financing, Capital Improvements Plan*

f. *Fiscal Impact Analysis*

Policy LU9.4 *Specific plans will be evaluated based on the following minimum criteria:*

a. *Government Code requirements for specific plans*

b. *Demonstrated consistency with General Plan goals and policies*

c. *Demonstrated consistency with the identified City-wide studies and holding capacity analyses*

d. *Justification for proposed specific plan boundaries*

e. *Community benefit (e.g., affordable housing, significant open space or recreation facilities, job creation, infill development near transit service).*

f. *Ability to substantially mitigate impacts*

g. *Impact on the City's growth pattern*

Each specific plan proposal shall include, with its initial submittal, a full analysis of how the plan complies with, and relates to the above factors.

Policy LU9.5 *Apply the City's adopted Guiding Principles for Growth to any new development proposed in and out of City's corporate boundaries that is not already part of an adopted Specific Plan or within the Infill Area:*

1. *Any new development proposal shall, on a stand-alone basis, have an overall net neutral or positive fiscal impact on the City's General Fund Services.*

2. *Any new development proposal shall include logical growth/plan boundaries.*

3. *Any new development proposal shall not create a direct or indirect conflict with the ongoing operations of the Pleasant Grove or Dry Creek Wastewater Treatment Plant operations or any City-owned power generation facilities.*

4. *Any new development proposal shall maintain the integrity of existing neighborhoods and create a sense of place in new neighborhoods.*

5. *Any new development proposal shall include a plan to ensure full funding and maintenance of improvements and services at no cost to existing residents (including increased utility rates). A proposal shall not burden, increase the cost of, or diminish the supply or reliability of public services.*

6. *Any new development proposal shall aid in regional transportation solutions and in right-of-way preservation.*

7. *Any new development proposal that does not have a sufficient supply of surface water shall secure additional supplies above what the City currently has available. New development proposals shall also provide the funding necessary to incorporate the new source of supply into the City's water supply portfolio (surface water, groundwater and recycled water); and new development proposals shall include measures to reduce water demand by implementing the use of conservation best management practices, recycled water, and other off-sets.*

8. *Any new development proposal shall consider development potential within the entire City/County Memorandum of Understanding Area in the design and sizing of infrastructure improvements.*

9. *Any new development proposal shall aid in resolution of regional storm water retention.*

10. *Any new development proposal shall incorporate mechanisms to ensure schools, and, if necessary, new schools, are available to serve residents anticipated for new development and that new development does not adversely affect existing schools.*

11. *Any new development proposal shall include a significant interconnected public open space component/conservation plan consistent with the City of Roseville/U.S. Fish and Wildlife Service Memorandum of Understanding.*

12. *Any new development proposal shall include a public participation component to keep the public informed and solicit feedback throughout the specific plan process.*

13. *Any new development proposal shall provide a community benefit to the City and residents.*

Policy LU9.6 *As new development is proposed in or outside the City's Sphere of Influence, project proponents shall provide a transitional area between City and County lands, through a system of managed interconnecting open space or other buffers, such as separation by arterial roadways.*

Policy LU9.7 *Monitor and participate in development proposals and/or General Plan updates in Placer County to ensure that potential impacts to City residents are minimized, with respect to traffic, service levels, and other quality of life matters.*

Policy LU9.8 *New development proposals to the north and west of the City limits shall meet the objectives and terms of the Memorandum of Understanding between the City of Roseville and the County of Placer.*

Policy LU9.9 *Development proposed on the western edge of the City shall provide a distinctive open space transition to create a physical and visual buffer between the City and County that ensures that the identity and uniqueness of the City and County will be maintained.*

Policy LU9.10 *Consistent with the County/City Memorandum of Understanding, the City shall continue to support and endorse the maintenance of the one-mile buffer zone around landfill operations, as set forth in Policy No. 4.G.11 of the Placer County General Plan. The buffer zone should, consistent with relevant performance criteria, be sufficient to maintain the long-term viability of the landfill, while at the same time protecting City residences from nuisances.*

Policy LU9.11 *Promote stakeholder involvement and ensure accountability between property owners, Placer County, and surrounding jurisdictions on defining and shaping the vision for growth to the west and north of the City.*

GROWTH MANAGEMENT - ANNEXATIONS AND SPHERE OF INFLUENCE

Goal LU10 Evaluate Sphere of Influence amendments and annexations that promote efficient use of land and public service provision and advance General Plan goals.

Policy LU10.1 *The City may initiate studies to investigate the potential of (1) annexing areas within its Sphere of Influence; and (2) expanding its Sphere of Influence boundaries. The studies should be focused on those areas that may affect General Plan goals and policies and would be logically served and planned by the City. The studies shall include the identification, availability, and funding of public services, as well as the costs and impacts to the City and other service providers. Issues to be analyzed include, but are not limited to present and planned land uses, water, sewer, electric, library, parks, schools, circulation, and affordable housing. Based on these studies and resident and property owner input, the City may take steps to annex or expand its Sphere of Influence.*

Policy LU10.2 *The City may consider annexations that:*

- *Are contiguous with City boundaries and provide for a logical expansion of the City;*
- *Create clear and reasonable boundaries;*
- *Are beneficial from a fiscal standpoint to the City and its residents;*
- *Are consistent with state law and Placer County Local Agency Formation Commission (LAFCO) standards and criteria;*
- *Ensure the preservation of open space and agriculture lands; and,*
- *Are consistent with the General Plan.*

Policy LU10.3 *The City may consider expanding its Sphere of Influence to incorporate areas that, in the future, should be logically planned and serviced by Roseville. The City shall consider the following factors, as identified by LAFCO, when making determinations involving Sphere of Influence boundaries:*

- *Present and planned land uses in the area;*
- *Present and probable need for public facilities and services in the area;*
- *Present capacity of public facilities and adequacy of public services;*
- *Existence of any social or economic communities of interest in the area; and,*
- *Open space and agricultural lands.*

CITY OF ROSEVILLE CALIFORNIA

III. CIRCULATION



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CIRCULATION

PURPOSE

The physical, social, and economic well-being of the City depends on successful planning for the circulation of people, goods, and services. This Element identifies Roseville's goals for circulation, the framework circulation system, level of service standards, design requirements, and policies for circulation that are balanced with the City's other planning, economic, social, and environmental goals. The underlying goals for the Circulation Element are to provide accessibility to essential destinations by all travel modes, to maximize the travel choices of residents, workers, and visitors, and to maintain the transportation network in a state of good repair.

SETTING

State law requires that a Circulation Element include "the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals and other public utilities and facilities." In addition, State law requires cities to plan for a multimodal transportation network that meets the needs of all users for safe and convenient travel. This includes bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors.

Circulation in Roseville includes:

- Motor vehicles, including cars and trucks
- Heavy rail trains, for both freight and passenger traffic
- Transit
- Bicycles
- Pedestrian travel

Other public utilities and facilities are addressed in the Public Facilities Element.

There are crucial relationships between the City's transportation goals and goals for economic development, fiscal sustainability, and public and environmental health. The operation of the City's circulation system affects air quality, noise, energy use, community appearance, public safety, and other factors. The efficiency and affordability of a community's circulation system influences economic opportunities. The City's economic development goals and fiscal sustainability will be enhanced with development patterns that allow for more efficient and cost-effective circulation systems. Policies that encourage walking, biking, and transit provide for better air quality, reduce household transportation costs, improve energy efficiency, and minimize up-front and ongoing infrastructure costs. The City's land use and circulation planning policies determine whether the community is accessible for all segments of the population, including the disadvantaged, the young, the poor, the elderly, the disabled, and those that prefer active transportation. These and related factors must be considered in developing and implementing the City's circulation policies.

Roseville and surrounding areas are expected to experience continued population and employment growth over the next 15 years, which will increase travel demand in the City. The increase in travel demand will make it difficult to implement the City's vehicular level of service (LOS) policy in many locations. At the same time, the State of California has adopted laws and regulations intended to improve air quality and reduce greenhouse gas (GHG) emissions which will facilitate reductions in vehicular travel demand. The City's goals for public and environmental health and fiscal sustainability will be advanced by a reduction in vehicular travel demand and an increase in transit use, bicycling, and walking. However, the anticipated patterns and density of development in Roseville, and the typical distance between the locations of residents' homes and workplaces create challenges for transit, bicycle, and pedestrian modes of travel.

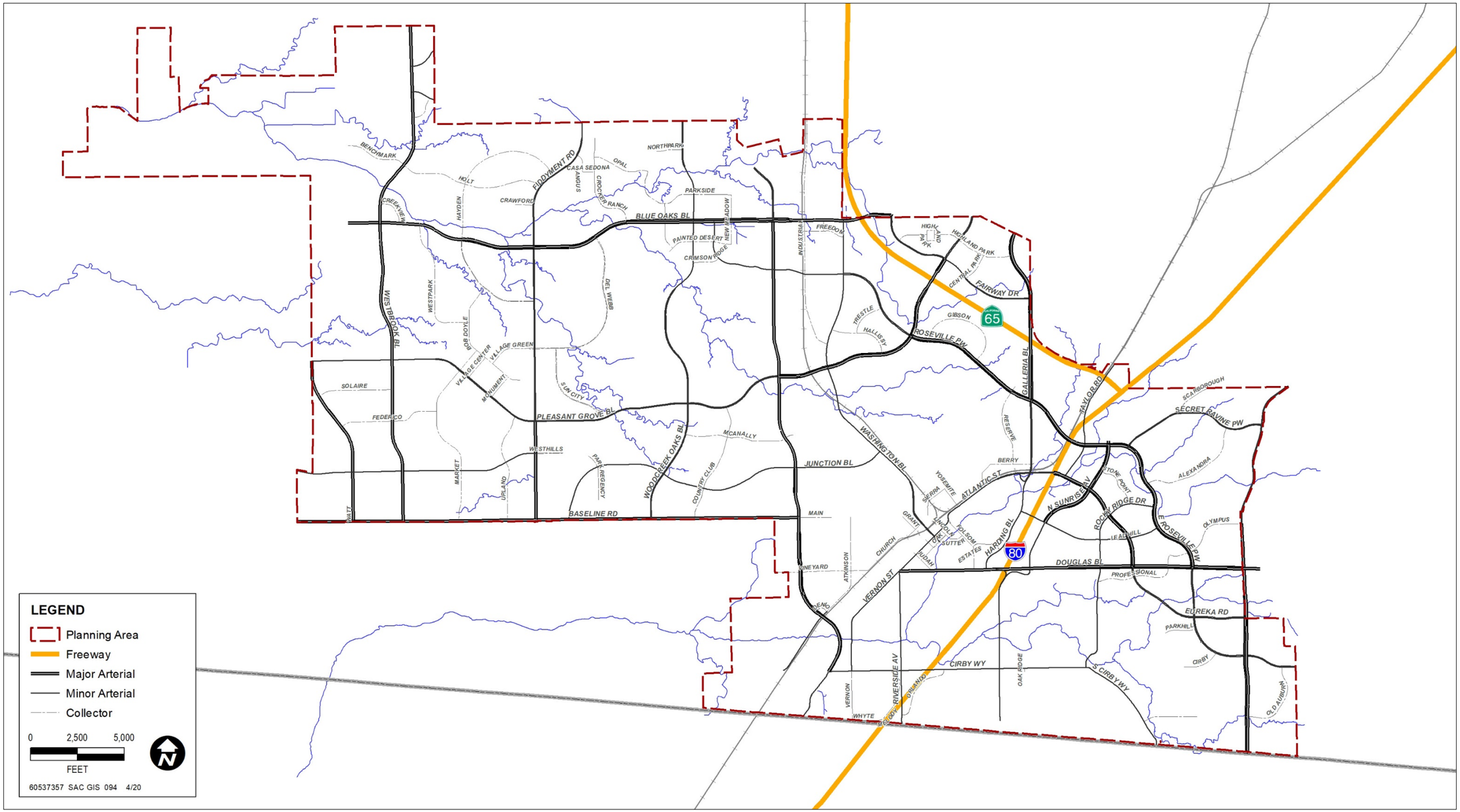
The Circulation Element addresses these challenges in an effort to expand circulation system and mode access, while also accommodating planned development. The City is committed to actively pursuing policies and implementation measures that promote carpooling, transit, and non-vehicular modes of travel (bicycles and walking) as alternatives to single-occupant automobile use. The City's plans also include coordination of circulation improvements with neighboring jurisdictions and regional and state plans. In this effort, the City is making a long-term commitment to provide more freedom in the circulation mode choices for local residents, employees, and visitors.

ORGANIZATION

The contents of the Circulation Element are divided into the following six components:

- ***Functional Classification*** underscores the need to guide long-range planning of the City's roadway system by establishing a comprehensive designation of all roadways throughout the City. General criteria for each type of roadway is provided as well as a functional classification map of arterial and collector roadways (Figure III-1).

Figure III-1 | Roadway Functional Classification



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- ***Level of Service*** (LOS) expresses the City's targeted level of driver comfort and convenience, provides exceptions in designated Pedestrian Districts, and describes the technology utilized to monitor traffic flows in the City.
- ***Transit*** details the City's policies to define potential transit corridors, identify areas where service is desired, and identify the transit types and levels of service desired to provide residents, employees, and visitors with an alternative to driving.
- ***Travel Demand Management*** stresses the need to manage the operation of the roadway network and the demand for automobile travel generated within the City. The main objectives of this management framework are to better allow the City to implement its LOS policies and minimize future increases in vehicular travel demand. Consistent with guidance from the State, vehicle miles traveled (VMT) is a measurement of travel demand - it is the number of miles traveled by vehicles in some amount of time (e.g., VMT per day or annual VMT). Since VMT is directly related to fuel consumption and emissions for non-electric vehicles, it serves an important role in understanding how the City's land use and transportation decisions influence subsequent environmental effects, especially for air quality and greenhouse gas emissions.
- ***Bikeways/Trails*** discusses implementation of the Bicycle Master Plan for the planning and implementation of an integrated bikeway and trail system. A map illustrating the City's planned bikeway system is provided (Figure III-5).
- ***Pedestrian Access*** promotes walking as a form of transportation, discusses implementation of the Pedestrian Master Plan, and provides policies to encourage a complete pedestrian network.

FUNCTIONAL CLASSIFICATION

The objective of functional classifications is to identify and group roads and streets according to their role and function. The primary function of a roadway is to provide access to destinations. The speed of travel on roadways is directly influenced by the design of the roadway and specific priorities for its function. A functional classification system describes the hierarchy of street types based on the desired speeds and whether the street provides direct access to destinations. The City's functional classification system is used for:

- Long-range planning and coordination
- Determining right-of-way requirements and preserving right-of-way
- Defining design standards and operations of facilities in each classification
- Integrating the appropriate bicycle and pedestrian facilities within the roadway network
- Developing budgets and funding programs according to priority
- Determining acceptable levels of traffic volumes, especially on the local and collector street systems

The City's functional classification system includes:

- ***Arterials:*** The primary function of arterials is to move large volumes of traffic at relatively high speeds through the City and beyond.
- ***Collectors:*** Collectors link residential and commercial districts to arterials.
- ***Local Streets:*** Local streets provide direct access to residences, services, and other destinations from collector streets.

- ***Truck Routes:*** Truck Routes link with Sacramento County's designated truck routes on Roseville Road, Auburn Boulevard, Sunrise Boulevard, and Hazel Avenue. Within Placer County, they link routes associated with major truck destinations, including the Western Regional Sanitary Landfill and Materials Recovery Facility.

The existing and planned arterial and collector system is summarized in Figure III-1. Generally, roadways not included as freeway, arterial, or collector roadways on Figure III-1 are local streets. Figure III-2 displays designated truck routes.

The City's functional classification system, along with design standards, will implement the Circulation Element. These standards are used to classify existing and planned roadways and will also be applied to future roadway systems.

Vehicle and mobility technology is changing. The disruptive nature of these changes could influence how the City allocates use of roadway right-of-way and pavement between vehicle types and modes. While it would be speculative today to modify roadway cross-sections and curb space treatments, the City recognizes that the roadway network use is evolving, and that future updates to the General Plan or other planning documents could establish changing priorities on how City right-of-way is used and allocated.

GOALS AND POLICIES

FUNCTIONAL CLASSIFICATION

Goal CIRC1 **Provide guidance to the long-range planning of the City's roadway system, including design standards, right-of-way requirements, and coordination with surrounding jurisdictions.**

Policy CIRC1.1 *The functional classification system shall guide the planning and design of the City's roadway system.*

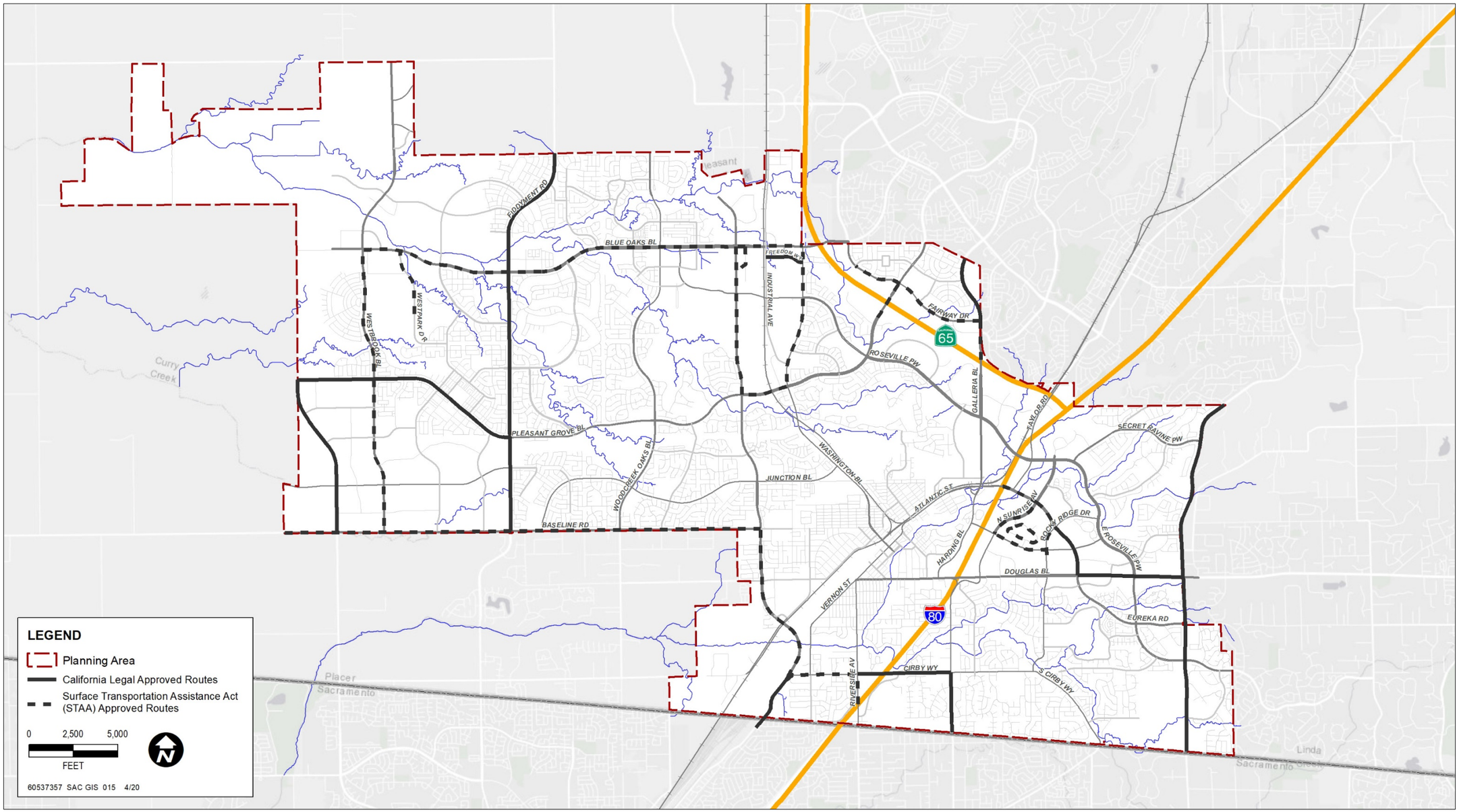
Policy CIRC1.2 *Coordinate with surrounding jurisdictions to achieve compatible functional classifications for roadways that cross the City's boundaries.*

Policy CIRC1.3 *Maintain a comprehensive set of design standards for the City's roadway system by functional class.*

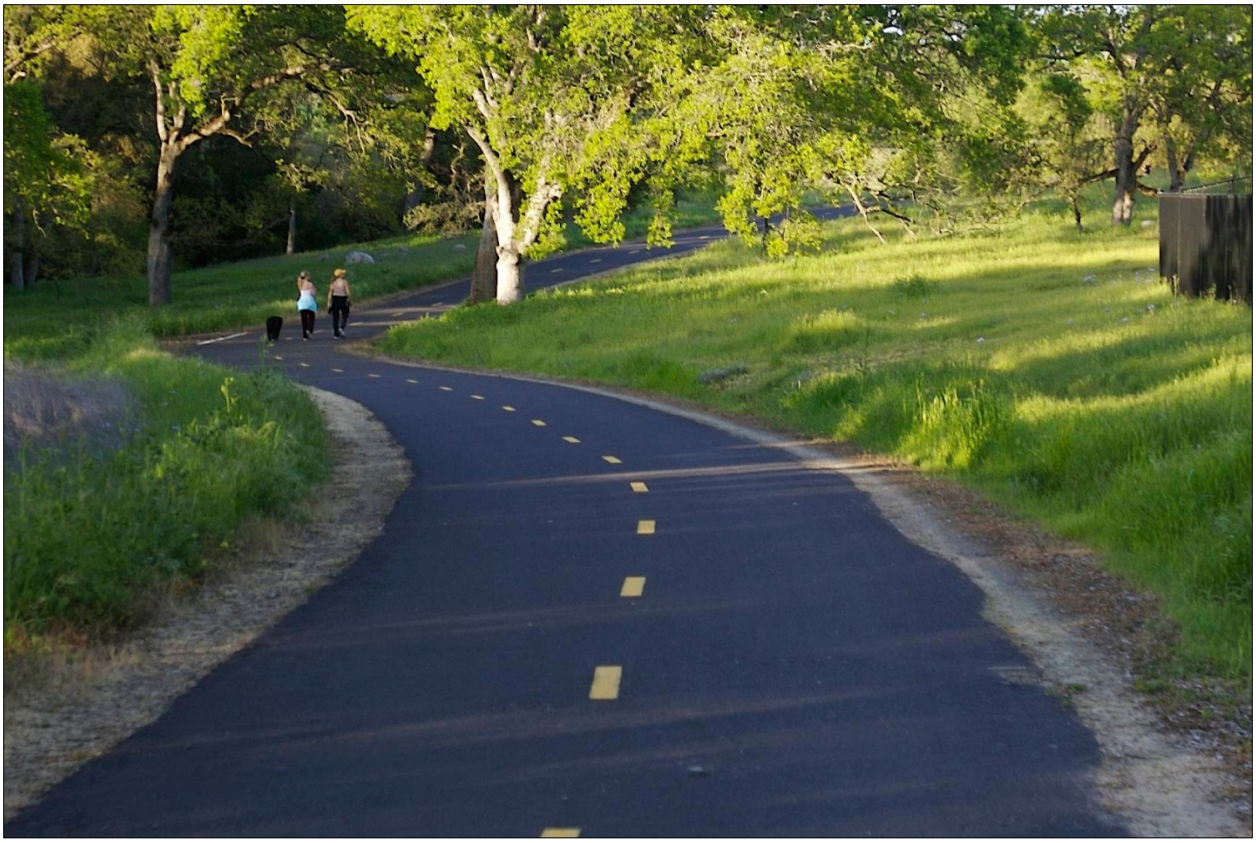
Policy CIRC1.4 *Maintain a system of truck routes to provide for the safe and efficient movement of goods and to avoid impacting residential neighborhoods.*

Policy CIRC1.5 *Design intersections and public rights-of-ways in accordance with state and federal accessibility requirements.*

Figure III-2 | Truck Routes



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There are crucial relationships between the City's transportation goals and goals for economic development, fiscal sustainability, and public and environmental health.

LEVEL OF SERVICE

The operational performance of the City's roadway system is expressed using "levels of service" that generally describe traffic operations, as perceived by the motorist. There are six levels of service (LOS), ranging from "A" through "F," with LOS "A" representing the best range of operating conditions (high speeds and low delay) and LOS "F" representing the worst (low speeds and high delay). The transition between LOS E and LOS F tends to represent peak-hour capacity conditions. These ratings do not capture the perspectives of pedestrians or bicyclists.

The specific terms in which each LOS is defined vary with the type of facility involved. A freeway's LOS is generally defined by density (vehicles per mile per lane) and average travel speed, while an intersection's LOS is generally defined by the average vehicle delay. The capacity and operations of Roseville's major roadway system of arterials and collectors are principally determined by the operation of its signalized intersections, as well as the width of its roadway segments and the amount of access control on each segment. The LOS on the roadway networks is, therefore, defined primarily by intersection delay and the average travel speed on roadway segments.

Pedestrian Districts

To encourage active transportation and infill development, the City has identified Pedestrian Districts, where there is a greater emphasis on non-vehicular travel – in particular, an emphasis on pedestrian activity and safety. In these areas, special design consideration will be given to sidewalk widths, planter strips, street furniture, automobile travel lane widths, curb radii, and other enhancements that improve the

pedestrian experience. It is understood that the establishment of a Pedestrian District and the implementation of these design features may reduce vehicle LOS, and the City's LOS policy does not apply to projects proposed within these areas.

Pedestrian Districts are shown in Figure III-3.

For more on the City's goals and policies related to walking, see the "Pedestrian Access" component, later in this Element.

Intelligent Transportation System

Intelligent Transportation System (ITS) is the use of technology to help traffic flow more smoothly. The City invests in ITS equipment, including interconnecting traffic signals, enhanced signal controllers, and traffic cameras that allow traffic engineers to monitor real-time conditions, to make modifications to signal operations and to be alerted to problems at intersections or within the traffic signal system. ITS can also obtain congestion data and traffic counts. By making traffic flow more efficiently, the ITS prevents excessive congestion and improves the operational performance of the City's roadway system.

GOALS AND POLICIES

LEVEL OF SERVICE

Goal CIRC2 **Maintain an appropriate level of transportation service for all of Roseville's residents, employees, and consumers through a balanced transportation system that considers automobiles, transit, bicyclists, and pedestrians.**

Policy CIRC2.1 *Maintain a LOS "C" standard at a minimum of 70 percent of all signalized intersections and roadway segments in the City during the a.m. and p.m. peak hours. Exceptions to the LOS "C" standard may be considered where improvements required to achieve the standard would adversely affect pedestrian, bicycle, or transit access, and where feasible LOS improvements and travel-demand-reducing strategies have been exhausted.*

Policy CIRC2.2 *Strive to meet the level of service standard through a balanced transportation system that reduces the auto emissions that contribute to climate change, by providing alternatives to the automobile and avoiding excessive vehicle congestion through roadway improvements, Intelligent Transportation Systems, and transit improvements.*

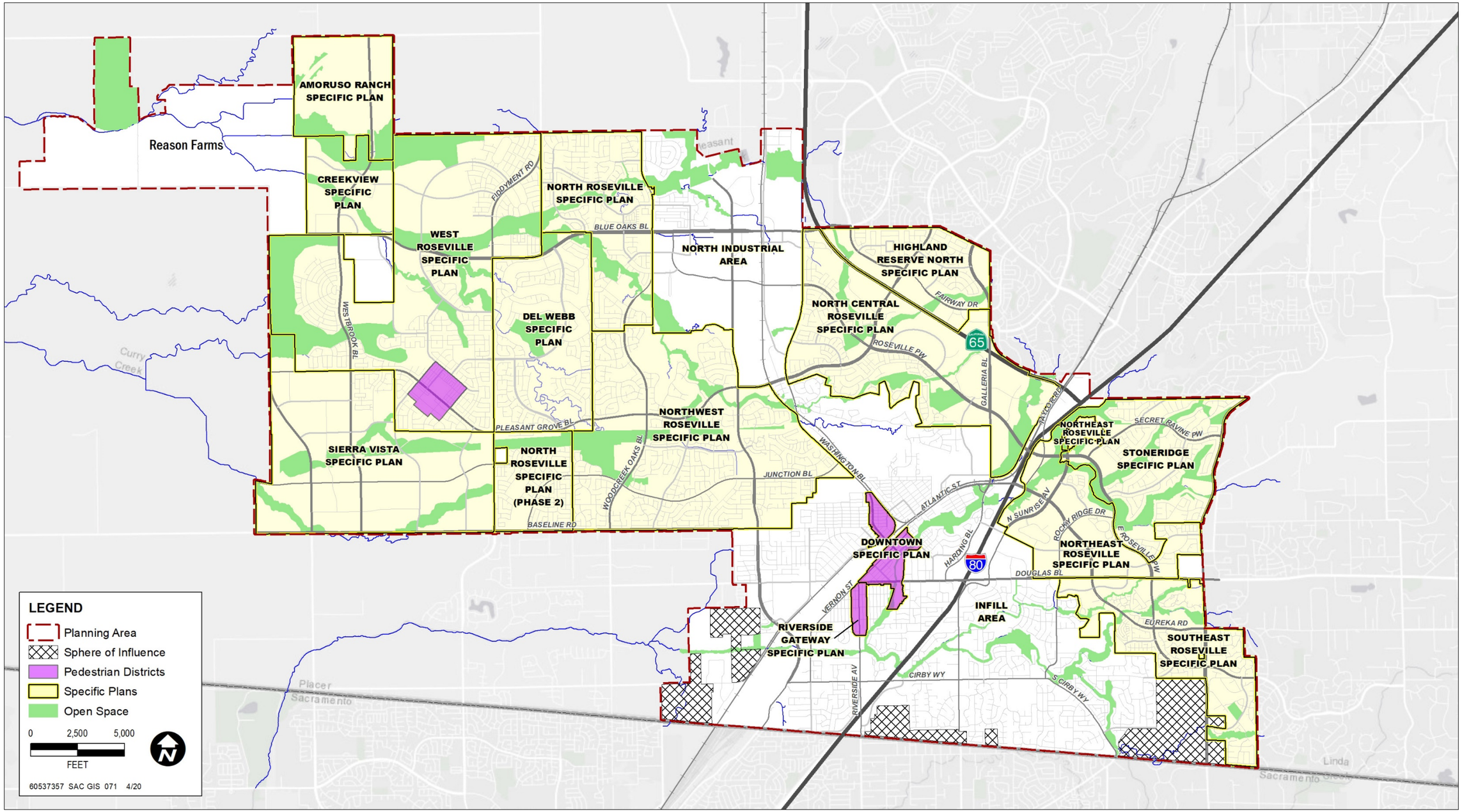
Policy CIRC2.3 *Work with neighboring jurisdictions to provide acceptable and compatible levels of service on the roadways that cross the City's boundaries.*

Policy CIRC2.4 *Secure adequate funding for all components of the City's transportation system to ensure level of service policy is maintained.*

Policy CIRC2.5 *Pedestrian, bicycle travel, and transit access have a higher priority than automobile travel in the City's Pedestrian Districts, and development projects in these areas are exempt from the City's LOS standard.*

Policy CIRC2.6 *Prioritize investments in pedestrian, bicycle, and transit access in Pedestrian Districts.*

Figure III-3 | Pedestrian Districts



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In Pedestrian Districts, such as Downtown Roseville, the City will prioritize investments in pedestrian, bicycle, and transit access.

TRANSIT

Roseville Transit, which is owned and operated by the City, operates three services: Commuter Service, Local Service, and Paratransit/General Public Dial-A-Ride service. Local transit routes are generally located along arterial roadways and are shown in Figure III-4.

Roseville Transit connects with two other area transit operators, Placer County Transit and Sacramento Regional Transit. Roseville Transit also has connecting service with the regional rail service, Capitol Corridor, operated by the Capitol Corridor Joint Powers Authority (CCJPA). There are several other public and private transportation systems that operate in Roseville, along with social service agencies that provide limited transportation services for their clients. Public transit options in Roseville include:

- ***Roseville Transit Local Service*** is a fixed-route transit system operated six days per week (Monday–Saturday) within Roseville City limits. The City has four main transfer points (Sierra Gardens, Civic Center, Louis/Orlando, and Galleria Mall) that allow Local Service users to transfer with other local transit systems.

- ***Roseville Transit Paratransit/General Public Dial-A-Ride*** offers origin to destination paratransit service to persons with disabilities to supplement the Local Service. Roseville Transit Dial-A-Ride also offers curb-to-curb service to the general public, operating seven days per week within the Roseville City limits.

- ***Roseville Transit Commuter Service*** offers express transit service to and from Downtown Sacramento, Monday to Friday, during peak commute hours.

- ***Placer County Transit*** is a transit system operated by Placer County that offers local, commuter and paratransit/general public dial-a-ride services principally along the Interstate 80, Highway 49, and Highway 65 corridors. The Auburn to Light Rail service connects to Roseville Transit at the Galleria Mall Transfer Point and Louis/Orlando Transit Center. The Lincoln/Rocklin/Sierra College service parallels Highway 65 and includes a stop at the Galleria Mall Transfer Point. The Placer Commuter

Express offers peak-hour commuter service between Colfax and Downtown Sacramento, including a stop in the City of Roseville at the Taylor Road Park-N-Ride Lot.

- ***Sacramento Regional Transit*** provides fixed-route transit service, paratransit dial-a-ride service, and Light Rail service in the city and county of Sacramento, connecting to Roseville Transit and Placer County Transit at the Louis/Orlando Transit Center, near the southern limits of the City along the I-80 corridor.

- ***Capitol Corridor*** is a passenger rail service that provides service from Auburn to San Jose roughly paralleling the I-80 corridor. Capitol Corridor includes connections to Sacramento Regional Transit, Bay Area Rapid Transit, and other transit providers along the Union Pacific Railroad line. The Sacramento to Roseville Third Track project will allow 10 round trips per day between Roseville and Downtown Sacramento.

- ***Greyhound Bus Lines*** provides service to the intermodal facility in Old Town Roseville on Pacific Street. From Roseville, passengers can continue to destinations throughout the state and country.

- ***Taxi Service*** is provided by several private companies.

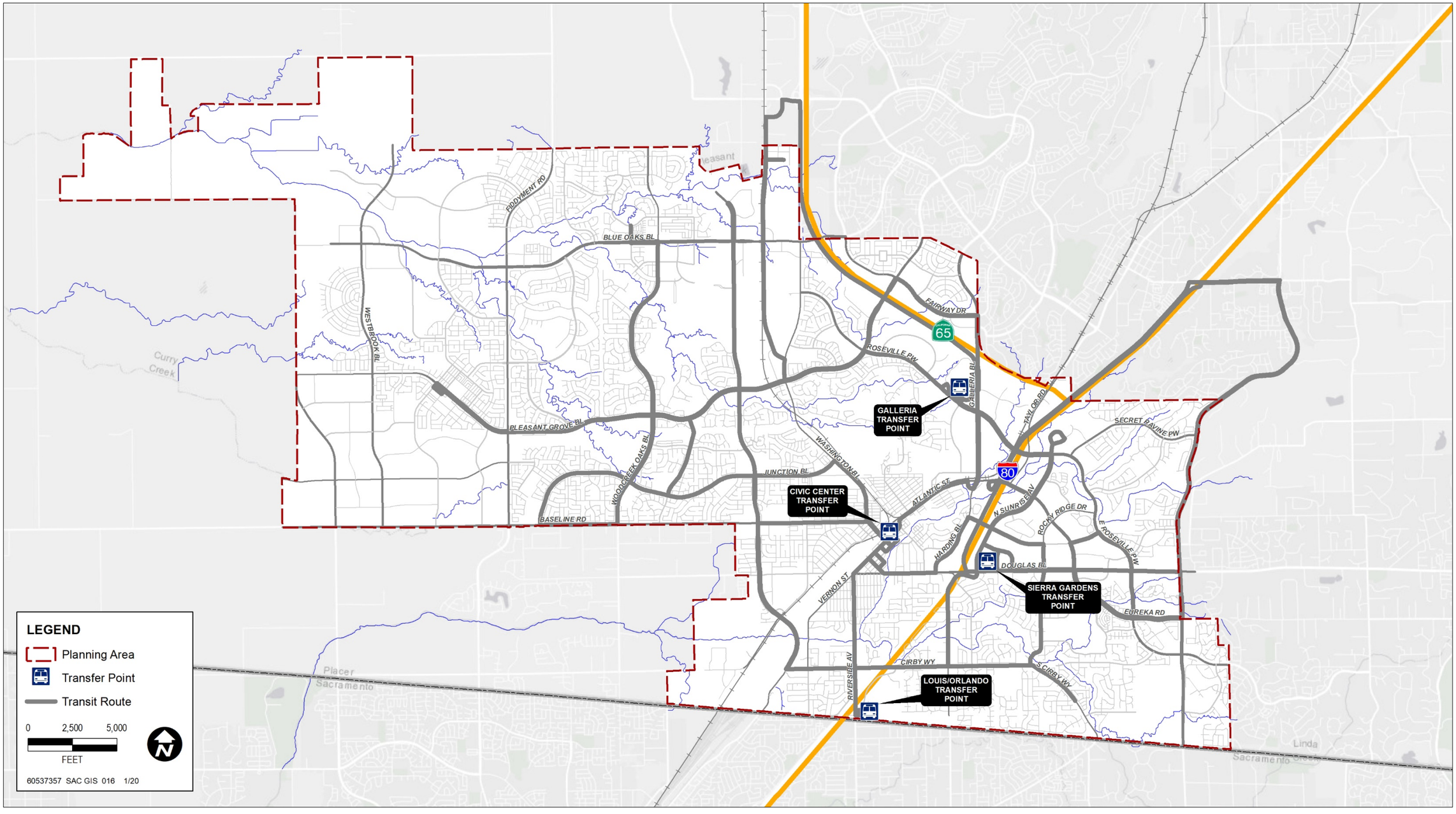
- ***Transportation Network Companies (TNC)*** offer online-enabled platforms to connect passengers with drivers using their personal, non-commercial vehicles. TNCs may also offer what are referred to as micro-transit services, which are shared ride shuttle services along fixed or semi-fixed routes.

Although Roseville remains one of the largest employment centers in the region, many residents will continue to work in Downtown Sacramento, creating continued demand for commuter services. Not all of Roseville's residents desire or are able to drive, creating the need for continued local transit options. Continued technological advancement will present opportunities for innovation in transportation services. This could include continued expansion of TNC and microtransit, which may compete with traditional public transit for ridership. This may also include the use of autonomous vehicles. These technologies may provide opportunities for transit innovation and service improvements, especially those involving public/private partnerships. To this end, the City of Roseville constantly evaluates options to enhance transit services, which may be implemented as a part of the Specific Plans, in coordination with other local and regional agencies.

Short-Range and Long-Range Transit Master Plans

The City of Roseville Short-Range Transit Plan, updated every five to seven years, evaluates transit performance within the City and offers recommended strategies to enhance transit service and meet transit demand. The South Placer County Long-Range Transit Plan is periodically updated to examine improvements, funding, and feasibility of providing expanded public transit services within the City limits and on identified transportation corridors, among other topics.

Figure III-4 | Roseville Transit Local Routes



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GOALS AND POLICIES

TRANSIT

Goal CIRC.3 **Provide a safe, convenient, and efficient transit system to enhance mobility; reduce congestion; reduce auto emissions, including emissions that contribute to climate change; improve the environment; and provide viable non-automotive means of transportation in and through Roseville.**

Policy CIRC3.1 *Promote transit service that is convenient, cost-effective, and responsive to the challenges and opportunities of serving Roseville and surrounding communities, and explore opportunities for transit innovation and service improvements.*

Policy CIRC3.2 *Pursue all available sources of funding for sustainable transit services.*

Policy CIRC3.3 *Continue to study options for introducing high quality transit and/or other regional transit linkages to Roseville and developing convenient connections to Sacramento Regional Transit light rail service.*

Policy CIRC3.4 *Support and remain actively involved in planning for the expansion of Capitol Corridor rail service, as well as other regional linkages.*

Policy CIRC3.5 *Consider access to health care, community services and employment, and the needs of persons who may be transit-dependent when making decisions regarding transit service.*

Policy CIRC3.6 *Identify opportunities to increase the number and/or capacity of park-and-ride lots as needed, to increase transit and carpool/vanpool use.*

Policy CIRC3.7 *Pursue transit routes that optimize ridership.*

Policy CIRC3.8 *Include transit improvements with new roadway or roadway expansion projects.*



Roseville Transit is owned and operated by the City and operates Commuter Service, Local Service, and Paratransit/General Public Dial-A-Ride service.

TRAVEL DEMAND MANAGEMENT

Travel Demand Management (TDM) reduces the need for vehicular trips by increasing use of transit, carpools, vanpools, biking, and walking as alternatives to single-occupant vehicle trips. A successful TDM plan reduces vehicle miles traveled and: allows more efficient use of roadway capacity; reduces costs associated with roadway construction and maintenance; improves the public health by reducing air pollutant emissions and promoting active transportation; and reduces transportation-related impacts to the natural environment.

Managing travel demand requires a complementary approach to land use and community design, this Element focuses on the transportation related components. For goals and policies guiding land use and community design, please see the Land Use Element.

Transportation Systems Management

In Roseville, Transportation Systems Management (TSM) programs are codified in a TSM ordinance. TSM strategies include, but are not limited to: local and regional carpool matching programs promoted by the Sacramento Area Council of Governments (SACOG); vanpool, transit, and commuter biking subsidies; preferential carpool and vanpool parking; and secure bike parking, showers, and lockers at work sites. Roseville's TSM ordinance facilitates developer, property owner, and employer implementation of these programs, typically through preparation of a TSM plan intended to:

- Reduce total vehicle emissions in the City of Roseville by decreasing the number of vehicle trips that might otherwise be generated by home-to-work commuting.
- Reduce daily and peak period vehicle trips and VMT in the City of Roseville and reduce peak-hour home-to-work commuting.
- Increase the efficiency of the existing transportation network and contribute to achieving the goals identified in the Roseville General Plan Circulation Element.
- Cooperate and coordinate with other cities, counties, communities, and regional agencies in these endeavors.
- Continue to promote the participation of local developers, businesses, institutions, and public and private agencies to fulfill the purposes expressed herein.

The TSM ordinance provides developers, property owners, and employers with flexibility in meeting the performance standards, along with monitoring and enforcement measures.

Safe Routes to School

The City of Roseville Engineering and Alternative Transportation Divisions participate in the nationally recognized Safe Routes to School program. This program includes right-of-way improvements that enhance safe access and promote walking and biking to school through education and incentives. The program also addresses the safety concerns of parents by encouraging greater enforcement of traffic laws, educating the public, and exploring other context-specific ways to create safer streets.

Transit Priority Areas and Low-VMT Areas

Transit Priority Areas and Low-VMT Areas play a vital role in managing travel demand. In order to support legislation that promotes infill development, improves public health through active transportation, and reduces greenhouse gas emissions, the State has defined Transit Priority Areas as infill opportunity zones where development should be encouraged. Transit Priority Areas are located within one-half mile

of an existing or planned major transit stop. A major transit stop includes rail transit stations, ferry terminals served by bus or rail transit service, or the intersection of two or more bus routes with a frequency of service of 15 minutes or less during peak commute periods. Transit Priority Areas change over time, and in the Sacramento region, they are mapped by the SACOG. SACOG has also mapped Low-VMT Areas, where household VMT per-capita is at least 15 percent lower than the regional average. Together, the mapping of Transit Priority Areas and Low-VMT Areas can be used to focus member jurisdictions on areas where travel demand management programs would be most effective.



The City of Roseville Engineering and Alternative Transportation Divisions participate in the nationally recognized Safe Routes to School program.

GOALS AND POLICIES

TRAVEL DEMAND MANAGEMENT

Goal CIRC4 **Reduce vehicle miles traveled on the City's and regional roadway systems, while expanding mobility options for residents, employees, and visitors.**

Policy CIRC4.1 *The City will review and condition projects as appropriate, to reduce travel demand per capita and per employee by promoting increased density near transit, improving the quality of non-vehicular transportation options, providing incentives for non-vehicular travel, encouraging the mixing of complementary land uses in proximity to one another, and using other feasible methods*.

Policy CIRC4.2 *Work with appropriate agencies to develop implementation measures to reduce vehicular travel demand and total vehicle miles traveled and meet air quality and greenhouse gas emissions goals.*

Policy CIRC4.3 *Specific Plan Amendments and land use development projects not included in a Specific Plan shall be evaluated for consistency with the City's VMT Impact Standards.*

Policy CIRC4.4 *If the evaluation required by CIRC4.3 finds a Specific Plan Amendment or land use development project not included in an adopted Specific Plan is inconsistent with thresholds established within the City's VMT Impact Standards, on-site land use, transportation, and urban design-related VMT-reducing features should be prioritized to demonstrate consistency. If feasible on-site features cannot achieve the VMT threshold, Specific Plan Amendments and land use development projects outside Specific Plan Areas may demonstrate equivalent consistency through off-site actions or fair-share fee contributions, or if consistency cannot be achieved, shall implement all feasible measures.*

Policy CIRC4.5 *Policy CIRC4.3 does not apply to projects that propose residential or office uses in Transit Priority Areas or low-VMT areas. Low-VMT areas are those shown to have per-capita, per-employee, or per-service-population VMT rates that are at least 15 percent less than the baseline citywide or regional rate.*

Policy CIRC4.6 *Promote and incentivize Infill development, particularly affordable housing development, through assistance in obtaining outside grant funding and reductions or deferrals in impact fees.*

Policy CIRC4.7 *Continue to educate the public and business community about alternative modes of travel through Safe Routes to School, Transportation Systems Management, and other local and regional programs and events.*

BIKEWAYS/TRAILS

The popularity of bicycle use has grown and will increase in Roseville for both recreation and transportation. A renewed interest in physical fitness and better health has fueled the rise of bicycle use. Bicycling is also a "clean" form of transportation that appeals to a large and growing part of the population. In addition, the bicycle is gradually proving itself in many communities to be a viable alternative to automotive transportation, one that is often used in conjunction with transit service.

Demand for safe and convenient routes for recreational and transportation-related bicycling is growing. The City's Bicycle Master Plan provides a prioritized list of bike routes and paths to systematically expand and improve Roseville's bikeway system. The Plan ultimately provides a blueprint for a bikeway system that will make bicycling safer, more convenient, and enjoyable for all bicyclists.

Bicycle Routes

Bicyclists may legally share (with limited exceptions) all roadways with motor vehicles. However, many bicyclists feel uncomfortable about sharing roads with automobiles, due to either perceived or real safety disadvantages of the bicycle. The provision of separated or designated shared bikeway facilities encourages bicycling. Bikeways are defined as specific routes and classes that meet minimum design standards. Roseville generally follows Caltrans' design standards for the following classes of bikeways:

- ***Class I Bike Paths*** provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized. Class I paths often follow natural amenities such as creeks, drainage, or utility line easements, and are used by both commuter and recreational riders.
- ***Class II Bike Lanes*** provide a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles, prohibiting through travel by motor vehicles or pedestrians but permitting vehicle parking and crossflows by pedestrians and motorists. Class II lanes are generally developed within the right-of-way of collector streets and arterials.
- ***Class III Bike Routes*** provide a right-of-way designated by signs or permanent markings and are shared with motorists. Class III routes are generally located on local streets within residential neighborhoods.
- ***Class IV Separated Bikeways*** are bikeways for the exclusive use of bicycles with a separation required between the separated bikeway and the through vehicular traffic. The separation may include landscaping, grade separation, flexible posts, inflexible posts, inflexible barriers, or on-street parking. A separate pedestrian walkway is also provided when Class IV bikeways are provided.

Roseville also has an additional classification for bikeways:

- ***Class IA Bike Paths*** are paths that have been developed as parallel widened (8'–12') sidewalk routes along major roadways and are separated from the roadway by a landscape strip. These paths are for the use of pedestrians and beginning bicyclists. Caltrans does not consider sidewalk facilities to be Class I facilities and does not recommend that they be signed as bike routes. However, the Class IA facilities are desirable, particularly for bicyclists of lower skill levels, such as children, as well as others who are hesitant to use on-street routes. Class IA bike paths are intended to supplement, not replace on-street bike lanes, but there may be occasions where they are used in lieu of on-street bike lanes.

The City continues to develop Class I bike paths in parks, greenways, paseos, and open space/recreational/creek corridors. The City develops Class II bike lanes on collector streets and arterials, and Class III routes continue to develop along local streets. Figure III-5 shows bikeways within the Roseville City limits by facility class.

GOALS AND POLICIES

BIKEWAYS/TRAILS

Goal CIRC5.1 **Increase the percentage of all trips made by bicycles in Roseville.**

Goal CIRC5.2 **Establish and maintain a safe, comprehensive, and integrated bikeway and trail system that encourages the use of bikes and walking for commuting, recreational, and other trips.**

Goal CIRC5.3 **Maintain the Bicycle Friendly Community Designation from the League of American Bicyclists.**

Policy CIRC3.1 *Develop a comprehensive and safe system of recreational and commuter bicycle routes and trails that provides connections between the City's major destinations (including employment) and housing areas and between its existing and planned bikeways.*

Policy CIRC3.2 *Coordinate Roseville's bikeway and trail system with those of neighboring jurisdictions to provide both local and regional connections.*

Policy CIRC3.3 *Pursue available sources of funding for bikeways and trails.*

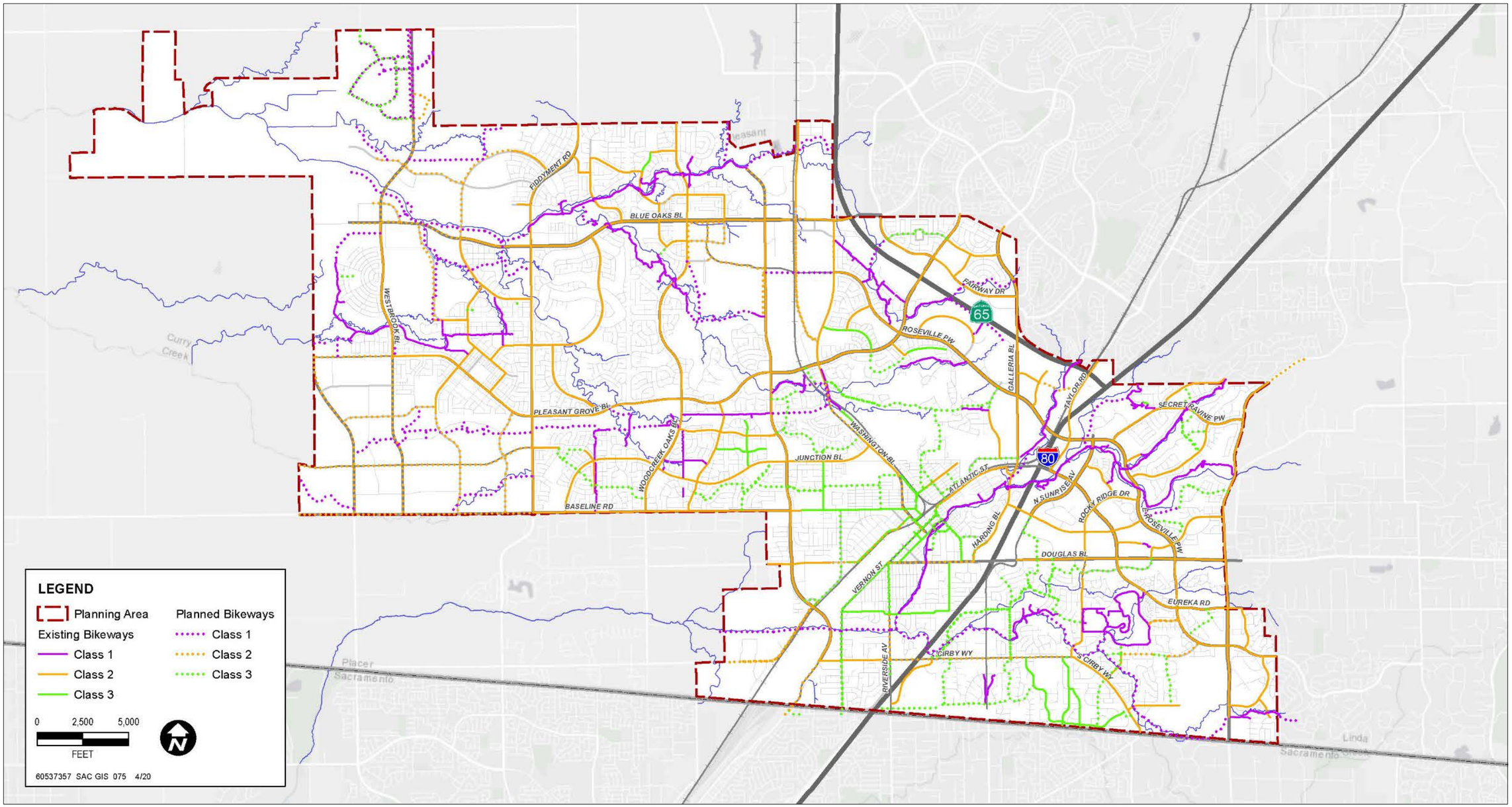
Policy CIRC3.4 *Enhance bicycle education, encouragement, and enforcement programs targeted at adult and child bicyclists and motorists.*

Policy CIRC3.5 *Specific Plans shall incorporate an off-street, Class I bicycle system as part of the comprehensive on-street and off-street bikeway plan.*

Policy CIRC3.6 *Educate, encourage, and enforce programs that increase bicyclist and motorist awareness of the rights and responsibilities of bicyclists in order to foster a climate of acceptance for bicycle riding.*

Policy CIRC3.7 *Include on-street and off-street bicycle improvements with new roadway and roadway expansion projects.*

Figure III-5 | Bikeways



Note: This map represents planned bikeways at the citywide level. The actual location of bikeways constructed to implement this diagram may be somewhat different than that represented here.

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PEDESTRIAN ACCESS

Most travelers walk or use a mobility assistance device during some portion of their journey. Whether it is from their home to the bus stop, between home and work or school, or as a means of connecting trips, walking is the most basic form of transportation. Walking is also an important part of a healthy and an active lifestyle for many people.

To promote walking requires a continuous pedestrian network that is free of barriers and connected to related networks (transit, bicycle, etc.); a pedestrian network that promotes a feeling of safety and security; and, development patterns with destinations that are within walking distance and oriented to the pedestrian. As with any part of the transportation network, funding is required to construct and maintain pedestrian networks.

In order to allow more residents, employees, and visitors to reach more destinations by walking, these destinations need to be within walking distances of homes and places of employment. The “rule of thumb” of one-quarter mile is often used to describe the typical walking distance for most people. The City can expect a higher proportion of trips made by walking if development is planned in coordination with pedestrian facilities to increase the number of residents and employees within one-quarter mile of parks, schools, trails, commercial and civic services, and other destinations.

The Pedestrian Master Plan is the primary implementing document for Citywide goals and policies related to pedestrian access. This Plan is intended to improve the pedestrian system in Roseville and increase walking for transportation, recreation, and health by creating a safe, efficient, well-connected and aesthetically pleasing pedestrian environment that serves all types of pedestrians. The Pedestrian Master Plan covers facilities and programs for people who walk or travel by means of a wheelchair, electric scooter, crutches, or other walking devices or mobility aids. Facilities for pedestrians generally consist of walkways, roadway crossing aids, and amenities. The City has identified a recommended pedestrian network and the improvements required as a part of the Capital Improvement Program to provide this recommended pedestrian network. While the Pedestrian Master Plan focuses only on transportation facilities and not the land use environment required to support pedestrian access, the Community Design Guidelines’ design principles and guidelines promote development that supports a variety of transportation modes and facilitates pedestrian mobility, convenience, and safety.

In addition to the Pedestrian Master Plan, the City’s Specific Plans play an important role in implementing the General Plan’s direction by identifying the pedestrian network within each plan area, the required width of sidewalks, streetscape designs, separation of sidewalks from curbs, and the trail systems.

GOALS AND POLICIES

PEDESTRIAN ACCESS

Goal CIRC6.1 Increase the percentage of pedestrian trips in Roseville.

Policy CIRC6.1 *Establish and maintain a safe and continuous pedestrian network that provides connections between residential areas and commercial retail and services, employment, public services, parks, and public transit.*

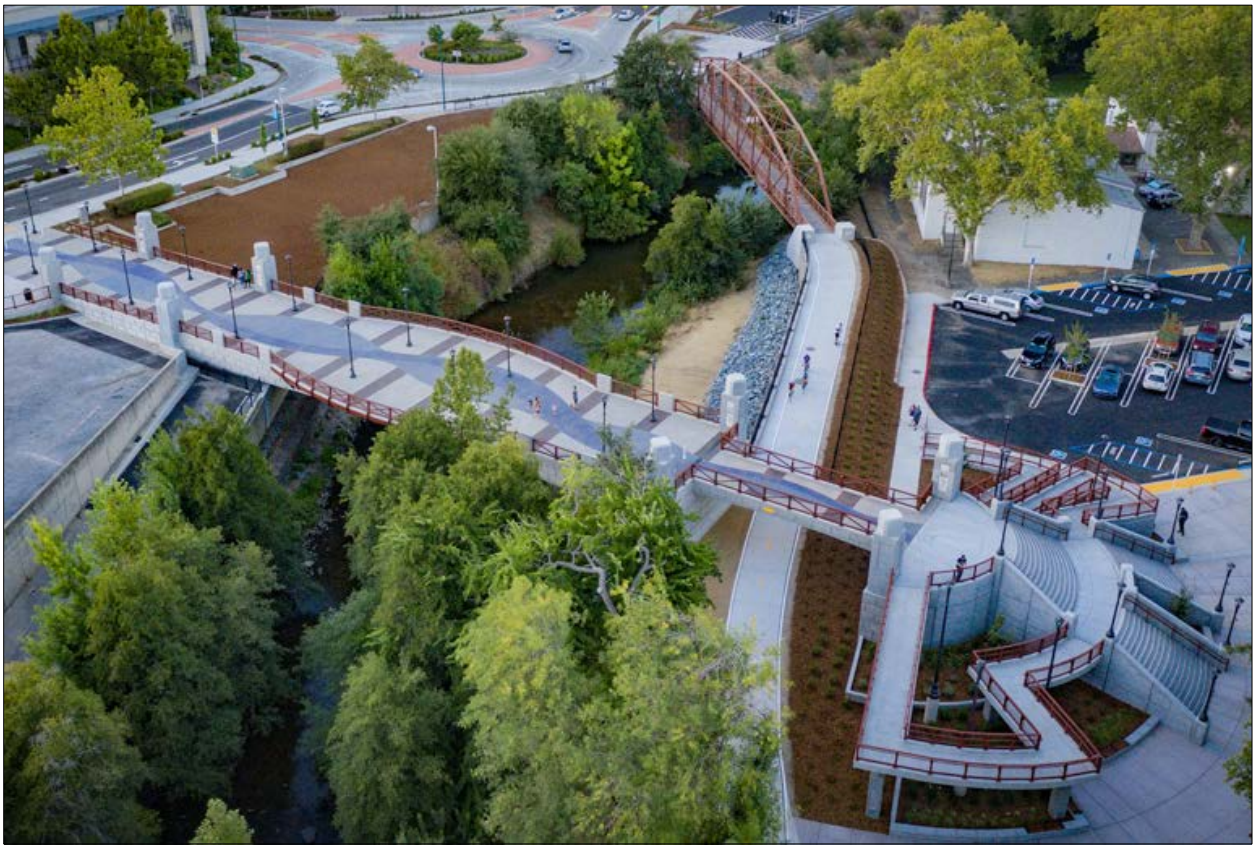
Policy CIRC6.2 *Promote development patterns that encourage people to walk to destinations.*

Policy CIRC6.3 *Enhance pedestrian-friendly street environments and design public spaces and destinations in a way that encourages walking.*

Policy CIRC6.4 *Sidewalks shall be required in all new Specific Plan Areas, with new roadway construction, and with roadway expansion.*

Policy CIRC6.5 *In reviewing proposed development projects and implementing public projects, the City will incorporate standards designed to protect the security of pedestrians and minimize the potential for collisions involving pedestrians.*

Policy CIRC6.6 *In the Infill Area, the City will actively seek funding sources to complete and maintain sidewalk networks.*



To promote walking requires a continuous pedestrian network that is free of barriers and connected to related networks.

IV. AIR QUALITY AND CLIMATE CHANGE



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AIR QUALITY AND CLIMATE CHANGE

PURPOSE

To protect the well-being of its citizens, the City of Roseville recognizes the importance of establishing goals and implementing policies to improve air quality and address climate change. The Air Quality and Climate Change Element's goals and policies are intended to improve air quality, address climate change, and encourage cooperation between jurisdictions involved in regional air quality improvement efforts. This intent to improve air quality and address climate change is also the focus of other General Plan Elements, including:

- ***Land Use Element:*** contains policies that promote development patterns intended to make efficient use of land.
- ***Circulation Element:*** includes policies to reduce auto dependence and encourage bicycle and pedestrian travel. These measures help ensure that greenhouse gas emissions from vehicle sources are reduced or minimized.
- ***Open Space and Conservation Element:*** contains policies that promote sustainability by supporting open space acquisition and emphasizing an interconnected open space system with bicycle and

pedestrian connections between residential development and schools, employment, commercial areas, and other destinations.

- ***Parks and Recreation:*** takes into consideration energy efficiency and water conservation, including the use of treated wastewater, in park development, and design that helps ensure that the parks are sustainable.
- ***Public Facilities Element:*** includes policies that address energy efficiency and renewable energy, water conservation, maximization of recycled water usage, and solid waste source reduction and recycling.
- ***Safety Element:*** includes policies intended to minimize the potential for loss of life and property due to flooding, which has been identified as a potential impact of climate change.
- ***Housing Element:*** includes policies to apply energy efficiency requirements and encourage development of mixed-use projects in accordance with the goals and policies contained in the Land Use Element.

The overall goal of this Element is to protect the health and welfare of the community by promoting development that is compatible with air quality standards and which reflects the City's commitment to sustainable practices.

SETTING

Local and regional air pollutant emissions combine with topographic and meteorological conditions to cause concentrations of air pollutant emissions that lead to adverse public and environmental health impacts. While regulations have reduced health risk for some pollutants, such as lead, for many years, areas surrounding Roseville have exceeded air quality standards for ozone and particulate matter. In addition to planning in a way that reduces vehicular travel and other major sources of some of the most common air pollutants (e.g. carbon monoxide, lead, particulate matter), otherwise known as criteria air pollutants, it is also important to reduce risk related to exposure to toxic air contaminants from the Rail Yard, railroad operations, high-volume roadways, and other sources.

While the sources and effects of most air pollutants are local or regional, the sources and effects of greenhouse gas emissions concentrations are global; the economic, environmental, and social effects of climate change are extensive and potentially catastrophic. However, strategies intended to reduce greenhouse gas emissions can also reduce household and business transportation costs, decrease harmful air pollution, enhance mobility, reduce commuting time, and provide other benefits. Compact development, which reduces greenhouse gas emissions, can also be more cost-effective to provide public infrastructure and services. Measures that promote energy efficiency reduce greenhouse gas emissions but also save on household and business utility costs. Encouraging reinvestment in existing, developed areas can reduce vehicular travel and associated greenhouse gas emissions, but also promote the City's economic development and fiscal sustainability objectives.

ORGANIZATION

The contents of the Air Quality and Climate Change Element are divided into the following components:

- ***Air Quality – General*** expresses the City's overall policies related to regional coordination and development review as it relates to air quality.

- ***Climate Change – General*** expresses the City's overall policies related to regional coordination, adaptation, and resiliency, and greenhouse gas reduction.
- ***Air Quality and Climate Change – Land Use and Transportation*** focuses on policies that reduce reliance on vehicle travel, promote alternative transportation technologies, and reduce the amount of pollutant emissions and greenhouse gases which result from vehicle travel.
- ***Air Quality and Climate Change – Energy Conservation*** focuses on policies that encourage energy conservation, and efficient building and community design.
- ***Air Quality – Hazards*** focuses on policies which reduce the potential for residents to be exposed to harmful pollutant sources.

AIR QUALITY AND CLIMATE CHANGE

Air Quality

For many years, areas surrounding Roseville have exceeded air quality standards for ozone and particulate matter. Ozone is a public health concern because it is a respiratory irritant that increases human susceptibility to respiratory infections. Ozone, the main component of photochemical smog, is primarily a summer and fall pollution problem. Ozone is formed through a complex series of chemical reactions known as ozone precursors. The primary ozone precursors of concern are reactive organic gases (ROG) and nitrogen oxides (NO_X). The period required for ozone formation allows the reacting compounds to be spread over a large area, producing a regional pollution problem. Ozone problems are the cumulative result of regional development patterns rather than the result of a few significant emission sources. Particulate matter (PM_{10}) can aggravate existing heart and lung diseases, change the body's defenses against inhaled materials, and damage lung tissue. The primary sources of PM_{10} are road dust and construction/demolition activities.

Vehicle exhaust is the primary source of NOx and ROG in the region. The City's and the region's population are expected to increase substantially through 2035, which will lead to more vehicles on the road. However, improved automobile emission standards and increased alternatives to fuel such as electric vehicles have reduced the amount of pollutants in vehicle exhaust. According to the PCAPCD's 2015 Triennial Progress Report, between 1990 and 2015, the overall ROG emissions declined about 47 percent, and NOx emissions decreased about 43 percent, and from 2015 to 2025, overall Placer County ROG emissions are expected to continue decreasing by approximately 6 percent with NOx emissions decreasing by approximately 30 percent.

Air quality indicators show overall reductions of peak ambient ozone and county-wide exposure to unhealthy concentrations since 1990. It represents that overall exposure to residents from ozone continues to decrease in Placer County. No single control or strategy will solve the problem. While regulatory standards are a part of the solution, the goals, policies, and implementation measures included in Roseville's General Plan also contribute toward a cleaner, healthier environment for the citizens of Roseville.

Climate Change

Certain gases in the Earth's atmosphere, classified as greenhouse gas emissions, play a critical role in determining surface temperatures. Solar radiation enters the earth's atmosphere, and a portion of the radiation is absorbed by the earth's surface, while a smaller portion is reflected back toward space. Greenhouse gas emissions in the atmosphere absorb some of this reflected energy, resulting in a warming of the atmosphere. This phenomenon, known as the "greenhouse effect," is responsible for

maintaining a habitable climate on Earth. However, human activities—combustion of fossil fuels, industrial processes, agricultural process, and others—are increasing the concentration of greenhouse gases in the atmosphere. This is contributing to an observed increase in the average surface temperature of the earth. Global warming refers to this temperature increase, while climate change refers to the observed and predicted alterations in patterns of rainfall, seasonal temperature, and other variables caused by global warming.

Unlike criteria air pollutants, which are pollutants of regional and local concern, climate change is a global issue. Whereas pollutants with localized effects have short atmospheric lifetimes (about one day), greenhouse gases have much longer atmospheric lifetimes (one year to several thousand years), which allow their dispersal around the globe. Climate change has immediate and long-term repercussions for the economy, environment, and public health. Health risks associated with climate change include increased temperatures, which is especially problematic for children, the elderly, and people with existing health conditions, as they are more prone to risk of heat stroke and heat-related complications. In addition, energy delivery is vulnerable to extreme heat events, since high temperatures can cause mechanical failure of grid equipment, heat damage to electricity lines, and challenges related to high demand for electricity to power air conditioners.

The California Air Resources Board *Climate Change Scoping Plan* examines the primary greenhouse gas emissions sources in California, and the state's progress toward emissions reduction. Carbon dioxide is the primary GHG emitted in California, accounting for 84 percent of total GHG emissions (as of 2015).[1] Combustion of fossil fuels in the transportation sector is the single largest source of California's greenhouse gas emissions, followed by industry, and then electricity. While greenhouse gas emissions remain a concern, the state has made progress, achieving a 10 percent reduction in emissions since 2004. Vehicle emissions standards, an increasing portfolio of renewable energy sources, and other factors have contributed to these reductions in emissions.

At the local level, the goals, policies, and implementation measures in Roseville's General Plan constitute an incremental step. When they are implemented in coordination with efforts on a larger scale, from state to international efforts, they will contribute to counteracting the effects of climate change and reduce greenhouse gas emissions.

1 For more detail, please refer to the California Air Resources Board website: https://ww3.arb.ca.gov/cc/scopingplan/scopingplan.htm.



Strategies to reduce vehicular transportation and encourage pedestrian, bicycle, and transit access are particularly important, since transportation is the top source of ozone precursors and greenhouse gas emissions.

GOALS AND POLICIES

AIR QUALITY AND CLIMATE CHANGE

Goal AQ1.1 **Reduce local air pollutant emissions to assist with meeting and maintaining ambient air quality standards and minimizing public exposure to toxic or hazardous air pollutants and unpleasant odors.**

Goal AQ1.2 **Integrate air quality planning with the land use and transportation planning process.**

Goal AQ1.3 **Coordinate all forms of public transport to decrease vehicle miles traveled, while encouraging an increase in the commute vehicle occupancy rate.**

Goal AQ.4 **Increase the capacity of the pedestrian, bicycle, and public transportation systems and promote vehicular transportation that uses less-polluting fuels, such as electricity.**

Goal AQ1.5 **Provide adequate pedestrian and bicycle facilities for present and future transportation needs.**

Goal AQ1.6 **Promote a well-designed and efficient transit system.**

Goal AQ1.7 **Improve transit, bicycle, and pedestrian access to lessen dependence on automobile travel and reduce household transportation costs.**

Goal AQ1.8 **Reduce City greenhouse gas emissions, consistent with local, regional, and state goals.**

Goal AQ1.9 **Enhance Roseville's resilience to local impacts of climate change.**

AIR QUALITY – GENERAL

Policy AQ1.1 *Cooperate with other agencies to develop a consistent and an effective approach to reducing air pollution.*

Policy AQ1.2 *Work with the Placer County Air Pollution Control District to monitor air pollutants of concern on a continuous basis, and support Air District efforts to minimize emissions from stationary sources.*

Policy AQ1.3 *Projects that could generate or expose sensitive uses to substantial air pollutant concentrations should incorporate strategies to reduce exposure to such emissions using measures recommended by the Placer County Air Pollution Control District and other applicable, feasible strategies, as needed, to avoid significant air quality impacts.*

Policy AQ1.4 *As part of the development review process, develop mitigation measures to minimize stationary and area source emissions.*

Policy AQ1.5 *Coordinate with local and regional non-profits and other agencies to substantially increase Roseville's tree canopy, which serves as a natural air pollutant filtration system that can counter the urban heat island effect. Focus on neighborhoods without a tree canopy and areas prioritized for natural habitat restoration.*

CLIMATE CHANGE – GENERAL

Policy AQ1.6 *Require new development and City projects to reduce greenhouse gas emissions sources in the Planning Area consistent with the State's legislative framework, to the greatest degree feasible.*

Policy AQ1.7 *The City will participate in and support regional greenhouse gas reduction and adaptation programs that are consistent with the General Plan and have available funding.*

Policy AQ1.8 *Use the Multi-Hazard Mitigation Plan and regional collaborations to guide implementation of adaptation and resilience strategies associated with the anticipated local impacts of climate change.*

Policy AQ1.9 *Preserve and enhance carbon sequestration resources in the City to improve air quality and reduce net greenhouse gas emissions.*

Policy AQ1.10 *Improve overall health and sustainability of the community by reducing emissions of greenhouse gases that contribute to climate change.*

Policy AQ1.11 *Promote local purchase and use of electric vehicles through incentives and strategic expansion of charging infrastructure.*

AIR QUALITY AND CLIMATE CHANGE – LAND USE AND TRANSPORTATION

Policy AQ1.12 *Develop transportation systems that reduce vehicle emissions by improving the desirability of walking, bicycling, and public transportation relative to vehicular travel.*

Policy AQ1.13 *Identify feasible strategies to reduce transportation emissions from new projects and existing development within the Planning Area.*

Policy AQ1.14 *Encourage alternative modes of transportation, including pedestrian, bicycle, and transit use.*

Policy AQ1.15 *Promote and incentivize low-emissions vehicles and associated charging infrastructure, and pursue funding from state programs and other sources to facilitate local purchase and use of electric vehicles.*

Policy AQ1.16 *Implement land use policies that maintain and improve air quality and expand opportunities for transit-oriented development, which allows residents to significantly reduce vehicular transportation and associated air pollutant emissions.*

AIR QUALITY AND CLIMATE CHANGE – ENERGY CONSERVATION

Policy AQ1.17 *Conserve energy and reduce air pollutant emissions by encouraging energy efficient building designs and transportation systems and promoting energy efficiency retrofits of existing structures.*

Policy AQ1.18 *Promote building and transportation energy efficiency in new residential and commercial development by encouraging and incentivizing implementation measures early in the design and development process.*

Policy AQ1.19 *Encourage energy efficiency by identifying potential cost savings, resource, and health benefits.*

AIR QUALITY – HAZARDS

Policy AQ1.20 *Separate air pollution-sensitive land uses from sources of harmful air pollution.*

Policy AQ1.21 *Protect City residents from the risks involved in the transport, distribution, storage, use, and disposal of hazardous materials, and coordinate with other agencies and organizations to reduce existing sources of health risk.*

Policy AQ1.22 *Support improvements to diesel engines, limits on idling, and incorporation of technology and management practices that reduce harmful emissions at the Rail Yard.*

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CITY OF ROSEVILLE CALIFORNIA

V. OPEN SPACE AND CONSERVATION

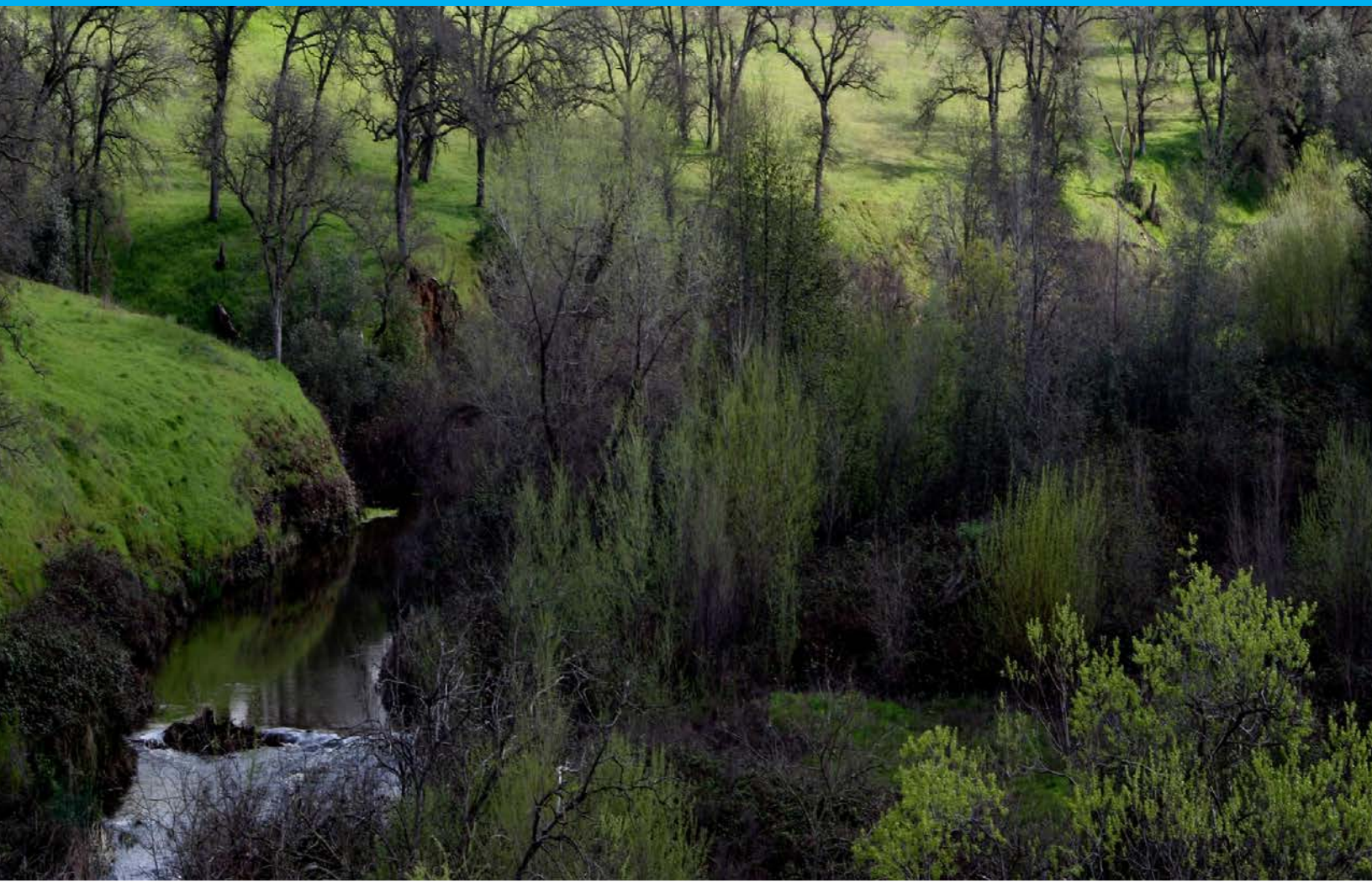


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OPEN SPACE AND CONSERVATION

PURPOSE

The Open Space and Conservation Element provides goals and policies intended to ensure the current and future preservation, enhancement, and management of natural resources in the City. It is the City's overarching goal for the Open Space and Conservation Element to preserve a comprehensive interconnecting system of open space, which encompasses the preservation and enhancement of natural habitat and significant resource areas, for the community's use, appreciation, and enjoyment.

SETTING

The City's open space setting is a highly valued part of the community's character and identity. Preserved natural resources provide both tangible and intangible benefits of aesthetic, habitat, cultural, public health and safety, economic, educational, and recreational value. Oak woodlands and riparian areas, for example, benefit the City by supporting diversity of species and providing aesthetic appeal to City residents. Long-term planning and management strategies in Roseville are designed to optimize these

various co-benefits of local open space. The City's natural resources need to be managed in a manner that benefits residents, while ensuring the long-term value and availability of the resources.

Open space in Roseville includes natural areas in oak woodland and riparian environments along the City's creek systems, recreational areas, and areas surrounding important cultural resources, floodways and floodplains, wetlands, and grasslands.[1] The City recognizes that open space land is limited and that the valuable natural resources associated with this open space must be conserved, wherever possible. State law requires each general plan to address open space and conservation, including the preservation, management, and efficient use of open space and natural resources.

ORGANIZATION

Given the strong interrelationship between open space and conservation issues, the City has chosen to combine discussion of these items into a single Open Space and Conservation Element.[2] This Element includes the following components:

- ***Open Space System*** defines the basic form, structure, and use of the City's open space system, with an emphasis on creating an interconnecting system of open space that balances natural preservation with human use. The open space system includes natural habitat, preserves, greenbelts, and park and recreation lands under public and private ownership.

- ***Vegetation and Wildlife*** identifies the primary components of the City's natural systems and defines their relationship to the open space network. The preservation and management of grasslands, oak woodlands, riparian areas, seasonal wetlands, and special-status species are discussed.

- ***Groundwater Recharge and Water Quality*** focuses on the preservation and protection of the City's groundwater and surface water quality. Domestic water supply and water conservation are addressed in the Water System and the Water and Energy Conservation components of the Public Facilities Element.

- ***Historic, Cultural, Tribal Cultural, and Paleontological Resources*** identifies Roseville's heritage, providing direction for the preservation, enhancement, and management of historic sites and buildings, as well as fossils that may have scientific value.

The topics addressed in this Element are also directly or indirectly covered in other Elements of the General Plan. For example, preserving open space can help to reduce flood risk, which is also addressed in the Safety Element. Open spaces in Roseville often feature bicycle and pedestrian facilities, which are a critical part of the Circulation Element. Policies in the Land Use Element that promote more efficient use of land allow the City to accommodate growth without converting important open spaces to urban use unnecessarily. Open space can be used to buffer sensitive uses from sources of air pollution and noise-generating land uses, strategies that can help meet goals outlined in the Air Quality and Climate Change and Safety Elements. The Open Space and Conservation Element should be used in combination with the other Elements to ensure full implementation of all General Plan resource-related policies.

Natural resource conservation is also important in the context of adaptation to a changing climate. Roseville's conservation efforts help protect wooded areas, enhance parkland, and plant and maintain the City's tree canopy – actions that can reduce the heat island effect. Since climate change will affect sensitive plant and animal communities, conservation efforts will need to consider adapting to future

[1] There are no prime farmlands or agricultural operations that generate significant principal income in Roseville. Mineral resources, consisting of sand and gravel, are limited and no mineral extraction operations exist or are anticipated in the future.

[2] Because of the important part that the City plays in energy and water conservation, these topics are addressed in the Public Facilities Element.

habitats. A more focused discussion of the City's policies related to climate change can be found in the Air Quality and Climate Change Element.

OPEN SPACE SYSTEM

Open space provides relief from urbanization and access to natural areas in and around the community. In addition, open space lands provide an opportunity for habitat preservation and enhancement. Roseville has numerous natural areas that serve open space functions primarily in oak and riparian environments along the City's creek systems.

The City intends to develop and maintain a comprehensive open space network that connects public and private open space lands and provides access to destinations throughout the community and surrounding areas. Although some of the designated open space resources may not be naturally contiguous, they bear a positive and direct relation to each other through the formation of connecting corridors. Providing linkages between these components allows for wildlife, pedestrian, and bicycle circulation, as well as other potential passive recreation and educational opportunities. A regionally linked system also allows for connections to adjacent communities.

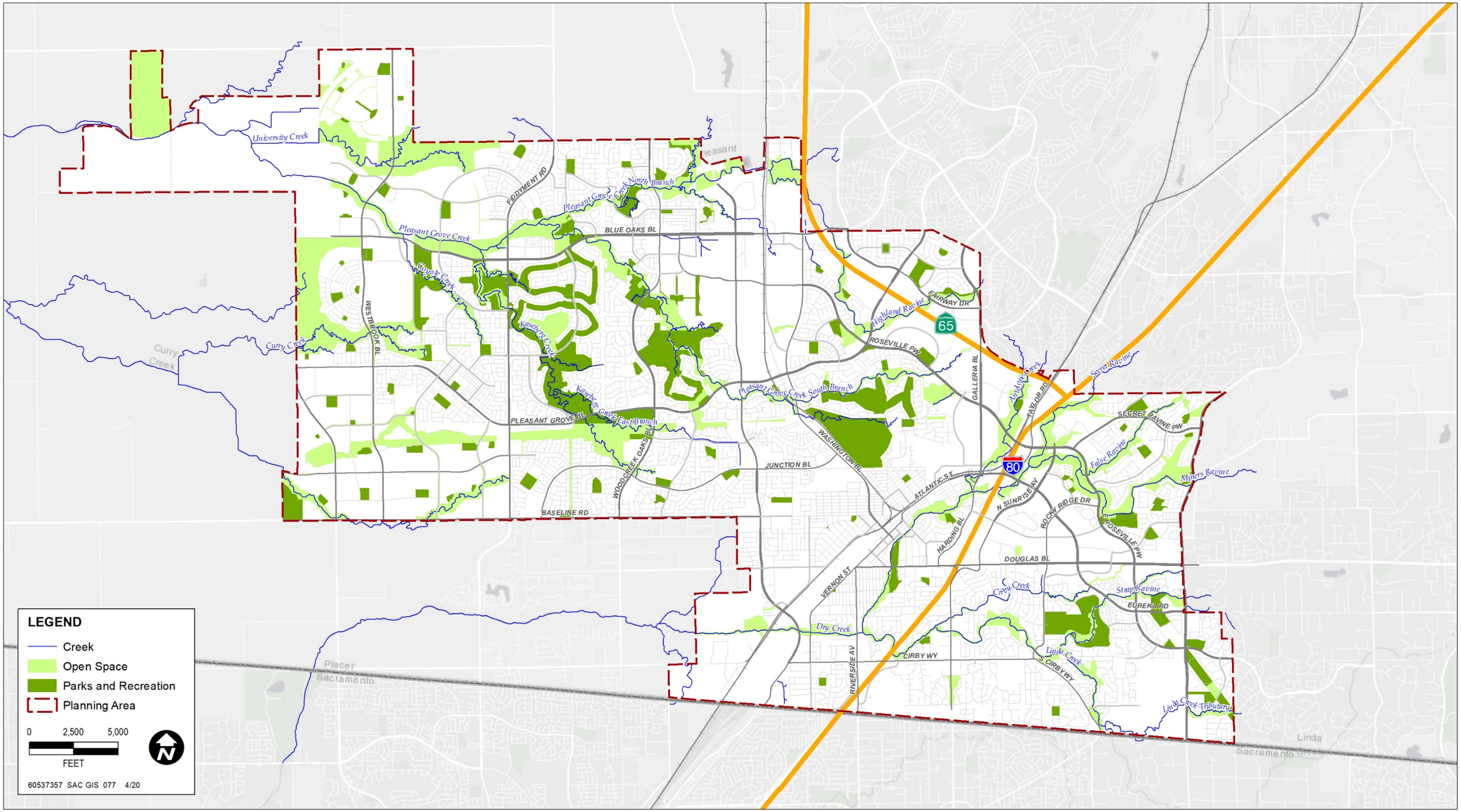
Preservation of open space and natural areas for habitat protection and enjoyment of Roseville citizens is a basic goal of the General Plan. Implementation of supporting programs, development standards, and guidelines will help preserve and enhance designated open space and natural habitat areas.

Roseville's overall open space system consists of a variety of natural and man-made elements, including land designated by the General Plan for open space, the majority of which is floodplains, wetland preserves, watershed areas, and associated woodlands. The General Plan Land Use Element identifies two land use categories: (1) Open Space and (2) Parks and Recreation. These designations are reflected in Figure V-1, Open Space Areas. Definitions for each can be found in the Land Use Element. The Open Space, Parks and Recreation, Floodway, and Floodway Fringe zoning districts further define allowable uses and limitations.

The City's open space system includes various preserve areas that were established as mitigation for development projects. The preserve areas are monitored and managed in accordance with the permit conditions of the U.S. Army Corps of Engineers, the U.S. Fish and Wildlife Service, and the corresponding City of Roseville Open Space Preserve Overarching Management Plan. State and federal resource agencies have indicated a preference for large-scale, off-site preservation for certain wetland habitats. Future open space and resource preservation strategies may require coordination with county, regional, state, and federal open space preservation and habitat conservation. These issues will require close interagency coordination.

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Figure V-1 | Open Space Areas


University Creek
Pleasant Grove Creek North Branch
Pleasant Grove Creek
Curry Creek
Kaseberg Creek
Kaseberg Creek East Branch
Pleasant Grove Creek South Branch
Antelope Creek
Secret Ravine
False Ravine
Miners Ravine
Strap Ravine
Orby Creek
Dry Creek
Linda Creek
Linda Creek Tributary
FOOTHILLS BL
FOOTHILLS BL
FOOTHILLS BL

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GOALS AND POLICIES

OPEN SPACE SYSTEM

Goal OS1.1 **Establish a comprehensive system of public and private open space, including interconnected open space corridors that include oak woodlands, riparian areas, grasslands, wetlands, and other open space resources.**

Goal OS1.2 **Utilize the open space system to connect neighborhoods within the City.**

Goal OS1.3 **Provide access to public open space areas through a network of pedestrian and bicycle trails that will be adequately managed and protected.**

Goal OS1.4 **Integrate, where feasible, passive recreational and educational opportunities with the protection of wildlife and vegetation habitat areas.**

Policy OS1.1 *Provide an interconnecting system of open space corridors that, where feasible, incorporate bikeways and pedestrian paths.*

Policy OS1.2 *Provide interconnected open space corridors between open space and habitat resources, recreation areas, schools, employment, commercial service, and residential areas.*

Policy OS1.3 *Work with adjacent jurisdictions to connect the City with regional open space and trail systems, providing a network of open space and habitat resources, pathways, and, where feasible, equestrian trails through the City to link nearby communities.*

Policy OS1.4 *Require all new development to provide pedestrian and bicycle linkages to existing and planned open space systems. Where such access cannot be provided through the creation of open space connections, identify alternative linkages.*

Policy OS1.5 *Provide access to public open space resources except in those areas determined by the City to be sensitive to human presence.*

Policy OS1.6 *Take into account natural habitat areas when designating access to and preserving open space areas. Identify alternate locations and design for access where sensitive habitat areas have the potential to be adversely impacted.*

Policy OS1.7 *Consider alternatives to City ownership and management of open space preserve areas.*

Policy OS1.8 *Maximize opportunities for preservation and maintenance of open space resources, including establishment of private open space areas. Consider coordination with non-profit organizations and investigate the potential for conservancy ownership and/or management of open space areas.*

Policy OS1.9 *Provide opportunities for public education through the City's public open space system, natural resource areas, and parks and recreation facilities.*

Policy OS1.10 *Where feasible, entryways into Roseville shall incorporate the preservation of natural resource areas, such as oak woodland, riparian, and grassland areas, as a way of defining the City's boundaries and identity.*

Policy OS1.11 *Consider the use of open space for the location of flood control facilities, where such facilities allow compatible passive recreational use and resource preservation.*

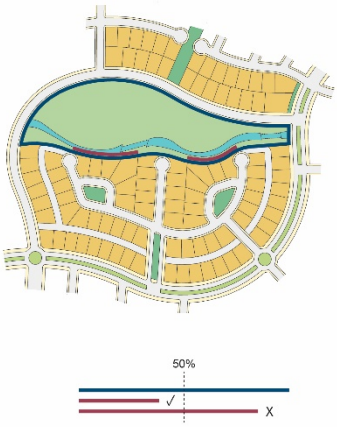
Policy OS1.12 *In new development, properties adjoining open space should be oriented toward this open space in order to reduce maintenance, security, and aesthetic concerns. Not more than 50 percent of residential and non-residential properties, as measured by the length of adjoining parcel boundaries, should back up to adjacent open space.*



A. Calculate the outer boundary of designated open space



B. Calculate length of the back of properties that back onto designated open space



B must be ≤ 50% of A

VEGETATION AND WILDLIFE

Vegetation and wildlife resources are an important component of the overall Open Space System. These resources have been the historic focus of preservation efforts in Roseville. For woodland, riparian areas, and wetlands, the priority is to avoid impacts. If avoidance is not feasible, these resources would be preserved in an amount that ensures no net loss. Preservation efforts will require close coordination with the California Department of Fish and Wildlife, California Regional Water Quality Control Board, U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service and Environmental Protection Agency and any on-going "landscape level" conservation planning efforts.

Habitat Types

Vegetation and wildlife resources found in Roseville can be broadly classified by habitat types, including the following (see Figure V-2):

- ***Annual Grasslands.*** Large tracts of annual grasslands are concentrated in the western portion of the Planning Area adjacent to and overlapping agricultural lands and open space preserves. Grasslands in the Planning Area are dominated by nonnative grasses and grassland habitat supports a relatively modest diversity of wildlife species and a prey base for raptors and other predators.

- ***Oak Woodland/Savannah.*** Oak woodlands and savannahs occur as scattered patches throughout the Planning Area along the outer edges of riparian corridors and as small stands within agricultural, grassland, and vernal pool habitats. These habitats are dominated by native oak trees, including blue oak, valley oak, and interior live oak. Oak woodlands and savannahs provide important wildlife resources, including food, cover, shade, roosting, and breeding sites. Oak trees produce an abundance of acorns, which are an essential part of the diets of many species of native wildlife. The City regulates the protection of its native oak trees through the Tree Preservation Ordinance. This ordinance includes standards that limit disturbance within the protected zones of oaks and emphasizes protection of trees. Where avoidance is not feasible, mitigation is required on an inch-for-inch basis.

- ***Riparian and Creek Areas.*** Riparian areas support wide biological diversity. Situated along and within the City's creeks and water courses, the riparian corridors are a source of food and water and provide cover, nesting sites, and migration and dispersal corridors for wildlife, as well as flood protection and natural filtering that improves air and water quality. The oak woodland areas and riparian and creek habitats are valuable City resources, not only because of the diversity of species they support but also because of their natural open space and aesthetic values. Creek and riparian areas are managed according to the Roseville Creek and Riparian Management and Restoration Plan, which provides standards for creek and riparian area management and enhancement and is a component of the City's Open Space Preserve Overarching Management Plan.

- ***Seasonal Wetlands.*** Many of the wetland areas found in Roseville are seasonal in nature, receiving, retaining, or transporting water only during the wet season. Two primary types of seasonal wetlands are found in the City: intermittent drainages and vernal pools. Most intermittent drainages are wet only during the winter, transporting run-off. They typically are dry during the summer with scattered ponds but may contain water from adjacent urban runoff. Vernal pool complexes consist of uplands and ephemeral wetlands and drainages (i.e., vernal pools and swales). Vernal pools represent a significant seasonal wetland resource in Roseville. They are unique not only due to their limited natural occurrence and distribution but also because of the unique native plant and animal species they support. Numerous plant and animal species found in the Planning Area are endemic to vernal pools, and include several special-status species, such as dwarf downingia, Boggs Lake hedge hyssop, and the vernal pool fairy shrimp.

Special-Status Species

A “special status” species is one that has been identified as having relative scarcity and/or declining populations. Special status species include those formally listed as Threatened or Endangered, those proposed for formal listing, candidates for federal listing, and those classified as species of special concern or species of concern. Also included are those species considered to be “fully protected” by the California Department of Fish and Wildlife, those granted “special animal” status for tracking and monitoring purposes, and those plant species considered to be rare, threatened, or endangered in California by the California Native Plant Society (CNPS).

The sensitive plant species that may be found within Roseville are primarily associated with vernal pool environments. Vernal pools in the City may also contain federally listed endangered vernal pool tadpole shrimp and federally listed threatened vernal pool fairy shrimp.

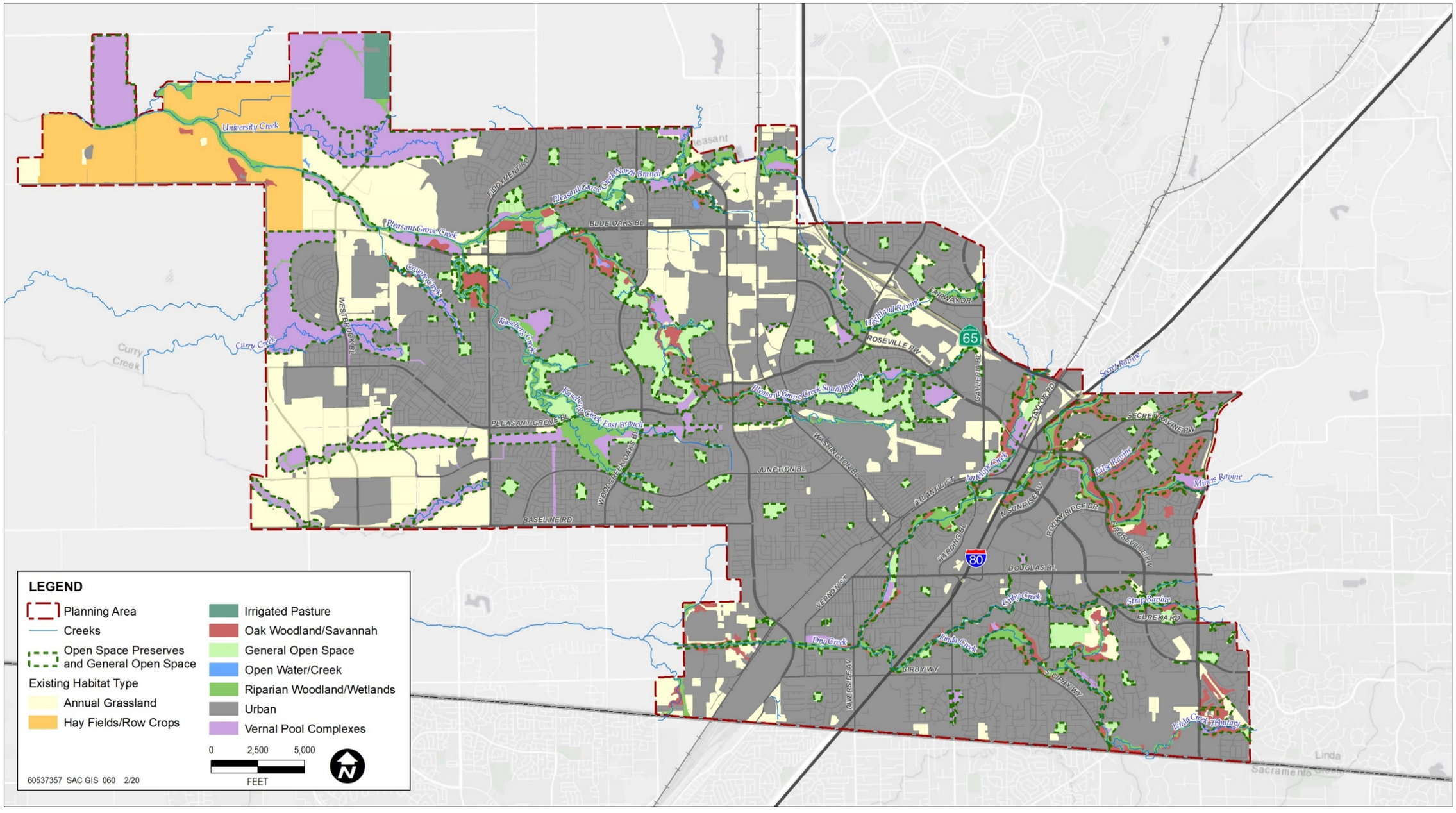
Anadromous chinook salmon and Central Valley steelhead are known to be present seasonally in Dry Creek and its upper tributaries. Many anadromous fish species are listed not as a species but as Evolutionarily Significant Units, Distinct Population Segments and/or based on the spawning run season. The California Central Valley steelhead Distinct Population Segment is federally threatened. Chinook salmon within the Central Valley Fall/Late Fall-Run are listed as a candidate species. Though not listed via the Endangered Species Act, the Chinook salmon Central Valley fall/late-fall run Evolutionarily Significant Unit is a federal species of concern and a state species of special concern.

Also known to occur is the federally threatened valley elderberry longhorn beetle; western spadefoot, a state species of special concern; Cooper’s hawk, which is on the California Department of Fish and Wildlife watch list; western burrowing owl, a state species of special concern; ferruginous hawk, which is on the California Department of Fish and Wildlife watch list; Swainson’s hawk, a state threatened species; northern harrier, a state species of special concern; white-tailed kite, which is a fully protected species; bald eagle, which is a state endangered and fully protected species; loggerhead shrike, which is a state species of special concern; long-billed curlew, which is on the California Department of Fish and Wildlife watch list; and purple martin, a state species of special concern. In addition to the federal or state-classified rare or endangered wildlife species known to inhabit Roseville, favorable habitats for other listed species can be found in the Planning Area. Other special status species potentially present in Roseville include pincushion navarretia, Sanford’s arrowhead, tricolored blackbird, a state threatened species; Grasshopper sparrow, a state species of special concern; short-eared owl, a state species of special concern; pallid bat, a state species of special concern; Townsend’s big-eared bat, a state species of special concern; and American badger, a state species of special concern.



Oak woodlands and savannahs occur as scattered patches throughout the Planning Area along the outer edges of riparian corridors and as small stands within agricultural, grassland, and vernal pool habitats.

Figure V-2 | Habitat Types



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VEGETATION AND WILDLIFE

Goal OS2.1 **Preserve, protect, and enhance a significant system of interconnected natural habitat areas, including creek and riparian corridors, oak woodlands, wetlands, and adjacent grassland areas.**

Goal OS2.2 **Maintain healthy, well-managed, and connected habitat areas that maximize the potential for habitat preservation and compatible recreation, and visual experiences.**

Goal OS2.3 **Protect special-status species and other species that are sensitive to human activities.**

Policy OS2.1 *Incorporate existing trees into development projects with an emphasis on avoiding the removal of groupings or groves of trees. Where preservation is not feasible, continue to require mitigation for the loss of removed trees.*

Policy OS2.2 *Preserve and restore continuous riparian corridors and adjacent habitat along the City's creeks and waterways.*

Policy OS2.3 *Require dedication of the City's Regulatory Floodplain (as defined in the Safety Element) or comparable mechanism to protect habitat and wildlife values in perpetuity.*

Policy OS2.4 *Require preservation of contiguous areas in excess of the City's Regulatory Floodplain, as defined in the Safety Element, as merited by special resources or circumstances. Special circumstances may include, but are not limited to, sensitive wildlife or vegetation, wetland habitat, oak woodland areas, grassland connections in association with other habitat areas, slope or topographical considerations, recreation opportunities, and maintenance access requirements.*

Policy OS2.5 *Limit recreation activities within the City's Regulatory Floodplain, as defined in the Safety Element, and require appropriate setback areas for trails and other public recreation uses so that natural resource areas are not adversely impacted.*

Policy OS2.6 *Provide for the protection and enhancement of native fishery resources, as informed by continued coordination with the California Department of Fish and Wildlife .*

Policy OS2.7 *Require consistency with the City of Roseville Open Space Preserve Overarching Management Plan for dedication and management of on-site wetland mitigation as part of new development.*

Policy OS2.8 *Consider off-site mitigation for federally non-regulated wetlands, provided that such mitigation will provide comparable habitat values.*

Policy OS2.9 *Limit the access of pedestrians and cyclists to vernal pool and wetland areas so that access is compatible with long-term protection of these natural resource areas, consistent with the City's Open Space Preserve Overarching Management Plan.*

Policy OS2.10 *Manage public open space preserves that can provide habitats for special-status species to encourage propagation of the species and discourage spread of non-indigenous, invasive species, consistent with the City's Open Space Preserve Overarching Management Plan.*

Policy OS2.11 *Habitat preservation and mitigation for woodlands, creeks, riparian, and seasonal wetland areas should occur within the defined boundaries of the impacting projects where long-term resource viability is feasible and desirable, consistent with applicable state and federal permits.*

Policy OS2.12 *Consider the use of City property for habitat preservation and mitigation requirements resulting from new development proposals when such efforts do not conflict with existing resources, recreational opportunities, or other City goals, policies, or programs.*

Policy OS2.13 *Work with adjacent jurisdictions, regulatory agencies, and community organizations to explore opportunities for regional mitigation banking.*



The City's open space setting is a highly valued part of the community's character and identity.

GROUNDWATER RECHARGE AND WATER QUALITY

Roseville is located within portions of three major drainage basins: the Pleasant Grove Creek Basin, the Curry Creek Basin, and the Dry Creek Basin. Although identified as a separate watershed, Curry Creek is a tributary of the Pleasant Grove Creek basin. Pleasant Grove Creek and its tributaries drain most of the western and central areas of the City north of Baseline Road, and Dry Creek and its tributaries drain the remainder of the City. The Dry Creek system has year-round flows in its major water courses, while the Pleasant Grove system is intermittent, with only seasonal flows at locations east of the Pleasant Grove Wastewater Treatment Plant and year-round flows west of the plant. The primary stream systems and drainage basins in the City are reflected in Figure V-3.

Most major stream areas within Roseville are protected by City policy that requires dedication and prohibits development of the City's Regulatory Floodplain. There are exceptions in some infill areas, where historic encroachment of development has occurred and there is private ownership of some floodplain areas. Many of the streams in Roseville are found in their natural state. Limited sections of others have been channelized.

Development, Water Quality, and Groundwater Recharge

Urbanization has a substantial impact on water quality both short and long-term. Development results in an increase in impervious surfaces, such as roofs, streets, sidewalks, and storm drains. These impervious surfaces combine to decrease infiltration opportunities and (depending upon soil type) may increase the volume and rate of runoff. Increased runoff velocity adds to the potential for channel erosion resulting in increased sediment into the watercourses. In addition, sediment deposited in streams from construction-related activities results in degradation of spawning, rearing, and food producing habitat. Removal of riparian vegetation can have significant impacts by increasing stream temperature and reducing the input of biologic materials into the streams.

The runoff from urbanization, which enters the watercourses, may lead to long-term impacts to water quality. Reduction in permeable surface areas limits the percolation and associated filtration processes beneficial to water quality. Urban runoff from surfaces such as streets, parking lots, driveways, and landscaped areas typically includes oil, grease, heavy metals, pesticides, herbicides, fertilizers, and sediments. Increases in urban runoff have been shown to affect, among other things, aquatic habitat.

Urbanization can also impact groundwater recharge and quality. Roseville, along with a majority of the Sacramento and South Placer area, is located above the north central portion of California's Central Valley groundwater basin. This aquifer is an extensive system of different groundwater basins extending from Red Bluff to Bakersfield. Pollutants found in urban runoff can leach into aquifers impacting groundwater quality. Increased impervious surfaces associated with urbanization, particularly in areas of high recharge potential, impact percolation opportunities. Groundwater supplies are naturally recharged by rainwater that reaches the subsurface saturated zone of the soil. The rate and quantity of water reaching the saturation zone depends on factors that include the amount and duration of precipitation, soil type, moisture content of the soil, and vertical permeability of the unsaturated zone. The Roseville area is composed of several soil types with three main geologic formations. Water permeability varies with each of the formation types. In general, the primary locations for potential groundwater recharge are along the City's major watercourses.

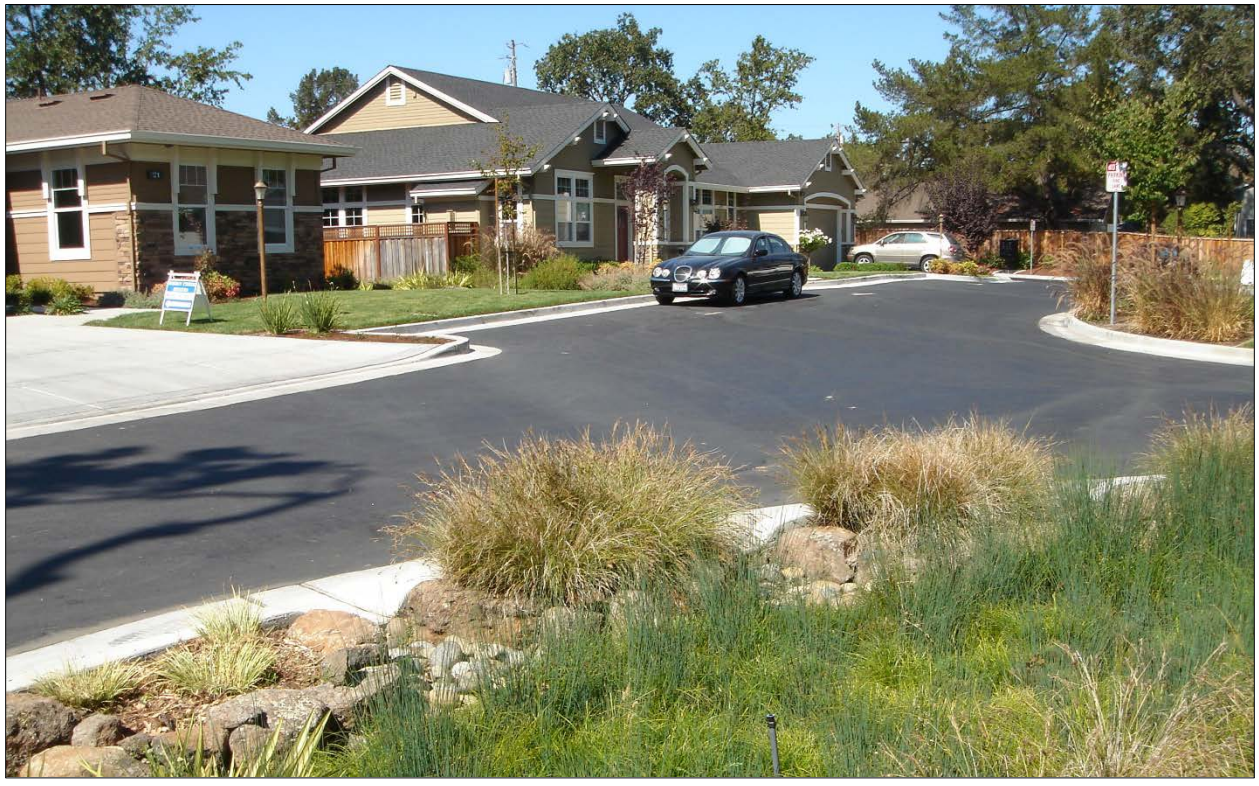
Climate Change Resiliency

Changes in precipitation patterns and the increased incidence of droughts have been identified as a potential effect of climate change, further necessitating proactive policies and programs, such as Roseville's Stormwater Ordinance and Aquifer Storage and Recovery Program. The City's Aquifer Storage and Recovery Program enhances sustained use of the groundwater in conjunction with surface water supplies, while providing a backup water supply during critically dry years, consistent with the City's

commitments contained in the Water Forum Agreement. The program is designed to inject and store surplus drinking water in the underlying aquifer during periods of normal and above normal precipitation. This stored drinking water would be extracted and used to meet peak demands during dry years. At full buildout, the City envisions a network of up to 12 groundwater injection wells that could store up to 10,000 acre-feet per year of water.

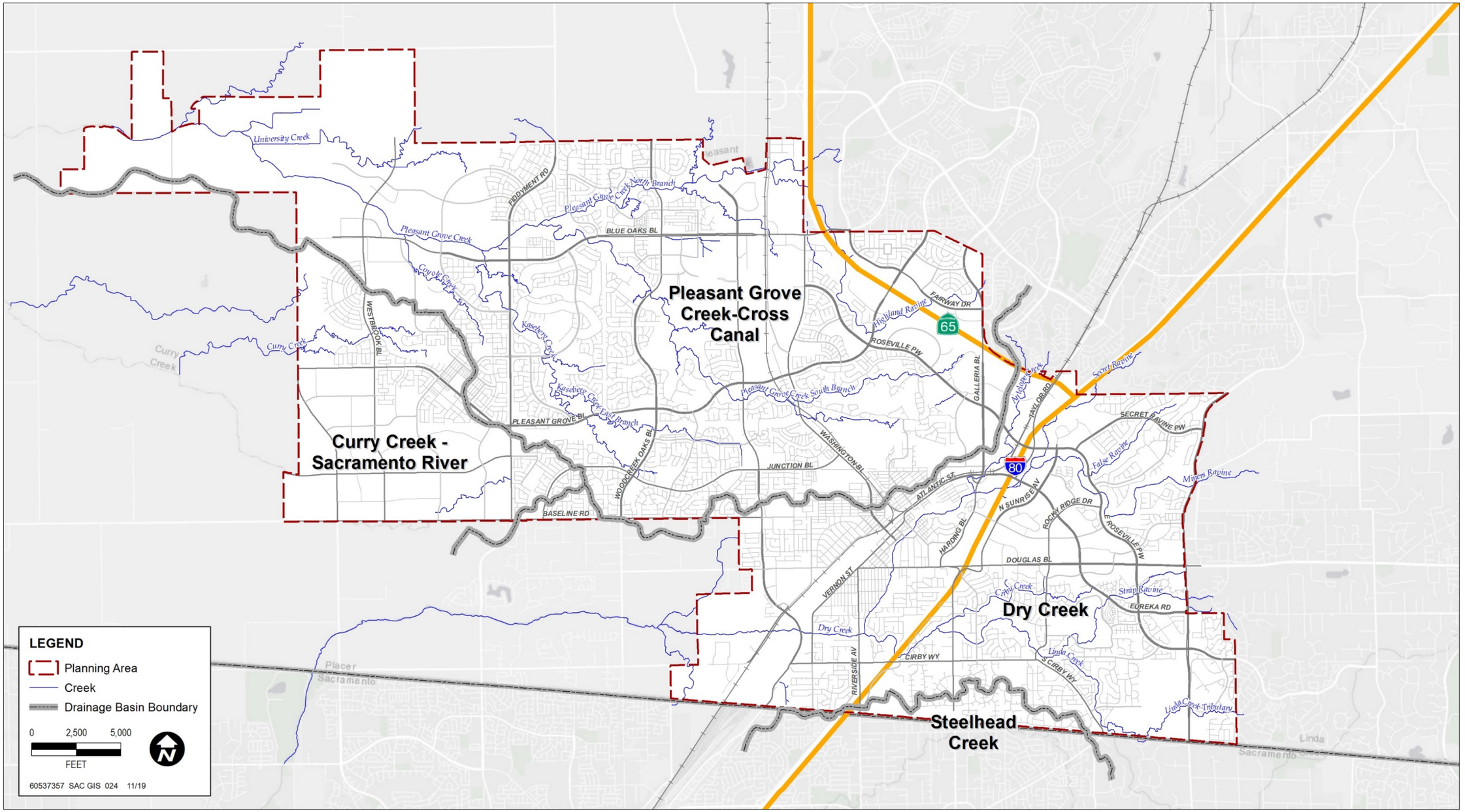
Water Quality Best Management Practices

The City has and will continue to comply with Environmental Protection Agency stormwater management regulations as enforced by the State Water Resources Control Board and the Regional Water Quality Control Board. These regulations include requirements for National Pollutant Discharge Elimination System (NPDES) Phase II permits. Roseville promotes the use of cost-effective urban run-off controls, including Best Management Practices, to reduce pollutants from entering the waterways. These practices include the use of oil and sand separators, grassy swales, detention ponds, vegetative buffers, and other source control, housekeeping, and treatment measures. The City's development standards incorporate state and regional guidance to protect the City's water resources and water quality related to urban run-off, monitoring of groundwater, and protection of waterways and recharge areas.



The City promotes cost-effective urban run-off controls, such as low impact development (above) and naturalized stormwater management features, to reduce the rate of stormwater runoff and limit urban pollutants from entering the watercourses.

Figure V-3 | Primary Stream System and Drainage Basin Boundary



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GOALS AND POLICIES

WATER QUALITY AND GROUNDWATER RECHARGE

Goal OS3.1 **Continue to improve surface water quality and accommodate water flow increases.**

Goal OS3.2 **Enhance the quantity and quality of groundwater resources.**

Policy OS3.1 *Utilize cost-effective urban run-off controls, including Best Management Practices, such as low impact development and naturalized stormwater management features, to reduce the rate of stormwater runoff and limit urban pollutants from entering the watercourses.*

Policy OS3.2 *Implement erosion control and topsoil conservation measures to limit sediments within watercourses.*

Policy OS3.3 *Ensure a buffer area between waterways and urban development to protect water quality and riparian areas.*

Policy OS3.4 *Continue to monitor and participate in, as appropriate, regional activities affecting water resources, groundwater, and water quality.*

Policy OS3.5 *Continue to monitor groundwater resources and investigate strategies for enhanced sustainable use. Areas where recharge potential is determined to be high shall be considered for designation as open space.*

Policy OS3.6 *Where feasible, locate stormwater retention ponds in areas where subsoil is suitable for groundwater recharge.*



In general, the primary locations for potential groundwater recharge are along the City's major watercourses.

HISTORICAL, CULTURAL, TRIBAL CULTURAL, AND PALEONTOLOGICAL RESOURCES

Prehistory

Prior to exploration by Spanish explorers and American trappers, the Roseville region was inhabited by the Valley Nisenan. The term Nisenan ("of us" or "from our side") is applied to the Southern Maidu Indians who made their home along drainages of the American, Yuba, and Bear Rivers and the lower reaches of the Feather River. Two large, permanent Nisenan sites have been identified within the City – these sites are located within Maidu Regional Park. Numerous smaller archaeological sites have been identified throughout Roseville. Many of the sites contain shallow midden deposits and bedrock mortar milling stations.

The City operates the Maidu Museum & Historic Site. This center incorporates the significant archaeological resources found in the area and provides interpretive information for residents. The museum has interpretive school tours that align with the 3rd and 4th grade state curriculum and 3rd Saturday evening programs representing the California Native Community.

History

Outside exploration of the region was first recorded in the early 1800s. This included explorations conducted by Gabriel Moraga between 1806 and 1808 and fur trapping expeditions led by Jed Smith in 1827 and 1828. The discovery of gold in 1848 brought over 10,000 people to Placer County, establishing Roseville as a railroad town and a local commerce center. Building materials, mining equipment, livestock staples, and other major commodities were delivered to the region by railroad. Roseville prospered as a principal rail head that provided the frontier towns with goods and services. By 1854, agricultural and ranching pursuits (fruit, grain and beef stock) had begun in the area.

Traces of Roseville's ranching and mining past are still evident today. Holdings of the Spring Valley Ranch were enclosed by rock walls built by Chinese laborers. Several of these walls can still be found in the City. In addition, numerous historic features, including ditches, pits, small mounds, and low terraces exhibit evidence of historic mining operations along several of the City's creeks. An inventory of significant historic sites has been prepared by the Roseville Historical Society. Three local sites, the Haman House, the Maidu Indian sites, and Fiddyment Ranch are listed on the National Register of Historic Places.

Paleontology

The Planning Area has geologic formations that have yielded scientifically valuable fossils and have the potential for future discovery of paleontological resources. In Roseville, the Modesto, Riverbank, Turlock Lake, Mehrten, and Ione Formations are at the surface in the majority of the Planning Area and have yielded thousands of important fossils throughout the Central Valley. Exposures of a specific rock formation at any given site are most likely to yield fossils that are similar to those previously recorded from the rock formation in other locations. Therefore, the paleontological sensitivity of a rock formation is based on the types and numbers of fossils that have been previously recorded from that rock unit.

ARCHAEOLOGICAL, HISTORICAL, CULTURAL, TRIBAL CULTURAL, AND PALEONTOLOGICAL RESOURCES

Goal OS4.1 Strengthen Roseville's unique identify through the protection of its archaeological, historic, paleontological, and tribal cultural resources.

Policy OS4.1 *Consult with local Native American Tribes that are traditionally and culturally affiliated with resources that could be affected by City plans or projects, identify areas that may be of cultural or tribal cultural significance, and determine appropriate treatment for the areas.*

Policy OS4.2 *When items of historical, cultural, or archaeological significance are discovered within the City, a qualified archaeologist or historian shall be called to evaluate the find and to recommend proper action.*

Policy OS4.3 *When feasible, incorporate significant archaeological and tribal cultural resource sites into open space areas.*

Policy OS4.4 *The City shall coordinate with the appropriate federal, state, local agencies, and Native American Tribes upon discovery of artifacts. The City shall offer the Maidu Museum & Historic Site as a temporary housing location for artifacts that are discovered and subsequently determined to be "removable."*

Policy OS4.5 *Preserve and enhance Roseville's historic qualities through the implementation of the Downtown and Riverside Gateway Specific Plans.*

Policy OS4.6 *The preservation of buildings and other resources that have historical or architectural value should be considered, and the City will support willing private property owners in the preservation, maintenance, and/or renovation of significant historic resources, consistent with applicable Department of the Interior historic preservation standards.*

Policy OS4.7 *Participate in countywide inventories of historical sites.*

Policy OS4.8 *Encourage public activities, including the placement of monuments or plaques, that recognize and celebrate historic sites, structures, and events.*

Policy OS4.9 *Pursue funding for cultural, archaeological, and historic programs and activities.*

Policy OS4.10 *Provide opportunities for public awareness and education through coordination with the Roseville Historical Society, local schools, and culturally affiliated California Native American tribes.*

Policy OS4.11 *Provide guidance to construction personnel for recognizing paleontological resources and when items of paleontological significance are discovered within the City, a qualified paleontologist shall be called to evaluate the find and to recommend proper action.*

Policy OS4.12 *The City will continue to coordinate with Native American Tribes that are traditionally and culturally affiliated with resources in the Planning Area on management of, and access to City properties that have Tribal Cultural Resources.*

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CITY OF ROSEVILLE CALIFORNIA

VI. PARKS AND RECREATION



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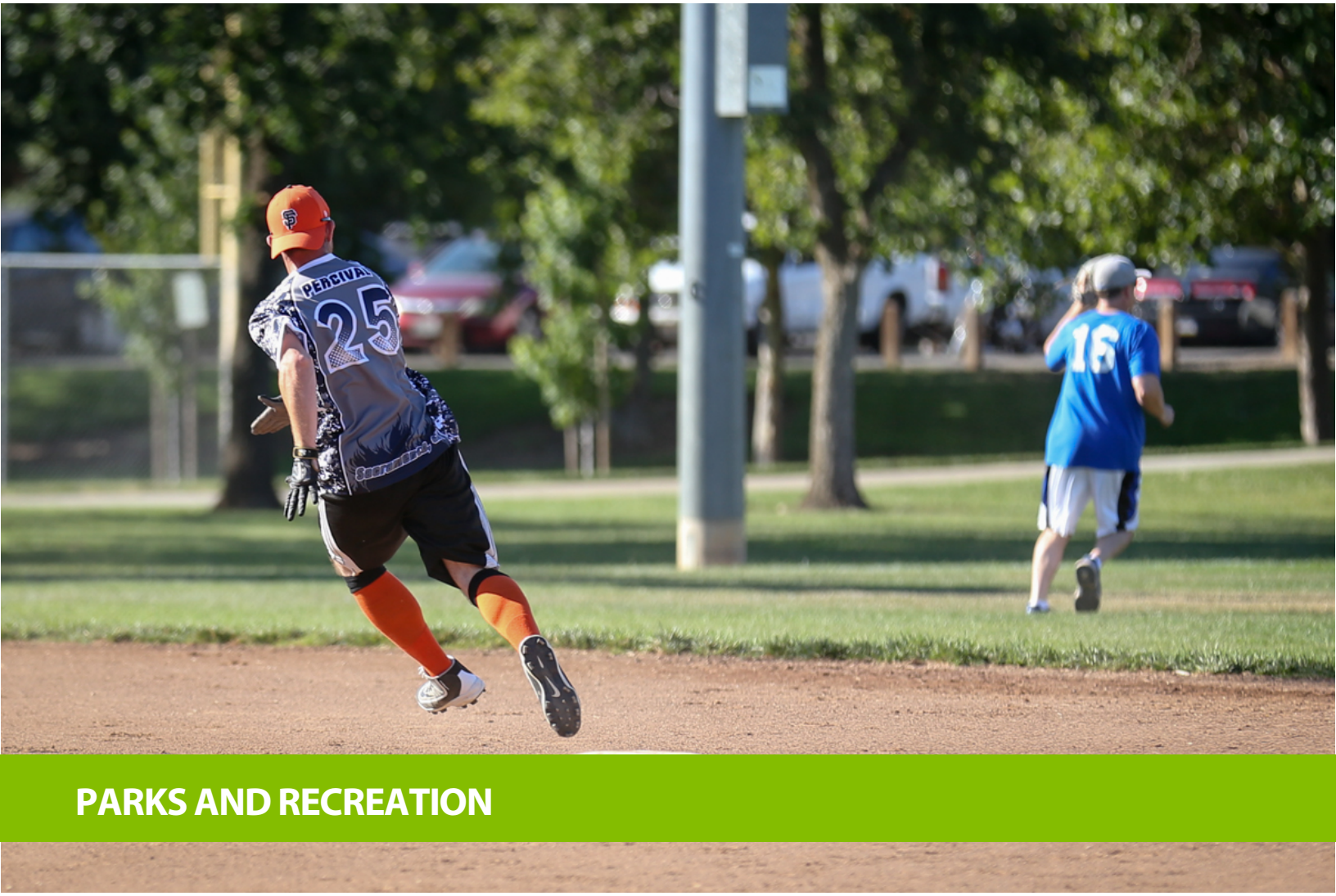
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PARKS AND RECREATION

PURPOSE

The presence of accessible, appropriately programmed, well-designed parks and recreation facilities contributes to the quality of life in the community. Parks serve as the setting for a number of important recreational, economic and social functions. In addition, parks help to preserve natural features, scenic areas, and cultural and historic resources that are vital to the City's environmental health and sense of place. The City is committed to implementing sustainable programs to address conservation of natural resources. Urban parks and open space areas can help to reduce the potential effects of climate change through absorbing carbon in trees and landscapes, supporting natural stormwater management, lessening the urban heat island effect, and providing other environmental and social co-benefits.

It is the underlying goal of the Parks and Recreation Element to provide a variety of both passive/informal/self-directed and active/formal/programmed recreational opportunities for all City residents.

SETTING

A discussion of parks and recreation would generally be included as a State law requirement in the Open Space Element of the General Plan. However, Roseville's commitment to providing a high level of public facilities and services has prompted the desire for a separate Parks and Recreation Element. Although separate, the Parks and Recreation Element is closely linked with the Open Space Element. Lands designated for parks and recreation uses provide an important component of the overall open space network. At the same time, open space areas of Roseville, while not classified as traditional "active" parklands, possess some recreational value. Open space areas can include trails and multi-use paths for cyclists, pedestrians, and non-motorized vehicle use. These open space areas represent an integral component of the City's plan to provide both passive and active recreational opportunities that are the focus of this Element.[1]

Roseville's park and recreation facilities are operated by the City of Roseville Parks, Recreation & Libraries Department. The Department is responsible for the development and maintenance of the City's various recreational facilities, including community centers/libraries (Maidu Regional and Mahany), parks, public golf courses, public swimming pools, and open space areas. In addition, the Department manages a full range of recreation programs and community events for the residents of the community.

The City of Roseville has an adopted standard of nine acres of parkland per 1,000 residents and defines "parkland" to include public developed parks, recreational open space, and joint-use, park-school facilities. The nine-acre standard is further divided into six acres of developed parks per 1,000 residents and three acres of open space per 1,000 residents. As of the writing with this document, the City is meeting the parkland standard.

While the parkland standard is calculated on a citywide basis, park and recreation facilities are not evenly distributed throughout the City. In general, areas of the City developed through Specific Plans meet or exceed the park acreage standard, while areas of the City that were developed prior to adoption of the parkland standard are often below the standard levels. Through implementation of this General Plan, the City will increase access to park and recreational opportunities in types and amounts that are appropriate for Roseville's diverse neighborhoods.

Many of the City's residents live within close proximity to developed park space where programmed recreational activities can occur. Additional park space can be provided in underserved areas through development of other recreational opportunities.

Parkland Definitions

The components of Roseville's park and recreation system are described further in the following sections, including descriptions of:

- Traditional Parklands
- Open Space Lands
- Other Green Space

[1] Passive parkland is typically informal, in some instances, undeveloped or relatively less developed space that requires minimal development. Passive parkland can be included in neighborhood or pocket parks and offers less structured recreational activities that require little or no specialized facilities or management, such as walking and jogging, hiking and nature walks, wildlife viewing and bird watching, painting, picnicking, and photography. Active parkland accommodates structured recreational activities, such as organized sports, that generally require specialized facilities and management that may restrict general use of the park.

- Other Recreational Facilities

TRADITIONAL PARKLANDS

Traditional parklands refer to City-owned sites that provide a variety of active and passive recreational spaces and facilities. These sites are the type of facilities most people envision when describing a park. Traditional parklands typically include formal/programmable facilities, such as ball fields, multi-use turf areas, hard court areas, and informal/self-directed amenities, such as walking and bicycling paths, non-programmed turf areas, and picnic and play areas. Such areas are normally counted on a 1:1 ratio toward the nine (9) acres per 1,000 population standard.

The City has classified its traditional parkland sites into a hierarchy of three primary categories. These include neighborhood parks, neighborhood/school parks, and citywide (regional) parks. The hierarchy is based on a number of factors, including the size of the site, facilities provided, location, and area served.

- **Neighborhood Park.** Typical Size Range: 3–5 acres. One hour to one-and-a-half hour stay per visit. A neighborhood park is generally a landscaped park designed to serve a concentrated population or neighborhood. They are often developed as a recreation facility with a balance of passive/informal/self-directed and active/formal/programmable recreation areas serving all ages. Typical improvements are play areas, picnic tables (covered or uncovered), practice athletic fields, multi-use turf, hard courts, natural areas, pathways, security lighting, and in some cases, unique or single-purpose amenities.

- **Neighborhood/School Park.**[2] Typical Size Range: 5–10 acres. Two- to three-hour stay per visit. School park areas are facilities developed adjacent to school land that is also available for public use. Facilities would focus on clustering active ball fields, whenever possible, in order to alleviate impacts to neighborhood parks and to provide more cost-effective maintenance practices. The facilities may be jointly used and/or developed. They are often developed as an active/formal/programmable recreation facility serving all ages. Typical facilities may include play areas, athletic fields (non-lighted, except adjacent to high school sites), picnic areas, hard courts, game courts, pathways, and security lighting. Shared or joint-use facilities could include swimming pools, splash pads, gymnasiums, hard courts, sports courts, and specialty elements. Restrooms may be included, but are not required. The facilities could be subject to use restriction and/or maintenance agreements defined in a specific joint-use agreement between the subject school district and the City.

- **Citywide Park.** Typical Size Range: 4–200+ acres. Half- to full-day recreational experience. Citywide parks are designed to accommodate a wider variety and higher intensity of recreational uses than neighborhood or neighborhood/school parks, and are frequently identified as unique recreational centers serving the entire City and/or region. These facilities are designed to "cluster" active sport elements to accommodate citywide or regional needs, such as tournaments, special events, and/or sports tourism, and to provide more cost-effective maintenance practices. These parks may include unique recreational amenities, such as plazas, town centers, large specialty recreation facilities, swimming pools, splash pads, libraries, community centers, outdoor areas, competitive sports complexes, tennis courts, sports courts and sports lighting, concessions, nature centers, large children's play areas, large group picnic facilities, trail systems, transit stops, outdoor amphitheaters, water-oriented facilities for boating, swimming, and fishing, restrooms, and park-and-ride within parking lots. Citywide facilities may be stand-alone or located adjacent to schools.

OPEN SPACE LANDS

Open space areas are defined as wetlands, vernal pool preserves, oak woodlands, watershed/riparian areas, and greenbelts. These lands may be used as passive/informal/self-directed recreation for visual and aesthetic enjoyment. In addition, such areas may accommodate bikeway or other multi-use trail

[2] The multi-use of school and park facilities is also addressed in the school component of the Public Facilities Element.

connections. Open space areas also provide value in terms of counteracting the effects of climate change and protecting special-status species and their habitat.

Recognizing that open space lands provide recreational opportunities, the City has identified these lands as having potential recreational value in meeting the park acreage standard. “Recreational value” is primarily defined as a measure of public accessibility to both active and passive/informal/self-directed recreational opportunities. This value may be increased through improvements, including bike trails, pedestrian pathways, interpretive displays, signage, and other improvements that increase use, accessibility, environmental education, and value for recreational users.

Open space lands that satisfy the City’s requirement for recreational status could qualify as parkland. The City has designated a ratio of 1:1 for open space acreage (i.e., wetlands, lower watershed and riparian areas, greenbelts, oak woodlands) toward the provision of the nine acres per 1,000 residents parkland standard, up to a maximum of 3 acres of the total 9 acres required.

This system gives the City flexibility in meeting future recreational needs and recognizes the role open space plays in providing recreation opportunities. The Parkland Development section in this Element lists the conditions and type of parklands and facilities that may be considered to be applied to the parkland dedication standards.

OTHER GREEN SPACE

- **Paseos.** Paseos promote walking and biking by establishing connectivity between residences and parks, schools, local businesses, trail systems, and other destinations. They may include sidewalks, plant materials, and bike/pedestrian trails. Paseos vary in width from 25–100 feet, depending on the intended use and location. Paseos are open to the surrounding neighborhood by maintaining a street frontage to one side, ensuring that paseos are not hidden. This provides visibility to residents and City staff for security purposes. Paseos are typically not factored into the City’s parkland acreage standard. However, paseos with some passive/informal/self-directed recreational amenities, such as a bike paths and exercise pods, may be considered for an open space allocation, up to a maximum of 3 acres per 1,000 residents. This may be granted, at the discretion of the Parks, Recreation & Libraries Department, if open space parkland dedication requirements cannot be achieved because the subject project is an infill project, because the property in question is land locked, or due to other special circumstances.

- **Greenways.** Greenways are wide, usually linear, landscape corridors with sidewalks and/or bike/pedestrian trails. They usually consist of very simple landscaping features, such as turf, trees, and/or shrubs, but also may include no landscaping at all. They typically link streets together to provide opportunities for walking or biking, and they may be a prominent component of a Class I bike path system. They differ from paseos in that they can be undeveloped, are relatively more focused on transportation and movement, and usually have greater widths and lengths. While containing some characteristics of open space areas, they may also contain some formal landscaping features and irrigation. No developed parkland allocations would be applied to these areas.

OTHER RECREATIONAL FACILITIES

- **Golf Courses and Other Private Recreation Facilities.** Golf courses provide additional recreational opportunity in the community. There are four existing golf courses, including the privately owned Sierra View County Club and Sun City Golf Course, and the publicly owned Diamond Oaks Golf Course and Woodcreek Golf Club. The City of Roseville is responsible for developing, operating, and maintaining the public courses. Other private recreation facilities in Roseville include fitness/racquet clubs, recreation areas in multi-family developments, and other commercial recreation businesses, such as entertainment centers or water parks. Although private recreation opportunities are an important part of the City’s overall recreation system, the General Plan policies focus on *public* park and recreation facilities to ensure high-quality

recreation access for all residents. Typically, golf courses, whether public or private, and other private recreation facilities are not factored into the City's parkland acreage standard.

- **Bicycle and Pedestrian Paths.** Bicycle and pedestrian paths are not included in the park and recreation acreages described in this Element or in calculating achievement of the City's park standard. However, these networks are multi-purpose and can provide recreation opportunities, in addition to transportation access. These important pathways also provide residents with access to the City's park and open space areas. Bicycle and pedestrian paths are addressed further in the Circulation Element.

Figure VI-1 shows the location of the City's parks, as well as other primary components of the parks and recreation system.



The presence of accessible, appropriately programmed, well-designed parks and recreation facilities contributes to the quality of life in the community.

ORGANIZATION

The contents of this Element are consolidated into one component, Parks and Recreation, which provides parkland development standards, park siting and design standards, and goals and policies for parks, open space, and recreation.

PARKLAND DEVELOPMENT

In the development of parks and recreational facilities, the standards in Table VI-1 and Table VI-2 shall apply Citywide. The City will determine what type, location and characteristics of parkland and open space satisfy the City's requirements in order to meet the park standards based on recreational value, accessibility, potential benefit to the community, and the benefit generated to the City as a whole.[3] Parkland counted toward the City's acreage standard requires provisions to ensure that the applicable lands or facilities remain in their intended use on a long-term basis. The City's parkland standard will be implemented, as illustrated in Figure VI-2.

Table VI-1 | Park Standards

Components	Traditional Parkland			Open Space Areas
	Neighborhood Park	Neighborhood / School Park	Citywide Park	Open Space
Acreage per 1,000 Residents	3 acres		3 acres	3 acres
Desired Size	3 to 5 acres[1]	5 to 10 acres	4 to 200+ acres	2 to 100+ acres
Population Served	2,000 to 3,000	2,000 to 3,000	All	All
Service Area	¼ to 1 miles	¼ to 1 miles	Citywide	Citywide

[1] Parks may be less than 3 acres (0.5 acres if existing and 1.0 acre or greater if planned). The City's preference is that neighborhood parks be planned at 3 acres or greater to ensure adequate space for recreation needs.

Traditional Parkland

Of the 9 acres per 1,000 residents to be provided, 6 acres will be traditional parkland, which includes neighborhood parks, neighborhood/school parks, and citywide parks. Typically, the six acres are divided into three acres for neighborhood and neighborhood/school parks and three acres for citywide parks.

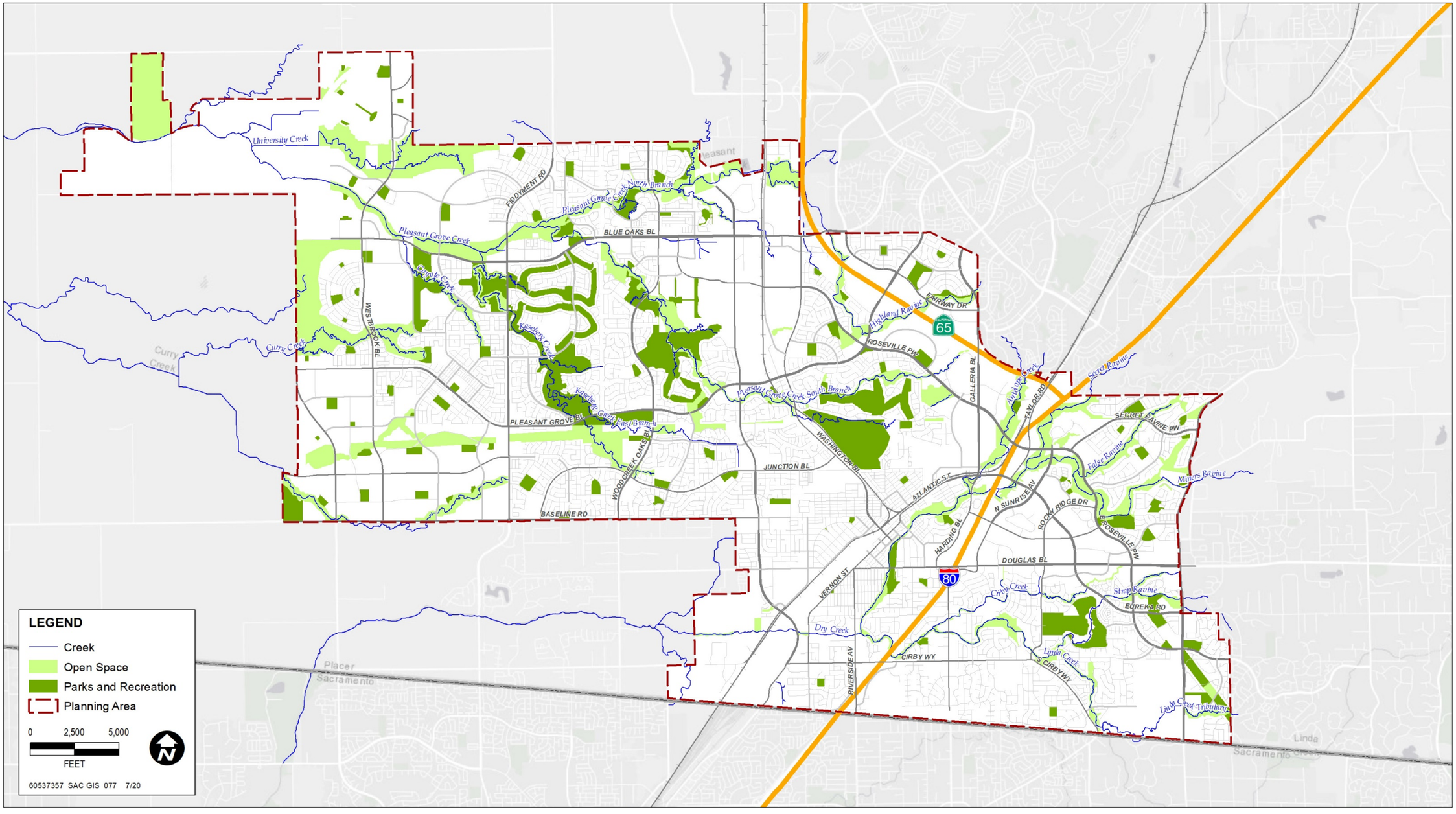
Traditional parkland shall consider the identified gaps and community needs between active/formal/programmable and passive/informal/self-directed recreation and access to such recreational opportunities in the adjacent or surrounding areas. Neighborhood parks should seek to provide passive, informal, self-directed recreational opportunities, while neighborhood/school parks and citywide parks should provide active, formal, programmable recreation.

Open Space Areas

Of the nine acres per 1,000 residents to be provided, three acres will be open space areas. Non-traditional public land may also be considered for application toward the open space standard if it can be determined that it adds a needed community recreational value, defined as a measure of public accessibility and recreational improvements. This may include providing bike paths along creeks or golf courses, or vernal pools with walking paths, picnicking areas, and interpretive signage. The dedication of open space lands in excess of three acres per 1,000 residents would not be applied toward any remaining traditional parkland standard (i.e., six acres per 1,000 residents). Other non-traditional public lands may be considered for the open space allocation as identified in Figure VI-2.

[3] Allocations for parklands are typically determined as a part of the Specific Plan (for projects that are located within a Specific Plan Area).

Figure VI-1 | Parks and Recreation Areas and Open Space



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Figure VI-2 | Parkland Allocation

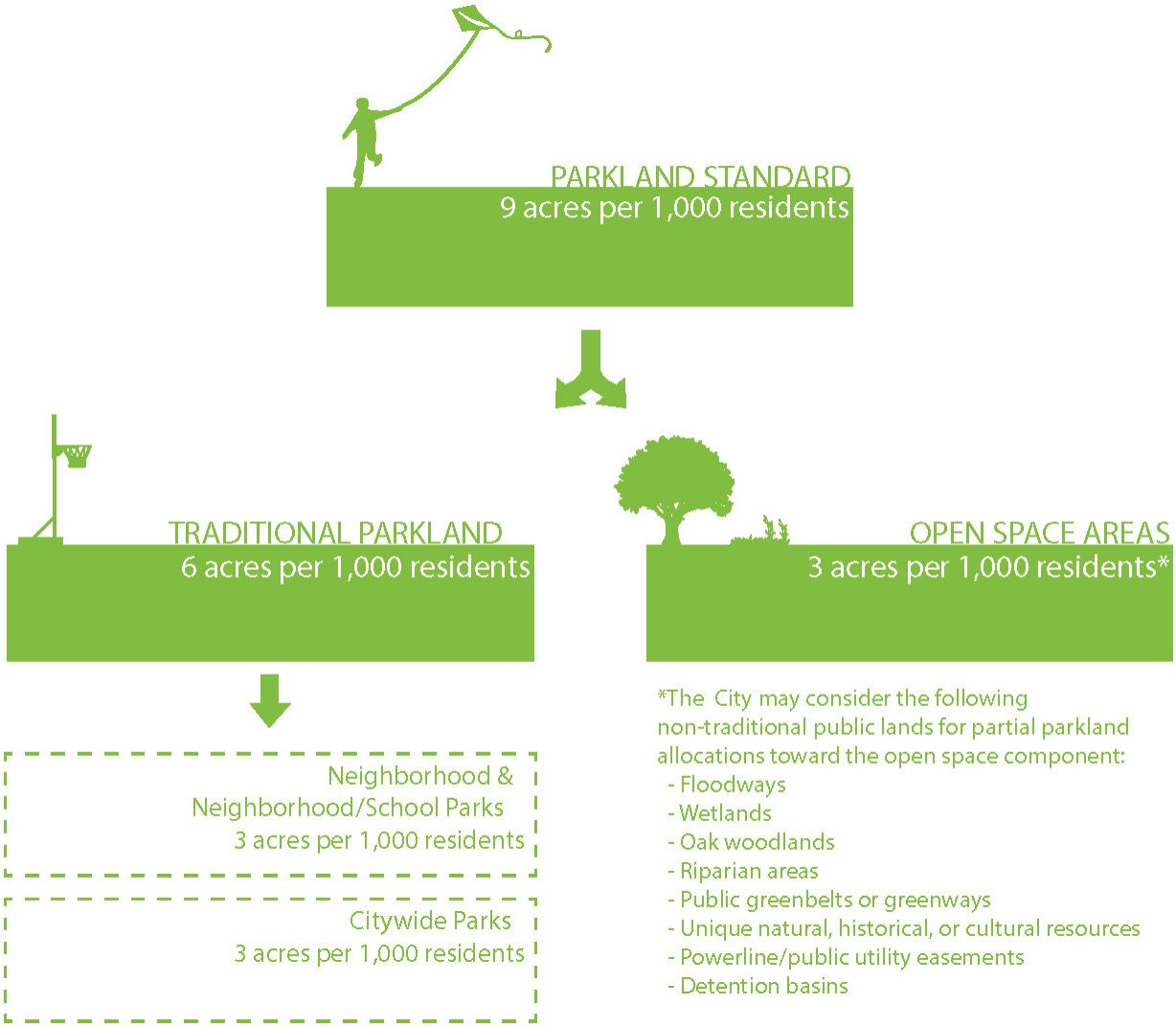


Table VI-2 presents the park siting and design criteria to be applied to future park development.

Table VI-2 | Park Siting and Design Criteria

All Parks

- Locate strategically within designated service area
- Provide convenient and safe access for pedestrians, bicyclists, and autos
- Locate with frontage on at least two public streets
- Choose sites that have interesting or special features
- Locate in areas that can be viewed easily for security purposes
- Locate to link with existing and planned trails, the open space network, and other connections
- Choose sites that avoid possible hazards, such as heavy traffic, railroads, industrial sites, or electrical transmission line easements
- Provide buffers between active use areas/formal/programmable and adjacent residential development
- Where parks are proposed with streets that include on-street bike lanes, parallel parking shall also be provided along the street frontage

Neighborhood Parks

- Locate with frontage on collector streets, when possible
- Avoid separation of park and residential areas by major arterials or other barriers
- Highlight neighborhood identity and create an identity with each park, but do not generally have facilities or events that are a regional attraction
- Locate smaller neighborhood parks within neighborhoods and in proximity to small-lot, higher-density residential development (e.g., apartments, condominium/townhouse complexes, senior housing) and within business districts
- Locate larger neighborhood parks within 0.5 to 1.0 miles of neighborhood to be served and avoid crossing major roadways

Neighborhood / School Parks

- Locate with frontage on collector streets
- Avoid separation of parks from residential areas they serve by major arterials or other barriers
- Jointly plan parks with the adjacent school to expand indoor and outdoor recreational opportunities for community recreation
- Combine off-street parking with school parking, when possible
- Coordinate the site planning of the joint use sites to minimize duplication of recreational amenities in order to provide a wider variety of recreational opportunities
- Coordinate placement of security fencing to allow for community access and avoid maintenance conflicts
- Cluster formal/active/programmable fields to the extent possible

Citywide Parks

- Locate with frontage on major collector or arterial roadway, and near major arterials or freeways to provide a maximum degree of accessibility
- Locate adjacent to schools or commercial/retail/hotel centers, as park features dictate
- Locate larger, more active facilities away from residential neighborhoods
- Provide off-street parking
- Incorporate unique or special features and facilities
- Consider recreational trends and gaps when identifying specific amenities

Open Space Areas

- Locate consistent with the Open Space Element
- Provide public and service access to open space areas, except those areas sensitive to human presence

Table VI-2 | Park Siting and Design Criteria

- Ensure vehicle access for required maintenance and biological monitoring, as required in the Open Space Preserve Overarching Management Plan
- Provide an inter-connecting system of open space corridors consisting of public and private open space and, where feasible, incorporate bikeways and pedestrian paths, interpretive signage, etc.
- Highlight unique or special features in the open spaces, such as cultural heritage or historical features through outreach, educational kiosks, interpretive signs, etc.
- Consider regional linkages between open space and adjacent communities, including public access for purposes of recreation and implementation of the City of Roseville Bicycle Master Plan, Pedestrian Master Plan, or other adopted plans

Paseos

- Locate paseos adjacent to residential subdivisions
- Develop paseos to be open to a street or cul-de-sac on one side at all times
- Provide a minimum of 50 percent street-edge frontage on each side
- Develop with a sidewalk or a Class I bike path, and provide connectivity between residences, parks, schools, and local businesses
- Provide lighting from bollards, street lights, and/or accent lights

Greenways

- Locate greenways within neighborhoods and provide links to streets and other public facilities similar to paseos and may be sited underneath power lines and other areas similar to open space
- Locate greenways as a border along the back or side yards of residential neighborhoods
- Greenways are typically wider than paseos, focus on transportation and movement, and may contain Class I bike paths
- Greenways may be undeveloped and natural



The City will maintain flexibility in applying the standards to best meet the parks and recreation needs of the community.

GOALS AND POLICIES

PARKS AND RECREATION

Goal PR1.1 **Provide adequate parkland, recreational facilities, and a wide variety of programs, activities, and educational opportunities using public and private resources.**

Goal PR1.2 **Maximize the use of dedicated parklands and open space areas to provide residents with both active/formal/programmable and passive/informal/non-programmed recreation opportunities.**

Policy PR1.1 *The City shall ensure the provision of nine acres of parkland per 1,000 residents, but may waive parkland acreage and fee requirements in targeted reinvestment areas, such as along mixed-use corridors in the Infill Area and the Downtown and Riverside Gateway Specific Plan Areas.*

Policy PR1.2 *Retain flexibility in applying parkland standards, in terms of size, facilities, and service areas, so that existing and future needs can be met.*

Policy PR1.3 *The City may consider open space lands that provide active and/or passive recreational value to residents as counting towards the parkland standards.*

Policy PR1.4 *The City will consider payment of in-lieu fees for both development and parkland as an alternative to dedication of land in order to achieve the parkland standard.*

Policy PR1.5 *The City shall prioritize discretionary and grant funding for areas of the community that are underserved in terms of access to passive and active recreation opportunities.*

Policy PR1.6 *Identify opportunities to develop additional parks or other public recreation facilities in underserved areas of the community where access to such facilities exceeds one-half mile walking distance for residents.*

Policy PR1.7 *Continue to collaborate with the local school district on planning, financing, and development of joint-use park and recreational facilities.*

Policy PR1.8 *Base the provision of parks and recreation facilities on the needs of Roseville residents and assess these needs periodically.*

Policy PR1.9 *Cooperate with other jurisdictions to provide regional recreation facilities, where appropriate.*

Policy PR1.10 *Take into consideration energy efficiency and water conservation, including the use of treated wastewater, in design and development of parks, streetscapes, and paseos.*

Policy PR1.11 *Plan for safe and secure parks and recreation areas.*

Policy PR1.12 *Require that parks and recreational facilities be phased or fully completed so as to be available as adjacent residential uses are developed.*

Policy PR1.13 *Accommodate those with special needs through parks and recreation facilities and programs, including for teenagers, seniors, and people with disabilities, and meet the requirements of the Americans with Disabilities Act.*

Policy PR1.14 *Ensure that adequate funding is provided for initial development and ongoing maintenance and operation of new public parks, recreation facilities, open space, paseos, and greenways.*

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CITY OF ROSEVILLE CALIFORNIA

VII. PUBLIC FACILITIES

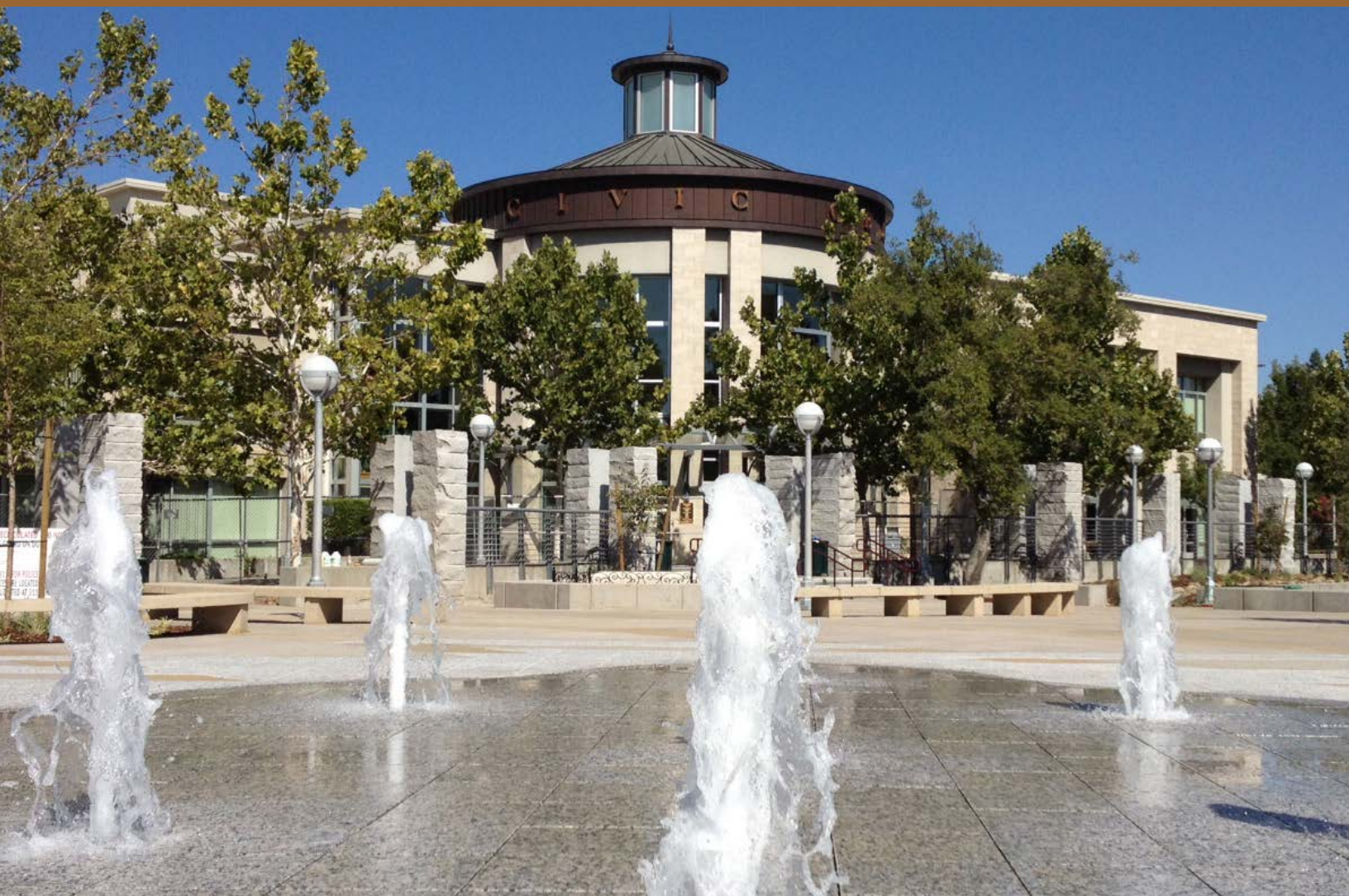


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PUBLIC FACILITIES

PURPOSE

In order to serve the needs of its citizens, the City of Roseville recognizes the importance of establishing goals and policies related to public facilities. A city's ability to consistently provide adequate services strengthens the community by advancing the health and well-being of its residents and enterprises. Ongoing surveys of Roseville citizens show that the majority of residents are highly satisfied with the City's level of public services.

There are crucial relationships between the City's approach to providing public services and facilities and achieving the City's economic, environmental, and social goals. For example, the City's economic goals and fiscal sustainability will depend on development patterns that allow for efficient and cost-effective infrastructure and public service provision. Public services and infrastructure are important to business location and expansion decisions, as well. Efficient, cost-effective, sustainable public services and infrastructure provision, in part, will help to spur economic development. The City is interested in holding down public and private costs associated with infrastructure and services provision and passing along cost savings to future developers, businesses, and residents.

As a show of the importance of excellent public services and facilities, the City has included this optional element as a part of the General Plan. The purpose of the Public Facilities Element is to identify facility and service needs of the community as growth and development occur. The underlying goal of the Public Facilities Element is to ensure adequate services for residents and enterprises and that new development contributes a fair share toward the provision of these services and facilities.

SETTING

Roseville prides itself on being a full-service City. As shown in the public service providers chart (Table VII-1), Roseville provides water, wastewater, recycled water, solid waste, electric, and library services to its residents. School services are provided by the local school districts, and natural gas service is provided by Pacific Gas & Electric (PG&E). While many services and facilities are provided locally, the City will continue to pursue regional solutions to issues associated with development in Placer and Sacramento counties in collaboration with neighboring jurisdictions.

Table VII-1 | Providers of Public Services for the City of Roseville

Service	Providers
Cable Television	*Comcast, AT&T, Wave Broadband, Consolidated Communications*
Electricity	*City of Roseville*
Fire and Police Protection	*City of Roseville*
Flood Control and Drainage	*City of Roseville*
Library	*City of Roseville*
Natural Gas	*Pacific Gas & Electric*
Parks and Recreation	*City of Roseville*
Recycled Water Services	*City of Roseville*
Schools	*Roseville Joint Union High, Eureka Union, Dry Creek Joint, Roseville City, and Center Unified School Districts*
Solid Waste	*City of Roseville*
Street Lighting and Maintenance	*City of Roseville*
Telephone	*AT&T, Wave Broadband, Consolidated Communications*
Wastewater Services	*City of Roseville*
Water Services	*City of Roseville* *Citrus Heights Water District* *San Juan Water District* *Placer County Water Agency*

ORGANIZATION

The Public Facilities Element is organized into the following components:[1]

- ***Civic and Community Facilities*** examines goals and policies for government and community facilities. The component reflects the vision of Downtown Roseville as the civic and cultural heart of the city. At the same time, it emphasizes the importance of extending resources to outlying

[1] Please see the Safety Element for a discussion of hospitals, flood control, and fire and police protection, and see the Parks and Recreation Element for a discussion of recreational facilities and spaces.

neighborhoods in the form of clustered facilities that may provide park space, senior centers, and civic meeting places, including libraries.

- ***Schools*** underscores the need for the City to work cooperatively with local school districts and new development to ensure adequate financing, provision, and joint-use of public school facilities.

- ***Electric and Privately-Owned Utilities*** acknowledges the function of energy utilities in providing the foundation for a safe, healthy, and efficiently managed community.

- ***Water System*** emphasizes the need to accommodate planned new development and, at the same time, satisfy the needs of current residents. This necessitates continual monitoring of the existing system's capacity to identify potential need for future expansion.

- ***Wastewater and Recycled Water Systems*** defines the City's approach to growth and development, both within and outside its boundaries, as it relates to wastewater and recycled water. Ongoing regulatory changes will require monitoring of development locally and regionally in order to identify the need for capacity changes, as well as opportunities to increase and expand the use of recycled water use.

- ***Solid Waste Collection, Disposal, Source Reduction, and Recycling*** addresses the City's role in its joint powers agreement with other Placer County jurisdictions to participate in regional solutions to solid waste disposal, reduction, and recycling. The City's goals and policies target reduction in the quantity of future generated waste, while providing a safe and efficient system for solid waste disposal.

- ***Water and Energy Efficiency*** outlines the goals and policies for conserving water and energy in order to provide environmental benefits and reduce ongoing household and business costs. Increasing demand as a result of development consistent with the General Plan, coupled with decreasing supplies of natural resources, challenges the City to balance conservation efforts and energy supplies, while providing maximum benefit to City residents and businesses.

- ***Extension of City Services*** details the City's policies related to extending water, wastewater, recycled water, solid waste, and electric service to areas outside City boundaries. These public facilities play a vital part in growth and development. It is the intent of this component to specify conditions for provision of these services to outlying areas in a manner that does not compromise the quality of life for the citizens of Roseville.

CIVIC AND COMMUNITY FACILITIES

The City of Roseville owns and operates civic facilities comprising of buildings and properties that are used not only for the daily operation of City government, but also for community-based activities of its local citizens. Many of the primary City functions are housed Downtown, but increased demand for services will lead to more civic facilities outside the Downtown area. The City's Specific Plans each designate locations for neighborhood level recreational facilities and other multi-purpose meeting facilities, which will be provided through joint-use facilities/agreements between the City and the school districts.

Existing and planned City facilities are shown in Figure VII-1.[2] These facilities include:

- ***Civic Center:*** The Civic Center is in Downtown Roseville and houses a variety of City functions: City Manager, City Attorney, Finance, Human Resources, Risk Management, City Clerk, Economic Development, Development Services, Public Works, Alternative Transportation, Housing, Parks, Recreation, Libraries, and the administrative offices of the Fire Department.

- ***Community Facilities:*** The City has many different community facilities for public use. The Maidu Community Center serves the southern and eastern portions of the Planning Area as the primary facility for meetings, receptions, and recreational and educational programs. Other community facilities include the Carnegie Museum in Old Town, Maidu Interpretive Center and historic site, Roseville Sports Center at 1545 Pleasant Grove Boulevard, meeting rooms within the joint-use building housing the Martha Riley Community Library and Utility Exploration Center, Roseville Aquatics Complex at 3051 Woodcreek Oaks Boulevard, and Mike Shellito Indoor Pool at 10210 Fairway Drive. These facilities serve the meeting, reception, and recreational programming needs for the northern portions of the Planning Area. As demand for such facilities increases in the outlying newer neighborhoods of the City, additional facilities will be required to achieve the objective of creating neighborhood centers. These new facilities will include a community center planned for the Regional Sports Park area in the West Roseville Specific Plan Area to serve western portions of the Planning Area. Currently, most community center facilities are located within existing and planned park sites.

- ***Public Library System:*** The library system provides facilities and services for people within the community as a vital public service and contributor to the community's quality of life. The system includes three individual facilities: the Downtown Library located in Downtown Roseville in close proximity to the Civic Center; the Maidu Library located in Maidu Regional Park; and the Martha Riley Community Library located in a joint-use facility within Mahany Park that includes meeting rooms and the Utility Exploration Center.

- ***Corporation Yard:*** The Corporation Yard is located at 2005 Hilltop Circle and houses administrative offices and work storage areas for the following City functions: Central Stores and Purchasing; Fleet Services; Facility Services; Environmental Utilities Department; Parks Department; Fire Training Facility; and Streets Division.

- ***Electric Department:*** Roseville Electric operates and maintains the City's electric utility system. Its service center and corporation yard are located at 2070, 2080, and 2090 Hilltop Circle. The building houses all Roseville Electric employees. Utility billing and meter reading are handled by the City's Finance Department located at the Civic Center. The utility also operates a natural gas fired power plant, the Roseville Energy Park, at 5120 Phillip Road.

[2] While fire station sites are depicted on this map, specific discussion related to these facilities is included in the Safety Element. Park and golf course facilities are mapped in the Parks and Recreation Element.

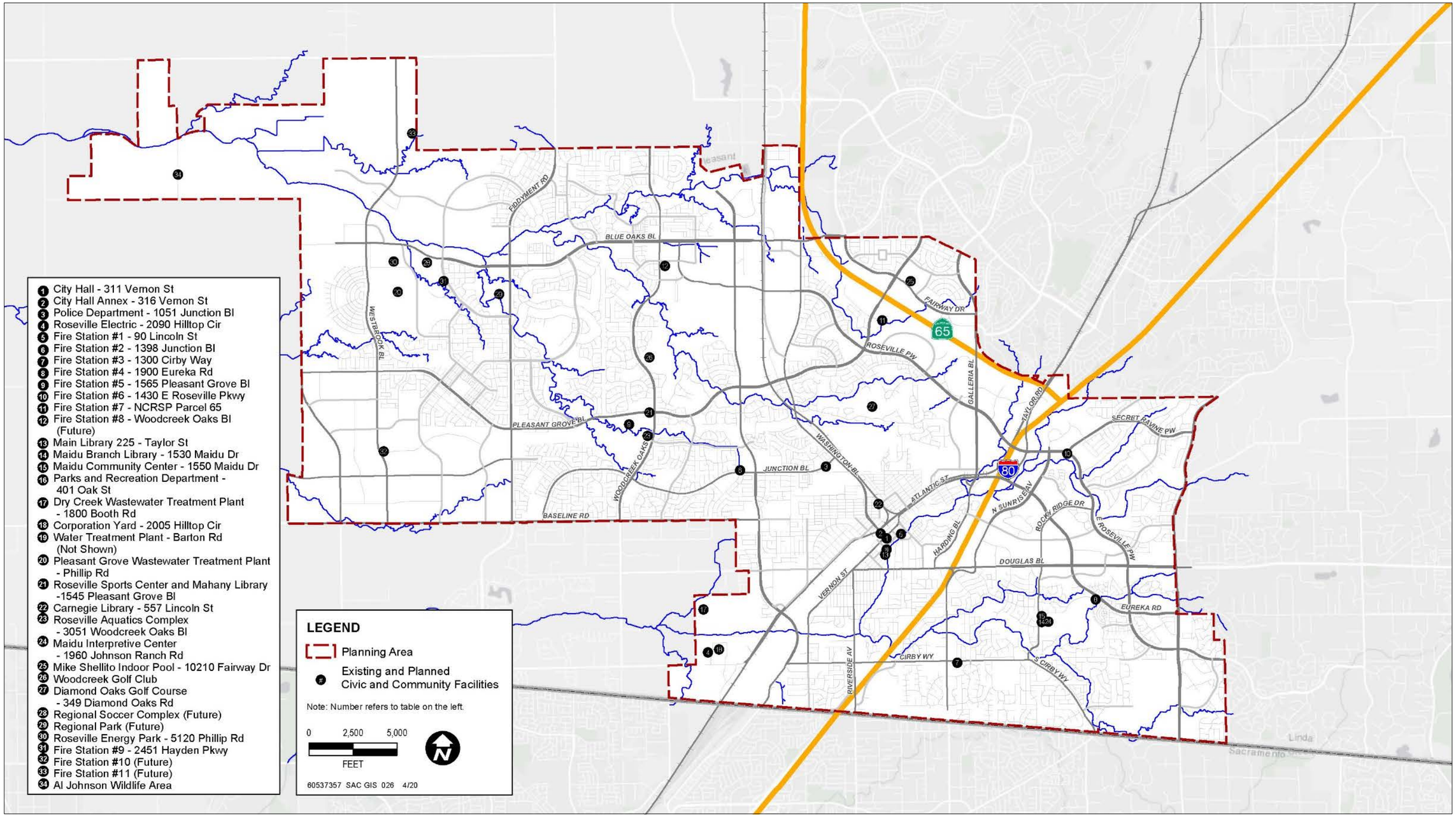
- ***Al Johnson Wildlife Area (Reason Farms/Pleasant Grove Retention Basin Property):*** The property includes approximately 1,700 acres of land along Pleasant Grove Creek. The property was acquired by the City in 2004, as a site for a future retention basin project to reduce potential downstream volumetric flooding caused by urban development within the City of Roseville and certain outlying areas. The retention basin project is designed to provide opportunities for compatible passive recreation and resource-based uses. In addition to these uses, the property's southern panhandle could support future urban uses and regional transportation infrastructure (Placer Parkway). While this project is being designed and constructed, the City leases the property for rice, dry farming, and cattle grazing.



A city's ability to consistently provide adequate services strengthens the community by advancing the health and well-being of its residents and enterprises.

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Figure VII-1 | Existing and Planned Civic and Community Facilities



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GOALS AND POLICIES

CIVIC CENTER, COMMUNITY, AND MAINTENANCE FACILITIES

Goal PF1.1 **Continue to focus City administrative facilities Downtown by providing efficient expansion opportunities to fill future needs, good public service and access, and a quality civic architectural image.**

Goal PF1.2 **Cluster and connect community facilities in neighborhood centers, including parks, libraries, and community centers.**

Goal PF1.3 **Consider both the expansion and consolidation of public service and maintenance facilities in order to adequately and efficiently serve the needs of City residents and businesses.**

Policy PF1.1 *The City will plan for and maintain adequate City facilities in the Downtown area.*

Policy PF1.2 *Develop clustered community facilities, including libraries, parks, schools, community centers, and public meeting places, to maintain high-quality services at the neighborhood level.*

Policy PF1.3 *Explore collaborative or co-location agreements with public and private organizations and businesses where needed facility expansion by the City is not feasible due to limited resources and/or space.*

Policy PF1.4 *Ensure the costs of ongoing maintenance and operations are fully considered when planning and designing new capital facilities.*

PUBLIC LIBRARY SYSTEM

Goal PF2.1 **Recognize library services as a vital public service that contributes to the community's quality of life.**

Goal PF2.2 **Provide library services and locate library facilities to adequately serve all City residents.**

Goal PF2.3 **Create environments that encourage opportunities for self-learning, and cultural and civic engagement.**

Policy PF2.1 *Continue to provide a variety of library programs serving library users of all age groups.*

Policy PF2.2 *Maintain the library in Downtown Roseville as a key public service to revitalizing Downtown Roseville.*

Policy PF2.3 *Provide libraries throughout the City to locally serve residents, with a focus on accessible, relatively higher density infill areas along major transit routes.*

Policy PF2.4 *Provide branch libraries to serve population increments of approximately 40,000. The City shall give priority to the construction of new libraries in communities that are deficient in library services.*

Policy PF2.5 *Plan for the clustering and connection of community facilities in neighborhood centers that include parks, libraries, community centers, and other complementary uses.*

Policy PF2.6 *Continue to partner with local school districts, businesses, community members, and Placer County in the provision of high-quality library services.*

Policy PF2.7 *Encourage the transition of libraries as multi-functional facilities, cultural centers, gathering spaces, and venues for programs, including arts-related events.*

SCHOOLS

Although not responsible for educational facilities or services, the City of Roseville is committed to supporting the local school districts and provision of educational opportunities for all citizens. The City and the district boards have a long-standing history of coordination on financing and development issues. In addition, there is high demand for higher learning institutions in Placer County, and the City will coordinate with regional partners to continue to explore and support other universities and colleges in the region.

Roseville has two high school districts, three elementary districts and one unified district (both elementary and high school). These include the Roseville Joint Union High School District, Eureka Union School District, Dry Creek Joint Elementary School District, Roseville City School District, and Center Unified School District. Figure VII-2 shows school facility locations within the City, as well as the school district boundaries. Private schools and a community college district also exist within the City of Roseville.

The Roseville Joint Union High School District serves the majority of the Planning Area and includes portions of unincorporated Placer and Sacramento Counties. Eureka Union School District serves a small area in the eastern portion of the City's Planning Area. Center Unified School District serves portions of the southwestern Planning Area and portions of unincorporated Placer County and Sacramento County.

The focus of the policies in the Schools Component is on financing, timing, and joint use of school facilities, in light of planned development throughout the Planning Area. In implementing its policies, the City will work cooperatively with the school districts to pursue all sources of financing, while pursuing opportunities for mutually beneficial joint use of facilities and recreational spaces.



Although not responsible for educational facilities or services, the City of Roseville is committed to supporting the local school districts and provision of educational opportunities for all citizens.

GOALS AND POLICIES

SCHOOLS

Goal PF3.1 **The provision of adequate school facilities is a community priority. The school districts and the City will work closely together to obtain adequate funding and identify locations for new school facilities.**

Goal PF3.2 **The City and the school districts encourage a mutually-beneficial arrangement in the joint-use of school and public facilities. Joint-use facilities shall be encouraged in all cases unless there are overriding circumstances that make it impossible or detrimental to either the school district or the City's park and recreation facilities/programs.**

Goal PF3.3 **The City will work with all school districts within the region to provide educational opportunities for all students.**

Policy PF3.1 *The City will work cooperatively with the school districts to explore all local and State funding sources in order to secure adequate funding for new school facilities.*

Policy PF3.2 *Financing for new school facilities should be identified and secured before new development is approved, where feasible.*

Policy PF3.3 *State facilities will be provided in response to needs identified by the districts and the City.*

Policy PF3.4 *The City and the school districts will work together to develop criteria for the designation of school sites, consider the opportunities for reducing the cost of land for school facilities, and work to minimize vehicular traffic by ensuring opportunities for bicycle and pedestrian connections. The City shall encourage the school districts to comply with City standards in the design and landscaping of school facilities.*

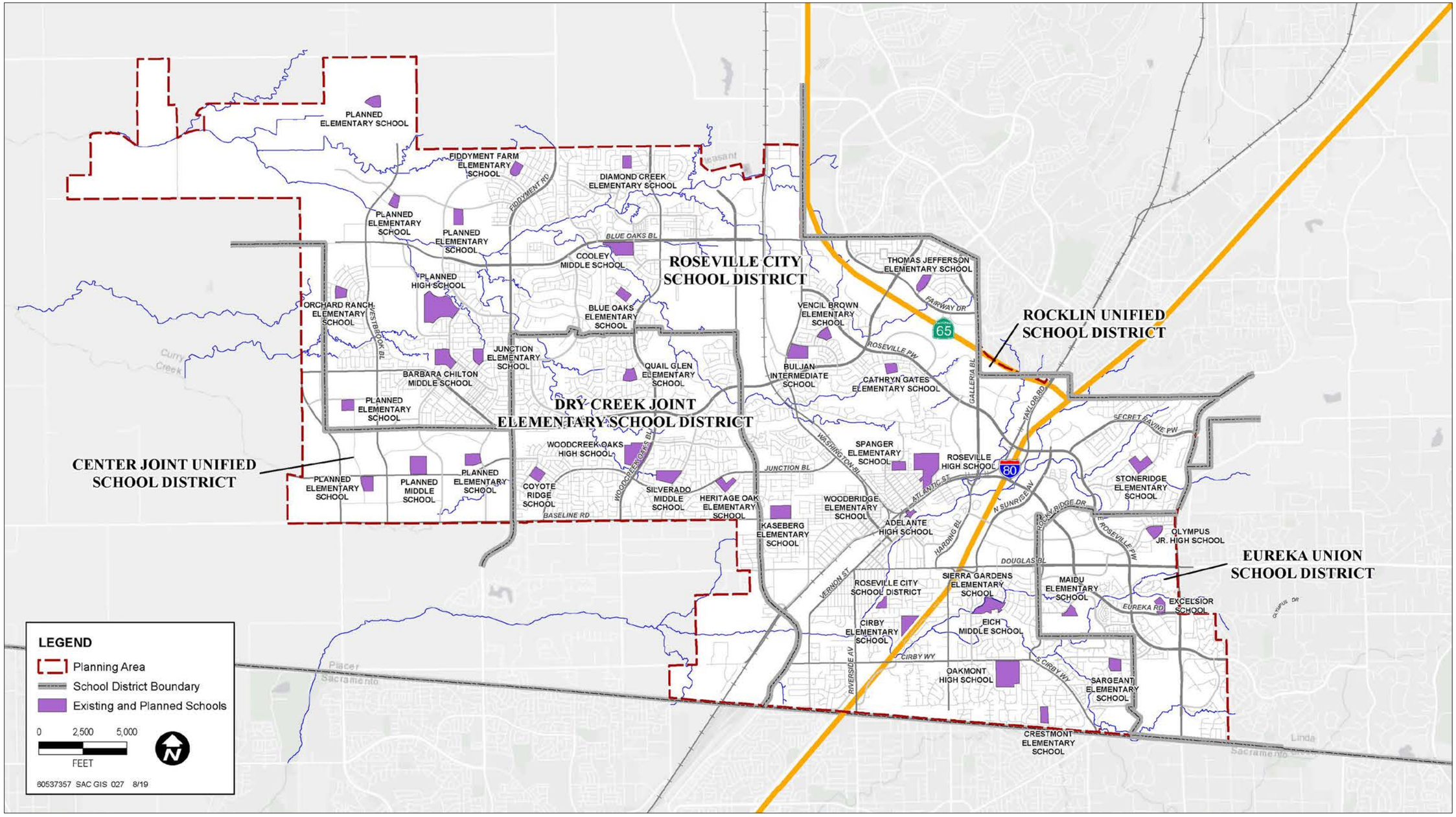
Policy PF3.5 *For proposed joint-use facilities, the City and the school districts, will pursue joint-use agreements to maximize public use of facilities, minimize duplication of services provided, and identify operational and maintenance responsibilities and financial responsibilities.*

Policy PF3.6 *Designate public/quasi-public land uses in clusters so that the use of schools, parks, open space, libraries, child care, and community activity and service centers create a community or activity focus.*

Policy PF3.7 *Schools, where feasible, should be located away from hazards or sensitive resource conservation areas, except where the proximity of resources may be of educational value and the protection of the resource is reasonably assured.*

Policy PF3.9 *Higher educational opportunities are a priority to the City and the region. The City will look for opportunities to support the establishment of universities and colleges in Placer County.*

Figure VII-2 | Existing and Planned Schools and District Boundaries



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ELECTRIC AND PRIVATELY-OWNED UTILITIES

The electric system consists of transmission and generation facilities, sub-transmission and substation facilities, and distribution facilities. The City of Roseville operates its own electric utility (Roseville Electric). Telephone service is provided by Consolidated Communications, AT&T, and Wave Broadband; PG&E delivers natural gas; and, Comcast, AT&T, Wave Broadband and Consolidated Communications provide local cable television service.

Roseville Electric engages on behalf of the City of Roseville in power resource and transmission planning, acquisition, and resource management and efficiency. Roseville Electric is party to several contracts for the purchase of renewable energy including wind, solar, biogas, small hydro-electric, and geothermal energy. The City manages the costs of providing electric service, including those costs occurring from load growth, changing load patterns, and volatile wholesale power prices, while ensuring compliance with evolving State regulatory requirements.

The City has a contract for a portion of its required electric capacity and associated energy from the Western Area Power Administration, a federal agency that markets electricity produced by the hydroelectric projects within the U.S. Bureau of Reclamation's Central Valley Project (CVP). Roseville Electric operates the Roseville Energy Park, a 160-megawatt natural gas-fired generating facility, which uses state-of-the-art equipment to locally generate more than half of the City's electricity needs. Roseville Electric also operates the Roseville Power Plant 2 (Peaker Plant), a 48-megawatt natural gas fired generating facility to meet summer peaking needs and support system reliability. Additionally, Roseville Electric is a participant in the electric generation and transmission facilities, owned and operated by the Northern California Power Agency (NCPA). NCPA is a joint power agency between Roseville and other cities, utility districts, and a rural electric cooperative. Through the NCPA, Roseville is a participant in several generating facilities and power contract purchases including geothermal, large hydro-electric, and fossil-fired generation. Roseville is also a party to natural gas and electric power supply contracts consistent with the objective of maintaining an array of power supply resources that allow the City to remain strongly competitive in the electricity market. Finally, Roseville Electric engages in short-term power supply purchases to balance the hourly supply and demand.

Rising electricity costs, long lag periods for planning, permitting, and construction of new electric generation facilities, and difficulty in siting fossil fuel technology sources will make energy efficiency, load management, conservation, and promoting renewable generating technologies increasingly important. Please see the Water and Energy Efficiency component of this Element for more details related to conservation.

Roseville Electric dedicates a percentage of its sales revenue to market and incentivize energy efficiency and renewable energy programs, fund research and development, and provide low-income programs to support the broader goals of long-term contractual commitments at stable prices. To ensure system reliability and resource availability, Roseville Electric will support the siting of local generation facilities and augmentation of a high voltage transmission system to the Sacramento region. As the City grows, the distribution system will expand at a pace sufficient to guarantee high system reliability. In the next 10 years, it is expected that one 46 MW substation and one 92 MW substation will be added to the distribution system.

Roseville Electric has a strong commitment to energy efficiency and renewable energy resources to reduce greenhouse gas emissions and deliver affordable and reliable energy. The City has helped to reduce household and business energy costs and reduce environmental impacts by implementing energy efficiency programs and acquiring new renewable energy sources. In September 2006, the Roseville City Council took a major step by adopting the National Action Plan for Energy Efficiency. Roseville Electric Utility and the City of Roseville have been active supporters of solar electric generation (PV) since 1997. As a result of these and other programs, more than 50 percent of Roseville Electric's power supply is from carbon-free resources.

Roseville Electric offers its customers the choice to contribute toward Roseville Electric's purchase of clean, renewable energy for their home or business. The program is designed to allow customers to support the proliferation of renewal energy technology, renewable energy in general and the move toward national energy independence. The program is voluntary and allows customers to participate at various levels through an added premium charge to their monthly Roseville Electric bill. Businesses who participate receive recognition as a Roseville Green Business in Roseville Electric and/or City of Roseville publications. In addition, Roseville Electric offers its customers the ability to participate in a community solar project which is located here in Roseville. The community solar program, Roseville Solective, provides a solar option for customers that may not or cannot install rooftop solar on their homes or businesses. The program provides a renewable option for customers while helping the electric utility meet its regulatory requirements.

GOALS AND POLICIES

ELECTRIC UTILITY

Goal PF4.1 **Reliability: maintain a resilient and highly reliable electric system with sufficient resource capacity and reserves to meet current and future demand.**

Goal PF4.2 **Affordability: fulfill customer electric service needs at just and reasonable rates.**

Goal PF4.3 **Compliance: Comply with applicable local, state, and federal mandates.**

Policy PF4.1 *Secure supply-side and demand-side electric resources, as necessary, to meet forecasted demand and reserve requirements.*

Policy PF4.2 *Provide improvements to the sub-transmission and distribution system, consistent with facility planning studies, to maintain a reliable source of electricity.*

Policy PF4.3 *Develop siting and land use compatibility standards for energy facilities.*

Policy PF4.4 *Comply with federal, state, and local greenhouse gas reduction targets, renewable portfolio standards and carbon-free electricity requirements.*

Policy PF4.5 *Maintain an Integrated Resource Plan, incorporating energy efficiency, demand- and supply-side management, greenhouse gas reduction, renewable portfolio standard compliance, conservation, load management, and reliability strategies.*

Policy PF4.6 *Pursue reasonable and cost-effective energy efficiency, conservation, and load management programs that provide benefits to the community.*

Policy PF4.7 *Pursue effective measures to enhance reliability through interconnection of the electric utility system with the region-wide grid.*

Policy PF4.8 *Require new development to pay a fair share of the cost of new sub-transmission and distribution needed to serve the development and to dedicate sites and easements needed for substations, transmission, sub-transmission, and distribution.*

Policy PF4.9 *Develop and implement public education programs to increase awareness of energy issues.*

PRIVATELY-OWNED UTILITIES

Goal PF5.1 **Work with privately-owned utility companies to ensure adequate service is provided in a timely manner for Roseville customers.**

Policy PF5.1 *Provide for the review and comment of development proposals by non-City-owned utilities.*

Policy PF5.2 *Require the installation of communication and electric lines underground except when infeasible or impractical.*

Policy PF5.3 *Require the provision of necessary utility easements in all new developments.*

Policy PF5.4 *Work with non-City-owned utility providers to ensure that uses and equipment are planned and constructed in a manner consistent with adopted land use policies and design guidelines.*

WATER SYSTEM

The City's water system treats and distributes water, making it available and safe to serve Roseville's needs. Reliable water supplies are the bedrock for investments and resource management. Water supply reliability is a regional competitive advantage that helps to stimulate further investment in Roseville and the region.

The Roseville Water Treatment plant, located on Barton Road south of Douglas Boulevard and east of the City limits, is designed to meet federal and State standards for domestic drinking water and is capable of treating up to 100 million gallons/day (mgd) of raw water delivered from its source at Folsom Lake. The water distribution system consists of water mains ranging in size from four to 66 inches in diameter. Pump stations are located near East Roseville Parkway and North Sunrise Avenue, as well as off Fairway Drive to provide sufficient water pressure to the higher elevations of the City and lift water into storage reservoirs. The City requires water meters on all water service connections. Some areas within the City limits are supplied by either Citrus Heights Water District, San Juan Water District or Placer County Water Agency where it is feasible and beneficial to do so. The distribution system is designed to deliver an adequate supply of water throughout the community at an acceptable pressure level for domestic and fire flow purposes.

The City continues to evaluate opportunities to increase supply using a combination of groundwater wells, reservoirs, and interagency connections in order to ensure an adequate quantity and maintain acceptable pressures; provide back-up supplies in the event of disrupted regular delivery; and permit a safety margin during peak demand periods.

The City obtains its primary water supply from the Federal Central Valley Project, owned and operated by the United States Bureau of Reclamation (USBR), of which Folsom Lake is a part. This is achieved through a contract with the USBR, which ensures water from Folsom Lake in perpetuity. In addition to USBR water supplies, the City has contracts with the Placer County Water Agency (PCWA) and the San Juan Water District (SJWD) for additional water supply to the City for municipal and industrial purposes. These contracts are needed to meet water supply needs that exceed the City's USBR water allocation. These water supplies are also accessed through Folsom under a long-term wheeling agreement with USBR.

The City has participated in the Water Forum, a regional coalition devoted to sustainable water use focused on the American River. Through this process, Roseville committed to limit water taken from the American River watershed to normal water years. In the event that water shortages occur, this amount would be reduced, based on water available, in times of extreme drought conditions. When water supply

needs exceed Water Forum limitations, the shortfall would be met through conservation programs and the use of groundwater.

The City is also a member of the West Placer Groundwater Sustainability Agency. The Groundwater Sustainability Agency was to implement the Sustainable Groundwater Management Act, the goal of which is to ensure long-term sustainability of the local groundwater basin. Currently, the City operates six groundwater well facilities. As the City expands, so too will the groundwater network. As part of the City's groundwater program, it has invested in Aquifer Storage and Recovery. Aquifer Storage and Recovery provides the capability to supplement the groundwater basin through direct injection of drinking water into the groundwater basin that can be later recovered for drinking water use during dry periods.

The City's Urban Water Management Plan details the City's water service area, treatment and distribution facilities, available water supplies, water reliability efforts, water conservation programs, and future systems to meet demand associated with planned development. Maintenance of the contract with the USBR for water supply and continued delivery of the PCWA and SJWD water will ensure adequate water service levels for City users. However, some limitations could occur in both supply and delivery with buildout of the General Plan. The City is pursuing several options for developing access to additional water supply that provide reliability in shortage times. Water conservation plans, including the Drought Contingency Plan, are also important elements of the City's water supply program for ensuring adequate service levels. Conservation issues are discussed in more detail in the Water and Energy Efficiency components of this Element.

GOALS AND POLICIES

WATER SYSTEM

Goal PF6.1 **Maintain a water system that adequately serves the existing community and planned growth levels through buildout, ensuring the ability to meet projected water demand and to provide needed improvements, repairs, and replacements in a timely manner.**

Goal PF6.2 **Provide water service to all existing and future Roseville water utility customers. The provision of service by another provider may be considered where it is determined that such service is beneficial to the City and its utility customers or the provisions of City service is not feasible.**

Goal PF6.3 **Ensure that safe drinking water standards are met and maintained, in accordance with the California State Water Resources Control Board, Division of Drinking Water and EPA regulations.**

Goal PF6.4 **Actively pursue water efficiency measures to ensure compliance with all State of California mandates.**

Goal PF6.5 **Actively pursue diverse water supplies, including surface, groundwater, and other sources for water supply reliability and system improvements that increase reliability.**

Goal PF6.6 **Maintain systems that are resilient and reliable for treatment, storage, conveyance, and energy infrastructure.**

Policy PF6.1 *Secure and maintain sufficient and diverse sources of water to meet the needs of the existing community and planned growth.*

Policy PF6.2 *Provide sufficient water treatment capacity and infrastructure to meet projected water demand through buildout of the General Plan.*

Policy PF6.3 *Initiate, upon 75 percent of treatment plant capacity, expansion studies to determine necessary improvements, if any, to meet projected water demand.*

Policy PF6.4 *Monitor growth trends to anticipate and plan for future water demand.*

Policy PF6.5 *New development shall pay a fair share of the cost for adequate water supply, treatment and distribution, including extension of water mains, easement acquisitions, treatment plant expansions, water storage, groundwater wells, pumping expansions, and dry year reliability.*

Policy PF6.6 *Design the City's water system to maintain a minimum water pressure of 50 pounds per square inch, while providing adequate water to meet fire demands in the system.*

Policy PF6.7 *Develop a portfolio of energy supply and/or generation options to ensure sufficient energy reliability for the potable water system facilities.*

Policy PF6.8 *Develop and expand alternatives to continue conjunctive use of water in collaboration with neighboring public agencies.*

Policy PF6.9 *Monitor water quality regularly and take necessary measures to prevent water quality compliance violations.*

Policy PF6.10 *Develop and implement water efficiency standards and measures as necessary elements of the water system.*

Policy PF6.11 *Continue the management and expansion of the groundwater and aquifer storage and recovery program to increase resiliency and reliability of water supply during all supply conditions.*

Policy PF6.12 *Continue monitoring and advocacy for legislative and regulatory requirements that would provide local benefits for the City's water utility customers.*

WASTEWATER AND RECYCLED WATER SYSTEMS

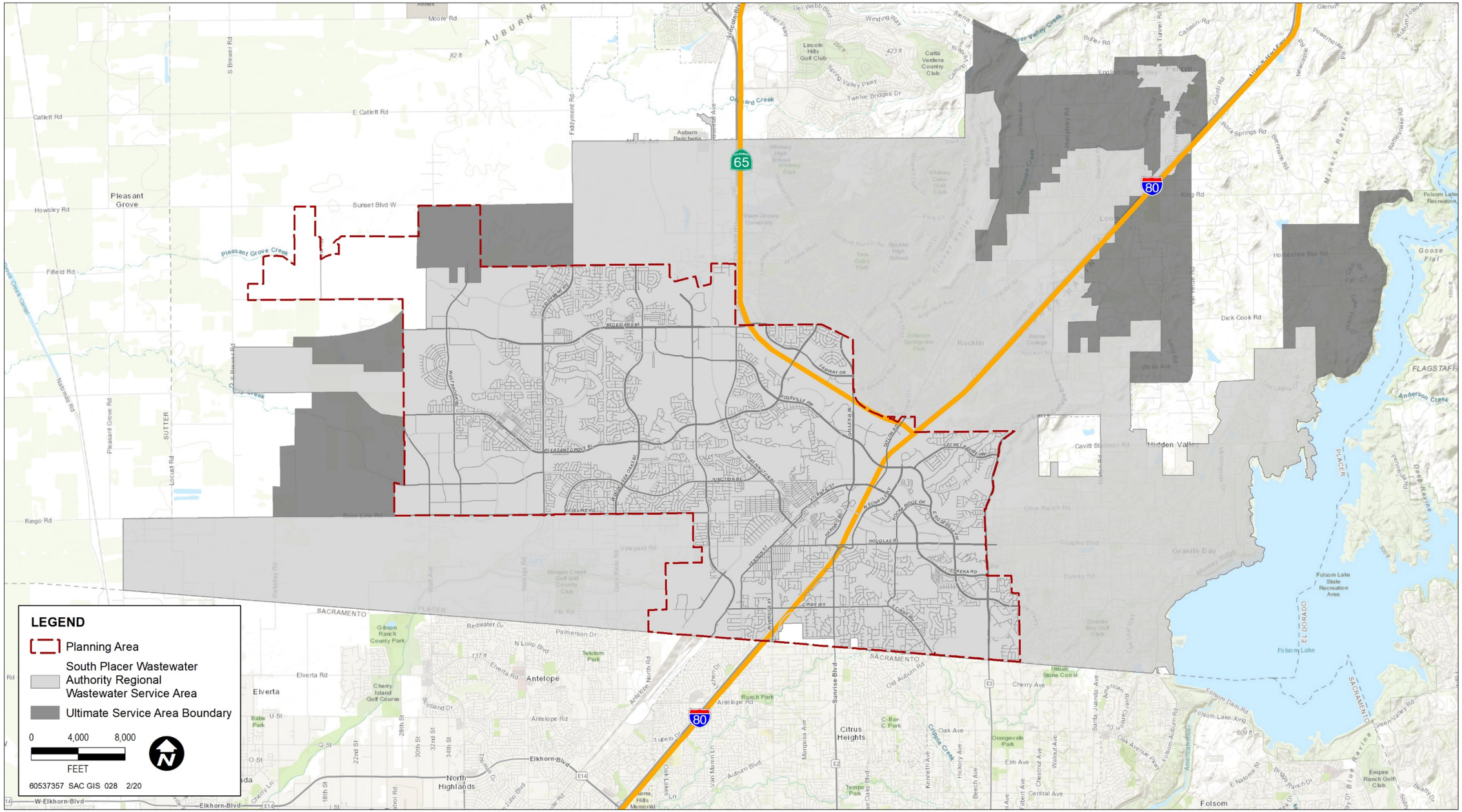
The City collects and conveys wastewater to two regional treatment plants through a system of lift stations and collector and trunk lines measuring up to 78 inches in diameter. The collection system is primarily a gravity flow system. Where gravity flow is not feasible due to topography, sewer lift stations are used.

The Dry Creek Wastewater Treatment Plant (DCWWTP) is in the southern portion of the Planning Area on an 80-acre parcel at 1800 Booth Road. The Pleasant Grove Wastewater Treatment Plant (PGWWTP) is in the western portion of the Planning Area on a 110-acre parcel at 5051 Westpark Drive. These plants are owned and operated by the City of Roseville on behalf of the City, the South Placer Municipal Utility District (SPMUD), and Placer County.[3] The full service area is reflected on the Regional Wastewater Service Area Boundary Map (Figure VII-3).

Treatment plant capacity is on a “first-come, first serve” basis without any allotment of capacity to any given jurisdiction. The treatment plants process wastewater in accordance with standards set by the State’s Regional Water Quality Control Board (RWQCB). The RWQCB issues a permit to the City under the National Pollutant Discharge Elimination System (NPDES), setting standards for the discharge of treated wastewater. Wastewater is either utilized as recycled water supply or discharged from the treatment plants into Dry Creek or Pleasant Grove Creek. Both treatment plants produce recycled water that meets the requirements for “full unrestricted reuse” as determined by the California Department of Health Services. The residual solids are transported to and disposed at the Western Placer Waste Management Authority sanitary landfill or are transported by a City-approved vendor for off-site land application.

[3] A small portion of the City service area flows to the Sacramento Area Sanitation District and is treated at the Sacramento Regional Wastewater Treatment Plant. This area consists of approximately 350 residential dwelling units.

Figure VII-3 | Regional Wastewater Service Area Map


LEGEND
Planning Area
South Placer Wastewater Authority Regional Wastewater Service Area
Ultimate Service Area Boundary
0
4,000
8,000
FEET
60537357 SAC GIS 028 2/20
Roseville
Rocklin
Lincoln
Granite Bay
Folsom
Loomis
Auburn
Pleasant Grove
Antelope
Citrus Heights
North Highlands
Elverta
Sacramento
Placer
Sutter
Auburn Ravine
Pleasant Grove Creek
Dry Creek
Clover Valley Creek
Orchard Creek
Antelope Creek
Miners Ravine
Goose Flat
Folsom Lake
Folsom Lake State Recreation Area
Hidden Valley
Lincoln Hills Golf Club
Catta Verdera Country Club
Whitney Oaks Golf Club
Whitney High School
Whitney Park
Sierra College
Johnson Springview Park
Rocklin High School
Twin Oaks Park
Park Dr
Clover Valley
Del Webb Blvd
Winding Way
Spring Valley Pkwy
Twelve Bridges Dr
Fiddyment Rd
Auburn Ranchina
Moore Rd
E Catlett Rd
Catlett Rd
S Brewer Rd
Howsley Rd
Sunset Blvd W
Fifield Rd
Pleasant Grove Blvd
Foothills Blvd
Roseville Pkwy
Fairway Dr
Washington Blvd
Junction Blvd
Atlantic St
Douglas Blvd
Eureka Rd
Cirby Way
Riego Rd
Base Line Rd
Vineyard Rd
Walerga Rd
Watt Ave
Pleasant Grove Rd
Locust Rd
Natomas Rd
Pole Line Rd
Morgan Creek Golf and Country Club
Gibson Ranch County Park
Cherry Island Golf Course
Babe U St Park
Telotom Park
Rusch Park
C-Bar-C Park
Tempo Park
Empire Ranch Golf Club
Indian Stone Corral
Olive Ranch Rd
Granite Bay Golf Club
Folsom Lake Recreation
Folsom Lake
Folsom Dam Rd
Folsom Lake Xing
Green Valley Rd
Oak Ave
Elm Ave
Central Ave
Cherry Ave
Old Auburn Rd
Sunrise Blvd
Antelope Rd
Elverta Rd
Elkhorn Blvd
W Elkhorn Blvd
Auburn Blvd
Dick Cook Rd
Horseshoe Bar Rd
Wells Ave
Lonetree Blvd
Blue Oaks Blvd
Foothill Blvd
Rocklin Rd
Sierra College Blvd
Roseville Pl
Galleria Blvd
Taylor Rd
Secret Ravine Pkwy
Junction Blvd
Washington Blvd
Haselnero
Pleasant Grove Blvd
Woodcreek Oaks Blvd
Westbrook Blvd
Fairway Dr
Atlantic St
Douglas Blvd
Eureka Rd
Cirby Way
Sierra College Blvd
Foothill Blvd
Sunset Blvd
Lonetree Blvd
Blue Oaks Blvd
Rocklin R

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GOALS AND POLICIES

WASTEWATER AND RECYCLED WATER SYSTEMS

Goal PF7.1 **Participate in a cooperative regional approach to wastewater treatment and discharge in order to maintain a system that adequately services planned growth within the City.**

Goal PF7.2 **Provide wastewater services to all existing and future development through the City's wastewater utility. The provision of services by another provider may be considered when it is determined that such service is beneficial to the City and its utility customers or the provision of City services is not feasible.**

Goal PF7.3 **Actively pursue the use of recycled water, where appropriate, and expand recycled water distribution system to deliver and meet estimated City demands for landscape irrigation.**

Goal PF7.4 **Meet State and federal standards for the discharge of treated wastewater, as well as State water quality standards for the production of recycled water.**

Policy PF7.1 *Expand recycled water distribution system to deliver and meet estimated irrigation demands.*

Policy PF7.2 *Initiate, upon 75 percent utilization of treatment plant capacity, expansion studies to determine necessary demand management and capacity improvements to meet projected wastewater treatment demands.*

Policy PF7.3 *Ensure that wastewater treatment capacity is available for planned development and intensification and that wastewater generation is minimized.*

Policy PF7.4 *Explore potential alternatives to treatment and discharge.*

Policy PF7.5 *Develop and plan for the use of recycled water by the public and private sectors.*

Policy PF7.6 *Prevent hazardous materials from entering the wastewater system.*

Policy PF7.7 *Continue monitoring and advocacy for legislative and regulatory requirements that would provide local benefits for the City's wastewater utility customers.*

SOLID WASTE COLLECTION AND DISPOSAL, SOURCE REDUCTION & RECYCLING

Collection of solid waste within the City is operated and managed by Roseville's Environmental Utilities Department, Solid Waste Utility. Fees are charged to cover the costs of collection and disposal. Temporary refuse collection and disposal, as in construction and demolition, may be handled by private haulers licensed through the City of Roseville, which hold a Non-Exclusive Franchise Agreement.

Roseville, along with the City of Lincoln, City of Rocklin, and Placer County formed the Western Placer Waste Management Authority (WPWMA) that provides for solid waste management. Under this agreement, the WPWMA is assigned the lead role in cooperative policy making with respect to solid waste issues. The WPWMA owns and operates a regional landfill, the Western Regional Sanitary Landfill (located at the southwest corner of Athens Road and Fiddyment Road) and serves the western portion of the County, including Roseville. The Western Regional Sanitary Landfill is specified as a Class III non-hazardous site, and a private firm under contract to the WPWMA manages its operation. Hazardous materials are presently transported to Class I landfills outside the County.

The State of California has adopted minimum standards, goals, and procedures that direct local government in their development of Integrated Waste Management Plans. Placer County, along with all the jurisdictions within its borders, have developed Solid Waste Management Plans specific to their own needs, and follow a coordinated effort for a regional approach to recycling programs and efforts. The General Plan stresses the importance of coordination with the County's program in the siting of transfer/disposal facilities.

The Environmental Utilities Department prepared a Source Reduction and Recycling Plan, a Household Hazardous Waste Plan, and a Non-Disposal Facilities Plan, which have all been approved by the California Integrated Waste Management Board. To meet recycling goals, the City participated, through the WPWMA, in the development of the Material Recovery Facility (MRF) at the Western Regional Sanitary Landfill. The MRF separates and recovers waste products for recycling, reuse, or conversion to energy resources. This program provides a flexible and cost-effective method of waste diversion and helps with the achievement of recycling goals as prescribed by the State.

GOALS AND POLICIES

SOLID WASTE, SOURCE REDUCTION, AND RECYCLING

Goal PF8.1 **Provide a healthy, safe, and economical system for solid waste collection and disposal.**

Goal PF8.2 **Provide solid waste collection and disposal services to all existing and future Roseville development through the City's Solid Waste Utility. The provision of services by another provider may be considered where it is determined that such service is beneficial to the City and its customers or the provision of City services is not feasible.**

Goal PF8.3 **Continue to participate in local and regional approaches to source reduction, material recovery, recycling, and solid waste disposal.**

Policy PF8.1 *Ensure existing and future recycling sites and operations remain viable through application of land use compatibility standards.*

Policy PF8.2 *Comply with the source reduction and recycling standards by reducing the projected quantity of solid waste disposed at the regional landfill.*

Policy PF8.3 *Require a waste characterization profile for proposed large-scale commercial and industrial development projects.*

Policy PF8.4 *Maintain a minimum 10-year reserve capacity at the landfill.*

Policy PF8.5 *Develop and implement public education and recycling programs.*

WATER AND ENERGY EFFICIENCY

The City must respond to the water and energy demands of its current residents while securing adequate resources to meet the needs of new development. The quality and quantity of water supplies have become increasingly important as this limited resource continues to be stretched through regional development. Energy demands must also be met within a landscape of evolving regulatory requirements related to environmental impacts, the response to which can provide co-benefits for household and business energy costs.

GOALS AND POLICIES

WATER AND ENERGY EFFICIENCY

Goal PF9.1 **Preserve scarce resources by recognizing the importance of efficiency in water and energy management.**

Goal PF9.2 **Balance efficiency efforts with water and energy supplies for the maximum benefit of Roseville's residents.**

Policy PF9.1 *Develop and implement water efficiency standards.*

Policy PF9.2 *Explore potential uses of treated wastewater.*

Policy PF9.3 *Protect the quality and quantity of the City's groundwater by actively seeking, throughout the City, areas suitable for groundwater recharge with land areas with suitable soils and geology for groundwater recharge.*

Policy PF9.4 *Develop and implement standards for the use of drought-tolerant and water-efficient landscape practices for both public and private projects.*

Policy PF9.5 *Develop and implement public education programs designed to increase public participation in energy, water efficiency, and recycled water use.*

Policy PF9.6 *Require large electricity users to submit a use and conservation plan concurrent with development review specifying measures to be taken to minimize demand.*

Policy PF9.7 *Enforce energy requirements and encourage development and construction standards that promote energy efficiency and conservation.*

Policy PF9.8 *Preserve natural resources by undertaking projects in energy conservation and load management, including increasing efficiency in the City's electrical system.*

Policy PF9.9 *Continue energy efficiency and conservation programs to serve all utility users.*

EXTENSION OF CITY SERVICES

The format of the extension of the City Services Component varies from the remainder of the Public Facilities Element. The focus is the extension of City public utility services, defined as water, electric, and wastewater, to properties outside the City limits. A significant constraint to development in much of unincorporated Placer County is the lack of urban services, particularly water and wastewater. The issue of extending City services has arisen and will likely continue to arise, in the future. For this reason, it is important that the City articulate its intent.

Findings that will need to be made for the City to extend services have been identified. These findings are organized by the type of service (electric, water, wastewater, recycled water, and solid waste) and whether the extension is requested for development that is built at the time of the request (existing development) or is planned for the future (new development). In each case, the findings differ slightly. This is to account for the differing circumstances and the differing controls the City has over each service.

Some of the primary issues associated with the extension of City services that the findings address include: impacts on the service levels of existing customers within Roseville; who pays the cost of the extension; and, potential growth management considerations. The findings contained in this component should be considered in combination with the goals and policies of the remainder of the Public Facilities Element and the Growth Management Component of the Land Use Element.

Existing Development

The following describe, for each utility, the conditions necessary for permitting the extension of electric, water, wastewater, recycled water, and solid waste service to **existing development** outside the City limits.

ELECTRIC

1. The City Council may approve the extension of electric service to existing development outside the City limits if the Council finds that:

    a) There are overriding benefits to the City of Roseville for providing service;

    b) The property owner pays the full cost of the extension of service; and

    c) The extension of service does not adversely affect the level of service experienced by utility customers within the City limits.

WATER

2. The City Council may approve the extension of City water service to existing development outside the City limits if the Council finds that:

    a) Conclusive documentation is provided showing that an environmental health problem exists and that connection to the City water system is the only viable alternative;

    b) The property served pays the full cost of the extension of service;

    c) The extension of water service does not adversely affect the level of service experienced by utility customers within the City limits;

    d) The request for service has been received from the existing service area provider; and

    e) Such extension is consistent with the City's Charter.

WASTEWATER

3. The City Council may approve the extension of the wastewater system, using the appropriate regional partners' allocation of plant capacity and/or the extension of the collection system, to **existing development** outside the City limits if the Council finds that:

    a) Conclusive documentation is provided showing that an environmental health problem exists and that connection to the City wastewater system is the only viable alternative;

    b) The property served pays the full cost of the extension of service;

    c) The extension of wastewater service does not adversely affect the level of service experienced by utility customers within the City limits; and

    d) The request for service has been received from the appropriate regional partner.

RECYCLED WATER

4. The City Council may approve extension of recycled water to **existing development** areas outside the City limits if the Council finds that:

    a) An adequate supply of recycled water is available considering prior recycled water supply commitments and the future need within Roseville City limits;

    b) The costs associated with the extension of service are borne by the property owner; and

    c) The City retains the authority to terminate delivery of recycled water.

SOLID WASTE

5. The City Council may approve the extension of solid waste collection and recycling service to **existing development** outside the City limits if the Council finds that:

    a) There are overriding benefits to the City of Roseville for providing service;

    b) The property owner pays the full cost of the extension of service; and

    c) The extension of service does not adversely affect the level of service experienced by utility customers within the City limits.

New Development

The following describe, for each utility, the conditions necessary for permitting the extension of electric water, wastewater, recycled water, and solid waste service to **new development** outside the City limits.

ELECTRIC

1. The City Council may approve the extension of electric service to **new development** outside the City limits if the Council finds that:

    a) There are overriding benefits to the City of Roseville for providing service;

    b) The property owner pays the full cost of the extension of service; and

    c) The extension of service does not adversely affect the level of service experienced by utility customers within the City limits.

WATER

2. The City Council may approve the extension of domestic water service to **new development** outside the City limits if the Council finds that:

    a) The property owner signs a recorded, irrevocable agreement to annex the property into the City of Roseville when such annexation is requested by the City;

    b) The property is located within the City of Roseville Sphere of Influence;

    c) The costs associated with the extension of service are borne by the property owner;

    d) The extension of service does not adversely affect the level of service experienced by utility customers within the City limits;

    e) The area served complies with the adopted City water conservation policies and Urban Water Management Plan;

    f) The request for service has been reviewed by the appropriate City advisory commissions or committees;

    g) The development is consistent with the policies of the Roseville General Plan and all City development standards; and

    h) Such extension is consistent with the City's Charter.

WASTEWATER WITHIN THE SPHERE OF INFLUENCE

3. The City Council may approve the extension of the City wastewater utility, allocating a portion of the Roseville allocation of the plant treatment capacity and/or extending the collection system, to **new development outside the City limits and within the Roseville sphere of influence** if the Council finds that:

    a) The property owner signs a recorded, irrevocable agreement to annex the property into the City of Roseville when such annexation is requested by the City;

    b) The costs associated with the extension of service are borne by the property owner;

    c) The extension of service does not adversely affect the level of service experienced by utility customers within the City limits or those served by the treatment plant;

    d) The development is consistent with the policies of the Roseville General Plan and all City development standards; and

    e) Approval of the appropriate regional partner has been received.

WASTEWATER OUTSIDE THE SPHERE OF INFLUENCE

4. The City Council may approve the extension of the City wastewater utility, allocating a portion of the Roseville allocation of the plant treatment capacity and/or extending the collection system, to **new development outside the City limits and outside the Roseville sphere of influence** if the Council finds that:

    a) There is excess capacity available that is not needed to serve development planned in the service area or the costs associated with any necessary expansion to the treatment plant are paid in advance of the extension of service;

    b) The costs associated with the extension of service are borne by the property owner;

c) The extension of service does not adversely affect the level of service experienced by utility customers within the City limits or those served by the treatment plants;

d) Any potential growth-inducing impacts associated with the extension have been fully mitigated; and

e) Approval of the appropriate regional partner has been received.

RECYCLED WATER

5. Recycled water may be extended to ***new development*** areas outside the City limits if the Council finds that:

   a) An adequate supply of recycled water is available;

   b) The costs associated with the extension of service are borne by the property owner; and

   c) The City retains the authority to terminate delivery of the recycled water.

SOLID WASTE

6. The City Council may approve the extension of solid waste collection and recycling service to ***new development*** areas outside the City limits if the Council finds that:

   a) There are overriding benefits to the City of Roseville for providing service;

   b) The property owner pays the full cost of the extension of service; and

   c) The extension of service does not adversely affect the level of service experienced by utility customers within the City limits.

VIII. SAFETY



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SAFETY

PURPOSE

The citizens of Roseville rely on the City for many of their safety needs, such as fire and crime prevention. They count on the City to plan for and protect them from natural hazards such as flooding, earthquakes, and other potentially dangerous situations. This Element addresses relevant safety concerns and sets forth the goals and policies essential for their resolution.

The City has two important implementing plans for the goals and policies of the Safety Element:

- ***Emergency Operations Plan*.** The City's Emergency Operations Plan (EOP) establishes an Emergency Management Organization and assigns functions and tasks consistent with the Standardized Emergency Management System (SEMS) and the National Incident Management System (NIMS). The EOP was reviewed and approved by representatives from each City of Roseville department, local special districts with emergency services responsibilities in the city, and the County of Placer Operational Area Office of Emergency Services. The content is based upon guidance approved and provided by the State of California and the Federal Emergency Management Agency. The plan provides for the integration and coordination of planning efforts of multiple jurisdictions, emergency functions, continuity of government responsibility, and public awareness. In addition, the

plan provides strategies for operations of police, fire, and health services, and as transportation alternatives, search and rescue, shelter and other required services in the event of an emergency. The EOP is reviewed annually and updated, republished and redistributed every five years.

- ***Multi-Hazard Mitigation Plan*.** This Plan describes the type, location, and extent of natural hazards that can affect the City; describes the City's vulnerability to these hazards, including hazards that are related to a changing climate; and includes a mitigation strategy that provides the City's blueprint for reducing potential losses. The City's Multi-Hazard Mitigation Plan is subject to Federal Emergency Management Agency (FEMA) review and certification every five years. The Multi-Hazard Mitigation Plan, as amended by the Roseville City Council from time to time, is hereby incorporated into the Safety Element by reference as though it were fully set forth herein. In the event of any conflict between the provisions of the Multi-Hazard Mitigation Plan and the provisions of the Safety Element, the provisions of the Multi-Hazard Mitigation Plan shall control.

It is an underlying goal of the entire Safety Element to protect the life, property, and environment of community residents, enterprises, employees, and visitors.

SETTING

The physical setting of the City influences the design of the City's public safety services and policies, which address seismic and geologic hazards, flood control, police services, fire protection, hazardous materials, and health services. The City is underlain by a relatively stable geology with low seismic shaking potential, but the soil and geologic characteristics still play a role in determining safety procedures. Though urbanized, the City has maintained a system of open space preserves, which include natural areas in oak woodland and riparian environments along the City's creek systems, as well as floodways and floodplains. The City's focus on preserving floodplain areas within open space informs flood control policy. The City's Roseville Police Department provides police services. The City is urban, but shares borders with more rural areas of the County, and major transportation facilities such as Highway 65, Interstate 80, and the Roseville Rail Yard influence the City's population and need for police services. The Roseville Fire Department provides fire protection services, which focus on the response needs of an urban community that is characterized by gently sloping terrain with areas of steep ravines in the northeast, and relatively flat valley in the western portion of the City. The City is also home to multiple health service providers, including two major hospitals.

ORGANIZATION

The Safety Element is comprised of the following components:

- ***Seismic and Geologic Hazards*** includes goals and policies to protect the City's residents from danger associated with active faults, liquefaction, ground failure (landslides), and steep slopes. While the potential for seismic and geologic hazard occurrences in Roseville is not high, the soil and geologic characteristics of the City continue to play an important role in determining safety procedures.

- ***Flood Control*** underscores the need for development standards along the City's Regulatory Floodplain. The City's flood-prone areas have been redefined and, in some cases, regulations pertaining to development in these areas are more restrictive to protect life and property.

- ***Police Services*** addresses protection of persons and property within the City by application of the crime prevention unit, department training program, and streets patrol.

- ***Fire Protection*** includes goals and policies to prevent and protect against catastrophic fires and minimize the loss of life and damage to property and the environment. Policies are established to achieve baseline response goals as outlined in the Department's Standards of Cover document.

- ***Hazardous Materials*** addresses the need for the safe and efficient handling of hazardous materials and hazardous wastes, consistent with state law. This includes requirements for the submittal of a Hazardous Materials Management Plan (HMMP) and Hazardous Materials Release Response Plans and Inventories (Business Plans).

- ***Health Services*** includes the existing status of health services within the City of Roseville and provides policies that ensure that medical needs are met. Trauma center services and health care for indigents are addressed.

SEISMIC AND GEOLOGIC HAZARDS

Like any California community, Roseville could be affected by seismic activity. If buildings and other improvements are constructed in areas with potential seismic activity, this could expose people and property to damage related to ground shaking. Damage from strong seismic ground shaking is most likely to occur in areas where older buildings that consist of unreinforced masonry are located. However, the Planning Area is in an area with relatively low seismic activity, and there are no fault traces either within or immediately adjacent to the Planning Area. Furthermore, the nearest active seismic source is 30 miles to the west and other active seismic sources are 45–60 miles to the north, east, and southwest near Lake Oroville, Lake Tahoe, and in the Coast Ranges, respectively (see Figure VIII-1). Other seismic and geologic hazards and soils limitations include:

- ***Liquefaction*** - This process, involving loose, sandy soil with a high water content, undermines the ground's ability to solidly support building structures during seismic activity. The risk is low in the Planning Area since the groundwater table is relatively deep and since the area is underlain by stable, moderately cemented to very well cemented, older rock formations, and since seismic activity is relatively low.

- ***Ground Failure*** - The City's geographic location, soil conditions, and surface terrain combine to minimize risk of major damage from landslides, subsidence (gradual shrinking of the earth's surface due to underground resource extraction), or other geologic hazards resulting from seismic activity and related natural forces.

- ***Landslide*** - While Roseville is located on relatively level terrain, the land gradually increases in slope to the east and north. The most significant slope areas are located along creeks and ravine areas. However, the Planning Area does not have a history of landslides, is composed of stable geologic units that are moderately to very strongly cemented, and active seismic sources are at least 30 miles away.

- ***Soil Erosion -*** Most soils can be categorized into soil groups based on runoff characteristics, which are factored into calculations of erosion and stormwater runoff potential when drainage plans are prepared for development. Most of the Planning Area soils are assigned to Hydrologic Group D, which means they have a very slow water infiltration rate and a very high stormwater runoff potential. Water erosion hazards are particularly high in areas of steeper slopes along streambeds.

The California Building Code, which has been adopted by the City, requires an assessment of site conditions and appropriate design features to avoid seismic and geologic hazards in new construction. The State earthquake protection law (Health and Safety Code Section 19100 et seq.) requires that structures be designed to resist stresses produced by lateral forces caused by wind and earthquakes. Planning Area soils have been rated with moderate limitations for construction of buildings and roads because of a shallow depth to bedrock, low soil bearing strength, and a moderate to high shrink-swell potential. The building code requires engineering practices that reduce or eliminate hazards from construction in unstable and expansive soil, as well as drainage-related requirements to reduce seasonal fluctuations in soil moisture content. Construction in soils of low strength is also addressed in the building code through implementation of soil engineering tests and amending and compacting soils.

GOALS AND POLICIES

SEISMIC AND GEOLOGIC HAZARDS

Goal SAFE1.1 Minimize injury and property damage due to seismic activity and geologic hazards.

Policy SAFE1.1 *Continue to monitor seismic activity in the region and take appropriate action if significant seismic hazards, including potentially active faults, are discovered in the Planning Area.*

Policy SAFE1.2 *Continue to mitigate the potential impacts of geologic hazards through building plan review.*

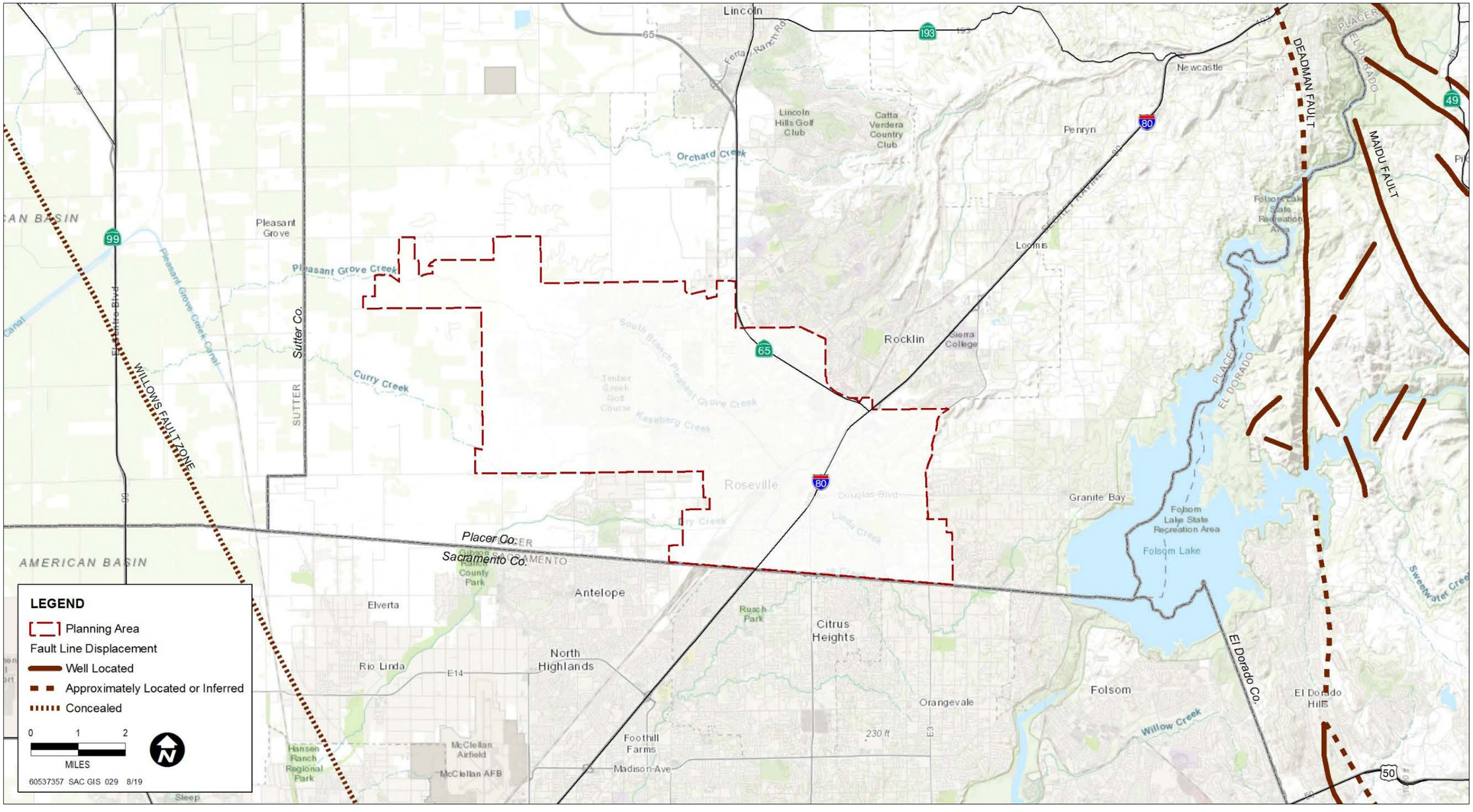
Policy SAFE1.3 *Minimize soil erosion and sedimentation through suitable building placement, maximum lot coverage standards, context-sensitive designs, and appropriate construction techniques.*

Policy SAFE1.4 *Comply with state seismic and building standards in the design and siting of critical facilities, including police and fire stations, school facilities, hospitals, hazardous material manufacture and storage facilities, bridges, and large public assembly halls.*

Policy SAFE1.5 *Create and adopt slope development standards prior to, or as part of the planning process for, any area identified as having significant slope.*

Policy SAFE1.6 *Require contour grading, where feasible, and re-vegetation to mitigate the appearance of engineered slopes and to control erosion.*

Figure VIII-1 | Regional Fault Map



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FLOOD PROTECTION

The City of Roseville is located within portions of three major drainage basins: the Pleasant Grove Creek Basin, the Curry Creek Basin, and the Dry Creek Basin. Although identified as a separate watershed, Curry Creek is currently considered to be a tributary of the Pleasant Grove Creek basin. Pleasant Grove Creek and its tributaries drain most of the western and central areas of the City north of Baseline Road and the Diamond Oaks Golf Course. Dry Creek and its tributaries drain the remainder of the City from Rocklin to the north, Loomis Basin to the east, Sacramento County to the south, and Placer County to the west. The Dry Creek system has year-round flows in its major watercourses, while the Pleasant Grove system is generally intermittent in its upper reaches with only seasonal flows, and flowing year-round in its lower reaches. For the most part, the primary creek systems in the City have been maintained in their natural state and alignment.

Upstream flows generated elsewhere in Placer County enter Roseville's creeks and tributaries from the east and north. The creek systems, picking up additional natural and storm-water-system-delivered run-off in the City, generally flow in a west-southwestward direction through Roseville. The flows continue to move west-southwestward into Placer, Sacramento, and Sutter Counties, eventually draining through various creeks and canals into the Sacramento and American Rivers.

Flooding is defined as the temporary rising and overflowing of water that results in partial or complete inundation of normally dry land areas. The initial force of flooding and inundation of floodwaters can result in injury, loss of life, and property damage. Damage may include: the shattering or flooding of structures, including homes and businesses, including their contents; uplifting of vehicles and other objects; damage to roadways, bridges, infrastructure and services; and, soil instability, erosion, and landslides.

Flood risk is a major concern in Roseville, along with the remainder of the Sacramento/South Placer region, a risk that will be critically important to monitor in the context of a changed climate. Flooding in Roseville is associated with storm runoff exceeding creek and storm drainage capacities and is generally limited to areas of low elevation adjacent to the creek systems.

Historic Flooding

Reports of flooding along Dry, Antelope, Cirby, and Linda Creeks have been recorded from the 1930s to present time. Flooding that resulted in property damage occurred about every three to five years since 1950, with the exception of the period from 1973 to 1981 when no flooding was reported. A large flood event took place in February 1986, causing substantial damage to property. The flood ranged between a 70 and 100-year event, depending upon the location. In January of 1995, the City was subject to the flooding of Cirby Creek and Linda Creek, a flood event that exceeded that of 1986. A detailed description of the flooding problem in the Dry Creek watershed, which includes Cirby and Linda Creeks, can be found in the “Update to the Dry Creek Watershed Flood Control Plan” by the Placer County Flood Control and Water Conservation District (District), dated November 2011, and in the “Cirby-Linda-Dry Creek Study” by Dames & Moore, dated November 1991. The 1995 flood magnitude reached the 200-year event level in certain portions of creeks in the Dry Creek watershed. The portion of Roseville within the Pleasant Grove Creek/Curry Creek watershed has, until recently, remained mostly undeveloped, so reports of flood damage are limited.

Localized flooding resulting from storm runoff that exceeds piped drainage capacity is primarily limited to street flooding. Few reports have been made regarding piped drainage exceeding its capacity and causing major flood damage. Improvements to the drainage system have been made to most of these areas.

Dam Failure

Dam failure could result in widespread flooding. Although there are no dams within Roseville, the failure of Folsom Lake containment dikes, numbered one through six, could impact the City. The containment dikes are used to close the saddles or low points along the crests of the ridges located along the westerly rim of the reservoir. Dikes two and three store essentially no water at all, except during flood surcharges at the lake. Of these, dikes five and six would result in the largest impacts to Roseville. In the unlikely event of such a failure occurring, a plan of action has been developed and is included in the City of Roseville's Emergency Operations Plan.

Flood Control Projects

The City of Roseville is involved in several flood control projects and mitigation programs designed to protect residents and lessen the potential for flooding both within the City and within neighboring communities:

- ***Drainage Mitigation Fees.*** The City collects drainage mitigation fees within the Pleasant Grove Creek/Curry Creek and Dry Creek watersheds to be used to alleviate potential downstream drainage problems in these basins. A Regional stormwater retention basin project at the Al Johnson Wildlife Area is planned within the 1,700-acre city-owned property. The goal is to provide 2,250 acre-feet retention storage for some or all of the incremental increase in runoff volume resulting from existing and future development projects that generate runoff flowing through Sutter County. This retention storage is for the Pleasant Grove Creek/Curry Creek watershed. The Dry Creek watershed uses or plans to use a number of strategies, ranging from regional structural projects (e.g. the Antelope Creek Flood Control Project, Upper Weir), an ALERT Flood Warning Response System, bridge and culvert improvements, LIDs, to non-structural measures (building raises or voluntary buy-outs).

- ***Flood Mitigation Plan.*** Roseville is also involved through the Placer County Flood Control and Water Conservation District in the Auburn Ravine, Coon Creek, and Pleasant Grove Creek's Flood Mitigation Plan (also referred to as the "Cross Canal Watershed Flood Control Plan"), dated June 1993, and the Update to the Dry Creek Watershed Flood Control Plan (November 2011).

- ***Alert Roseville.*** The City has a flood alert system in place. *Alert Roseville* is an emergency notification system that may be used to deliver alerts when there is a threat to the health and safety of residents. In the event of potential flooding, warnings will also be broadcast on Roseville's Government Access Channel and on local radio stations. The system is designed to provide residents up to three hours' advance warning of potential flooding within the regulatory floodplain. Details of this program are described in the City of Roseville's Emergency Response Plan.

- ***Stream Clearing Program.*** The City operates a stream clearing program in the flood-prone areas of Roseville each year. Details of this program can be found in the City's Roseville Creek and Riparian Management and Restoration Plan, dated December 2003, and the City of Roseville Open Space Preserve Overarching Management Plan, dated August 2011.

Federal Guidance

The Federal Emergency Management Agency (FEMA) oversees the delineation of flood hazard zones as it relates to the National Flood Insurance Program (NFIP) and the provision of federal disaster assistance. FEMA manages the NFIP and publishes the Flood Insurance Rate Maps (FIRMs), which show the expected frequency and severity of flooding by area, typically for the existing land use and the type of drainage/flood control facilities that are present. Flood zones are determined by the probability of flooding within a certain time period, such as a 100-year (1 percent annual exceedance probability) flood event.

In most cases, the definitions of the floodplain generated by the U.S. Army Corps of Engineers and the Federal Emergency Management Agency (FEMA) encumber less property than those developed for the City. The most recent FEMA information is more consistent with the City data than previous versions.

Minimizing encroachment within the regulatory floodplain has been a primary goal of the City. The boundaries of the regulatory floodplain have been revised over the years due to better data availability. A majority of the damage from the 1986 and 1995 floods occurred within the Infill Area of the City, where properties have historically encroached into what is now recognized as the floodplain.

State Law

The California Legislature enacted six interrelated flood management bills in 2007—Senate Bills (SB) 5 and 17, and Assembly Bills (AB) 5, 70, 156, and 162 to improve flood management by strengthening the linkage between local land use planning decisions and flood management practices. The legislation requires that an Urban Level of Flood Protection (ULOP) be met in specific locations within the Sacramento and San Joaquin river basins.

State legislation (SB-5) defines an ULOP as that which is necessary to withstand flooding that has a 1-in-200 chance of occurring in any given year.[1] Subsequent legislation refined the definition of the urban level of flood protection to exclude areas of shallow flooding (inundation less than three feet deep) or flooding from local drainage (tributary areas of less than 10 square miles) that meets the criteria of the national FEMA standard of flood protection. (Government Code Section 65007[l][n]).

There are five locational criteria which must all be met in order for the ULOP to apply. While all areas of the City meet two of the criteria (the City is an urban area of more than 10,000 people and the City is within the Sacramento-San Joaquin Valley) only certain areas of the City meet the remaining three location criteria. These areas are:

- Located within a flood hazard zone that is mapped as either a special hazard area or an area of moderate hazard on FEMA's official (i.e. effective) Flood Insurance Rate Map for the National Flood Insurance Program,
- Located within an area with a potential flood depth above three feet, from sources other than localized conditions, and
- Located within a watershed with a contributing area of more than 10 square miles.

The general boundaries of the ULOP floodplain within Roseville are reflected in Figure VIII-2 and are also shown overlaid upon the General Plan land uses in Figure VIII-3.

The State of California has implemented a State Plan of Flood Control. State law requires all communities to be in compliance with this plan. The City's current standards for managing new development in or near the floodplain are in compliance with the State Plan. The City will continue to require new development to comply with the latest State Plan of Flood Control.

Regulatory Floodplain

The City of Roseville regulates its floodplain areas through land use, zoning, and other development restrictions. This includes policies requiring the dedication of lands and which prohibit development within the City's Regulatory Floodplain. Certain exceptions to this policy exist primarily within the infill area and for the construction of essential services. Where encroachments may be permitted, improvements are required to be designed to minimize cumulative upstream and downstream effects.

[1] This is based on criteria consistent with, or developed by, the State Department of Water Resources.

The City's Regulatory Floodplain is a composite floodplain consisting of three data sources: (1) FEMA 1% annual chance (100-year) floodplains (AE and A Zones), (2) the City-developed 1 percent annual chance (100-year) floodplains with the modeling condition that the Pleasant Grove/Curry Creek and Dry Creek watersheds have been fully developed (e.g., at estimated build-out) without mitigation, and (3) the City-developed 0.5 percent annual chance (200-year) floodplains with flood depths 3.0-foot and greater meeting the State's ULOP criteria. The delineated floodplain boundary of the Regulatory (composite) Floodplain is the most conservative floodplain boundary of the three floodplains.

The general boundaries of the Regulatory Floodplain within Roseville are reflected in Figure VIII-2 and are overlaid upon the General Plan land uses in Figure VIII-3.

The Floodplain combining land use designation is applied to all floodplain areas in the City. This designation is normally combined with open space or park designations, but may be combined with other land uses in areas with existing development. The City is responsible for maintaining its storm drain systems (including the creeks that are part of that system, where they are owned by the City), as well as its existing and planned retention and detention basins.

In addition to the City, there are several other agencies that regulate floodplain areas and/or the resources commonly found within these areas. These agencies include the U.S. Army Corps of Engineers (Section 404 of the Clean Water Act), Central Valley Flood Protection Board, FEMA, and the California Department of Fish and Wildlife (1602 Stream Bed Alteration Agreement). The Placer County Resource Conservation District and the Placer County Flood Control and Water Conservation District provide advice and assistance on floodplain management.

FEMA plays a particularly prominent role in floodplain management. FEMA is charged with overseeing disaster assistance and mapping floodplains. One of its programs is the National Flood Insurance Program (NFIP), which requires owners of insurable buildings within designated A or V flood (100-year) zones to purchase flood insurance (if there is a federally-backed mortgage). Eligible flood zones are designated through engineering studies that are adopted by FEMA. The mapping of the flood zones then becomes the Flood Insurance Rate Map (FIRM) that reflects the expected frequency and severity of flooding by area. The City, in 1990, 2001, and again in November 2018, adopted revised FIRM (maps) and the corresponding Flood Insurance Study (FIS) to ensure continued participation in the National Flood Insurance Program.

As urbanization of western Placer County continues to increase within the Pleasant Grove Creek and Dry Creek Basins, Roseville faces the potential of experiencing increased flooding problems. Land development typically results in increased hard surfaces and decreased vegetation. These conditions limit infiltration opportunities; without adequate mitigation, they can increase storm water runoff rates and volumes and decrease the time required to reach peak discharge.

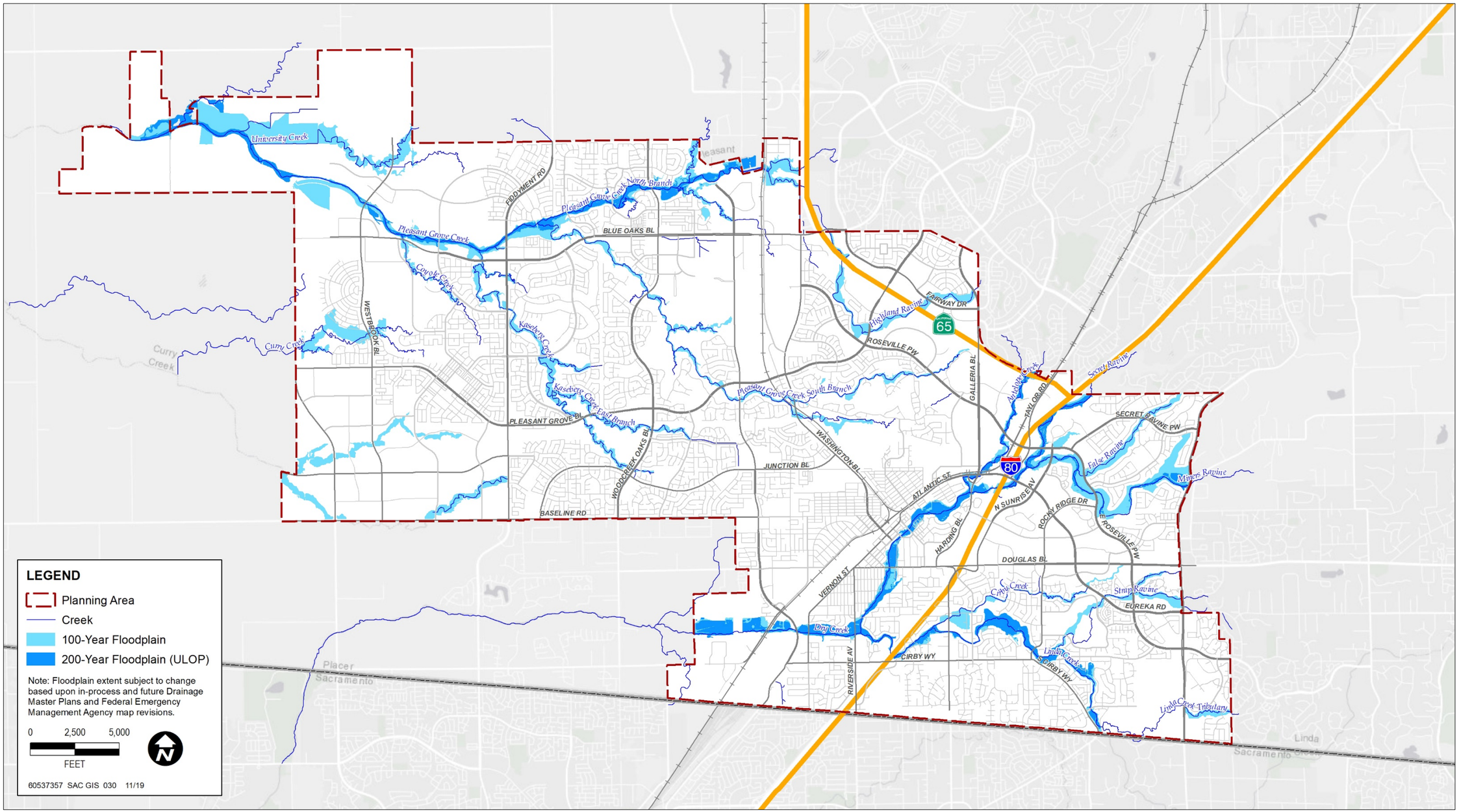
The goals and policies of this component focus on minimizing damage due to flood hazards. Key to this effort is the clear definition and application of floodplain boundaries, protection of floodplain areas, and commitment to regional cooperation on flooding issues.

A detailed Floodplain Management Plan has been developed and is included in the City's Multi-Hazard Mitigation Plan.

Floodplain Designations

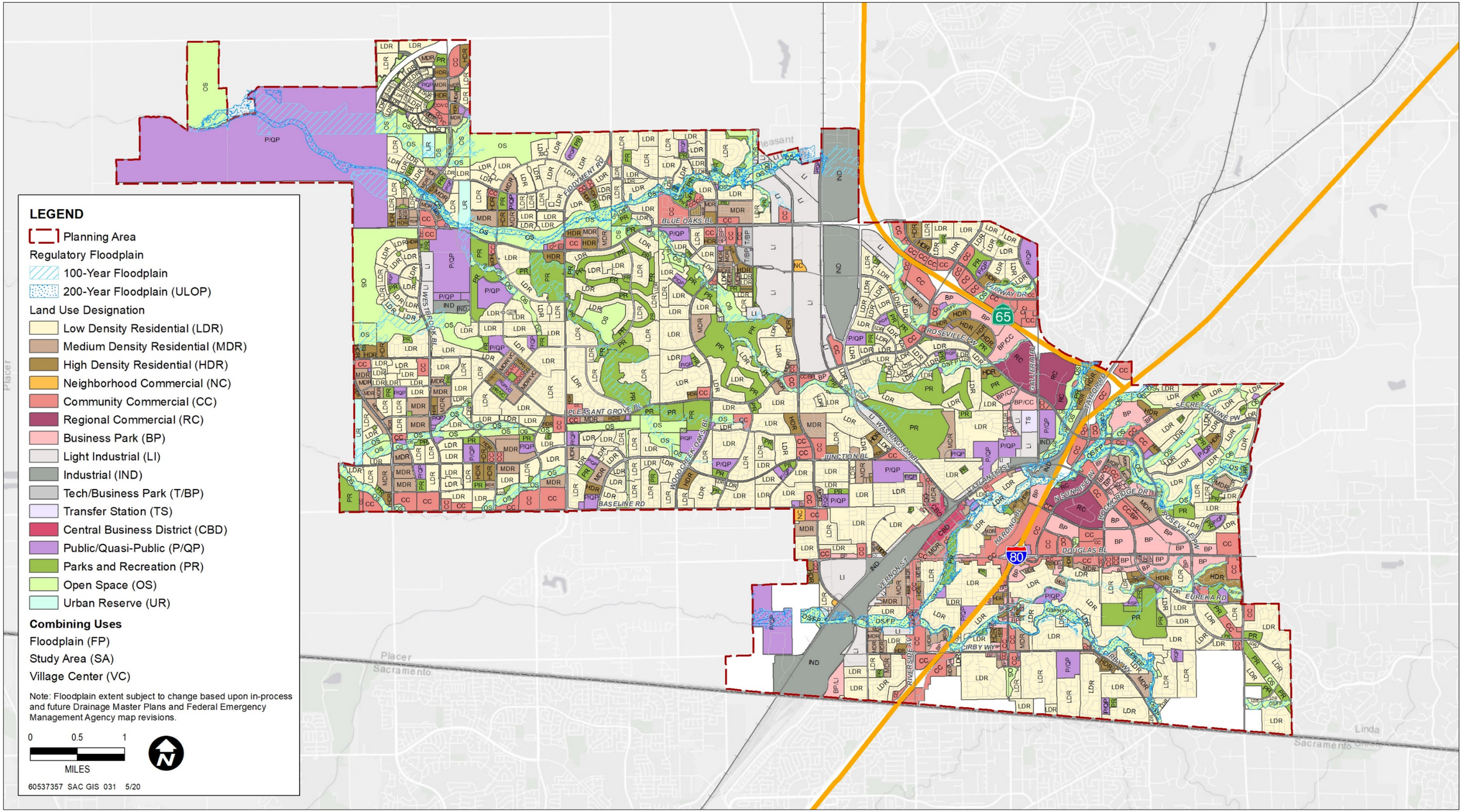
Clear policy on how floodplain areas are defined and regulated is very important in effectively dealing with flood protection. Several different designations have been used to define floodplains in Roseville, including zoning and land use designations for floodplain areas, local flood hazard areas, 100-year FEMA floodplain areas, and the City's Regulatory Floodplain. It is the intent of the General Plan to establish clear direction to ensure consistent application of floodplain policy in the City.

Figure VIII-2 | City's Regulatory Floodplain



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Figure VIII-3 | Land Use Designations with City's Regulatory Floodplain



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Policy relating to the designation of the floodplain recognizes that there are differences between the infill area and the remainder of the City. Infill areas were developed prior to modern floodplain mapping and policies; consequently there is existing infill development within the floodway fringe). As a result, floodplain policy for the Infill Area is slightly more flexible to account for existing development and to retain some development potential for those undeveloped but entitled properties within the floodplain, provided that compliance with the specified restrictions occurs.

FLOODPLAIN DESIGNATION POLICY

In the City of Roseville, floodplain policy focuses on two primary objectives: (1) to minimize the potential for flood damage by providing for the safe movement of flood waters through the City; and (2) to preserve, protect, and enhance the natural habitat, open space, and recreational values found along Roseville's floodplain and creek environments. The goals and policies within this Element focus primarily on the safety objective. It is intended that these policies be utilized in combination with the policies in the Open Space and Conservation Element to ensure full implementation of the objectives stated above.

REGULATORY FLOODPLAIN DESIGNATION

The City of Roseville shall designate the City's Regulatory Floodplain on its land use map in accordance with the best available floodplain information, as determined by the Public Works Director. The description of the elements within the Regulatory Floodplain were provided within the section "Regulatory Floodplain" above. .

Where the City's Regulatory Floodplain information does not exist, or where it is determined that the City's Regulatory Floodplain does not represent the best available information, new floodplain information shall be generated by the project proponent. New floodplain information shall generally be developed: (1) consistent with the build-out development assumptions used to develop the City's Regulatory Floodplain; and (2) in compliance with the most recent District Stormwater Management Manual.

FLOODPLAIN DEVELOPMENT REGULATIONS

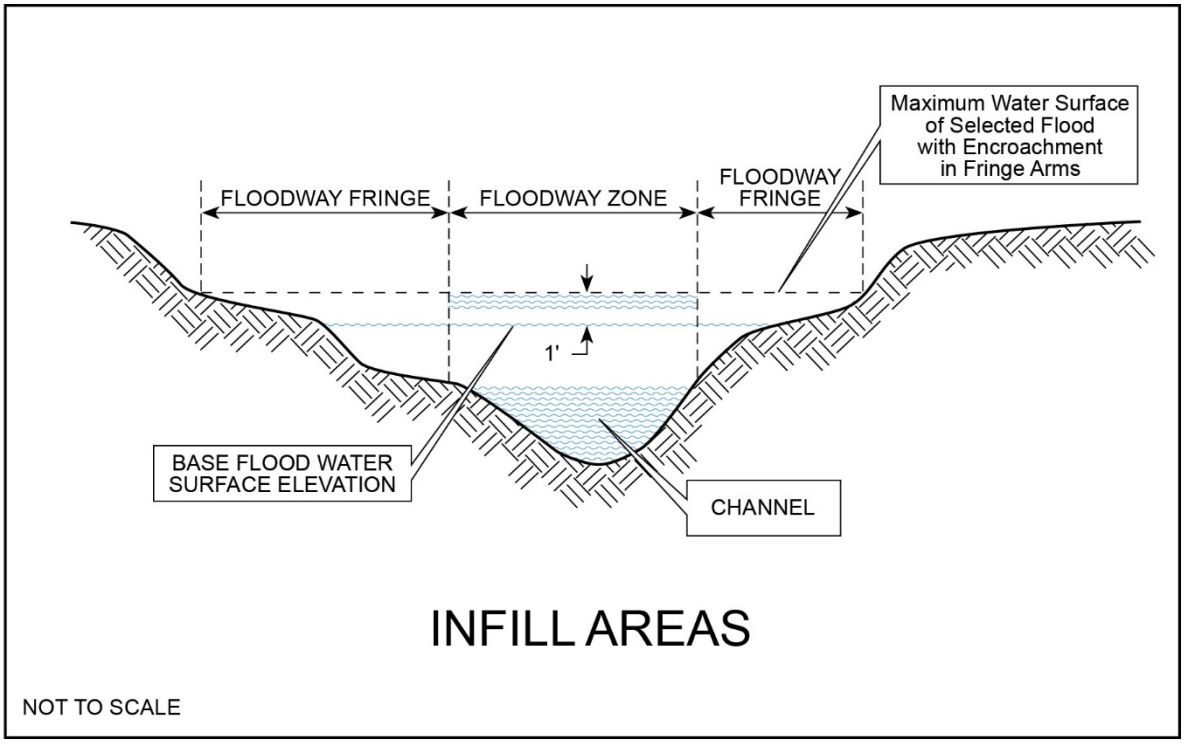
Development within the City's Regulatory Floodplain shall be regulated as follows:

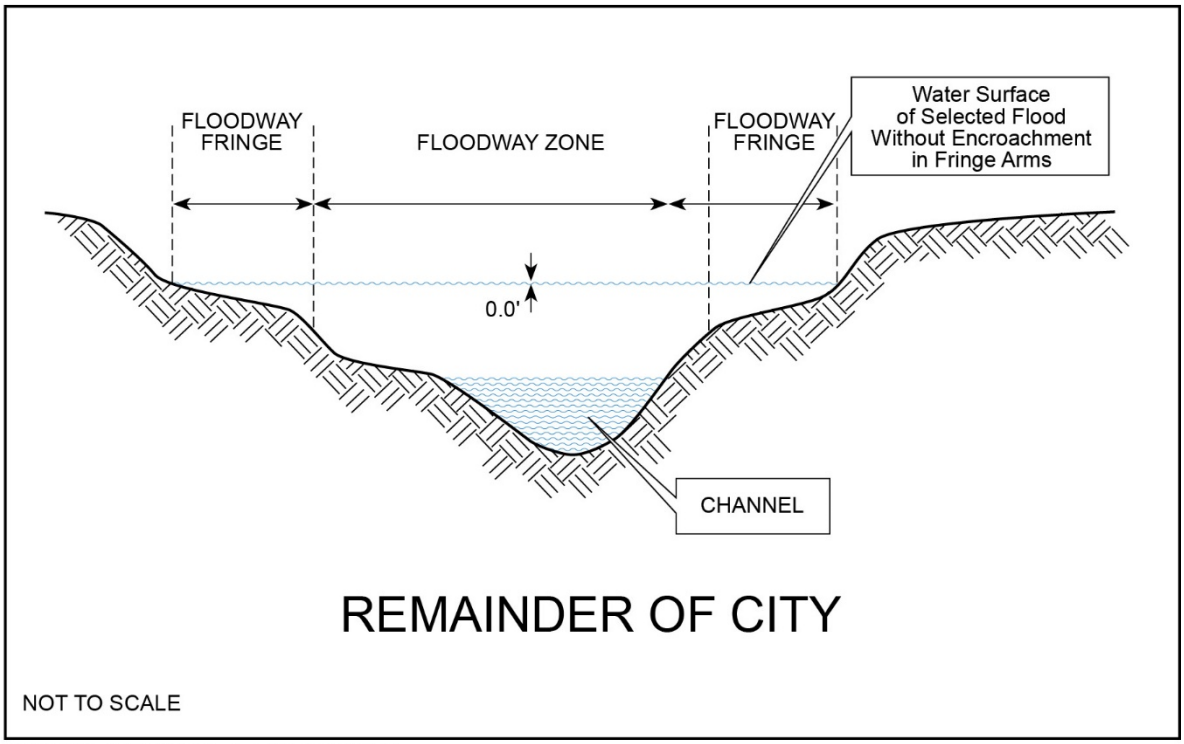
- ***Infill Areas.*** No development is permitted within the regulatory floodway. Development may be permitted by the City within the regulatory floodway fringe. Such development shall be limited to that which cumulatively results in no more than one-foot of rise in the water surface elevation.

- ***Remainder of The City (Specific Plans, and the North Industrial Area).*** No development is permitted within the City's Regulatory Floodplain (floodway and floodway fringe). Exceptions may be considered by the City for unusual conditions on a case-by-case basis if the encroachment is limited to only the floodway fringe and would not result in any off-site increase in the water surface elevation.

The above designations are schematically reflected in Figure VIII-4.

Figure VIII-4 | Floodplain Designation Cross Sections





60537357_SAC_GRX_2020-001 Floodways 3/5/2020 VMG INDD

ESSENTIAL SERVICES EXCEPTIONS

On-site increases in the water surface elevation and/or fill within the regulatory floodplain, including the floodway, may be permitted by the City on an exception basis if associated with essential facilities and services such as roads, infrastructure, and detention facilities subject to the following criteria:

- No feasible[2] alternatives exist that would eliminate or reduce the need for fill and/or an increase in the water surface elevation and would result in a lesser impact to the environment.
- The facility has been designed to result in the minimum amount of fill and impact necessary to achieve its intended purpose and results in no off-site increase in the water surface elevation.

SECONDARY CHANNELS AND TRIBUTARIES

In general, piping of storm water in a watershed that is less than 300 acres is encouraged for ease of maintenance and for public health and safety reasons.

Channels and tributaries are defined where the existing drainage area is between 300 and 640 acres. These areas may be permitted to be channelized or modified to better serve the needs of the area.

- The modification to the channel or tributary would not result in any off-site increase in the water surface elevation.
- The channel or tributary to be modified is determined to have less than significant vegetation, habitat, visual, recreation, or other open space value.
- If channelization is permitted, the created channels should be designed to: (1) provide adequate open space to safely accommodate the 100-year flow; (2) reflect cross-sections and contours similar to the natural channel with gentle side slopes and be unlined; (3) be compatible with the adjacent system and provide transitions as appropriate; (4) be an integral part and amenity to the area; (5) incorporate habitat enhancement, mitigation, and other resources; and (6) be designed to reduce the need for maintenance.
- If piping is permitted, the 100-year flow must be safely accommodated over land in the case of a blocked pipe and must comply with all other provisions of the City of Roseville Improvement Standards.

[2] Feasible is defined as capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors.

GOALS AND POLICIES

FLOOD PROTECTION

Goal SAFE2.1 Minimize the potential for loss of life and property due to flooding.

Goal SAFE2.2 Pursue flood control solutions that are cost-effective and minimize environmental impacts.

Policy SAFE2.1 *Continue to regulate, through land use, zoning, and other restrictions, all uses and development in areas subject to potential flooding and require new development to comply with the State Plan of Flood Control requirements.*

Policy SAFE2.2 *Monitor and regularly update City flood studies, modeling, associated land use, zoning, drainage fees and flood management projects, and other development regulations.*

Policy SAFE2.3 *Continue to pursue a regional approach to flood issues. Participate in efforts to secure adequate flood management funding.*

Policy SAFE2.4 *Provide flood warning and forecasting information to the community to reduce impacts to private property.*

Policy SAFE2.5 *Minimize the potential for flood damage to public and emergency facilities, utilities, roadways, and other infrastructure.*

Policy SAFE2.6 *Require new developments to evaluate potential flood hazards, and provide mitigation to ensure that the cumulative rate of peak run-off is maintained at pre-development levels.*

Policy SAFE2.7 *Continue to implement the Storm Maintenance Program to keep creeks and storm drain systems free of debris.*

Policy SAFE2.8 *Establish and maintain flood control assessment districts or consider other funding mechanisms to mitigate flooding impacts.*

Policy SAFE2.9 *Where feasible, maintain natural stream courses and adjacent habitat and combine flood control, recreation, water quality, and open space functions.*

POLICE SERVICES

The City of Roseville Police Department, headquartered at 1051 Junction Boulevard, provides primary law and traffic enforcement services within the City. The guiding principles for the Police Department are: Constitutional Policing, Crime Reduction, Community Care, and Respect. The Roseville Police Department is responsible for patrol duty within the City limits, including parks and open space areas, responding to and investigating crimes and other calls for service, providing animal control services, and ensuring traffic safety (i.e. enforcing the Vehicle Code and responding to traffic collision or traffic hazard calls.) Cooperation with the Union Pacific Railroad's private police department ensures provision of back-up services within the Rail Yard, as needed. The Roseville Police Department employs Animal Control officers, who respond to emergency and routine calls regarding animals and shelters stray, owner-relinquished, or impounded animals through a contract with the Placer County Society for the Prevention of Cruelty to Animals.

The Roseville Police Department staffs and houses its own communications center, which is the 911 public safety answering point for the City. The communications center dispatches for Roseville Police and Fire. The Police Department also staffs an indoor gun range and outdoor shoot house for in-house training, qualification, and testing. The range is rented out to surrounding agencies and mutual aid partners.

police population ratios, which range from 3.5 officers in large northeastern cities to fewer than 0.75 officers in mid-size, west coast cities, the Roseville Police Department believes that the effectiveness of a police force cannot be determined by police-to-population ratios alone. Adequacy in police protection must account for the community's demographic characteristics and crime levels. What may be the proper standard for one community may not be suitable for another. Flexibility is key to effective police protection. This allows the police department to better respond to changes in the frequency and nature of crimes in the City.

The Roseville Police Department offers extensive non-traditional police services that are far above the norm for cities of similar size. Currently, the department assigns sworn police officers to every public high school campus, assigns one police officer to service all of the middle-school campuses, and offers numerous low- or no-cost recreational programs for youth through the Roseville Police Activities League (RPAL). The department has a Social Services Unit, which coordinates the department's response to social service-related challenges, such as unsheltered individuals, delinquent or out-of-control youth, elder abuse, child neglect, and individuals with mental health concerns. The department also staffs a Crime Suppression Unit that focuses on community-specific problems related to drugs, gangs, and human exploitation.

The police department was instrumental in the creation of the Roseville Coalition of Neighborhood Associations, and its members assist neighborhoods and businesses with police issues, and assigns police officers as liaisons to every neighborhood association.

GOALS AND POLICIES

POLICE SERVICES

Goal SAFE3.1 Maintain a professional law enforcement agency that proactively prevents crime; controls crime that the community cannot prevent; and reduces fear and enhances the security of the community.

Policy SAFE3.1 *Provide a high level of visible patrol services within the City.*

Policy SAFE3.2 *Respond to both emergency and routine calls for service in a timely manner consistent with department policy.*

Policy SAFE3.3 *Ensure that the Police Department utilizes modern technology and provides adequate training to maximize job performance.*

Policy SAFE3.4 *Establish programs that respond to community concerns of crime, gangs, drug abuse, homelessness, mental health, and traffic.*

Policy SAFE3.5 *Provide extensive community-based service and education programs designed to prevent crime and emphasize citizen protection and involvement.*

Policy SAFE3.7 *Design parks that are conducive to surveillance by adjoining residents, security services, and police.*

Policy SAFE3.8 *Work with other city departments to review public and private development plans, ensuring that crime prevention is addressed.*

Policy SAFE3.9 *Coordinate with patrol officers in patrolling parks, open space and trails, and continue coordination with other law enforcement agencies.*

FIRE PROTECTION

The Roseville Fire Department provides fire protection, fire suppression, emergency medical services, and hazardous materials management within the City. The Roseville Fire Department employs approximately 119 personnel and operates from 8 fire stations within the Planning Area. The Fire Department provides fire code enforcement, fire safety inspections, plan review, hazardous materials enforcement and inspections, hazard abatement, public information, and public education activities, emergency preparedness, and other services.

The City maintains mutual and automatic aid agreements with the Placer County Fire Department, which provides fire protection to areas west of the City; the South Placer Fire Protection District, which provides fire protection to areas east of the City; the Rocklin Fire Department, which provides fire protection to the north; and the Sacramento Metropolitan Fire District, which provides fire protection to the south. Virtually all fire departments and districts, including the City, are part of the statewide mutual aid agreement. This agreement provides that a fire department will help any other fire department when the need arises. A similar agreement exists between all fire agencies in Placer County.

Fire Department responses can generally be grouped into three categories. Fire calls, are defined as those related to fires, including structural, vegetation, and vehicle. Emergency medical service calls are identified as those calls related to medical emergencies. Non-fire calls refer to all other calls, such as investigations of possible fire hazards, citizen assists, false alarms, and other miscellaneous calls. As the City grows, the number of incidents requiring the Fire Department has increased, with emergency medical service incidents making up the majority of requests. With improvements to building standards, fire prevention activities, and public education, fires represent approximately five percent of the total call volume.

Fire hazards include those related to structures and those related to vegetation in open spaces. Buildings constructed prior to 1980 pose a relatively greater fire risk since building codes have become progressively more effective, through design and construction standards, in improving fire safety. The California Department of Forestry and Fire Protection (CAL FIRE) has established a fire hazard severity classification system to assess the potential for wildland fires. The Planning Area is designated by CAL FIRE as a Local Responsibility Area, and there are no Very High Fire Hazard Severity Zones. Nevertheless, the Fire Department reviews development that proposes open space or is located adjacent to open spaces to ensure appropriate fire safety provisions are included.

Fire stations are located strategically throughout the community in order to place resources within an acceptable response distance. Response time from these stations is one of the most important measurements of fire department performance. Time is critical: two commonly referred to criteria used to quantify the importance of fire department response time include (1) the time of flashover in a structure fire (where a fire goes beyond the control capability of a single alarm) and (2) the time where irreversible brain damage and chances of survival are greatly reduced for patients that are pulseless and non-breathing. The Fire Department has established response performance measures based on the Fire Department's current capabilities and resources, which are outlined in the Department's Standards of Cover document.

The Insurance Service Office (ISO) rating measures fire departments' effectiveness, based on available facilities and equipment, personnel, and quantity of water available for firefighting. Roseville rates high for urban areas among its neighboring jurisdictions, with an ISO rating of 2 on a scale of 1 to 10 (the lower the number, the higher the rating). Roseville's supply and availability of water for firefighting needs is sufficient to serve the demands of buildout of the General Plan. Water pressure must be sufficient, but adequate water supply is the key to effective fire suppression.[3]

[3] The specific quantity of water needed for fire protection of individual buildings is set forth in the California Fire Code. (California Code of Regulations Title 24, Part 9).

GOALS AND POLICIES

FIRE PROTECTION

Goal SAFE4.1 **Protect against the loss of life, property, and the environment by the application of appropriate preventative, educational, and operational measures.**

Goal SAFE4.2 **Provide emergency services in a well-planned, cost-effective, and professional manner through the best utilization of properly trained, equipped, and supervised personnel.**

Policy SAFE4.1 *Continue to pursue and promote fire prevention programs and standards.*

Policy SAFE4.2 *Continue to follow service level response times, as listed in the City's Standards of Cover document.*

Policy SAFE4.3 *Monitor Fire Department service levels annually, concurrent with the City budget process and via quarterly reports.*

Policy SAFE4.4 *Provide a comprehensive emergency medical services program to deliver basic and advanced life support services.*

Policy SAFE4.5 *Provide highly trained personnel to ensure effective suppression of fires and safety for firefighters.*

Policy SAFE4.6 *Seek to reduce fires by fully investigating the cause, origin, and circumstances of each fire; collect and preserve evidence; coordinate with authorities in detection, apprehension, and prosecution of arsonists; pursue each investigation to its conclusion; and use resultant findings to develop more effective fire prevention programs.*

Policy SAFE4.7 *Phase the timing of the construction of fire stations to be available to serve the surrounding service area.*

Policy SAFE4.8 *Continually update the Roseville Emergency Operations Plan and ensure that participants are prepared to efficiently carry out assigned functions.*

HAZARDOUS MATERIALS

This component focuses on the storage, transportation, clean-up, and emergency response aspects surrounding the management of hazardous materials. The federal government, under Title 49 of the Code of Federal Regulations, lists thousands of hazardous materials. These include radioactive waste and explosives and more commonly used substances such as petroleum products, insecticides, and household cleaning products. The handling of hazardous materials is an element of daily activity that affects all residents within the City.

STORAGE

Proper storage of hazardous materials incorporates a variety of techniques depending on the type of material being stored. Underground storage tanks (USTs) and above-ground storage tanks (ASTs) are commonly used for the storage of hazardous materials, especially petroleum products. These storage devices are found most often at gas stations and businesses operating vehicle fleets. UST leakage has contaminated several sites within the City. As a result of these unauthorized releases, varying on-site mitigation measures have been required to address the contaminated areas. Sites that have adversely impacted underground water due to unauthorized releases of product from tanks are under clean-up orders by the Regional Water Quality Control Board in coordination with the Roseville Fire Department.

Hazardous materials used in many household products (e.g. drain cleaners, waste oil, cleaning fluids, insecticides, and car batteries) can have the potential to be improperly discarded as a part of normal household trash. The City's Environmental Utilities Department operates a household hazardous waste collection and recycling program to minimize the improper disposal of these materials.

In order to avoid spills or contamination, the Roseville Fire Department regularly monitors hazardous material generators and storage facilities in the City for compliance with state regulations, including enforcement procedures recognized by California's Department of Toxics Substances Control.

All hazardous materials handlers, which store more than 55 gallons, 500 pounds or 200 cubic feet of gas, are required to submit Hazardous Materials Management (Business) Plans. From these plans, emergency responders are provided emergency contact information, site-specific chemical inventories, and facility maps. Facilities storing materials that are "acutely" hazardous at an amount that exceeds the quantity listed in Title 19, Tables I, II, or III, must submit a more comprehensive Risk Management Plan, which includes off-site consequences analysis, maintenance and training programs, and an executive summary. Owners/operators of aboveground tanks that contain more than 1,320 gallons of petroleum hydrocarbons must comply with the state Aboveground Petroleum Storage Act.

TRANSPORTATION

Hazardous materials are routinely transported by truck over state and federal highways, and local roads (e.g. gasoline tankers). California Vehicle Code Section 31303 requires that hazardous materials be transported via routes with the least overall travel time. Although the choice of routes is left primarily to the discretion of the transporter, the California Vehicle Code prohibits the transportation of hazardous materials through residential neighborhoods. The City has designated truck routes that attempt to divert traffic away from residential areas (see Circulation Element). The California Highway Patrol (CHP) has created plans for the transportation of hazardous materials on state and federal highways, including I-80 and Highway 65. Allowable routes depend on the type of hazardous materials being transported. Hazardous materials are also transported on the Union Pacific Railroad. As a major rail switching yard, rail cars may remain on site for various lengths of time.

CLEAN-UP

Within the Roseville City limits, the Union Pacific Rail Yard presents a challenge to the management of hazardous materials. Defective USTs, lead-contaminated grit waste, and groundwater contamination from

diesel fuel are clean-up issues that have required outside assistance. In recognition of significant contamination on the property and in accordance with federal law, the Environmental Protection Agency (EPA) proposed that the site be placed on the National Priorities List, more commonly known as the Superfund Site List. This list identifies, assesses, and provides for clean-up of hazardous sites.

Under a clean-up agreement with EPA, Southern Pacific arranged the removal of 30 USTs and permanently closed eight others by 1990. Upon being removed from the Superfund List in September 1989, the Southern Pacific Railroad arranged with the State Department of Health Services to continue remedial action toward additional clean-up of soil and groundwater.

EMERGENCY RESPONSE

Response to a hazardous materials spills varies according to the circumstances under which it is released. Hazardous materials spills on state and federal highways are the responsibility of Caltrans and the CHP, which provide on-scene management of the spill site and coordinate with the Environmental Health Department, Office of Emergency Services, and the local fire department as part of the City's Hazardous Materials Emergency Response Plan.

The Roseville Fire Department shoulders the primary responsibility for events that occur within the City. The Roseville Fire Department is staffed with its own Hazardous Materials Response Team, which also assists or provides back-up for industry response teams and for the Placer County and Sacramento City Hazardous Materials Response Teams. To ensure proper handling of a hazardous materials release, the Roseville Fire Department has developed its own Hazardous Materials Response Plan. This plan outlines the participants, responsibilities, organization, and operational duties in the event of a hazardous materials emergency, including clean-up and de-contamination procedures, and evacuations if required.

GOALS AND POLICIES

HAZARDOUS MATERIALS

Goal SAFE5.1 Protect the community's health, safety, natural resources, and property through regulation of use, storage, transport, and disposal of hazardous materials.

Policy SAFE5.1 *Require the disclosure, use, storage, and disposal of hazardous materials to comply with local, state, and federal safety standards.*

Policy SAFE5.2 *Work with Placer County and other public agencies to inform consumers about household use and disposal of hazardous materials.*

Policy SAFE5.3 *Cooperate fully with both public and private agencies in the event of a hazardous material emergency.*

HEALTH SERVICES

Emergency Medical Services (EMS) is provided by the Roseville Fire Department and a private ambulance transport provider. The Roseville Fire Department delivers Advanced Life Support (ALS) via paramedic engine and truck companies.

The private ambulance transport provider, under contract with the County of Placer, delivers ALS service via ambulances staffed with one Paramedic and one EMT. The County has established a response performance measure for the private ambulance provider.

Roseville is served by two hospitals located within the City. Sutter Roseville Medical Center provides several hundred licensed beds and a full array of services and programs. The Kaiser Foundation Hospital also located in Roseville, provides several hundred licensed beds and a full array of services and programs.

GOALS AND POLICIES

HEALTH SERVICES

Goal SAFE6.1 Ensure, to the extent feasible, an adequate level of health care services for all members of the City.

Policy SAFE6.1 *The City shall plan for the continued growth and establishment of health services, and expand healthcare access to serve the South Placer region.*

IX. NOISE



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NOISE

PURPOSE

The Noise Element outlines policies to achieve the City's goals of protecting Roseville residents from excessive noise. This Element establishes acceptable noise levels for land uses affected by fixed and transportation noise sources. The City's intent is to provide a reasonable community noise environment, in balance with other social, economic, and environmental goals.

SETTING

Noise sources in Roseville can be characterized as "transportation-related" and "fixed." Transportation-related noise sources consist of roadway traffic noise, primarily from high-volume roadways, railroad noise, and aircraft overflight. Fixed noise refers to sources which originate from a specific, stationary location and include, but are not limited to, industrial facility noise; operations associated with commercial land uses; race track operations; and special events, such as softball and soccer games.

Noise levels in Roseville from transportation and fixed sources were documented through a community noise survey. The survey included a focus on areas where noise-sensitive land uses, which include residential areas, parks, and schools, that may be affected by community nose.[1]

Noise measurement sites were selected to be representative of typical conditions. The community noise survey was conducted at 19 locations, including nine long-term (24-hour) and 10 short-term (10 to 20 minutes) measurements. The community noise survey results indicate that typical noise levels in noise-sensitive areas range from 48 dB to 68 dB L_{dn}. Traffic on local roadways, SR 65 and I-80, railroad operations, distant commercial and industrial activities, and neighborhood activities are the controlling factors for background noise levels in most of the City.[2]

Roadway Noise

The City created estimates of transportation noise affecting the Planning Area to support the General Plan, based on noise measurements and industry standard analysis methods.[3] Existing road noise contours are generally reflected on Figure IX-1 and future road noise contours on Figure IX-2.[4] The City's noise estimates include areas affected by transportation noise from Interstate 80, Highway 65, future Placer Parkway, and the City's arterials.

Railroad Noise

Railroad activity in the City of Roseville includes freight and Amtrak operations on the Union Pacific Railroad Company (UPRR) tracks and activity within the UPRR J.R. Davis maintenance yard. The J.R. Davis yard is the largest rail facility on the west coast. Noise contours associated with railroad operations were developed using noise level measurements and accepted modeling techniques.

Noise levels associated with the maintenance yard include master and group retarder "squeal," recurring impulsive noises, and railroad line operations. The "squeal" occurs primarily at the south end of the yard and is a result of cars passing through retarders on their path to the classification yard after being pushed over the hump. The recurring impulsive noise generally occurs at the north end of the yard and is a result of freight train cars hitting together. Noise levels associated with railroad line operations are a result of warning horns, at-grade crossing bells, locomotive engine, and rail car noise.

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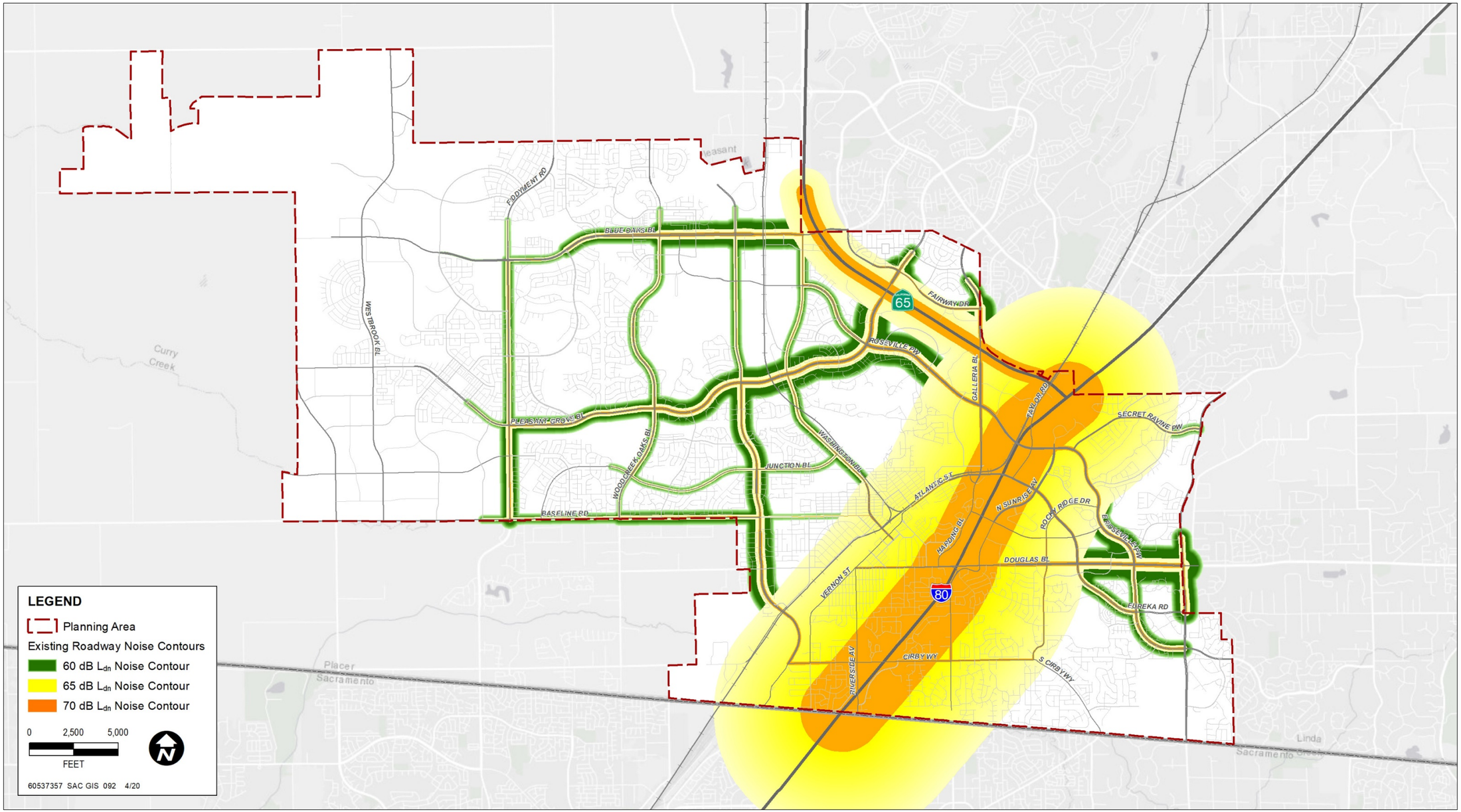
1 The main noise sources in the Planning Area are the major highways and high-volume roadways and the Union Pacific Railroad operations. Noise modeling techniques and noise measurements were used to develop generalized day-night average sound level (Ldn) noise contours for these major sources, as well as other secondary fixed noise sources in the Planning Area. The Ldn contours reflect the average equivalent sound level during a 24-hour day, with additional weight (10 dB) added to sound levels during the night (10:00 p.m. to 7:00 a.m.), when noise is most disruptive.

2 Please see the General Plan Environmental Impact Report for more detail.

3 The Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA-RD-77-108) was used to develop Ldn contours for all highways and major roadways in the City of Roseville General Plan Area. The FHWA Model is the analytical method presently favored for traffic noise prediction by most state and local agencies, including Caltrans.

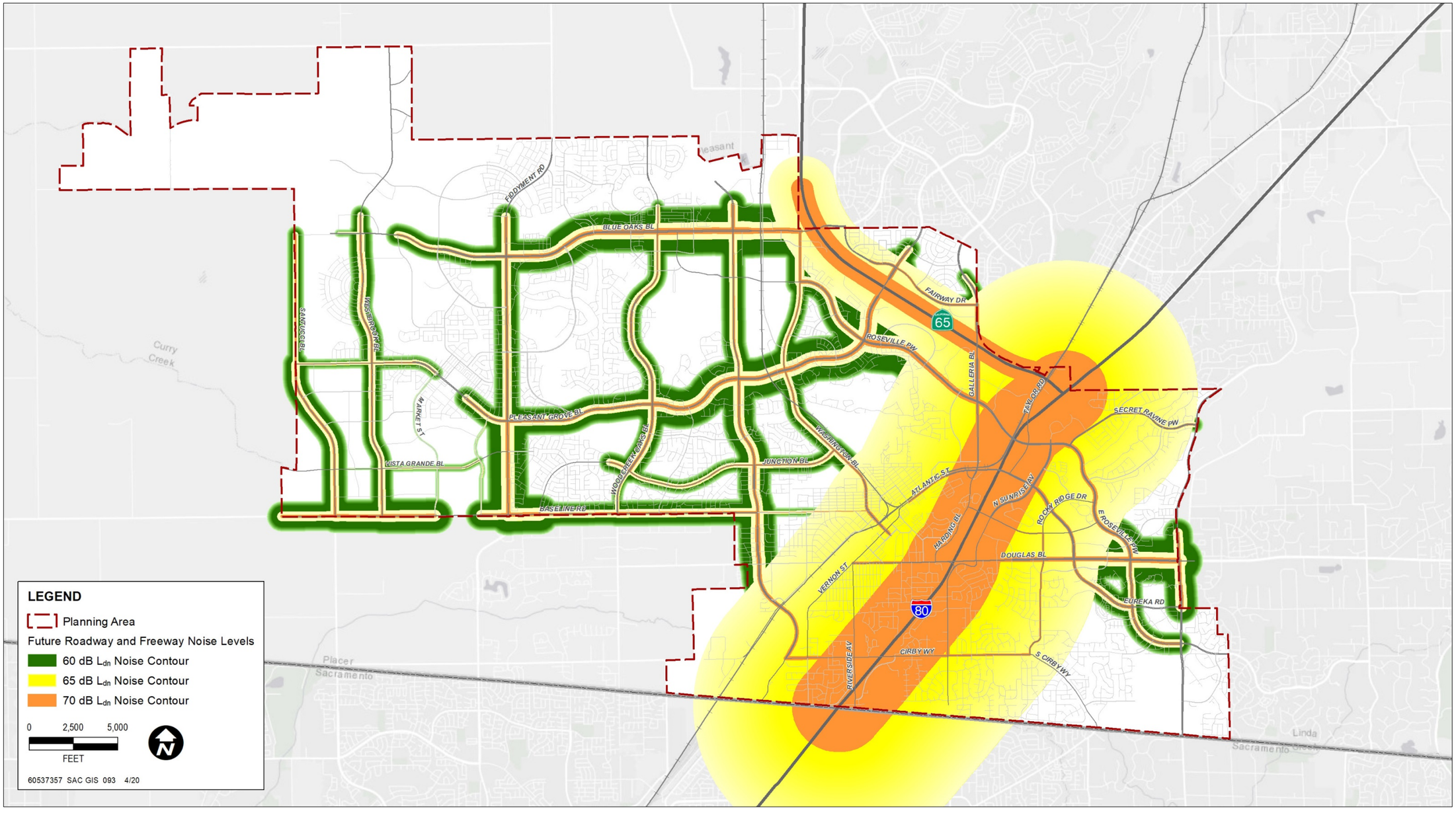
4 The traffic noise model was updated by JC Brennan, Noise Consultant, in 2015 as part of the Amoruso Ranch Specific Plan.

Figure IX-1 | Existing Roadway Noise Contours


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Figure IX-2 | Future Roadway Noise Contours



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Noise contours for the railroad activities are generally reflected on Figure IX-3. According to UPRR, railroad operations within Roseville are not anticipated to change substantially in the future. Therefore, significant modifications to the reflected noise contours are not anticipated.

Overflight Noise

Aviation noise is addressed through a combination of short-term and continuous site noise measurements of aircraft operations and review of adopted airport land use compatibility policies and noise contours. Several airports operate regionally that may affect the City of Roseville. These include McClellan Airfield, Sacramento International Airport and the Lincoln Airport. Occasional overflights from all three airports can be expected. According to Sacramento County Airport staff, the area in the vicinity of McClellan Airfield is subject to frequent large aircraft (over 75,000 pounds) operating under 3,000 feet above ground level. Based on current and historical experience, single event noise occurrences can cause annoyance to residential or other sensitive uses. However, no noise standards are exceeded by the aircraft overflight.

Fixed Noise Sources

Industrial processes are often recognized as a primary fixed noise source. Significant noise generation can occur even when the best available noise control technology is applied. Noise exposures within industrial facilities are controlled by federal and state employee health and safety regulations (federal Occupational Safety and Health Administration [OSHA] and California Occupational Safety and Health Administration [Cal-OSHA]). Exterior noise levels may, however, exceed locally-acceptable standards.

Commercial, recreational, and public service facility activities can also produce noise that affects adjacent sensitive land uses. These noise sources can be continuous and may contain tonal components that may be annoying to individuals who live in the vicinity. In addition, noise generation from fixed noise sources may vary based on climatic conditions, time of day, and existing ambient noise levels.

Numerous fixed noise sources are dispersed throughout the City. General noise contours for the primary identified existing fixed noise source locations in Roseville are reflected on Figure IX-4.

As development increases within the City of Roseville and adjacent communities, additional noise sources are expected to follow and overall noise levels are expected to increase.

To protect residents from excessive noise exposure, noise level standards for transportation-related noise sources are identified in this element. For most noise-sensitive land uses, a 60 dB L_{dn} exterior noise level standard is established. In the case of residential uses, the intent of this standard is to provide an acceptable noise environment for outdoor activities. Interior noise level standards for most noise-sensitive land uses are established at 45 dB L_{dn}. In the case of residential uses, the intent of this standard is to provide a suitable environment for indoor communication and sleep. Table IX-1 cites the noise level criteria for transportation-related noise sources.

Hourly average noise level (L_{eq}) and maximum noise level standards have also been established for new noise-sensitive projects affected by fixed (non-transportation) noise sources. The standards include a penalty for simple tone noises, noise consisting primarily of speech or music, or for recurring impulsive noises.

Based upon the comprehensive noise survey completed within the City, traffic noise along highways and major arterials and railroad noise from UPRR activities are, and will continue to be, the primary sources of noise in the community. The City will closely review land use and development proposals that are in close proximity to major roadways and railroad facilities for potential impacts associated with noise.

Recognizing that in increasingly urban areas it is difficult to maintain rural/suburban noise standards, and in order to facilitate the City's goals to encourage reinvestment and economic development in the Riverside and Downtown Specific Plan areas, the City may elect to allow new noise-sensitive land uses on a case by case basis in a mixed-use environment or in proximity to transportation sources. Noise levels would require mitigation to the extent feasible using building orientation, construction and design features; however ultimately, noise levels may exceed the noise standards identified in Table IX-1.

Fixed/industrial noise sources will also contribute to the City's noise environment. Future development of industrial and other significant fixed noise sources in close proximity to noise-sensitive uses, or encroachment of noise-sensitive uses upon existing or planned future fixed noise sources, could cause noise conflicts. Future land use decisions will evaluate the potential for noise impacts when noise-sensitive uses and fixed noise sources, such as industrial uses, are located within close proximity. In addition to residential areas, other noise-sensitive receptors include schools, religious institutions, hospitals and convalescent hospitals.

Vibration

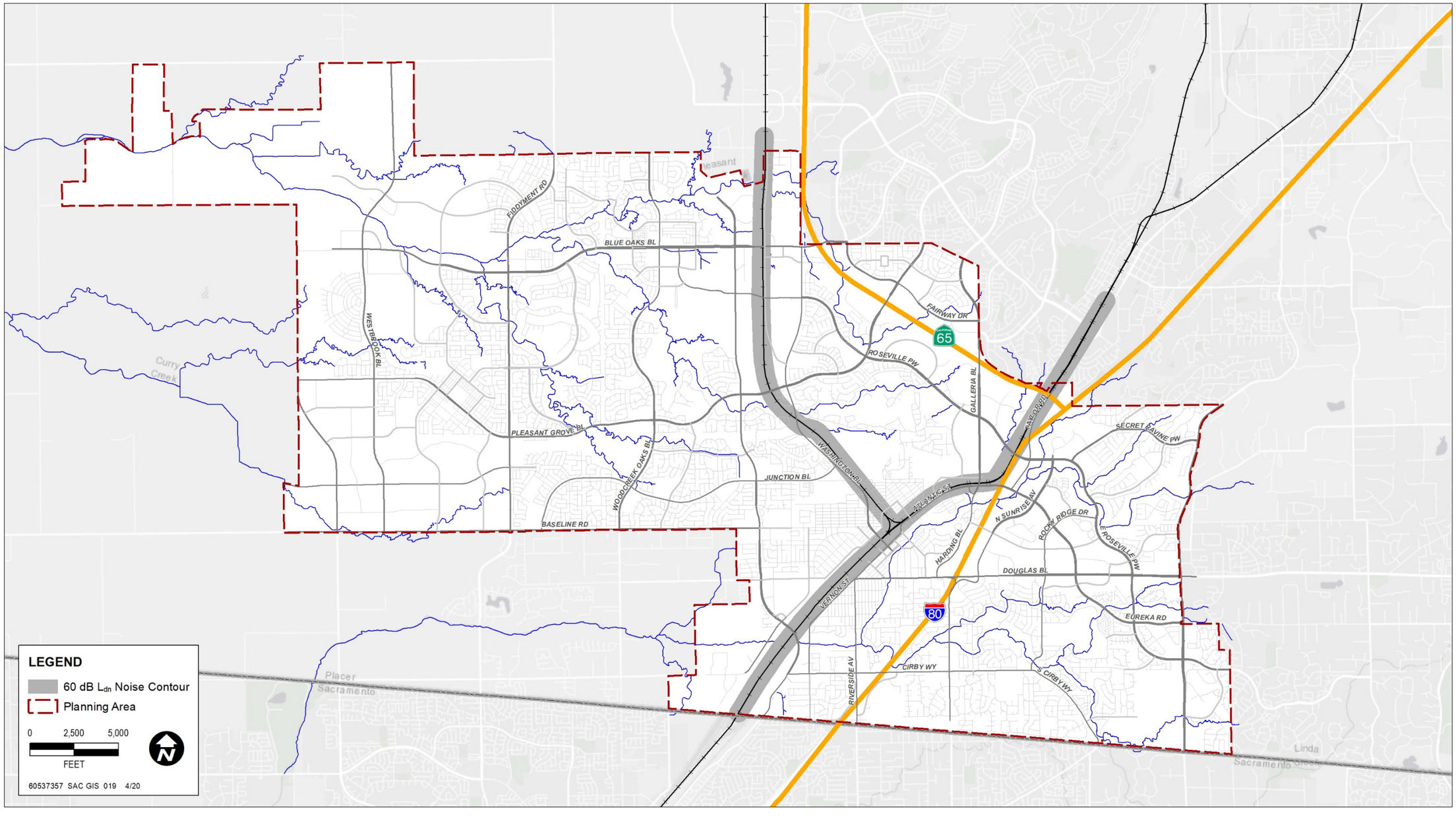
Vibration is the periodic motion of a medium (solid object, liquid, or gas) back and forth at a particular speed. The rumbling sound caused by the vibration of room surfaces is called groundborne noise. Sources of groundborne vibrations include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) or human-made causes (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous, such as factory machinery, or intermittent, such as a heavy truck driving by.

Vibration levels are commonly expressed in peak particle velocity (PPV). PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is typically used in the monitoring of transient and impact vibration and has been found to correlate well to the stresses experienced by buildings. The response of the human body to vibration relates well to average vibration amplitude. Therefore, vibration impacts on humans are evaluated in terms of vibration velocity. Similar to airborne sound, vibration velocity can be expressed in decibel notation, as vibration decibels (VdB).

ORGANIZATION

The contents of the Noise Element are focused on a single component, which is Noise and Vibration.

Figure IX-3 | Railroad Line Operations Noise Contours



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GOALS AND POLICIES

NOISE AND VIBRATION

Goal N1.1 **Protect City residents from the harmful and annoying effects of exposure to excessive noise.**

Goal N.12 **Protect the economic base of the City by preventing incompatible land uses from encroaching upon existing or planned noise-producing uses.**

Policy N1.1 *The City's exterior noise compatibility standards for uses affected by transportation noise sources are included as Table IX-1. Exterior noise levels shall be mitigated to the extent feasible using site planning, building orientation, and/or other construction techniques or design features. Noise barriers should only be used after other feasible noise reduction strategies are exhausted, and not where they would interrupt existing or future community pedestrian or bicycle connectivity.*

Policy N1.2 *The City's interior noise compatibility standards for uses affected by transportation noise sources are 45 dBA L_{dn} for noise-sensitive uses such as residences, lodging, hospitals, assisted living facilities, and other places where people normally sleep. For noise-sensitive uses where people do not sleep, such as offices, schools, and uses with similar noise sensitivity, noise levels should be no greater than 45 dBA L_{eq}. Proposed projects should incorporate noise reduction strategies, if necessary, to achieve these interior noise levels.*

Policy N1.3 *The City's exterior noise compatibility standards for uses affected by non-transportation-related noise are defined within the City's Noise Ordinance, and should be applied consistent with the Noise Ordinance.*

Policy N1.4 *The City will require new transportation improvement projects to be designed to limit noise impacts consistent with the standards contained in Table IX-1, to the extent feasible, through the use of appropriate attenuation techniques.*

Policy N1.5 *If existing noise levels exceed the noise compatibility standards in Table IX-1 or Policy N1.2, then feasible methods of reducing noise to levels consistent with standards should be considered, but are not required. However if existing noise levels exceed noise compatibility standards and a project results in a significant increase in noise (as defined below), then feasible methods of reducing noise to avoid a significant noise increase should be applied. In no case should a project result in a Clearly Unacceptable noise level according to Table IX-1.*

- *Where existing exterior noise is less than 60 dB, a ≥ 5 dBA increase in noise is significant.*
- *Where existing exterior noise is between 60 and 65 dBA, a ≥ 3 dB increase in noise is significant.*
- *Where existing exterior noise is greater than 65 dB a ≥ 1.5 dBA increase in noise is significant.*

Policy N1.6 *In order to facilitate reinvestment and economic development, if noise mitigation is found to be infeasible or in conflict with other City policies regarding community design, the City may elect to allow noise levels that exceed the noise standards*

identified in Table IX-1, although in no case should application of this policy result in a Clearly Unacceptable noise level according to Table IX-1.

Policy N1.7 *The City will work in cooperation with Caltrans and the Union Pacific Railroad to maintain noise level standards for both new and existing projects in compliance with Table IX-1.*

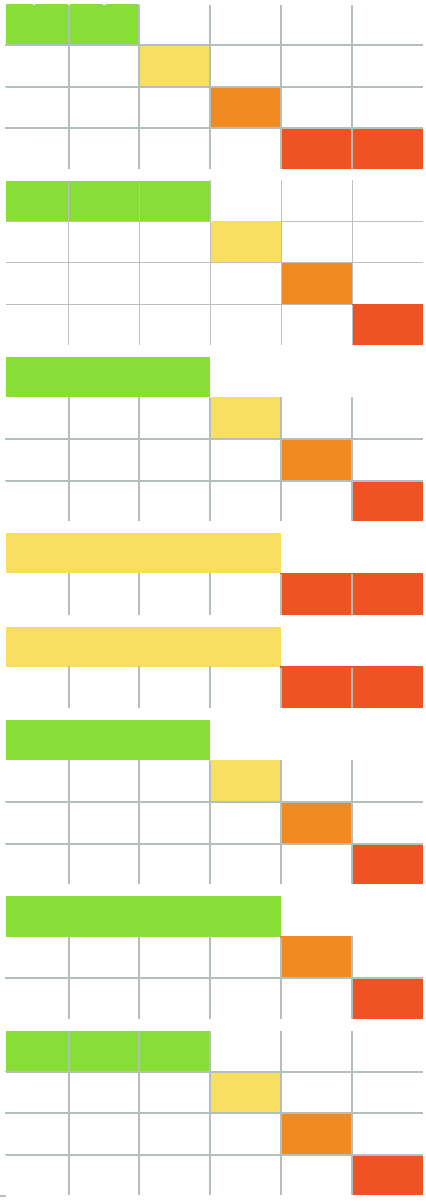
Policy N1.8 *Public events, such as school sporting events, community festivals, and similar community and temporary events, and noise associated with emergency vehicles, alarms, or signals are exempt from the noise standards outlined in this Element.*

Policy N1.9 *Construction-related noise that is consistent with the City's Noise Ordinance is exempt from the noise standards outlined in this Element.*

Policy N1.10 *Include all feasible measures necessary, as a part of proposed development and public infrastructure projects, to avoid substantial annoyance for adjacent vibration-sensitive uses, consistent with California Department of Transportation and Federal Transit Agency guidance.*

Table IX-1 | Exterior Noise Compatibility Standards for Uses Affected by Transportation Noise

Land Use Category*	Community Noise Exposure L_{dn} or CNEL, dBA
	55 60 65 70 75 80
Residential	
Lodging – Motels, Hotels	
Schools, Libraries, Places of Worship, Hospitals, Assisted Living	
Auditoriums, Concert Halls, Amphitheaters	
Sports Arena, Outdoor Spectator Sports	
Playgrounds, Neighborhood Parks	
Golf Courses, Riding Stables, Water Recreation, Cemeteries	
Office Buildings	



Interpretation

Normally Acceptable
Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

Conditionally Acceptable
New construction or development should be taken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

Normally Unacceptable
New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Clearly Unacceptable
New construction or development should generally not be undertaken.

* Land uses not listed on this table will be evaluated according to guidance for the land use category that is most similar with regard to noise sensitivity. The land use-noise compatibility standards apply to outdoor (exterior) activity areas associated with each land use. Outdoor activity areas are the portion of a noise-sensitive property where outdoor activities would normally be expected. Outdoor activity areas for the purposes of this element do not include gathering spaces alongside transportation corridors or associated public rights-of-way.

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CITY OF ROSEVILLE CALIFORNIA

X HOUSING ELEMENT



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HOUSING



INTRODUCTION

This document is the 2013–2021 Housing Element. It updates the City's 2008 Housing Element, which covered the period from 2008–2013. This Element also documents development that occurred during this period.

The State of California has declared that the availability of housing is of vital statewide importance, and that decent housing and a suitable living environment is a priority of the state. State law requires that each city and county in California prepare a Housing Element, with certain mandatory information. The Housing Element includes the following major sections:

- An introduction, reviewing the purpose and scope of the Housing Element;
- An analysis of the City's demographic profile, housing characteristics, and existing and future housing needs;
- An analysis of market, governmental, and non-governmental constraints affecting the production of housing;

- An evaluation of the land, financial, and organizational resources available to address the City's identified housing needs and goals;
- An evaluation of accomplishments under the 2008 adopted Housing Element; and
- A statement of the Housing Plan to address the City's identified housing needs, including housing goals, policies, and programs.

Cities and counties within the Sacramento Area Council of Governments (SACOG) region are required to approve an updated Housing Element by October 2013.

Factors influencing the availability of housing over the prior planning period

Housing is influenced by state and county growth rates, interest rates, employment levels, the national investment climate and other economic variables. Affordable housing challenges have resulted as the gap between housing costs and household income levels widen. Traditionally, housing costs throughout California have risen at a rate greater than household income levels.

The nation saw an unprecedented boom in housing prices that began in 1998 and continued until 2007. However, by 2008, the national economy and the housing market across the United States had undergone a dramatic turnaround. Due to the accessibility of credit and risky mortgage lending practices during the housing boom, the country saw insupportable home price inflation, and, subsequently, a rise in mortgage defaults and foreclosures nationwide, which has led to a current excess of available properties, and a tightening of the credit market.

The City of Roseville along with the region, experienced a substantial slowdown in residential development in 2008. The median home price in Roseville dropped substantially during the last planning period. It is projected that new housing construction will remain very slow through the middle of this Housing Element cycle – until the market absorbs the remaining inventory of foreclosed homes available at attainable prices throughout the county. Another notable change in circumstances during the previous planning period is that the City approved two new Specific Plan Areas (SPA), that will provide additional opportunities for the city to meet its regional housing needs.

Lastly, the City suffered greatly from the loss of Redevelopment Agency funding, due to state legislation eliminating Redevelopment Agencies effective February 2012. The City's Redevelopment Agency was able to fund numerous affordable housing developments, both rental and purchase housing, within the City of Roseville. The City will be challenged in the upcoming planning period to assist financially in the development of future affordable housing.

PURPOSE

The purpose of the Housing Element is to identify and analyze existing and projected housing needs in an effort to preserve, improve, and develop housing for all economic segments of the community. The Roseville Housing Element is an eight-year proactive document, comprising guidelines for the long-term development of housing in the city.

In accordance with Government Code Section 65583, the Housing Element for Roseville includes updated technical data from the 2010 Census data (e.g., population, housing, growth rates, and income levels), an evaluation of existing policies and implementation measures, and a description of new programs designed to effectively implement the Housing Element.

The overall components of the Housing Element reinforce the City's dedication to provide current and future residents a range of purchase and rental units affordable to all income groups. The City will meet housing affordability goals with policies, programs, and implementation measures detailed in this element. The City, along with all segments of the community, including the development, business, and manufacturing sectors, will work together to ensure the success of an affordable housing program.

The City of Roseville adopted a 10% Affordable Housing Goal in 1988. The 10% Affordable Housing Goal has been retained and implemented through the General Plan (as amended) and several Housing Element updates. Since its adoption 20 years ago, the 10% Affordable Housing Goal has proven to be an effective tool in the production of rental and purchase housing affordable to very low-, low-, and middle-income households. The 10% Affordable Housing Goal is not meant as a maximum goal to the development of affordable housing.

The City's Affordable Housing Goal is not intended to be used as an inclusionary zoning program, whereby the property owner would be required to shoulder the entire responsibility of producing the affordable housing. The intent of the 10% Affordable Housing Goal is to ensure City and developer willingness to actively work together to develop housing affordable to households of very low, low, and middle income. The City's experience has proven that incorporating the 10% Affordable Housing Goal as a long-term policy within the framework of the Housing Element provides the legal and social motivation for the City and developers to work together to designate, finance, and produce affordable housing units. However, the City will consider alternatives to achieving affordable housing within newly annexed areas, should conditions or legislation require the City to alter its approach to affordable housing.

Some of the base assumptions utilized in the element include:

- Future housing needs were derived from projections provided by the Regional Housing Needs Allocation Plan (RHNAP), which was adopted by the Sacramento Area Council of Governments (SACOG) in 2012. The California Government Code requires cities to use the growth rate projections contained in the RHNAP.

- The City has established a 10% Affordable Housing Goal, which is less than the Regional Housing Needs Allocation (RHNA), based on existing and projected fiscal realities, rather than a need which cannot be achieved.

- The provision of units for new households will not alter the need to maintain a 5% or less vacancy rate for both owner-occupied and rental units.

- The wage level associated with a majority of jobs created during the next eight years will not permit the purchase of a typical single-family detached unit in Roseville, unless a second wage earner contributes to total household income.

- There is a regional goal to continue to reduce commute traffic within the region by providing adequate housing in proximity to jobs, achieved, in part, by matching housing affordability to wage levels.

- Of current Roseville residents, very low- and low-income renters allocating in excess of 30% of their income for rent have a current unmet housing need.

- The City's 10% Affordable Housing Goal will be used to provide rental housing affordable to very low-and low-income households and purchase housing affordable to low-, middle-, and moderate-income homebuyers.

- The State of California prefers to combine middle- and moderate-income levels into the moderate-income category. The City of Roseville considers 80% to 120% of median income too broad a range when dealing with housing affordability and has chosen to keep the two income levels separate. For purposes of clarification, the City of Roseville identifies middle-income households as having 80% to 100% of median income.

- The success of the Housing Element in attaining its goal of ensuring housing for all economic segments of the community will be measured through its ability to:

    - Promote equal housing opportunities for all individuals;
    - Foster and maintain affordable housing for city residents;
    - Promote public-private cooperation in the provision of affordable housing;
    - Minimize governmental and non-governmental constraints to housing production;
    - Incorporate energy efficiency and conservation into residential development;
    - Continue housing monitoring programs.

A brief description of each component found within the Housing Element is included in the "Organization" subsection. In addition, a summary of Roseville's population and housing characteristics is located on pages 4 and 5.

The components of the Housing Element serve to reinforce the following overall principles:

- Roseville will work to accommodate the housing needs of its current and future residents by providing a range of purchase and rental housing affordable to all income groups.
- The City will strive to guarantee housing affordability over time through the adoption of policies and implementation measures as detailed in this Housing Element.
- The City's policy to provide affordable housing for all income groups is a social objective, and as such, it is the responsibility of all segments of the community to actively work together to achieve the goal. The City of Roseville, its development community, and its business/manufacturing community should work together to ensure the success of an affordable housing program.

ORGANIZATION

Roseville's Housing Element is organized into seven main sections:

- **Introduction:** This section analyzes the purpose, organization, relationship to other elements, and data sources.
- **Public Participation:** This section includes the outreach efforts taken by the City to engage all segments of the community throughout the Housing Element update process.
- **Review of the Previous Housing Element:** This component of the Housing Element examines goals, policies, implementation measures, and specific programs included in the 2008 Housing Element to determine their effectiveness.
- **Housing Plan:** This section identifies housing goals, policies, and objectives. Funding sources are identified and schedules for implementation are set forth. In addition, a quantified objectives summary is provided.
- **Housing Needs Assessment:** This section includes an analysis of the city's demographic profile, housing characteristics, and existing and future housing needs.
- **Housing Resources:** This section includes a discussion of the City's Regional Housing Needs Allocation (RHNA), land availability, opportunities for energy efficiency and conservation, and financial resources.
- **Housing Constraints:** This section identifies potential governmental and non-governmental constraints, such as land use controls, fees and exactions, permit processing, land and construction costs, and availability of financing.

SUMMARY OF POPULATION AND HOUSING CHARACTERISTICS

- **Population** – According to the California Department of Finance, the population total for the City of Roseville was 122,062 in 2012.
- **Persons per Household** – According to the 2010 Census, as of 2012 the citywide person-per-household average was 2.62.
- **Number of Households** – According to 2010 Census data, the number of households in the city was 45,019.
- **Household Income** – According to the California Department of Housing and Community Development (HCD), the area median income (AMI) for a family of four in Placer County in 2012 was $76,100.

- **Employment** – According to the 2005–2009 CHAS data, there were approximate 41,889 jobs available in the City of Roseville.
- **Regional Fair Share Allocation** – Roseville's fair share of the region's housing needs is 8,478 units, broken down into four income groups as follows:

Very Low income:	2,268 (26.8%)	Low Income:	1,590 (18.8%)
Moderate Income:	1,577 (18.6%)	Above Moderate Income:	3,043 (35.9%)

- **Residential Units** – According to the 2008–2010 American Community Survey, there were 47,288 housing units in Roseville.
- **Owner-Occupied Units** – According to 2010 Census data, 45,059 (74.3%) of the housing units were owner-occupied.
- **Renter-Occupied Units** – According to 2010 Census data, 15,546 (25.7%) of the housing units were renter-occupied.
- **Housing Vacancy Rates** – According to the 2010 Census, Roseville had a rental vacancy rate of 6.8% and an ownership vacancy rate of 2.3%. Both of these rates fall slightly above the "optimum" rate.
- **Housing Stock by Unit Type** – According to the 2008–2010 American Community Survey, 75.7% of the city's housing stock was made up of single-family homes, 23.2% was multi-family units, and the remaining 1.0% was mobile homes.
- **Median Purchase Price** – According to Trulia.com, the median sales price for homes in Roseville for the period from July 2012 to September 2012 was $299,500. This figure represents an increase of 12%, or $32,000, compared to the prior quarter and an increase of 22.2% compared to the prior year. Sales prices have depreciated 25.5% over the last five years in Roseville.
- **Rental Prices** – According to Forrent.com, in October 2012, one- bedroom apartment were renting for $650–$1,510, two-bedroom apartments were renting for $768 to $2,600, and three-bedroom apartments were renting for $884 to $2,515.

DATA SOURCES

The most current and relevant data sources were used in the preparation of the 2013–2021 Housing Element. The information in this document draws on a broad range of informational sources. Information on population, housing stock, and economics comes primarily from the 2000 and 2010 US Census, the 2008–2010 American Community Survey, the California Department of Finance, Sacramento Area Council of Governments (SACOG) publications, and City documents. Information on available sites and services for housing comes from numerous public agencies. Information on constraints on housing production and past and current housing efforts in Roseville comes from City staff, other public agencies, and some private sources.

General Plan Consistency

State law requires that "the general plan and elements and parts thereof comprise an integrated, internally consistent, and compatible statement of policies." The purpose of requiring internal consistency is to avoid policy conflict and provide a clear policy guide for the future maintenance, improvement, and development of housing within the city. All elements of the Roseville General Plan have been reviewed for consistency in coordination with the update to the Housing Element and were found to be consistent with the other elements of the Roseville 2025 General Plan.

In addition, per Assembly Bill (AB) 162 (Government Code Section 65302), the City will evaluate and amend as appropriate the Safety and Conservation elements of the General Plan to include analysis and policies regarding flood hazard and management information.

Public Participation

State law requires a diligent effort be made to achieve public participation during the update of the Housing Element. Public participation assists the City with identifying and analyzing existing and projected housing needs in order to achieve the City's goal to preserve, improve, and develop housing for all income segments of the community.

It is important to note that the City of Roseville's effort to encourage community participation in development of its housing policies and programs is an ongoing process.

Public outreach efforts in conjunction with the Housing Element update are described below.

PUBLIC MEETINGS AND HEARINGS

The City of Roseville held public meetings on October 16, 2012, to solicit public input and encourage public participation in the Housing Element update. Outreach was targeted to lower-income residents, special needs groups, and service providers. Two meeting times were offered, one meeting during the daytime and one in the evening, in order to allow as many as possible from the community to attend the meetings. E-mail notification of the meetings was sent to members of the Housing Authority, Roseville Coalition of Neighborhood Associations, Placer Collaborative Network (PCN), and Placer Consortium on Homelessness (PCOH); there are approximately 350 persons, representing over 60 agencies, on the e-mail distribution lists. Appendix A includes a listing of PCN and PCOH members. The PCN and PCOH have broad, regional representation by nonprofit organizations, government agencies, faith-based organizations, health delivery organizations, and the educational sector. The recipients of the e-mails were requested to post the notice of the meetings, as well as to invite clients and other interested parties to the meetings. Written comments were encouraged from those that could not attend a meeting, and attendees at the meetings were also told they could submit written comments to supplement verbal comments.

City staff also included an invitation on the City's website and the City's social media, and an invitation was posted in the local paper on October 12, 2012.

The daytime meeting was attended by Roseville Housing Division staff, Roseville Housing Authority staff and the Sacramento Housing Alliance. City staff and Pacific Municipal Consultants (PMC) gave a brief presentation on the Housing Element requirements, provided some demographic information for the City, and discussed the current Housing Element goals. This presentation was followed by a round-table discussion about housing needs and the overall struggle with obtaining affordable housing.

The evening workshop was attended by eight individuals, including City staff who administers the Community Development Block Grant Program, Roseville Planning Department staff, three Roseville residents, and the coordinator for the Placer/Nevada & Yolo Continuum of Care (Homeless). This workshop also began with a brief presentation by City staff and PMC, followed by a round-table discussion. Attendees were very engaged and discussed the purpose of the Housing Element as well as discussed the special housing needs of large families, the disabled, the developmentally disabled, female-headed households, the homeless, and seniors. One Roseville resident stated she was interested in learning more about the development of the Housing Element and the City's housing programs.

Copies of the Draft Housing Element were available for public review during normal business hours at the City or Roseville Permit Center, as well as online on the City's webpage at www.roseville.ca.us. The City held a public hearing before the Planning Commission on May 23, 2013 to review and receive public comment on the draft Housing Element. No public comments were received.

The City held a public hearing before the City Council on June 19, 2013 to review, receive public comment and adopt the 2013–2021 Housing Elements. No public comments were received.

PUBLIC NOTICES

The City continued to encourage public input throughout the update process. In March 2013 the draft Housing Element was complete; a public notice was placed in the *Press Tribune* to inform the public that the draft 2013–2021 Housing Element was available for public review and comment. The City also posted the notice of availability of the draft Housing Element on the City's website, notified the Placer Collaborative Network, the Placer Consortium on Homelessness, stakeholders, and other interested parties.

PUBLIC COMMENT

No public comments were received.

EVALUATION OF 2008–2013 HOUSING ELEMENT

This component of the Housing Element examines goals, policies, implementation measures, and specific programs included in the 2008 Housing Element to determine their effectiveness.

City of Roseville staff has determined that the goals, policies, implementation measures, and specific programs included in the 2008 Housing Element are appropriate and effective in providing sound housing and community development planning on a regional basis and for the City of Roseville. The City will continue to utilize these measures in an effective and efficient manner during the upcoming 2013–2021 Housing Element planning period.

The City's aggressive affordable housing programs continue to utilize as many affordable housing tools as possible to help meet the goals it has established.

Unless otherwise specified, any program not implemented will continue to be an important potential source for affordable housing assistance and will remain in the Housing Element for possible future use. These programs may be implemented if the need for the program exists and sufficient resources are available.

The following is a summary of the City's progress in meeting priorities identified in the 2008 Housing Element:

Program	Accomplishments	Continue/Modify/Delete
Affordable Housing		
State and Federal Programs (Annual Applications, Ongoing: 2008–2013) Table X-8 provides data on programs, projected funding, and quantified objectives, for each of the following Federal and State Programs. The City shall pursue and continue to participate in the following Federal and State Programs:	The City applied for HOME funds for the First Time Home Buyer and Owner-Occupied Housing Rehabilitation Programs in 2010 but was denied funding due to oversubscription to the program. The City applied again in 2011 for HOME funds but was denied funding for rental new construction projects due to oversubscription to the program. The First Time Home Buyer and Housing Rehabilitation programs were fully funded in 2008 and 2011.	Continue.
Section 8 Housing Choice Vouchers (Federal) The Section 8 Housing Choice Voucher Program is administered by the Roseville Housing Authority and provides rental assistance to very low income households through direct payments to the property owner. The Program is promoted on the City's website, and through Program brochures. *(Policies 1, 2, and 5)*	In October 2010, the Roseville Housing Authority was awarded 75 special purpose vouchers for non-elderly, disabled persons. The Roseville Housing Authority issued the following number of vouchers during the designated year: • 2008: 26 • 2009: 78 • 2010: 40 • 2011: 155 • 2012: 64 The Roseville Housing Authority's goal is to utilize allocated vouchers, or the annual budget authority, as close to 100% as possible. Following is a list of the percentage of allocated vouchers leased in previous years: • 2008: 100% • 2009: 100% • 2010: 98% • 2011: 99% In 2012, the budget authority did not allow full lease-up of allocated vouchers. The budget authority was expended until approximately two weeks of housing assistance payments were held in reserve. HUD considers this to have utilized 100% of the budget	Continue.

Program	Accomplishments	Continue/Modify/Delete
	authority even though approximately 75 vouchers were not able to be funded. The Roseville Housing Authority has been designated by HUD as a "High Performing Housing Authority" for the past six years.	
Community Development Block Grant (Federal) The City is an entitlement jurisdiction for Community Development Block Grant (CDBG) funds and sets aside a portion of its annual allocation of CDBG funds for the following housing activities: **Housing Rehabilitation Program** The City began the Housing Rehabilitation Program in 1980. The Program is considered a key component in the City's affordable housing strategy as a means of preserving Roseville's housing stock affordable to lower income households. The Program, targeted to low income, owner households, offers grants to elderly and disabled households and deferred loans to all low income households for health and safety repairs and home improvements. Deferred loans become due and payable upon sale, change of title or change of use. Any program income received as a result of a loan payoff is used to fund new loans and grants. The Housing Rehabilitation Program is promoted on the City's website, Government Access Channel, and through the use of Program brochures. **Handyperson Program** The City initiated funding for the Handyperson Program in 1999 as a result of public input, which identified a need for such a program in Roseville. The Handyperson program provides grants to seniors in need of minor home repairs, such as installation of grab bars, repair of minor plumbing leaks, etc. The Program is administered by Seniors First. Senior homeowners may be referred to the Housing Rehabilitation Program for assistance if repairs exceed the scope of the Handyperson Program. The Handyperson Program is promoted on the City's website, through the use of Program brochures and Senior Resource Guide for Placer County. **Paint Program** The City began the Paint Program in 1995 which provides vouchers for exterior paint and materials to assist low income homeowners with property maintenance. The Program is administered by the City's Housing Division and is promoted on the City's website and through Program brochures. *(Policies 1, 5, and 6)*	Housing Rehabilitation Program: A total of 49 loans were issued from 2008 to present. Handyperson Program: A total of 568 households were assisted from 2008 to present. Paint Program: A total of 55 Paint Vouchers were issued from 2008 to present.	Continue.

Program	Accomplishments	Continue/Modify/Delete
Home Investment Partnership Program (HOME) (State) The City began its participation in the State Administered HOME Program in 1994 for the creation and maintenance of affordable housing. The City utilizes HOME funds for the following Programs: **Housing Rehabilitation Program** The CDBG funds are leveraged with HOME funds to provide loans and grant to low-income homeowners. The Housing Rehabilitation Program is described above. **First Time Home Buyer (FTHB) – Down Payment Assistance (DAP) Program** The City sets aside a portion of its HOME grant for down payment assistance in the form of deferred, shared appreciation loans (second mortgages). The FTHB-DAP Program is targeted to low-income households. The homebuyer must qualify under the City's definition of a first time homebuyer; be able to provide at least a 1% down payment; and have attended a Home Buyer's Seminar. The buyer must also comply with the City's criteria with regard to the home selection. **Multifamily New Construction** The City also pursues HOME funds for construction of multifamily affordable units. HOME funds are leveraged with other funding sources such as Section 202 funds, Low Income Housing Tax Credits, Tax Exempt Housing Bonds, etc. to provide affordable rental housing targeted to extremely low and very low income households. *(Policies 1, 2, 5, and 6)*	The City applied for First Time Home Buyer and Housing Rehabilitation Program HOME funds in 2010 but was denied funding due to oversubscription to the program. The City applied again in 2011 for HOME funds but was denied funding for rental new construction projects due to oversubscription to the program. The First Time Home Buyer and Housing Rehabilitation programs were fully funded in 2008 and 2011. Through the Housing Rehabilitation Program, a total of 49 loans were issued from 2008 to present. From 2008 to present, 16 FTHB program loans have been funded.	Combine with Program 1.

Program	Accomplishments	Continue/Modify/Delete
Single Family Housing Bond/Mortgage Revenue Bond Programs (State) Cal Rural Gold is funded through issuance of taxable mortgage backed securities with continued funding based on the State allocation process. The program provides reduced interest rate home loans to assist low and middle income first time homebuyers. The City began offering the program in 2000 in order to assist middle and low-income first time homebuyers purchase homes. The City has assigned its single family bond allocation to the California Rural Home Finance Mortgage Authority (CRHMFA) to apply for funding for jurisdictions in Placer County. In recent years, the first time homebuyers within the City have been unable to use the Program since Roseville home prices exceed program price limits. With the decline of housing prices the program may once again become available to qualified Roseville homebuyers. Mortgage Credit Certificate Program (MCC) The program provides qualified first time homebuyers with a federal tax credit based on a percentage of mortgage interest paid each year. Since 2000 the City has not offered the MCC program, opting to participate in the Rural Gold Program through the collaboration of the CRHMFA and other Placer County jurisdictions. *(Policies 1 and 5)*	MCC are all through lenders, and SHRA previously administered the program.	Delete. The City is no longer involved on any level with these programs.
1. Local Programs *(Ongoing: 2008–2013)* Table X-8 provides information on programs, projected funding and quantified objectives for the following local program. The City shall pursue and continue to participate in the following local finance programs: **Redevelopment Low and Moderate Income Housing Funds** Redevelopment Agency is required by law to set aside 20% of tax increment revenue funds into the Low/Mod Housing fund to be used for a variety of activities benefiting low and moderate income households. Among the types of activities the Low/Mod Housing Fund can be used for is to provide assistance in the form of gap financing to developers of affordable housing when other funding sources are not sufficient to provide the level of targeted affordability. Low/Mod Housing funds are also used in conjunction with the HOME Program to meet local match requirements. *(Policies 1, 2, 5, 6, and 11)*	Due to the dissolution of the City's Redevelopment Agency, the primary financing mechanism, the Low/Moderate Income Housing Fund, made possible by Tax Increment, will no longer have an ongoing funding source to assist in the development of affordable housing. On 2/22/12, the City became the Housing Successor and will be working with the Department of Finance in order to approve 2–3 affordable rental housing projects which were slated for development using 2006 Housing Bonds in the amount of $5.5 million. After the expenditure of those funds, there will not be any further assistance for affordable housing development using Low/Mod or bond funds generated through the Redevelopment Agency's tax increment.	Delete.

Program	Accomplishments	Continue/Modify/Delete
2. Density Bonus Program *(Ongoing: 2008–2013)* The City shall continue to implement its Density Bonus Program to help promote and create affordable housing units. The Program provides a property owner the ability to construct more income producing units within the project that can offset the cost of providing affordable units. The Density Bonus Program is promoted on the City's website and information is available at the City's Permit Center. The City's Housing Division staff also actively promotes the Density Bonus Program in conjunction with implementation of the 10% Affordable Housing Program. The City's Density Bonus Program is consistent with State Government Code Section 65915–65918. The Density Bonus Program provides for a minimum 20% to a maximum 35% density bonus in the maximum number of dwelling units, in addition to incentives and/or concessions. The concessions and/or incentives may include reduction in zoning standards, development standards, design requirements, mixed use zoning, financial assistance or any other incentive that would reduce costs of the developer. A developer may qualify for a density bonus and additional incentives and/or concessions if the developer agrees to construct and maintain a minimum of: • Ten percent (10%) of the units affordable to lower income households; • Five percent (5%) of the units affordable to very low income households; • A senior housing development; • Ten percent (10%) of the units in a condominium project affordable to moderate income households. The density bonus is increased on a sliding scale depending on the type and number of affordable units up to a maximum 35% density bonus. The number of concessions/incentives granted by the City also increases based on the number and type of affordable units to be constructed. The developer must enter into an Affordable Housing Development agreement to secure the affordable units for a minimum of 30 years prior to issuance of building permits or prior to final map approval. *(Policies 1, 2, and 4)*	The City updated the Zoning Code to reflect the latest changes to the Density Bonus Ordinance in 2008. Siena Apartments, a 156-unit, multi-family development, took advantage of a density bonus and received their Certificate of Occupancy in 2009.	Continue.

Program	Accomplishments	Continue/Modify/Delete
3. Second Unit Ordinance (*Ongoing: 2008–2013)* A second dwelling unit shall be as defined by Government Code Section 65852.2 and shall mean an attached or detached residential dwelling unit which provides complete independent living facilities for one (1) or more persons. It shall include permanent provisions for living, sleeping, eating, cooking and sanitation on the same parcel as the primary dwelling is situated. It also includes an efficiency unit and a manufactured home as defined in the Health and Safety Code. The floor area of the second dwelling unit for an attached unit shall not exceed 30% of the existing dwelling's living area. The floor area of the detached unit shall not exceed 1,200 square feet. Fees associated with the development of the second units are the same as those for new single family units. A second unit is permitted provided it complies with the applicable design and development standards identified in Chapter 19.60 of the Zoning Ordinance. The City currently supports and promotes the development of second units on the City's website and information is available at the City's Permit Center. *(Policies 1, 2, and 9)*	The City supports and promotes the second unit ordinance through the City's website and information is available at the City's Permit Center. The City has processed 9 second units since 2008. There are second units entitled by right in the Sierra Vista Specific Plan (carriage units).	Continue.
4. Condominium Conversion Ordinance *(Ongoing: 2008–2013)* The City shall continue to enforce its Condominium Conversion Ordinance to define those conditions under which the conversion of rental units to condominiums would be permitted. Under the Ordinance, conversions cannot occur unless certain criteria is met, including: the City has established minimum City-wide vacancy rates for multifamily rental housing; a minimum percentage of multifamily rental units citywide; provision for affordable housing requirements and Community Benefit Fee; and tenant protections including a Tenant Relocation Plan, etc. If the conversion meets the required criteria, the developer must enter into an Affordable Housing Development Agreement to secure the affordable units provided as part of the conversion approval. *(Policies 1, 2, 4, and 11)*	There have not been any condo conversions since 2008.	The City will continue to support this program.
5. Streamline Project Processing *(Ongoing: 2008–2013)* To facilitate project approval and provide internal support to project applicants, the City established the Community Development Manager	The City is Implementing new permitting software as the solution for a multi-department integration of online permitting improving the delivery of permitting	Continue

Program	Accomplishments	Continue/Modify/Delete
position within the Community Development Department. The Community Development Manager acts as a liaison between project applicants, development community, Chamber of Commerce and City staff to continually assess the City's existing project processing system and identify short-term and long-term areas for improvement of the plan check process. *(Policies 1 and 2)*	services for the City's internal and external customers by providing the following: • Internet access with a user friendly interface that is intuitive to the customer. • Online citizen access including online fee estimation, online permit submission, online permit tracking, online inspection scheduling, and permit management. • Becomes the single source for City permit tracking. • Enhancement of the reliability and consistency of development services while providing transparency of workflow to the customer. • Integrates with software systems supporting development with emphasis on the City's financial and GIS software. The City has created the Development Services Department to provide development services in a single location with a single point of contact for the customer. The organizational structure is developed around products delivered to the customer irrespective of current departmental lines of authority	
6. Review of Subdivision Improvement Standards and Zoning Ordinances *(Ongoing: 2008–2013)* The City's intent is to ensure current standards represent the best means to achieve housing and other City objectives. The City, through the Public Works and Planning Departments, shall continue to review and modify Subdivision Improvement Standards on an annual basis. Evaluation of the Zoning Ordinance occurs approximately every 2–5 years. Properly developed and updated standards can help reduce the costs of development while balancing basic environmental, health, safety and welfare needs. *(Policies 1 and 2)*	The City updated the Zoning Code to reflect the latest changes to the Density Bonus Ordinance in 2008.	Continue.
7. Specific Plan Areas (SPA) *(Ongoing: 2008–2013)* The City shall ensure that Specific Plans are consistent with the goals and policies of the General Plan. The primary purpose of the Specific Plan Area process is to guide the comprehensive urbanization of land use in a mix of	Since 2008, the City has approved the following Specific Plans: Downtown (2009), Sierra Vista (May 2010), Westbrook Amendment to the Sierra Vista Specific Plan (March 2012), Creekview Specific Plan (September 2012). The annexation of Sierra Vista	Continue.

<table>
<tr><th>Program</th><th>Accomplishments</th><th>Continue/Modify/Delete</th></tr>
<tr><td>residential neighborhoods, schools, parks, open spaces, supporting retail and public facilities, office uses, and an affordable housing component. The SPA's are the first step in implementing programs such as the 10% Affordable Housing Goal.
Within each SPA, specific parcels are subject to certain affordable housing requirements. Agreements between the City and developers may include a variety of housing types, including mixed use, wherever applicable to help achieve the 10% Affordable Housing Goal.
Specific Plans identify programs to meet the 10% Affordable Housing Goal. The type of units, targeted income categories, and parcel by parcel obligations are specified. Strategies, including City and landowner obligations, are described. A provision for the payment of in-lieu fees for affordable housing may be included, if appropriate. Development Agreements are utilized to secure implementation of the Affordable Housing Program. Projected subsidies and quantified objectives are outlined in Table X-8. Additional discussion regarding the City's SPA's is provided under the 10% Affordable Housing Goal in the Affordable Housing section of the Element.
(Policies 1, 2, 3, 4, 8, and 10)</td><td>was completed in January 2012. Creekview' annexation is pending. Development Agreements for Sierra Vista, Westbrook, and Creekview have been approved.</td><td></td></tr>
<tr><td>8. Development Agreements
(Ongoing and Annual Monitoring: 2008–2013)
The City shall require Affordable Housing Development Agreements for all housing projects subject to affordability requirements. Such agreements shall stipulate: 1) number of affordable units to be constructed; 2) the affordable purchase price or rental price; 3) the income group to whom the units will be affordable; and, 4) the length of time the units will remain affordable.
Maximum rents and purchase prices will be determined based on unit size and occupancy levels as follows:
<table><tr><th>Unit Size</th><th>Household Size</th></tr><tr><td>1 Bedroom</td><td>1.5 Persons</td></tr><tr><td>2 Bedroom</td><td>3 Persons</td></tr><tr><td>3 Bedrooms</td><td>4.5 Persons</td></tr><tr><td>4 Bedrooms</td><td>6 Persons</td></tr></table>If adequate subsidies are not available to assist in achieving the 10% Affordable Housing Goal, the goal may be deferred to a future date</td><td>The City reviews all Affordable Housing Agreements for compliance with affordability provisions.
Since 2008, the following multi-family complexes were completed and Agreements entered into: Vintage Square at West Park, 150 units; Siena Apartments, 154 units; Eskaton Roseville Manor, 48 units</td><td>Continue.</td></tr>
</table>

Program	Accomplishments	Continue/Modify/Delete
agreed upon by the property owner and the City. Deferring the goal will give the City an opportunity to assemble the necessary financing. The City shall, on an annual basis, review all Developments Agreements for compliance with affordability provisions. Any property owner who fails to comply with the requirements of a Development Agreement may be found by the City Council to be in default of the Agreement. *(Policies 1, 2, 3, 7, 9 and 10)*		
9. In-Lieu Fees *(Available Development Funding Mechanism)* The City prefers affordable housing be developed as specified under the 10% Affordable Housing Goal within each of the specific plan areas. The collection of in-lieu fees presents a challenge to the City, since the City does not control or own land to ensure the development of the affordable units. Therefore, the City has not established a formal in-lieu fee program and encourages the development of affordable housing. In-lieu fees may be considered on a case by case basis. In all cases where in-lieu fees are considered as an alternative to producing affordable units, the Housing Division staff will review the project based on: 1) a good faith effort by the owner to secure and utilize available subsidies; 2) the type of project and its ability to absorb the affordable units; 3) ability to use the in-lieu fees within the same specific plan or infill areas. Development Agreements shall be the mechanism utilized to secure implementation of the affordable housing program. *(Policies 1, 2, and 3)*	The City collects in-lieu fees for rezoned developments that provide purchase housing opportunities. The City has ensured that very low-income units which would have been required to be developed on site are funded through an in-lieu fee, in order to be used for rental housing opportunities, which are better suited than purchase housing for very low-income households.	Continue.
10. Article 34 Referendum *(Enacted by Statute)* The referendum requires that voter approval must be obtained before any public entity undertakes programs to own, manage, or finance housing where more than 49% of the units are reserved for low income affordable housing. If during the implementation of the City's affordable housing programs, it becomes apparent that direct City involvement is required to successfully complete a project, it shall place an Article 34 Referendum on the next scheduled ballot for voter approval. *(Policies 1 and 2)*	There has been no activity on this program.	Delete.
11. Monitoring Programs *(Annual Monitoring 2008–2013)* The City shall continue its monitoring programs, as described in greater detail in the Monitoring Programs Component of the element. Monitoring	The City continues to monitor the Housing Element programs and complete the HCD Annual Reports each year.	Delete, this is part of City staff's annual work plan and doesn't need to be called out

Program	Accomplishments	Continue/Modify/Delete
Programs provide a mechanism by which provides the City can ensure compliance with provision of Development Agreements, assess units at risk and identify housing needs. *(Policies 4 and 11)*		as an additional program in the Housing Element. The City has a separate Program to monitor At-Risk Housing units. (Program 18)
12. Public/Private Partnerships *(Ongoing Roseville Specific Plan Process: 2008–2013)* The provision of affordable housing is a societal goal, one that should be achieved through the efforts of the entire community. Within each of the adopted specific plans the City has included a provision for the public/private partnership, between developers of housing and the City, to achieve the 10% Affordable Housing Goal. Roseville has identified the following specific roles in this partnership to provide affordable housing: **City of Roseville** The City shall continue with an aggressive affordable housing program designed to maximize potential funds available through existing federal, state, and local programs. Developers for each of the designated affordable housing parcels are required to provide affordable housing pursuant to the terms of the Specific Plan Development Agreement. Prior to building permits being issued or recording of the final map, developers are required to enter into an Affordable Housing Development Agreement. Roseville will assist all property owners in obtaining appropriate and available subsidies for construction the affordable housing obligation. If adequate subsidies are unavailable, the affordable housing goal may be deferred to a latter phase of the project to allow time to assemble the necessary financing. **Development Community** Developers for each of the designated affordable housing parcels are required to provide affordable housing pursuant to the terms of the Specific Plan Development Agreement. *(Policy 7)*	Since 2008, the City has approved the following Specific Plans: Downtown (2009), Sierra Vista (May 2010), Westbrook Amendment to the Sierra Vista Specific Plan (March 2012), and Creekview Specific Plan (September 2012). The annexation of Sierra Vista was completed in January 2012. Creekview's annexation is pending. Development Agreements for Sierra Vista, Westbrook, and Creekview have been approved. All of these Specific Plans have included affordable housing units meeting the 10% requirement.	Continue. Program was relocated next to program 9 and the specific plan program.
13. Non-Residential Construction Fee *(Proposed)* The City shall consider the establishment of a non-residential construction fee program, which would levy a fee on non-residential construction to assist in the development and retention of affordable housing. The rationale behind this fee is that new employment is a factor in the need for additional housing. The City expects to review the establishment of a non-residential construction fee by 2012–2013, at which time the City will	The City did not consider the establishment of a nonresidential construction fee during the previous planning period, but it should be considered now that Redevelopment is no longer available to finance affordable housing.	Continue.

Program	Accomplishments	Continue/Modify/Delete
determine if it will pursue a program and, if so, the specifics of the program. *(Policy 7)*		
14. Government Code 65852.2 *(Enacted by Statute)* The City includes information on the use of manufactured units as a means of providing affordable housing within Roseville in accordance with GC 65852.2 on the City's website. In the past developers have elected to construct permanent housing versus manufactured housing on the land they have acquired. The City recognizes it has no control over the development community and therefore does not expect any manufactured units to be constructed over the 5 year period of the Housing Element. *(Policy 9)*	The City does not keep a record of the number of manufactured units permitted. A manufactured unit is treated as a single-family residence.	Delete.
15. Reasonable Accommodation Ordinance *(Ongoing: 2008–2013)* In 2003, the City adopted a Reasonable Accommodation Ordinance. The Reasonable Accommodation Ordinance provides a process for individuals with disabilities to make requests for reasonable accommodation in regard to relief from the various land use, zoning, or rules, policies, practices and/or procedures of the City. An analysis of zoning/land use, permit and processing procedures and building codes along with information on the development, maintenance and improvement of housing for persons with disabilities are included in the Constraints to Housing Production, Governmental Constraints Section of the Element.	The City updated the Reasonable Accommodation Ordinance in 2007 to meet state law requirements. Since adoption of the Reasonable Accommodation Ordinance, the City has not processed any reasonable accommodations.	Delete. This program was completed.
16. Emergency Shelter Ordinance (SB-2) *(Pending: 2009–2010)* The City will amend our Zoning Ordinance to implement the mandates of SB2 as it relates to the siting and development of transitional and supportive housing and emergency shelters. To facilitate SB2, City staff anticipates the City Council may approve the MP Industrial Park Zone for emergency shelter use by right and without any discretionary action. City staff also anticipates the City Council, as required by SB2, will approve an Ordinance Amendment to treat transitional and supportive housing as a residential use. These actions will occur within one year of adoption of the Housing Element. If another zone, other than the MP Industrial/Business Park Zoning District, is approved, the City shall comply with the requirements of SB 2 and ensure sufficient capacity for the City's homeless.	The City amended the Zoning Ordinance to address the SB 2 requirement on November 3, 2010. No one has approached the City about a homeless shelter during this planning period.	Delete. This program was completed.

Program	Accomplishments	Continue/Modify/Delete
17. Units at Risk As noted, the City does not have any projects at risk of conversion to market rate during the five year planning period of the Housing Element and subsequent five year planning period. However, the City has identified the following program for projects at risk of conversion in future years. On an annual basis, the City will update its list of subsidized rental properties and identify those units at risk of converting to market rate units. If the City identifies projects with affordable units at risk, the City will contact the owner regarding their interest in selling properties or maintaining the rental units as affordable. The City will work with property owners to identify and apply for federal, state, and local subsidies to ensure the continued affordability of housing units. The City will maintain a list of non-profit agencies interested in acquisition/rehabilitation of at risk units and inform them of the status of such units. The City will work with non-profit agencies to identify and apply for federal, state, and local subsidies available to assist with providing funds for the acquisition and rehabilitation of at risk projects. The City will make available to tenants of projects at risk of conversion, referral and contact information regarding tenant rights and conversion procedures, as well as information regarding other affordable housing opportunities within the City.	The City does not have any units at risk of converting to market rate but will continue to monitor all assisted units and continue the program.	Continue.
Residential Land Inventory		
1. Specific Plan Areas (SPA) *(Adopted)* The City shall ensure that specific plans are consistent with the goals and policies of the General Plan. Within each SPA, specific parcels are subject to certain affordable housing requirements. Agreements between the City and developers will include mixed-use development, where applicable, in each Specific Plan Area (SPA) to help achieve the 10% affordable housing goal. Specific plans identify programs to meet the 10% affordable housing requirement. The type of units, income ranges and parcel-by-parcel obligations are specified. Strategies including City and landowner obligations, funding and subsidies are described. Development	The City's Downtown Specific Plan was adopted April 1, 2009. This plan identified a number of underutilized parcels that can be used to meet the City's RHNA.	This program was combined with program 8.

Program	Accomplishments	Continue/Modify/Delete
agreements shall be utilized to secure implementation of the affordable housing program. Specific Plan Areas are further discussed under Implementation Measures in the Affordable Housing Section of this element. Funding and subsidies are included in Table X-8 of this element. *(Policy 1)*		
2. Review of Zoning Ordinance *(Reviewed every 2–5 years)* The Review of the City's Zoning Ordinance is discussed under Implementation Measures in the Affordable Housing Section of this element. *(Policy 1)*	The City completed a number of Zoning Ordinance updates in 2008, including the Density Bonus Ordinance.	Delete.
3. Government Code 65852.2 *(Enacted by Statute)* Government Code 65852.2 is discussed under Implementation Measures in the Affordable Housing Section of this element. *(Policy 2)*	The City approved 14 manufactured homes.	Delete.
4. **Second Unit Ordinance *(*Current *Ordinance)*** The City's Second Unit Ordinance is outlined under Implementation Measures in the Affordable Housing Section of this element. *(Policy 3)*	The City supports and promotes the second unit ordinance through the City's website, and information is available at the City's Permit Center.	Delete.
5. Voluntary Rezone Program The City shall formalize the Voluntary Rezone Program, whereby High Density Residential (HDR) land use is given a high priority in the development process. Planning staff will encourage the increase of density of the lower density residential parcels, as well as voluntary rezoning of non-residential parcels for development that could accommodate higher densities, thereby creating and encouraging the creation of affordable housing opportunities for lower-income households. The targeted density of these sites would be 20 units per acre or higher, with zoning designations that exclusively allow residential use (i.e., R3 – Attached Housing). Once designated for HDR, multi-family projects are allowed "by-right," with no further discretionary approvals required for the multi-family use (note, however, that design review is still required). As of this time, there is no formal Voluntary Rezone Program; however, it is anticipated that through the efforts of the Community Development and Planning Departments, within one year of the adoption of this current Housing Element update, there will be formal adoption and	The Planning, Housing & Redevelopment Director formalized the Voluntary Rezone Program by issuance of a Policy Memo in December 2010 stating that the department will provide priority processing for voluntary rezones which increase High Density Residential units. Several parcels identified in the Land Inventory for the West Roseville Specific Plan have completed their voluntary rezones, with more parcels still in processing for rezone approval in the upcoming year. In the West Roseville Specific Plan, 224 units were rezoned to high density 20–25 units per acre. Another project is proposed to rezone 500 units to high density 20–25 units per acre.	Revise. This program was revised to state the City's efforts to continue to meets its RHNA.

Program	Accomplishments	Continue/Modify/Delete
implementation of the Voluntary Rezone Program. Please refer to Table X-24-H for a complete list of additional HDR units and acreage being processed for voluntary rezone.		
6. Under-utilized Parcels in the Downtown Specific Plan To be completed within one year after the adoption of the 2008 Housing Element Update.	The City's Downtown Specific Plan was adopted April 1, 2009. This plan identified a number of underutilized parcels that can be used to meet the City's RHNA.	Revise. This program was revised to assist with implementing the Downtown Specific Plan.
Special Housing Needs		
1. Federal and State Programs *(Annual Application)* The City shall pursue following state and federal sources that will assist the City in addressing the housing and supportive needs of special needs populations. **Section 8 Housing Choice Voucher Program (Federal)** Administered by the Roseville Housing Authority, the Department of Housing and Urban Development (HUD) provides funding for rental subsidy payments for households earning 50% or less of the median income. *(Policy 1)* **Section 202 (Federal)** HUD provides long term, direct loans to private, non-profit sponsors to finance new construction of elderly and handicapped housing affordable to households earning 50% or less of the median income. The City will support applications by non-profit housing developers for Section 202 funding. *(Policy 1,2)* **HOME Investment Partnership Program (State)** The Housing Division utilizes State Administered Federal HOME funds for the First Time Homebuyer Program which provides down payment assistance to low-income first time homebuyers. The City's First Time Homebuyer Down Payment Assistance Program allows displaced homemakers to qualify as first time homebuyers. The City also uses HOME funds to leverage Community Development Block Grant funds for the Housing Rehabilitation Program described below. The City will pursue HOME funds for financing of affordable	The City applied for HOME funds for the First Time Home Buyer and Housing Rehabilitation Programs in 2010 but was denied funding due to oversubscription to the program. The City applied again in 2011 for HOME funds but was denied funding for rental new construction projects due to oversubscription to the program. The First Time Home Buyer and Housing Rehabilitation programs were fully funded in 2008 and 2011. The Roseville Housing Authority issued the following number of vouchers during the designated year: • 2008: 26 • 2009: 78 • 2010: 40 • 2011: 155 • 2012: 64 Through the Housing Rehabilitation Program, a total of 49 loans were issued from 2008 to present. Handyperson Program: A total of 568 households were assisted from 2008 to present. Paint Program: A total of 55 Paint Vouchers were issued from 2008 to present. The following is a list of Public Services that have been funded since 2008: 2008	Continue.

multifamily rental projects targeted to special needs groups such as seniors. *(Policies 1, 2, 3, 4)*

Community Development Block Grant (CDBG) (Federal)

The City will continue to set aside CDBG funds for the following programs which address the needs of special needs populations, including elderly, disabled and homeless individuals and families.

Housing Rehabilitation Program

Deferred loans up to $100,000 are available to low-income homeowners for health and safety repairs and general home improvements. Elderly and disabled homeowners can also receive a $5,000 grant for health and safety repairs.

Roseville Handyperson Program

The Roseville Handyperson Program provides grants to elderly and disabled homeowners for minor home repairs and handicapped accessible improvements.

Public Service Funds

The City has made CDBG Public Service funds available to non-profit agencies and organizations that provide supportive services to special needs populations. The City will continue to consider applications for funding for special needs activities under the Public Service category during the Annual Action Plan process.

(Policies 2 and 5)

Homeless Prevention Services
After-School Tutoring
Bilingual/Bicultural Project
Homeless Prevention Housing Sustainability
Low-Income Youth Passport Program
Free/Reduced Transit Fares
Extreme Weather Shelter for Roseville Residents
Transitional Housing Services
BAGS Program

2009

- "There's No Place Like Home"
- Community Gardening and Cooking Class
- Bilingual/Bicultural Project
- Roseville Homeless Utility Assistance Program
- Low-Income Youth Passport Program
- Free/Reduced Transit Fares
- Roseville Friendly Visitor Program
- Prepare and Implement an HMIS System
- Housing with Supportive Services
- BAGS Program

2010

- "Stable Families"
- Bilingual/Bicultural Project
- Homeless Assistance Program
- Low-Income Youth Passport Program
- Information & Assistance/Friendly Visitor Program
- Transitional Housing Services
- BAGS Program

2011

- Case Management
- Financial Assistance
- Tutoring/Mentoring and Daily Meal Program
- Bilingual/Bicultural Project
- Transportation Program for Homeless Families
- Low-Income Youth Passport Program

Program	Accomplishments	Continue/Modify/Delete
	• Information & Assistance/Friendly Visitor Program • Transitional Housing Services • BAGS Program 2012 • Case Management, Temporary Rent/Utility, & Transportation Assistance • On-Campus Drug & Alcohol Treatment • Case Management • Low-Income Youth Passport Program • Senior Nutrition Program • BAGS Program	
2. Local Programs The City shall continue to utilize the following local financing programs to address the needs of special needs populations: **Homeless Voucher Program** The City Council has approved Roseville General Funds to assist Roseville homeless and those about to be homeless with grants up to $1,500 for payment of past due rent, security deposits, first month's rent, past due utility bills, and emergency motel vouchers. The Salvation Army administers the Program and provides dollar for dollar matching funds. The program is promoted by the Salvation Army and by referrals from local non-profit organizations and/or advocates for the homeless. *(Policy 5)* **Roseville Community Grant Funds** The City has established the following community grants. The Grants Advisory Commission reviews grant applications and makes grant recommendations on an annual basis to the City Council. The City's Housing Division will encourage service providers who assist special needs populations to apply for the following grant funds. • Citizens' Benefit Fund - The Citizens' Benefit Fund utilizes interest payments on funds received from the sale of the City-owned Roseville Community Hospital to provide grants of up to $30,000 to public agencies, schools and non- profit organizations serving citizens of Roseville are eligible to apply "to improve the quality of life for the citizens of Roseville." • REACH Fund - The REACH FUND utilizes contributions by Roseville City employees, retirees and businesses to provide grants up to $7,500	From 2008 to 2012, 1,100 households were assisted as part of the Homeless Voucher Program. From 2008 to 2013, the City provided $441,008 in funds for the REACH and Auto Mall grant programs as well as $3,143,851 to the Citizens' Benefit Fund.	Continue. (Note: Auto Mall funding obligation expired 2010, and is no longer available through the City's Grant's Advisory Commission)

Program	Accomplishments	Continue/Modify/Delete
to public agencies, schools, and non-profit organizations that assist youth, families or seniors in Placer County. • Auto Mall Fund - The Auto mall has made a five year commitment totaling $250,000, $50,000 annually through 2010. The fund provides grants up to $5,000 to public agencies, schools, and non-profit organizations serving youth, families and seniors in Placer County. *(Policies 2 and 5)*		
3. Regional Housing Programs When feasible the City will address affordable housing issues on a regional basis. **McKinney-Vento Act Funds** The City's Housing Division will continue to participate in the Placer Consortium on Homelessness with other jurisdictions, local organizations and service providers to establish and promote a network of facilities and resources to assist the homeless population and other special needs populations. The City will continue to participate in the preparation of the Placer County Continuum of Care annual application for McKinney-Vento Act funds. *(Policy 5)*	From 2008 to 2012, 216 households were assisted using Homeless Emergency Assistance and Rapid Transition to Housing Act Funds The Homeless Emergency Assistance and Rapid Transition to Housing Act (HEARTH) of 2009 amended the McKinney-Vento Homeless Assistance Act	Continue.
4. Redevelopment Low/Mod Income Housing Set Aside Funds The Redevelopment Agency is required by law to set aside 20% of its tax increment revenue funds for activities that benefit low and moderate income households. The Low/Mod Income Housing Set Aside fund can provide assistance in the form of gap financing to developers of affordable housing when other federal and state resources are not sufficient. The Low/Mod funds can also be used in conjunction with the HOME Program to provide match funds or provided in the form of a deferred loan or grant for rehabilitation of facilities such as Home Start a transitional housing program for families with children. *(Policies 1, 2, 3, 4, and 5)*	Due to the dissolution of the City's Redevelopment Agency, the primary financing mechanism, the Low/Moderate Income Housing Fund (made possible by Tax Increment), will no longer have an ongoing funding source to assist in the development of affordable housing. On 2/22/12, the City became the Housing Successor and will be working with the Department of Finance in order to approve 2–3 affordable rental housing projects which were slated for development using 2006 Housing Bonds in the amount of $5.5 million. After the expenditure of those funds, there will not be any further assistance for affordable housing development using Low/Mod or bond funds generated through the Redevelopment Agency's tax increment.	Delete.

Program	Accomplishments	Continue/Modify/Delete
Governmental and Non Governmental Constraints to Housing Production		
1. Process and Fee Structure Review Permit Process – To expedite project facilitation and provide internal support to project applicants the City established the Project Processing Manager position within the Community Development Department in 1999. The Project Processing Manager acts as a liaison between project applicants, development community, Chamber of Commerce, and City staff to continually assess the City's existing project processing system and identify short-term and long-term areas for improvement of the plan check process. *(Policy 1)* Fee Structure – *The City will continue to review its fee system and work toward graduated fees as a means of reducing the cost of housing development.* *(Policy 1)*	The City reviews the permit process and fee structure on an annual basis. Fees are updated annually. September 2012, with the purpose of improving the delivery of services to the development customer the City established the Development Services Department with the goal to provide development services in a single location with a single point of contact for the customer. The organizational structure is developed around products delivered to the customer September of 2010 the City created a Development Advisory Committee its purpose is to provide a forum for the public and staff to introduce and discuss suggestions, comments, and concerns regarding the City's development services function. The Development Advisory Committee shall represent the voice of the customer providing input into delivery of development services, cost of services, construction standards, development impact fees, and other development service policy areas. The Committee shall function as a liaison building relationships between the City and development community to foster and support development investment. The Committee routinely reviews and makes recommendations on the City's fee structure.	Continue.
2. Review of Subdivision Improvement Standards and Zoning Ordinances Review of Subdivision Improvement Standards and Zoning Ordinances are outlined under Implementation Measures in Affordable Housing Section of this element. *(Policy 2)*	The City has not made any changes to the subdivision improvement standards.	Continue.
3. Public Education Program The City will continue to educate its citizens regarding the necessity of providing the affordable housing needed to support the job growth occurring in Roseville. Specifically, this information will focus on the need to provide affordable housing in close proximity to jobs in an effort to	The City continues to educate the public at neighborhood meetings involving rezones and at neighborhood association meetings, as well as educates the public during the rezone process.	Continue.

Program	Accomplishments	Continue/Modify/Delete
reduce the traffic and air quality impacts that result from long commutes. In addition, the City will continue to monitor community opposition to affordable housing projects in an effort to remove negative perceptions. Education will occur through public hearings, presentations to various service organizations, and other community groups, articles published in the local newspaper, the City's newsletter. *(Policy 3)*		
4. Public Participation The Planning Department will continue to encourage developers to meet with interested parties before the public decision making process begins. Preliminary neighborhood forums allow persons directly affected by the project to have their questions and concerns addressed early in the planning process. *(Policy 3)*	The City meets with developers on a daily basis. For specific plans, the City has standing biweekly staff meetings and weekly technical meetings.	Continue.
5. Roseville Housing Authority and Redevelopment Agency Roseville Housing Authority and Redevelopment Agency shall continue with its efforts to issue Mortgage Revenue Bonds, as authorized under federal statute, to assist rental properties and low to moderate-income first time buyers in the purchase of housing. *(Policy 4)*	Due to the dissolution of the City's Redevelopment Agency, the primary financing mechanism, the Low/Moderate Income Housing Fund, made possible by Tax Increment, will no longer have an ongoing funding source to assist in the development of affordable housing. On 2/22/12 the City became the Housing Successor and will be working with the Department of Finance in order to approve 2–3 affordable rental housing projects which were slated for development using 2006 Housing Bonds in the amount of $5.5 million. After the expenditure of those funds, there will not be any further assistance for affordable housing development using Low/Mod or bond funds generated through the Redevelopment Agency's tax increment.	Delete.
EQUAL HOUSING OPPORTUNITY PROGRAM The provision of equal housing opportunities for all persons is an important goal of the Housing Element. The City will continue to provide assistance regarding equal housing opportunities through its Housing Division and Housing Authority. Some of the programs offered are summarized below: • To encourage and facilitate the development of affordable housing by providing increased density incentives through the City's Density Bonus Ordinance. The provisions of this ordinance are intended to comply with California Government Code Sections 65915-65918. In the event that	The City continues to provide Fair Housing Counseling workshops and one-on-one counseling for Roseville residents, landlords/property owners, and tenants, with counseling provided by Legal Services of Northern California through the City's Fair Housing Education Program.	Revise. This program was consolidated to streamline the program efforts.

Program	Accomplishments	Continue/Modify/Delete
any provision conflicts with California Government Code Sections 65915-65918, State law shall control over the conflicting provision. (Ord. 4669 § 1, 2008.) • The City continues to promote the Density Bonus Program at the City's Housing Division, Permit Center, and on the City's website. • The City of Roseville will continue its collaborative Housing Education Campaign to provide Fair Housing Counseling workshops and one-on-one counseling for Roseville residents, landlords/property owners, and tenants with counseling provided by Legal Services of Northern California through the City's Fair Housing Education Program. In addition to the provision of workshops and one-on-one counseling, the City's website includes fair housing information and referral service data with links to other Fair Housing Resources. • The Roseville Housing Division will continue to advertise the availability of fair housing information and referral services in the City's Roseville Reflections newsletter, sent to all City residents, and in the local Press Tribune newspaper (Real Estate Section) subject to approval of the editor. Fliers and posters are sent to various public facilities (e.g., library, schools). Fair Housing Posters are displayed year round at the Roseville Housing Authority Office. • The Roseville Housing Division will continue education and outreach efforts in Spanish regarding fair housing issues and the availability of housing programs and activities including: brochures for the First Time Homebuyer Program and Residential Housing Rehabilitation Program, Handyperson and Paint Programs, and Housing Choice Voucher Rental Assistance. Ads are placed in El Hispano newspaper during Housing Choice Voucher open enrollment. • The Roseville Housing Authority will continue outreach to Housing Choice Voucher Program landlords informing them of fair housing issues and workshops/seminars available to deal with fair housing law. Future landlords may be attracted to the program via referrals from Housing Choice Voucher Program clients, the City's website, ads on government access Channel 14, and through various special events held in the City (Hispanic Festival, Senior Fair, Cinco de Mayo, and Downtown Tuesday Night). • The Roseville Housing Division staff will continue to incorporate into the briefing packet for the First Time Home Buyer Program, a brochure from HUD entitled "Don't Be a Victim of Loan Fraud." Loan fraud is		

Program	Accomplishments	Continue/Modify/Delete
discussed once a program applicant has a reservation of funding, and before they begin their housing search. • The Roseville Housing Division uses a questionnaire for the First Time Home Buyer Program, designed to collect data relevant to the lending, realty, and insuring practices in the private sector. The data collected should help to determine if any fair housing concerns exist in the area of home purchases.		
Residential Energy Efficiency and Conservation		
1. Peak Load Management Program *(Current Available Program)* Roseville Electric will continue to implement the peak load management program. This program cycles off customer equipment when City load approaches its resource limits. *(Policy 1)*	3,800 customers participate in the Power Partners program.	Continue.
2. **Energy Audits** *(Current Available Program)* Roseville Electric will continue to offer energy audits to aid the customers in reducing home energy costs. In addition to free mail-in and web-based customer assisted energy audits, at the customer's request, a trained energy auditor will inspect residences and advise the best way to achieve energy efficiency and save money. Roseville Electric will also offer web site or mail in energy audits. The audit includes a utility bill analysis to show the customer where the energy is being used. Also included are suggested low and no cost conservation practices and an analysis of recommended conservation measures. *(Policies 1 and 2)*	Over 400 customers participated in the online energy audit in fiscal year 2012.	Continue to offer online energy audits.
3. **Energy Efficiency Rebates** *(Current Available Program)* Roseville Electric will continue to offer rebates to all electric customers who install or upgrade their homes with energy efficiency appliances and equipment. Examples include energy efficient air conditioners, programmable thermostats, sunscreens, energy efficient windows, floors, and attic insulation and renewable energy systems such as photovoltaics. *(Policies 1 and 2)*	Over 3,500 residents participated in retrofit energy efficiency programs in fiscal year 2012. Residents participating in the Shade Tree and Energy Audit programs are listed in questions 2 and 5.	Continue energy efficiency rebates. Renewable energy will continue to gradually decline through 2016, in compliance with state law.

Program	Accomplishments	Continue/Modify/Delete
4. New Construction Efficiency *(Routine Daily Operation)* The Roseville Building Department will continue to enforce Title 24 of the Building Code. Title 24 is the state residential energy conservation standard, which defines construction standards for energy requirements to promote energy efficiency and conservation. *(Policy 1)*	The Best and Preferred programs go beyond Title 24 – see the category below for BEST Homes info..	Continue.
5. Roseville Shade Tree Program *(Current Available Program)* Roseville Electric offers this community service program. The Shade Tree Program has planted approximately 9,000 shade trees throughout Roseville. The trees are free and materials are free to community members who are willing to take the responsibility for planting and caring for their trees. *(Policy 1)*	Customers planted over 800 trees through the shade tree program in fiscal year 2012.	Continue.
6. **Electric Rate Assistance Programs** *(Current Available Program)* Roseville Electric offers a 15% discount to residential customers whose income is no greater than specified by the U.S. Department of Housing and Urban Development as "very low" for Placer County. Roseville Electric also offers Medical Support Rate Reductions. The rate is 50% credit on the first 400 kWh (kilowatt per hour) per month. Roseville Electric closed the Senior Low-Income Rate Reduction to new applicants effective July 1, 1998. Electric customers receiving the Senior Low-Income Rate may either continue receiving the 11% senior discount or apply for the Electric Rate Assistance Program discount of 15%. *(Policy 3)*	Currently, Roseville Electric is assisting 2,000 customers with the Electric Rate Assistance programs.	Continue.
7. Safety and Conservation Program Presentations *(Current Available Program)* Roseville Electric offers free presentations on electrical safety and conservation to schools or organizations in the service area. *(Policy 1)*	Roseville Electric continues to offers free presentations to schools or at the Utility Exploration Center (UEC).	Continue at the UEC.
8. BEST Homes Project *(Current Project)* The BEST Homes Project incorporates rooftop solar generation, as well as other energy-saving features in up to 20% of new homes built in	Builders have included solar systems on over 860 homes through the BEST Homes program.	Continue to 2016.

Program	Accomplishments	Continue/Modify/Delete
Roseville. Partnership with Lennar resulted in the company's commitment to build 635 new BEST homes in Roseville.		
9. California Climate Action Registry *(Routine Daily Operation)* Roseville joined the California Climate Action Registry, committing to track, report, and certify its greenhouse gas emissions.	The City is currently in the process of preparing a citywide Climate Action Plan, but currently there is no funding available.	Delete.
10. Roseville Utility Exploration Center *(Current Available Program)* Roseville's Utility Exploration Center is an interdepartmental project spearheaded by Roseville Electric and the Environmental Utilities Department with support from the Parks, Recreation and Libraries Department and City Manager's Office. The Exploration Center is a key component of the site and will be a one-of-a-kind center offering an exciting new take on preserving our natural resources and protecting our environment through new technologies and conservation measures in energy efficiency, water conservation, recycling, and water quality and environmentally sustainable building materials making the center an exhibit in itself. When completed, the Exploration Center will offer children and adults fun and interactive tools for learning	This program is still in operation.	Continue.
11. Green Roseville *(Current Available Program)* Green Roseville offers residential and commercial customers a way to buy the amount of energy they consume from wind and solar power generators. As Green Roseville continues to gain recognition and news of global climate change prompts increasing action, we expect the program to grow substantially.	This program has changed to allow customers to contribute to Roseville Electric's efforts to include a set percentage of renewable resources in the utility's overall portfolio. The percentage is set by state law.	Continue.

HOUSING PLAN

City-wide Housing Goals

The City of Roseville has the following citywide goals.

CITY-WIDE HOUSING

Goal H.1 **Provide decent, safe, adequate, and affordable housing in sufficient quantities for all economic segments of the community.**

Goal H.2 **Ensure that all segments of the Roseville community actively work together to provide affordable housing.**

Goal H.3 **Preserve, maintain, and improve Roseville's supply of affordable housing stock.**

Goal H.4 **Increase the opportunity for low- and middle-income households to become homeowners, thereby freeing up rental housing for other low-income households.**

Goal H.5 **Reduce the overall incidence of homelessness among Roseville individuals and families through regional coordinated and comprehensive housing and supportive services.**

The following goals, policies, and programs are split up into five sections:

- Affordable Housing
- Residential Land Inventory
- Special Housing Needs
- Government and Non-Governmental Constraints to Housing Production
- Residential Energy Efficiency and Conservation

Affordable Housing Goals and Policies

AFFORDABLE HOUSING

Goal H.1 **Work with the development and business communities to provide affordable rental and homeownership opportunities for extremely low-, very low-, low-, and middle-income households.**

Goal H.2 **Strive to ensure the affordability of Roseville's housing supply over time.**

Goal H.3 **Maximize efforts to meet affordable housing needs by requiring 10% of new housing units be affordable to extremely low-, very low-, low-, and middle-income households.**

Goal H.4 **Integrate the community in terms of income levels to avoid lower-income pocket areas.**

Goal H.5 **Encourage the production of rental and owner-occupied high-density, multi-family housing units.**

Policy H.1 *The City shall pursue programs that can provide a range of purchase and rental units affordable to all income categories.*

Policy H.2 *Efforts to develop affordable units will be focused on multi-family rental units, with an emphasis on units affordable to the lowest income categories.*

Multi-family rental units provide the most cost efficient way to provide affordable housing opportunities to extremely low-, very low-, and low-income households.

Policy H.3 *The 10% Affordable Housing Goal shall apply to all new residential properties planned for 4+ units.*

Policy H.4 *The City shall strive to maintain an overall vacancy rate of 5% for both owner and rental housing units.*

Policy H.5 *The City shall continue to pursue potential federal, state, and local subsidies for construction of new affordable housing as well as the continued availability of existing affordable housing.*

Policy H.6 *The City shall provide direct financial assistance in support of local affordable housing activities.*

Policy H.7 *The City shall encourage the Roseville business and development communities to participate in a community affordable housing goal.*

Policy H.8 *Encourage construction of affordable housing units to be intermixed with market-rate units to minimize low-income pocket areas.*

Policy H.9 *Encourage developers to incorporate manufactured and second units into their projects.*

Policy H.10 *Promote efficient and cost-effective development types, such as mixed-use projects and small-lot subdivisions, as a means of achieving housing affordability and carrying out the provisions of the Land Use Element.*

Policy H.11 *The City shall work to maintain the affordability of assisted units.*

Implementation Measures/Programs

FEDERAL AND STATE PROGRAMS

The City shall pursue and continue to participate in the following federal and state programs:

- Section 8 Housing Choice Vouchers (Federal)

  The Section 8 Housing Choice Voucher Program is administered by the Roseville Housing Authority and provides rental assistance to very low-income households through direct payments to the property owner.

  The program is promoted on the City's website and through program brochures.

- Community Development Block Grant (Federal)

The City is an entitlement jurisdiction for Community Development Block Grant (CDBG) funds and sets aside a portion of its annual allocation of CDBG funds for the following housing activities:

Housing Rehabilitation Program
The City began the Housing Rehabilitation Program in 1980. The program is considered a key component in the City's affordable housing strategy as a means of preserving Roseville's housing stock affordable to lower-income households. The program, targeted to low-income owner households, offers grants to elderly and disabled households and deferred loans to all low-income households for health and safety repairs and home improvements. Deferred loans become due and payable upon sale, change of title, or change of use. Any program income received as a result of a loan payoff is used to fund new loans and grants.

The Housing Rehabilitation Program is promoted on the City's website and through the use of program brochures.

Handyperson Program
The City initiated funding for the Handyperson Program in 1999 as a result of public input, which identified a need for such a program in Roseville. The Handyperson Program provides grants to seniors and disabled homeowners in need of minor home repairs, such as installation of grab bars, repair of minor plumbing leaks, etc. The program is administered by Seniors First. Senior and disabled homeowners may be referred to the Housing Rehabilitation Program for assistance if repairs exceed the scope of the Handyperson Program.

The Handyperson Program is promoted on the City's website, through the use of program brochures, and in the Senior Resource Guide for Placer County.

Paint Program
The City began the Paint Program in 1995, which provides vouchers for exterior paint and materials to assist low-income homeowners and renters with property maintenance. The program is administered by the City's Housing Division and is promoted on the City's website and through program brochures.

- Home Investment Partnership Program (HOME) (State)

  The City began its participation in the State-administered HOME Program in 1994 for the creation and maintenance of affordable housing. The City utilizes HOME funds for the following programs:

Housing Rehabilitation Program
The CDBG funds are leveraged with HOME funds to provide loans and CDBG grants to low-income homeowners. The Housing Rehabilitation Program is described above.

First Time Home Buyer (FTHB) – Down Payment Assistance (DAP) Program
The City sets aside a portion of its HOME grant for down payment assistance in the form of deferred, shared appreciation loans (second mortgages). The FTHB-DAP Program is targeted to low-income households. The homebuyer must qualify under the City's definition of a first-time home buyer, be able to provide at least a 1% down payment, and have attended a Home Buyer's Seminar. The buyer must also comply with the City's criteria with regard to home selection.

Multi-Family New Construction
The City also pursues HOME funds for construction of multi-family affordable units. HOME funds are leveraged with other funding sources such as Section 202 funds, Low Income Housing Tax Credits, Tax Exempt Housing Bonds, etc., to provide affordable rental housing targeted to extremely low- and very low-income households.

(Policies 1, 2, 5, and 6)

Time Frame: Annual Applications, 2013–2021

Implementing Agency: Housing Division and Roseville Housing Authority

Funding Source: HOME, CDBG

2. DENSITY BONUS PROGRAM

The City shall continue to implement its Density Bonus Program to help promote and create affordable housing units. The program provides a property owner the ability to construct more income-producing units within the project that can offset the cost of providing affordable units. The Density Bonus Program is promoted on the City's website, and information is available at the City's Permit Center. The City's Housing Division staff also actively promotes the Density Bonus Program in conjunction with implementation of the 10% Affordable Housing Program.

The City's Density Bonus Program is consistent with State Government Code Section 65915–65918. The Density Bonus Program provides for a minimum 20% to a maximum 35% density bonus in the maximum number of dwelling units, in addition to incentives and/or concessions. The concessions and/or incentives may include reduction in zoning standards, development standards, design requirements, mixed-use zoning, financial assistance, or any other incentive that would reduce costs of the developer.

A developer may qualify for a density bonus and additional incentives and/or concessions if the developer agrees to construct and maintain a minimum of:

- Ten percent (10%) of the units affordable to lower-income households;

  Five percent (5%) of the units affordable to very low-income households; A senior housing development; Ten percent (10%) of the units in a condominium project affordable to moderate-income households. The density bonus is increased on a sliding scale, depending on the type and number of affordable units, up to a maximum 35% density bonus. The number of concessions/incentives granted by the City also increases based on the number and type of affordable units to be constructed.

  The developer must enter into an Affordable Housing Agreement to secure the affordable units for a minimum of 30 years prior to issuance of building permits or prior to final map approval.

  (Policies 1, 2, and 4)

Time Frame: Ongoing

Implementing Agency: Housing Division and Planning Department

Funding Source: General Fund

3. SECOND UNIT ORDINANCE

A second dwelling unit shall be as defined by Government Code Section 65852.2 and shall mean an attached or detached residential dwelling unit that provides complete independent living facilities for one (1) or more persons. It shall include permanent provisions for living, sleeping, eating, cooking, and sanitation on the same parcel as the primary dwelling is situated. It also includes an efficiency unit and a manufactured home as defined in the Health and Safety Code.

The floor area of the second dwelling unit for an attached unit shall not exceed 30% of the existing dwelling's living area. The floor area of the detached unit shall not exceed 1,200 square feet. Fees associated with the development of the second units are the same as those for new single-family units. A second unit is permitted provided it complies with the applicable design and development standards identified in Chapter 19.60 of the Zoning Ordinance.

The City currently supports and promotes the development of second units on the City's website and information is available at the City's Permit Center.

(Policies 1, 2, and 9)

Time Frame: Ongoing

Implementing Agency: Planning Department

Funding Source: General Fund

4. CONDOMINIUM CONVERSION ORDINANCE

The City shall continue to enforce its Condominium Conversion Ordinance to define those conditions under which the conversion of rental units to condominiums would be permitted. Under the ordinance, conversions cannot occur unless certain criteria are met, including the City's established minimum citywide vacancy rates for multi-family rental housing; a minimum percentage of multi-family rental units citywide; provision for affordable housing requirements and Community Benefit Fee; and tenant protections, including a Tenant Relocation Plan, etc.

If the conversion meets the required criteria, the developer must enter into an Affordable Housing Agreement to secure the affordable units provided as part of the conversion approval.

(Policies 1, 2, 4, and 11)

Time Frame: Ongoing

Implementing Agency: Planning Department and Housing Division

Funding Source: General Fund

5. STREAMLINE PROJECT PROCESSING

To facilitate project approval and provide internal support to project applicants, the City established the Development Services Director position within the Development Services Department. That position acts as a liaison between project applicants, the development community, the Chamber of Commerce, and City staff to continually assess the City's existing project processing system and identify short- and long-term areas for improvement of the plan check process.

(Policies 1 and 2)

Time Frame: Ongoing, as application are processed.

Implementing Agency: Development Services Department

Funding Source: General Fund

6 REVIEW OF SUBDIVISION IMPROVEMENT STANDARDS AND ZONING ORDINANCES

The City's intent is to ensure current standards represent the best means to achieve housing and other City objectives. The City, through the Public Works and Planning departments, shall continue to review and modify Subdivision Improvement Standards on an annual basis.

Properly developed and updated standards can help reduce the costs of development while balancing basic environmental, health, safety, and welfare needs.

(Policies 1 and 2)

Time Frame: Evaluate of the Zoning Ordinance every 2–5 years.

Implementing Agency: Planning Department

Funding Source: General Fund

7 SPECIFIC PLAN AREAS (SPA)

The City shall ensure that Specific Plans are consistent with the goals and policies of the General Plan. The primary purpose of the Specific Plan Area process is to guide the comprehensive urbanization of land use in a mix of residential neighborhoods, schools, parks, open spaces, supporting retail and public facilities, office uses, and an affordable housing component. The Specific Plan Areas are the first step in implementing programs such as the 10% Affordable Housing Goal.

Within each SPA, specific parcels are subject to certain affordable housing requirements. Agreements between the City and developers may include a variety of housing types, including mixed use, wherever applicable to help achieve the 10% Affordable Housing Goal.

Specific Plans identify programs to meet the 10% Affordable Housing Goal. The type of units, targeted income categories, and parcel-by-parcel obligations are specified. Strategies, including City and landowner obligations, are described. A provision for the payment of in-lieu fees for affordable housing may be included, if appropriate. Development Agreements are utilized to secure implementation of the Affordable Housing Program. Additional discussion regarding the City's Specific Plan Areas is provided under the 10% Affordable Housing Goal in the Housing Constraints section of this Housing Element.

(Policies 1, 2, 3, 4, 8, and 10)

Time Frame: Ongoing, as SPA are approved

Implementing Agency: Housing Division and Planning Department

Funding Source: General Fund

8 PUBLIC/PRIVATE PARTNERSHIPS

The provision of affordable housing is a societal goal, one that should be achieved through the efforts of the entire community. Within each of the adopted Specific Plans, the City has included a provision for a public/private partnership, between developers of housing and the City, to achieve the 10% Affordable Housing Goal. Roseville has identified the following specific roles in this partnership to provide affordable housing:

City of Roseville
The City shall continue with an aggressive affordable housing program designed to maximize potential funds available through existing federal, state, and local programs. Developers for each of the designated affordable housing parcels are required to provide affordable housing pursuant to the terms of the Specific Plan Development Agreement. Prior to building permits being issued or recording of the final map, developers are required to enter into an Affordable Housing Development Agreement. The City of Roseville will assist all property owners in obtaining appropriate and available subsidies for construction of the affordable housing obligation. If adequate subsidies are unavailable, the affordable housing goal may be deferred to a later phase of the project to allow time to assemble the necessary financing.

Development Community
Developers for each of the designated affordable housing parcels are required to provide affordable housing pursuant to the terms of the Specific Plan Development Agreement.

(Policy 7)

Time Frame: Ongoing Roseville Specific Plan Process

Implementing Agency: Housing Division

Funding Source: General Fund

9 AFFORDABLE HOUSING AGREEMENTS

The City shall require Affordable Housing Agreements for all housing projects subject to affordability requirements. Such agreements shall stipulate: (1) the number of affordable units to be constructed; (2) the affordable purchase price or rental price; (3) the income group to whom the units will be affordable; and (4) the length of time the units will remain affordable. Maximum rents and purchase prices will be determined based on unit size and occupancy levels as follows:

Unit Size	Household Size
1 Bedroom	1.5 Persons
2 Bedroom	3 Persons
3 Bedrooms	4.5 Persons
4 Bedrooms	6 Persons

If adequate subsidies are not available to assist in achieving the 10% Affordable Housing Goal, the goal may be deferred to a future date agreed upon by the property owner and the City. Deferring the goal will give the City an opportunity to assemble the necessary financing.

The City shall, on an annual basis, review all Affordable Housing Agreements for compliance with affordability provisions. Any property owner who fails to comply with the requirements of a Affordable Housing Agreement may be found by the City Council to be in default of the agreement.

(Policies 1, 2, 3, 7, 9, and 10)

Time Frame: Ongoing and Annual Monitoring

Implementing Agency: Housing Division

Funding Source: General Fund

10 IN-LIEU FEES

The City prefers affordable housing be developed as specified under the 10% Affordable Housing Goal within each of the Specific Plan Areas. The collection of in-lieu fees presents a challenge to the City, since the City does not control or own land to ensure the development of the affordable units. Therefore, the City has not established a formal in-lieu fee program and encourages the development of affordable housing. In-lieu fees may be considered on a case-by-case basis. In all cases where in-lieu fees are considered as an alternative to producing affordable units, Housing Division staff will review the project based on: (1) a good faith effort by the owner to secure and utilize available subsidies; (2) the type of project and its ability to absorb the affordable units; and (3) the ability to use the in-lieu fees within the same Specific Plan or infill areas.

Development Agreements shall be the mechanism utilized to secure implementation of the affordable housing program.

(Policies 1, 2, and 3)

Time Frame: Ongoing, as SPAs are approved.

Implementing Agency: Housing Division

Funding Source: General Fund

11 NONRESIDENTIAL CONSTRUCTION FEE

The City shall consider the establishment of a nonresidential construction fee program, which would levy a fee on nonresidential construction to assist in the development and retention of affordable housing. The rationale behind this fee is that new employment is a factor in the need for additional housing. The City expects to review the establishment of a nonresidential construction fee by 2014-2015, at which time the City will determine if it will pursue a program and, if so, the specifics of the program.

(Policy 7)

Time Frame: 2014–2015

Implementing Agency: Housing Division

Funding Source: General Fund, Funds would be generated as part of this program to provide affordable housing.

12 UNITS AT RISK

As noted, the City does not have any projects at risk of conversion to market rate during the eight-year planning period of the Housing Element and subsequent eight-year planning period. However, the City has identified the following program for projects at risk of conversion in future years.

- On an annual basis, the City will update its list of subsidized rental properties and identify those units at risk of converting to market-rate units.
- If the City identifies projects with affordable units at risk, the City will contact the owner regarding their interest in selling properties or maintaining the rental units as affordable.
- The City will work with property owners to identify and apply for federal, state, and local subsidies to ensure the continued affordability of housing units.
- The City will maintain a list of nonprofit agencies interested in acquisition/rehabilitation of at-risk units and inform them of the status of such units.
- The City will work with nonprofit agencies to identify and apply for federal, state, and local subsidies available to assist with providing funds for the acquisition and rehabilitation of at-risk projects.
- The City will make available to tenants of projects at risk of conversion, referral and contact information regarding tenant rights and conversion procedures, as well as information regarding other affordable housing opportunities within the city.

Time Frame: Annually monitor.

Implementing Agency: Housing Division

Funding Source: General Fund

13 HOUSING SUCCESSOR AGENCY

On 2/22/12 the City became the Housing Successor of the Former Redevelopment Agency and will be working with the Department of Finance, in order to approve 2–3 affordable rental housing projects which were slated for development, using 2006 Housing Bonds in the amount of $5.5 million. After the expenditure of those funds, there will not be any further assistance for affordable housing development using Low/Moderate Income Housing Fund or bond funds generated through the former Redevelopment Agency's tax increment.

Time Frame: 2013-2021, or until the $5.5 million is expended.

Implementing Agency: Housing Division

Funding Source: Housing Bonds

RESIDENTIAL LAND INVENTORY GOALS AND POLICIES

LAND INVENTORY

Goal H.1 **Maintain adequate land within the various land use categories that allows development of housing to meet projected demand for high-density units.**

Policy H.1 *Encourage development of mixed-use projects in accordance with goals and policies contained in the Land Use Element.*

Policy H.2 *Continue to encourage developers to use manufactured units in their housing projects.*

Policy H.3 *Continue to support the use of second units as part of the City strategy for maximizing affordability of land development.*

Policy H.4 *Continue to support the use of Voluntary Rezones either through Increasing density of current residential zoning or rezoning non-residential parcels which will encourage and facilitate higher densities thereby maximizing affordability of land development.*

Policy H.5 *Encourage development of higher density residential units by use of mixed use parcels housing overlay zoning on currently underutilized infill parcels within the Downtown Specific Plan.*

Implementation Measures/Programs

MONITOR THE CITY'S LAND INVENTORY

The City will annually review its land inventory to ensure there is enough vacant residential land in the city to meet its RHNA allocation.

Time Frame: Annually

Implementing Agency: Housing Division

Funding Source: General Fund

DOWNTOWN SPECIFIC PLAN

The City will implement the Downtown Specific Plan focusing on infill development, revitalization of older neighborhoods and commercial corridors, as well as encouraging the development of mixed use and high density residential units. The City offers various programs in the Downtown Specific Plan, which encourage and facilitate the development of high density and mixed use housing.

Time Frame: Ongoing

Implementing Agency: Housing Division

Funding Source: General Fund

SPECIAL HOUSING NEEDS GOALS AND POLICIES

SPECIAL HOUSING NEEDS

Goal H.1 **Ensure the availability of adequate housing opportunities for the elderly, the disabled, large families, female heads of households, and the homeless.**

Goal H.2 **Participate in local and regional efforts to provide a network of facilities and resources to aid the special needs populations.**

Policy H.1 *Special housing needs shall be met through direct rental subsidies and below-market construction financing.*

Policy H.2 *Continue the City's housing rehabilitation loan and grant programs to assist low-income elderly and disabled households.*

Policy H.3 *Encourage construction of 3+ bedroom units in multi-family rental complexes to help meet the housing needs of low–income, large families*

Policy H.4 *Actively facilitate construction of rental units that include day-care facilities which are affordable to lower-income, female heads of households.*

Policy H.5 *Work in conjunction with other Placer County jurisdictions, agencies, and organizations to provide shelter and supportive services for homeless individuals and families.*

Implementation Measures/Programs

FEDERAL AND STATE PROGRAMS

The City shall pursue the following state and federal sources that will assist the City in addressing the housing and supportive needs of special needs populations.

Section 8 Housing Choice Voucher Program (Federal)
The Department of Housing and Urban Development (HUD) provides funding for rental subsidy payments for households earning 50% or less of the median income. This program is administered by the Roseville Housing Authority.

Section 202 (Federal)
HUD provides long-term, direct loans to private, nonprofit sponsors to finance new construction of elderly and disabled housing affordable to households earning 50% or less of the median income. The City will support applications by nonprofit housing developers for Section 202 funding.

HOME Investment Partnership Program (State)
The Housing Division utilizes State-administered federal HOME funds for the First Time Homebuyer Program, which provides down payment assistance to low-income first time homebuyers. The City's First Time Home Buyer Down Payment Assistance Program allows displaced homemakers to qualify as first time home buyers. The City also uses HOME funds to leverage Community Development Block Grant funds for the Housing Rehabilitation Program described below. The City will pursue HOME funds for financing of affordable multi-family rental projects targeted to special needs groups such as seniors.

Community Development Block Grant (CDBG) (Federal)
The City will continue to set aside CDBG funds for the following programs that address the needs of special needs populations, including elderly, disabled, and homeless individuals and families.

Housing Rehabilitation Program
Deferred loans up to $100,000 are available to low-income homeowners for health and safety repairs and general home improvements. Elderly and disabled homeowners can also receive a $5,000 grant for health and safety repairs.

Roseville Handyperson Program
The Roseville Handyperson Program provides grants to elderly and disabled homeowners for minor home repairs and handicapped accessible improvements.

Public Service Funds
The City has made CDBG Public Service funds available to nonprofit agencies and organizations that provide supportive services to special needs populations. The City will continue to consider applications for funding for special needs activities under the Public Service category during the Annual Action Plan process.

(Policies 1, 2, 3, 4 and 5)

Time Frame: Ongoing, as funding is available.

Implementing Agency: Housing Division

Funding Source: Section 202, CDBG, HOME

LOCAL PROGRAMS

The City shall continue to utilize and encourage service providers who assist special needs populations to use the following local financing programs to address the needs of special needs populations:

Homeless Voucher Program
The City Council has approved Roseville General Funds to assist homeless persons in Roseville and those about to be homeless with grants up to $1,500 for payment of past due rent, security deposits, first month's rent, past due utility bills, and emergency motel vouchers. The Salvation Army administers the program and provides dollar–for-dollar matching funds. The program is promoted by the Salvation Army and by referrals from local nonprofit organizations and/or advocates for the homeless.

Roseville Community Grant Funds
The City has established the following community grants. The Grants Advisory Commission reviews grant applications and makes grant recommendations on an annual basis to the City Council.

Citizens' Benefit Fund
The Citizens' Benefit Fund utilizes interest payments on funds received from the sale of the City-owned Roseville Community Hospital to provide grants of up to $30,000 to public agencies, schools, and nonprofit organizations serving citizens of Roseville are eligible to apply "to improve the quality of life for the citizens of Roseville."

REACH Fund
The REACH Fund utilizes contributions by Roseville City employees, retirees, and businesses to provide grants up to $7,500 to public agencies, schools, and nonprofit organizations that assist youth, families, or seniors in Placer County.

Time Frame: Ongoing, as funding is available.

Implementing Agency: Housing Division, City Manager, City Council

Funding Source: General Fund, Citizens' Benefit Fund, and REACH Fund

REGIONAL HOUSING PROGRAMS

When feasible, the City will address affordable housing issues on a regional basis.

Homeless Emergency Assistance and Rapid Transition to Housing (HEARTH) Act Funds
The City's Housing Division will continue to participate in the Placer Consortium on Homelessness (PCOH) with other jurisdictions, local organizations, and service providers to establish and promote a network of facilities and resources to assist the homeless population and other special needs populations. The City will continue to participate in the preparation of the Placer County Continuum of Care annual application for Homeless Emergency Assistance and Rapid Transition to Housing (HEARTH) Act funds.

(Policy 5)

Time Frame: Annually

Implementing Agency: Housing Division

Funding Source: Homeless Emergency Assistance and Rapid Transition to Housing (HEARTH) Act funds (Federal)

GOVERNMENTAL AND NON-GOVERNMENTAL CONSTRAINTS TO HOUSING PRODUCTION

GOVERNMENTAL AND NON-GOVERNMENTAL CONSTRAINTS TO HOUSING PRODUCTION

Goal H.1 **Promote affordable housing development through the local government permit process.**

Policy H.1 *The City shall continue to explore options to restructure how fees are assessed.*

Policy H.2 *The City shall review and modify its Subdivision Improvement Standards, where reasonable, to provide cost savings in the development of residential units while continuing to ensure the public health, safety and welfare.*

Policy H.3 *The City shall assign priority to educating the citizens of Roseville regarding the importance of providing affordable housing to support job growth.*

Policy H.4 *The City shall attempt to implement a Mortgage Revenue Bond Program for both owner-occupied and rental properties.*

Implementation Measures/Programs

PROCESS AND FEE STRUCTURE REVIEW

Permit Process – To expedite project facilitation and provide internal support to project applicants, the City established the Development Advisory Committee to function as a liaison building relationships between the City and development community, providing input into delivery of development services, cost of services, construction standards, development impact fees, and other development service policy areas.

Fee Structure – The City will continue to review its fee system and work toward graduated fees as a means of reducing the cost of housing development.

Development Services Department will work with the Development advisory committee

(Policy 1)

Time Frame: Annually review process and fee structure.

Implementing Agency: Development Services Department

Funding Source: General Fund

REVIEW OF SUBDIVISION IMPROVEMENT STANDARDS AND ZONING ORDINANCES

The City will continue to review of Subdivision Improvement Standards and Zoning Ordinances.

(Policy 2)

Time Frame: Annually review Subdivision Improvement Standards

Implementing Agency: Planning Department

Funding Source: General Fund

PUBLIC EDUCATION PROGRAM

The City will continue to educate its citizens regarding the necessity of providing the affordable housing needed to support the job growth occurring in Roseville. Specifically, this information will focus on the need to provide affordable housing in close proximity to jobs in an effort to reduce the traffic and air quality impacts that result from long commutes. In addition, the City will continue to monitor community opposition to affordable housing projects in an effort to remove negative perceptions. Education will occur through public hearings, presentations to various service organizations and other community groups, and articles published in the local newspaper and the City's newsletter.

(Policy 3)

Time Frame: Bi-annually.

Implementing Agency: Housing Division

Funding Source: General Fund

PUBLIC PARTICIPATION

The Planning Department will continue to encourage developers to meet with interested parties before the public decision-making process begins. Preliminary neighborhood forums allow persons directly affected by the project to have their questions and concerns addressed early in the planning process.

(Policy 3)

Time Frame: Ongoing, as projects are processed through the Planning Department.

Implementing Agency: Planning Department

Funding Source: General Fund

FAIR HOUSING

The City will continue to provide assistance regarding equal housing opportunities through its Housing Division and Housing Authority.

The City of Roseville will continue its collaborative Housing Education Campaign to provide fair housing counseling workshops and one-on-one counseling for Roseville residents, landlords/property owners, and tenants, with counseling provided by Legal Services of Northern California through the City's Fair Housing Education Program.

In addition to the provision of workshops and one-on-one counseling, the City's website includes fair housing information and referral service data with links to other Fair housing resources.

Time Frame: Ongoing

Implementing Agency: Housing Division and Roseville Housing Authority

Funding Source: General Fund

RESIDENTIAL ENERGY EFFICIENCY AND CONSERVATION

RESIDENTIAL ENERGY EFFICIENCY AND CONSERVATION

Goal H.1 Continue efforts to encourage energy efficiency in housing construction and maintenance..

Policy H.1 *Roseville Electric shall commit to offering Energy Efficiency and Renewable Energy programs.*

Policy H.2 *Roseville Electric shall continue to apply energy-efficient requirements to all residential construction.*

Policy H.3 *Roseville Electric shall continue the Electric Rate Assistance Programs for residential customers whose medical status or income qualify.*

Roseville's conservation efforts contribute to needed reductions of greenhouse gas emissions. Such sustainable goals and policies throughout the General Plan are designated with an icon: .

Implementation Measures/Programs

ROSEVILLE ELECTRIC PROGRAM

- Peak Load Management Program

  Roseville Electric will continue to implement the peak load management program. This program cycles customer equipment off and on when City load approaches its resource limits.

  Energy Audits Roseville Electric will continue to offer online energy audits to aid customers in reducing home energy costs. The audit includes a utility bill analysis to show the customer where energy is being used. Also included are suggested low- and no-cost conservation practices and an analysis of recommended energy efficiency measures.

- Energy Efficiency Rebates and Renewable Energy Rebates

  Roseville Electric will continue to offer rebates to electric customers who install or upgrade their homes with qualified energy-efficiency measures and/or renewable energy systems. Renewable energy rebates will continue to gradually decline through 2016, in compliance with state law.

- Electric Rate Assistance Programs

Roseville Electric offers a discount to residential customers whose income is no greater than specified by the US Department of Housing and Urban Development as "very low" for Placer County. Roseville Electric also offers Medical Support Rate Reductions for customers who have medical devices in their homes.

Roseville Electric closed the Senior Low-Income Rate Reduction to new applicants effective July 1, 1998. Electric customers receiving the Senior Low-Income Rate may either continue receiving the senior discount or apply for the Electric Rate Assistance Program discount.

Roseville Electric also offers energy efficiency rebates to low-income customers through a partnership with the City's Housing Division.

- Roseville Utility Exploration Center

  The Utility Exploration Center is an interdepartmental project sponsored by Roseville Electric and the Environmental Utilities Department with support from the Parks, Recreation and Libraries Department and the City Manager's Office. The center is a key component of the site and is a one-of-a-kind center offering an exciting new take on preserving our natural resources and protecting our environment through new technologies and measures in energy efficiency, water efficiency, recycling, and water quality, with environmentally sustainable building materials making the center an exhibit in itself. The center offers children and adults fun and interactive tools for learning.

- Green Roseville

  Green Roseville offers residential and commercial customers a way to contribute to Roseville Electric's purchase of renewable energy. The minimum amounts of renewables that must be purchased by Roseville Electric are set by state law.

- BEST Homes Project

  The BEST Homes Project incorporates rooftop solar generation, as well as other energy efficiency features, in up to 20% of new homes built in Roseville. This program ends in 2016.

  (Policies 1, 2, and 3)

Time Frame: Ongoing, as funding is available.

Implementing Agency: Roseville Electric Department, Housing Division

Funding Source: Roseville Electric

1. New Construction Efficiency Measures

The Roseville Building Department will continue to enforce Title 24 of the Building Code. Title 24 is the state residential energy conservation standard, which defines construction standards for energy requirements to promote energy efficiency and conservation.

(Policies 1 and 2)

Time Frame: Ongoing

Implementing Agency: Building Department

Funding Source: General Fund

QUANTIFIED OBJECTIVES

Government Code Section 66583 requires all cities to provide a quantified objective which sets a maximum number of housing units which can be constructed, rehabilitated, and/or conserved over an eight-year period. The quantified objective for the Roseville Housing Element by income category and type is provided in goals and objectives in this section of the Housing Element.

Table X-1 | Quantified Objectives By Income Group

	Extremely Low	Very Low	Low	Moderate	Above Moderate	Total
New Construction		500	700	4,300	4,700	10,200
Rental Assistance	550	100				650
First Time Homebuyer			20			20
Housing Rehabilitation			120			120
Unit Conservation*			830**			830
Total Qualified Objectives	550	600	1,670	4,300	4,700	11,820

* There are no units at risk of conversion during the 2013–2021 planning period or the subsequent eight-year period.
**Assumes the City will assist 80 households with the City's Paint Program and 750 households with the City's Handyman Program.

COMMUNITY PROFILE

Population Characteristics

POPULATION GROWTH

According to the California Department of Finance, the population total for the City of Roseville is 122,062. When looking at the US Census, the City's population has risen steadily over the last ten years, increasing 32.2% from 80,565 in 2000 to 118,223 in 2010. Roseville's population growth began in the late 1980s, due mainly to a strong economy and development in the City's specific plan areas.

Table X-2 | Population

Jurisdiction	Total Population		Growth	
	2000	2010	Total Increase	Percentage
Roseville	80,565	118,788	38,223	32.2%
Placer County	248,399	348,432	100,033	28.7%

Source: 2000 and 2010 Census

Age Characteristics

Although population growth strongly affects total demand for new housing, housing needs are also influenced by age characteristics. Typically, different age groups have distinct lifestyles, family characteristics, incomes, and housing preferences. As people move through each stage of life, their housing needs and preferences also change. Age characteristics are therefore important in planning for the changing housing needs of residents.

Housing needs often differ by age group. For instance, most young adults (under 34) are single or starting families. Housing needs for younger adults are addressed through apartments or first-time homeownership opportunities.

Middle-aged residents (34–64) may already be homeowners, are usually in the prime earning portion of their careers, and thus tend to seek larger homes. Seniors (65+) often own a home but, due to limited income or disabilities, may need assistance to remain in their homes.

According to the 2010 Census, a little more than half (51.7%) of the population is working age, between 20 and 59 years of age, and a little more than one-quarter (26.9%) of the population is school age or below, between 0 and 19 years of age. The population 60 years and over represents the remaining percentage of 21.5%.The age distribution for Roseville is presented in Table X-3.

Table X-3 | Age Characteristics, 2010

Years of Age	Number	Percentage
0–9	16,994	12.8%
10–19	17,158	14.1%
20–29	14,340	10.8%
30–39	16,516	11.9%
40–49	18,021	14.9%
50–59	14,413	14.1%
60–69	9,635	10.8%
70–79	6,633	6.5%
80 and over	5,078	4.2%
Median Age	**36.8 years**	

Source: 2010 Census

Race and Ethnicity

As shown in Table X-4, the largest racial group in Roseville in 2010 identified themselves as white (83.5%), followed by Asian (8.9%). Hispanics represented 15.4% of the population in Roseville.

Table X-4 | Race and Ethnicity, 2010

Race/Ethnicity	Number	Percentage
White	94,199	83.5%
African American	2,329	2.1%
American Indian/Alaska Native	885	0.8%
Asian	10,026	8.9%
Hawaiian/Pacific Islander	346	0.3%
Some Other Race	5,087	4.5%
Hispanic	17,359	15.4%

Source: 2010 Census

HOUSEHOLD CHARACTERISTICS

Household type and size, income levels, and other household characteristics determine the type of housing needed by residents. This section details the various household characteristics affecting housing needs.

Households Type and Size

A household refers to the people occupying a home, such as a family, a single person, or unrelated persons living together. Family households often prefer single-family homes or condominiums to accommodate children, while non-family households generally occupy smaller apartments or condominiums.

Table X-5 displays household composition as reported by the 2010 Census. In the City of Roseville, families comprised 68.9% of all households, of which 35.1% have children under 18 years of age. The average household size was 2.62 persons.

Table X-5 | Household Characteristics, 2010

	Number	Percentage
Total Households	45,019	100.0%
Family Households	31,039	68.9%
Families with Children Under 18	15,936	35.1%
Non-Family	14,020	31.1%
Average Household Size	**2.62 persons**	

Source: 2010 Census

Overcrowded Housing

The US Census defines overcrowding as more than one person per room in a housing unit. The Census includes living rooms, dining rooms, bedrooms, kitchens, finished attics and basements, recreation and family rooms, permanently enclosed porches, and rooms used for offices in the definition of a "room."

According to the Comprehensive Housing Affordability Strategy (CHAS) data, 0.7% of Roseville's owner-occupied households and 3.8% of renter-occupied households were overcrowded (more than 1 person per room). Generally, overcrowding reflects a household's inability to afford a larger housing unit.

Overcrowding does not appear to be a significant problem in Roseville. However, it can be assumed that those households living in an overcrowded situation are most likely lower-income households that cannot afford to rent market-rate, adequately-sized units that meet their space needs.

Table X-6 | Persons Per Room In all Occupied Housing Units

Persons	Owner Households		Renter Households		Total Households	
	Households	Percentage	Households	Percentage	Households	Percentage
1.00 or Less	27,775	99.2%	12,569	95.4%	40,344	98.0%
1.01 to 1.50	190	0.7%	499	3.8%	689	1.7%
1.51 or more	35	0.1%	106	0.8%	141	0.3%
Total Overcrowded Households	**28,000**	**100.0%**	**13,174**	**100.0%**	**41,174**	**100.0%**

Source: 2005–2009 CHAS data

Household Income

Along with housing prices and rents, household income is the most important factor affecting housing opportunities in Roseville. Housing choices such as tenure (owning versus renting), housing type, and location are dependent on

household income. On the other hand, household size and type often affect the proportion of income that can be spent on housing.

For the purpose of evaluating housing affordability, housing need, and eligibility for housing assistance, income levels are defined by guidelines adopted each year by the California Department of Housing and Community Development (HCD). For Placer County, the area median income (AMI) for a family of four in 2012 was $76,100.

- Extremely Low Income — Up to 30% of AMI ($0–$22,850)
- Very Low Income — 30–50% of AMI ($22,851–$38,050)
- Low Income — 50–80% of AMI ($38,051–$60,900)
- Moderate Income — 80–120% of AMI ($60,901–$91,300)
- Above Moderate Income — Above 120% of AMI (more than $91,300)

Table X-7 | Placer County Income Limits, 2012

Income Category	Household Size							
	1 Person	2 Persons	3 Persons	4 Persons	5 Persons	6 Persons	7 Persons	8 Persons
Extremely Low	$16,000	$18,300	$20,600	$22,850	$24,700	$26,550	$28,350	$30,200
Very Low	$26,650	$30,450	$34,250	$38,050	$41,100	$44,150	$47,200	$50,250
Low	$42,650	$48,750	$54,850	$60,900	$65,800	$70,650	$75,550	$80,400
Moderate	$63,900	$73,050	$82,150	$91,300	$98,600	$105,900	$113,200	$120,500

Source: HCD 2012

Extremely Low-Income Households

In 2012, the median income for a household of four in Placer County was $76,100. Households that earn 30% or less than the county's median income are considered "extremely low-income." To estimate the number of households in this income category, the City looked at the total number of households that fell into the extremely low income range, which was $0– $22,850 (based on a household of four in 2012). Because the income ranges in the 2010 Census do not correspond identically with the extremely low-income range, the City looked at the number of households earning less than $24,999. Based on this, it was determined that there are approximately 5,973 (13.3% of all households) existing extremely low-income households in Roseville. Of those, 2,325 (38.9%) are owner-occupied households and 3,648 (61.1%) are renter-occupied households.

Overpayment

State and federal housing law defines overpayment as a household paying more than 30% of gross income for housing expenses. Housing overpayment is especially problematic for lower-income households that have limited resources for other living expenses. For renters, housing costs include rent and utilities paid by the tenant. For owners, housing costs include mortgage payment, taxes, insurance and utilities. According to HUD's definition, housing is not affordable, and a cost burden occurs when households pay more than 30% of their income for housing costs and a severe cost burden occurs when households pay more than 50% for housing costs.

Table X-8 shows to what extent occupied housing units (households) are overpaying for housing cost by their income category in the City of Roseville. Of the lower-income households in the city, 9,654 (23.4%) were overpaying for housing.

Table X-8 | Total Households Overpaying by Income

Income Range	Renter-Occupied		Owner-Occupied		All Occupied Housing	
	Number	Percentage	Number	Percentage	Number	Percentage
Extremely Low (0–30%AMI)	2,125	50.5%	800	14.7%	2,925	30.3%
Very Low (30–50% AMI)	2,079	49.5%	1,355	24.9%	3,434	35.6%
Low (50–80% AMI)	n/a	n/a	3,295	60.5%	3,295	34.1%
Total Households Overpaying	4,204	31.9%	5,450	19.5%	9,654	23.4%
Total Households	**13,175**	**–**	**28,000**	**–**	**41,175**	**–**

Source: 2005–2009 CHAS data

EMPLOYMENT CHARACTERISTICS

Roseville's Labor Force

According to the 2005–2009 CHAS data, the City of Roseville has 55,641 persons in the civilian labor force, of which 52,448 are employed. This leaves the city with an unemployment rate of 5.7%. Of the 52,488 employed persons, the top occupations were management, business, and financial occupations and sales and office occupations (see Tables X-9 and X-10). Table X-11 compares the number of persons within each business sector to the number of jobs available within the city.

Table X-9 | Summary of Labor Force

Summary Information	
Total In civilian labor force	55,641
Civilian employed population 16 years and over	52,448
Unemployment rate	5.74%
Average travel time to work	26.17 minutes

Source: 2005–2009 CHAS data

Table X-10 | Employment by Occupation

Occupation	Number	Percentage	Median Income
Management, business, and financial occupations	21,153	40.3%	$75,080
Farming, fishing and forestry occupations	31	0.1%	n/a
Service occupations	8,204	15.6%	$32,720
Sales and office occupations	15,877	30.3%	$47,891
Construction, extraction, maintenance, and repair occupations	3,825	7.3%	$49,932
Production, transportation, and material moving occupations	3,358	6.4%	42,014
Total	**52,448**	**–**	**–**

Source: 2005-2009 CHAS data

Table X-11 | Business by Sector

Business by Sector	Number of Workers	Number of Jobs
Agriculture, Mining, Oil, and Gas Extraction	184	7
Arts, Entertainment, Accommodations	3,857	5,846
Construction	3,546	2,611
Education and Health Care Services	9,677	6,851
Finance, Insurance, and Real Estate	6,170	5,495
Information	1,134	1,043
Manufacturing	3,241	1,110
Other Services [except Public Administration]	2,610	2,477
Professional, Scientific, Management Services	7,028	5,458
Public Administration	3,676	1,163
Retail Trade	7,365	8,619
Transportation and Warehousing	2,083	389
Wholesale Trade	1,877	820
Total	**52,448**	**41,889**

Source: 2005–2009 CHAS data

HOUSING STOCK CHARACTERISTICS

This section describes the housing characteristics and conditions that affect housing needs in Roseville. Important housing stock characteristics include housing type, tenure, vacancy rates, age, condition, cost, and affordability.

Housing Type

According to the 2008–2010 American Community Survey, 75.7% of the city's housing stock was made up of single-family homes, 23.2% was multi-family units, and the remaining 1.0% was mobile homes.

Table X-12 | Housing Units by Housing Type

Housing Type	Number	Percentage
Single-Family Detached	34,392	72.7%
Single-Family Attached	1,417	3.0%
Multi-Family 2–4 Units	2662	5.6%
Multi-Family 5+ Units	8326	17.6%
Mobile Homes	491	1.0%
Total Housing Units	**47,288**	100.0%

Source: 2008–2010 American Community Survey

Housing Tenure

Housing tenure (owner versus renter) can be affected by many factors, such as housing cost (interest rates, economics, land supply, and development constraints), housing type, housing availability, job availability, and consumer preference.

Table X-13 details housing tenure in Roseville according to the 2010 Census. Almost three quarters of Roseville households were owner-occupied (74.3%), leaving a little more than one-quarter renter-occupied (25.7%).

Table X-13 | Housing Tenure

Housing Tenure	Number	Percentage
Owner-Occupied Households	45,059	74.3%
Renter-Occupied Households	15,546	25.7%

Source: 2010 Census

Vacancy Rate

Vacancy rates of 5% to 6% for rental housing and 1.5% to 2.0% for ownership housing are generally considered to be optimum. A higher vacancy rate may indicate an excess supply of units and a softer market, and result in lower housing prices. A lower vacancy rate may indicate a shortage of housing and high competition for available housing, which generally leads to higher housing prices and diminished affordability.

Table X-14 shows the occupancy status of the housing stock according to the 2010 Census. The City of Roseville had a rental vacancy rate of 6.8% and an ownership vacancy rate of 2.3%. Both of these rates fall slightly above the "optimum" rate as discussed previously.

Table X-14 | Occupancy Status of Housing Stock, 2010

Type	Number	Percentage
Occupied	45,059	94.4%
Vacant	2,698	5.6%
For rent	1,131	2.4%
Rented, not occupied	49	0.1%
For sale	697	1.5%
Sold, not occupied	156	0.3%
For seasonal/recreational or occasional use	144	0.3%
All other vacant	521	1.1%
Total Housing Units	**47,757**	**100.0%**
Homeowner Vacancy Rate	2.3%	
Rental Vacancy Rate	6.8%	

Source: 2010 Census

Condition of Housing Stock

There are several ways to assess the condition of housing stock and estimate the need for housing rehabilitation, including the age of housing stock, estimates obtained from experts within the city, or surveys. As a general rule in the housing industry, structures older than 30 years begin to show signs of deterioration and require reinvestment to maintain their quality. Unless properly maintained, homes older than 50 years require major renovations to remain in good condition. If not properly and regularly maintained, housing can deteriorate and discourage reinvestment, thereby depressing neighboring property values and impacting the quality of life in a neighborhood. Maintaining and improving housing quality is an important goal for the City.

In September 2012, the City undertook a housing conditions windshield survey of units built prior to 1980 and looked at a few select neighborhoods (reference Figure X-1 for each neighborhood surveyed), which included homes built within

any time frame, to assist with determining the condition of housing stock. The City's survey methods were consistent with both US Department of Housing and Urban Development (HUD) and California Department of Housing and Community Development (HCD) guidelines. The windshield survey included only an exterior assessment of the condition of the roof, siding, windows, and foundation. Interior conditions were not inspected.

The condition of housing was assessed by an exterior survey of quality, condition, and improvement needed. Each residential structure was scored according to structural criteria established by the HCD. There are five structural categories (foundation, roofing, siding, windows, and electrical). Based on scores assigned to the five categories, each housing structure was rated as being in sound or dilapidated condition, or in need of minor, moderate, or substantial repairs (defined on the next page).

The majority of units, 337 units (73.26%), were found to be in sound condition, with 119 units (25.87%) in need of minor and moderate repair. Only 4 units (0.87%) were in need or substantial rehabilitation or dilapidated condition (see Figure X-1).

According to the 2008–2010 American Community Survey (ACS), approximately 20.8% of the city's housing stock was built prior to 1980 and 8.3% prior to 1960.

Looking at the ACS and the 2012 housing condition survey results, it is safe to assume that approximately 25% of the housing stock is in need of some type of rehabilitation.

DEFINITION OF HOUSING CONDITIONS

Sound – A unit that appears new or well maintained and structurally intact. The foundation should appear structurally undamaged and there should be straight roof lines. Siding, windows, and doors should be in good repair with good exterior paint condition. Minor problems such as small areas of peeling paint and/or other maintenance items are allowable under this category.

Minor – A unit that show signs of deferred maintenance, or which needs only one major component, such as a roof.

Moderate – A unit in need of replacement of one or more major components and other repairs, such as roof replacement, painting, and window repairs.

Substantial – A unit that requires replacement of several major systems and possibly other repairs (e.g., complete foundation work, roof structure replacement and re-roofing, as well as painting and window replacement).

Dilapidated – A unit suffering from excessive neglect, where the building appears structurally unsound and maintenance is nonexistent, is not fit for human habitation in its current condition, may be considered for demolition, or at minimum, major rehabilitation will be required.

Through this survey, the City was able to identify specific rehabilitation needs and formulate efforts to meet such needs. Based on the windshield survey, approximately 119 units (25.9%) of those surveyed (460 units) were in need of rehabilitation.

Housing Rehabilitation

The Roseville Housing Rehabilitation Program provides a means to preserve Roseville's housing stock affordable to lower-income households. The Housing Rehabilitation Program assists low-income, owner-occupied households with deferred loans up to $100,000 for health and safety repairs and general property improvements, and provides $5,000 grants to elderly and disabled owner-occupied households to address health and safety repairs. Over the eight-year planning period, an estimated 120 households (15 per year) will be assisted with the Housing Rehabilitation Program during 2013–2021.

The City's Housing Rehabilitation Program maintains an ongoing waiting list of low-income, owner-occupied households in need of housing rehabilitation and completes an average of 15 rehabilitation projects each year.

Figure X-1 | 2012 Housing Condition Survey Results

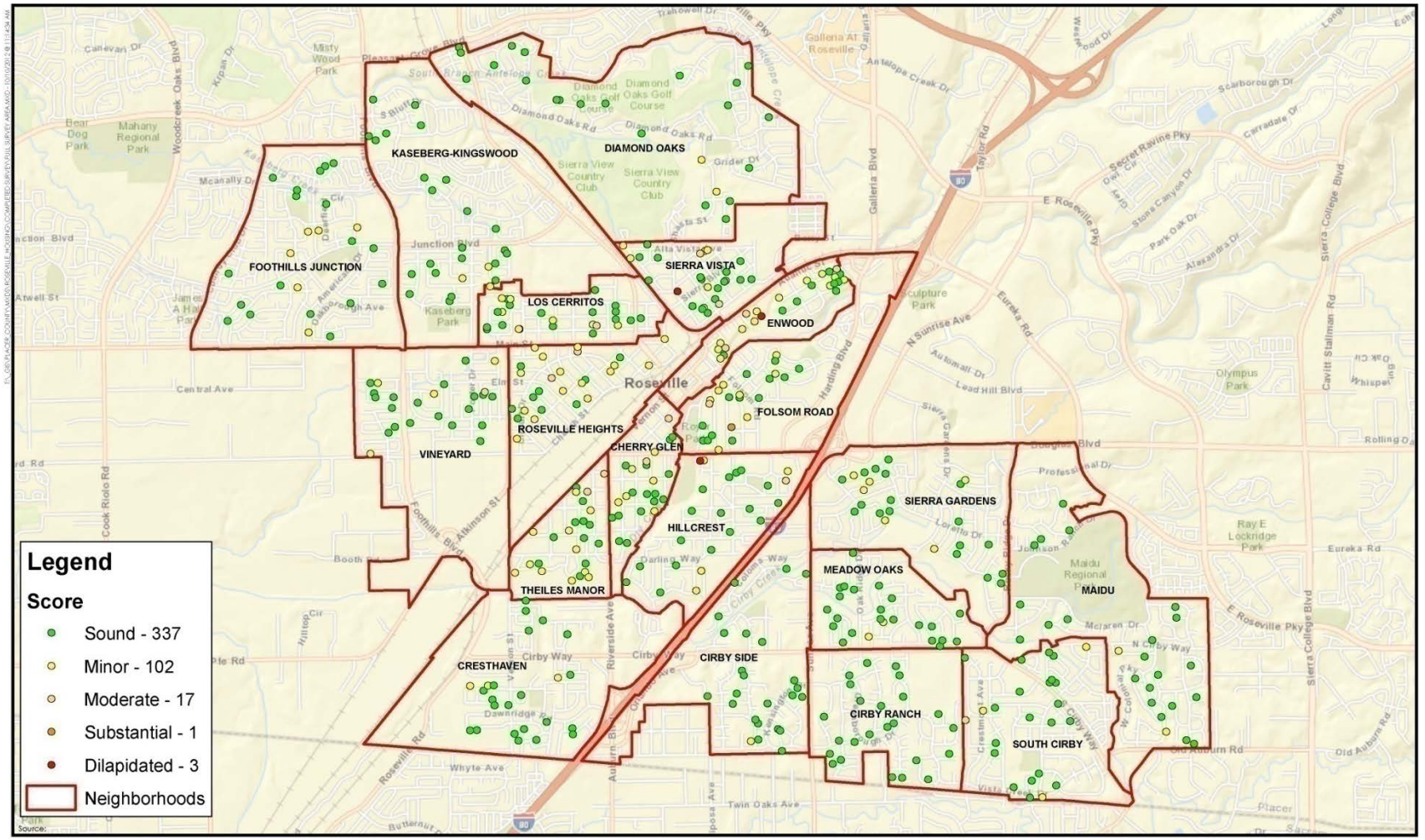


Figure 1
Randomly Selected Survey Parcels - Full Survey Area

PMC

Housing Cost and Affordability

One of the major barriers to housing availability is the cost of housing. In order to provide housing to all economic levels in the community, a wide variety of housing opportunities at various prices should be made available. Housing affordability is dependent on income and housing costs.

Housing affordability is based on the relationship between household income and housing expenses. According to the US Department of Housing and Urban Development (HUD) and the California Department of Housing and Community Development, housing is considered "affordable" if the monthly housing cost is no more than 30% of a household's gross income.

SALES PRICES

The median sales price for homes in Roseville for the period from July 2012 to September 2012 was $299,500. This figure represents an increase of 12%, or $32,000, compared to the prior quarter and an increase of 22.2% compared to the prior year. Sales prices have depreciated 25.5% over the last five years in Roseville. The average listing price for Roseville homes for sale on Trulia.com was $331,833 for the week ending October 3, 2012, which represents an increase of 0.4%, or $1,357, compared to the prior week and a decline of 1%, or $3,391, compared to the week ending September 12. Average price per square foot for Roseville was $145 in 2012, an increase of 7.4% compared to the same period in the previous year (see Table X-15).

Table X-15 | Median Sales Prices

No. Bedrooms	July–Sept. 2012	Year of Year Change	3 Months Prior	1 Year Prior	5 Years Prior
1 bedroom	$77,250	+8.8%	$73,750	$71,000	$185,000
2 bedrooms	$170,500	+14.4%	$201,500	$149,000	$270,000
3 bedrooms	$246,000	+11.8%	$233,908	$220,000	$350,000
4 bedrooms	$315,000	+8.2%	$310,000	$291,000	$455,500
All properties	**$299,500**	+22.2%	**$267,500**	**$245,000**	**$401,875**

Source: Trulia.com, October 2012

RENTAL PRICES

In October 2012, a rental survey was conducted to determine rent rates for housing units in Roseville (see Table X-16).

Table X-16 | Rental Cost

Number of Bedrooms	Monthly Rental Range	Median Monthly Rental
1 bedroom	$650–$1,510	$935
2 bedrooms	$768–$2,600	$1,225
3 bedrooms	$884–$2,515	$1,610
4 bedrooms	$1,198–$1,212	$1,200

Source: Forrent.com, October 2012

HOUSING AFFORDABILITY

Table X-17 provides the affordable rents and maximum purchase price, based on the HCD income limits for Placer County. As shown in Table X-17, the maximum affordable rent for a very low-income four-person household is $950 monthly. As shown in Table X-16, two-bedroom apartments were renting for $768 to $2,600 and three-bedroom apartments were renting for $884 to $2,515, meaning that very low-income households would be able to afford some two- and three-bedroom apartments.

The median sales price for single-family homes in Roseville is slowly increasing. From July 2012 to September 2012, the median sales prices in the city were $315,000 for a four-bedroom home, $246,000 for a three-bedroom home, and approximately $170,500 for a two-bedroom home (Table X-15). The maximum affordable sales price for a four-person household is $133,926 for a very low-income household, $213,149 for a low-income household, and $319,165 for a moderate-income household. This indicates that all income categories would be able to afford two-, three-, and four-bedroom homes in Roseville.

Table X-17 | Housing Affordability by Income Level

	Income Level		
	Very Low	**Low**	**Moderate**
Annual Income	$38,050	$60,900	$91,300
Monthly Income	$3,170	$5,075	$7,610
Maximum Monthly Gross Rent[1]	$950	$1,525	$2,280
Maximum Purchase Price[2]	$133,926	$213,149	$319,165

Source: 2012 income limits: HCD; Monthly mortgage calculation: http://www.realtor.com/home-finance/financial-calculators/home-affordability-calculator.aspx?source=web

1 Affordable housing cost for renter-occupied households assumes 30% of gross household income, not including utility cost.

2 Affordable housing sales prices are based on the following assumed variables: approximately 10% down payment, 30-year fixed rate mortgage at 5% annual interest rate

SPECIAL NEEDS GROUPS

In accordance with Section 65583(a)(6) of the Government Code, this section of the Housing Element evaluates the special housing needs and needs for supportive housing services within the City of Roseville. Special housing needs categories include persons with disabilities, seniors, large families, female-headed households, farmworkers, and homeless individuals and families.

Persons with Disabilities

The 2008–2010 ACS identified 9.5% (11,064 persons) of Roseville's population 5 years and older as having one or more disabilities. Approximately 31.8% of the disabled population is seniors age 65 and older, who may have developed disabilities due to aging. There are a variety of disabilities, including sensory, physical, mental, and developmental. Disabilities can result in mobility, self-care, and employment limitations.

The majority of disabled persons have income significantly lower than that of the non-disabled population and require housing assistance. While it is difficult to determine how many of the disabled require supportive housing services, it can be assumed that those with mobility and/or self-care limitations have special needs and require in-home supportive services and special housing accommodations.

Placer Independent Resource Services (PIRS) is a primary resource for disabled persons in Placer County, including in the City of Roseville. PIRS advocates for the rights of people with disabilities, educates the community about disability issues, and provides services to persons with disabilities to live independent, productive lives. PIRS identified a need for programs that provide assistance with accessibility improvements that create more accessible and safer home living environments for the disabled and senior populations.

Persons with mental health disabilities range from those that can live and work within the community to those with severe mental illness that require special housing accommodations, constant medical attention, and supportive services. Placer County Adult System of Care (ASOC) provides a variety of services to the mentally ill. ASOC identifies housing as a constant struggle for the severely mentally ill. Mental health clients are typically low income; in addition, their illnesses have resulted in rental histories or credit histories that do not meet typical rent requirements and limit their housing options.

The Roseville Housing Authority will continue to apply for Non-Elderly, Disabled Housing Choice Vouchers, which provide rental assistance to disabled households.

Residential care facilities and single-room occupancy (SRO) units provide additional housing options for the disabled. These housing types can house persons with similar disabilities, assist with case management efforts, and provide an environment where residents support one another.

The City has adopted a Reasonable Accommodation Ordinance for disabled persons with respect to zoning, permit processing, and building codes. Additional discussion regarding reasonable accommodation is provided in the *Constraints to Housing Production* section of the Housing Element.

In summary, disabled persons generally do not have the financial capacity to pay for needed accommodations or modifications to their homes. In addition, disabled persons need housing in close proximity to public services and public infrastructure and facilities that are accessible with special design features that alleviate the disability.

PERSONS WITH DEVELOPMENTAL DISABILITIES

Senate Bill (SB) 812 requires the City to include in the "Special Housing Needs Analysis", the needs of individuals with a developmental disability within the community. According to Section 4512 of the Welfare and Institutions Code, "developmental disability" means a disability that originates before an individual attains age 18 years, continues, or can be expected to continue, indefinitely, and constitutes a substantial disability for that individual which includes mental retardation, cerebral palsy, epilepsy, and autism. This term also includes disabling conditions found to be closely related to mental retardation or to require treatment similar to that required for individuals with mental retardation, but does not include other handicapping conditions that are solely physical in nature.

Many developmentally disabled persons can live and work independently within a conventional housing environment. More severely disabled individuals require a group living environment where supervision is provided. The most severely affected individuals may require an institutional environment where medical attention and physical therapy are provided. Because developmental disabilities exist before adulthood, the first issue in supportive housing for the developmentally disabled is the transition from the person's living situation as a child to an appropriate level of independence as an adult.

The California Department of Developmental Services (DDS) currently provides community-based services to approximately 243,000 persons with developmental disabilities and their families through a statewide system of 21 regional centers, four developmental centers, and two community-based facilities. The Placer County Regional Center provides point of entry to services for people with developmental disabilities. The center is a private, nonprofit community agency that contracts with local businesses to offer a wide range of services to individuals with developmental disabilities and their families.

The following information from the Placer County Regional Center, charged by the State of California with the care of people with developmental disabilities, defined as those with severe, life-long disabilities attributable to mental and/or physical impairments, provides a closer look at the disabled population.

Table X-18 | Developmentally Disabled Residents, by Age, for Roseville

Roseville Zip Codes	0–14 Years	15–22 Years	23–54 Years	55–65 Years	65+ Years	Total
95661	87	34	52	8	4	185
95677			1			1
95678	127	47	117	10	8	309
95746	1	1		1		3
95747	186	57	81	10	1	335
Total	**401**	**139**	**251**	**29**	**13**	**833**

Source: Placer County Regional Center, November 2012

There are a number of housing types appropriate for people living with a development disability: rent-subsidized homes, licensed and unlicensed single-family homes, inclusionary housing, Housing Choice Vouchers (aka Section 8), special programs for home purchase, HUD housing, and SB 962 homes. The design of housing-accessibility modifications, the proximity to services and transit, and the availability of group living opportunities represent some of the types of considerations that are important in serving this special needs group. Incorporating "barrier-free" design in all new multi-family housing is especially important to provide the widest range of choices for disabled residents.

In order to assist in the housing needs for persons with developmental disabilities, the City will implement programs to coordinate housing activities and outreach with the Placer County Regional Center, encourage housing providers to designate a portion of new affordable housing developments for persons with disabilities, especially persons with developmental disabilities, and pursue funding sources designated for persons with special needs and disabilities.

Over ten (10) years ago, the Roseville Housing Authority adopted a policy allowing Shared Housing under their Housing Choice Voucher (HCV) Program. Shared Housing enables persons who may have developmental disabilities to be able to a use their voucher in housing that is shared with other non-related persons. The rent and rental subsidy for these households is then based on the use of only one bedroom (or two if a live-in aide is required). The HCV rental assistance Shared Housing option does not take into account the income of the other household members who may actually be assisting in providing some independence for the developmentally disabled HCV participant. The Roseville Housing Authority (RHA) has had a number of developmentally disabled individuals make use of this option of Shared Housing. The RHA has received positive feedback from the participants and their families regarding the benefit of this provision.

Female Heads of Household

Female-headed households are considered a special needs group because of the higher incidence of poverty in this type of household as compared with all families. Most female-headed households are either single women over the age of 65 or single women (mothers or other female relatives) with minor children.

Of the 43,988 households in the City, according to the 2008–2010 ACS, 4,373 were female-headed households. Stated another way, approximately 9.9% of the total households in the City of Roseville have a female head of household. Approximately 63.3% (2,768) of female-headed households have minor children. Approximately 17.3% of female-headed households are classified as living below the poverty level, and of those households, 72.2% have children under the age of 18. Comparatively, only 5.2% of all families in Roseville had household incomes below the poverty level.

It may be assumed that the majority of lower-income, female-headed households are overpaying for housing (i.e., more than 30% of their income) or are experiencing other unmet housing needs. As a result of poverty, female heads of households often spend more on immediate needs such as food, clothing, transportation, and medical care than on home maintenance, which results in living units falling into disrepair. Female-headed households have a greater need for affordable housing, located in areas near child care, schools, parks, transportation, shopping, and other services.

Seniors

According to the 2008–2010 ACS, there are 15,867 seniors (persons age 65 or older) residing in Roseville. Seniors age 65 and older account for 21.7% of the city's population. Approximately 25.7% of homeowners seniors are and 13.9% are renters are seniors. Seniors in general have lower incomes than the general population, and according to the 2008–2010 ACS, 8.7% of the senior population is at or below the poverty level.

Many seniors, even homeowners, face financial challenges due to limited incomes. Senior households, especially those on limited incomes, need affordable housing. Table X-19 shows the number of seniors overpaying by income level and tenure.

Table X-19 | Senior Households Overpaying by Income Level and tenure

Income Range	Renter-Occupied Housing	Owner-Occupied Housing	Total Occupied Housing
Extremely Low (0–30%AMI)	420	325	745
Very Low (30–50% AMI)	520	535	1,055
Low (50–80% AMI)	395	490	885
Total	**1,555**	**2,065**	**2,685**

Source: 2005–2009 CHAS data

Seniors also face housing challenges related to physical disabilities. The 2008–2010 ACS reports that approximately 31.8% of the senior population in the City of Roseville have a disability. Many of the disabilities are age related, including declining mobility and self-care issues that interfere with their ability to remain independent.

Seniors have a variety of housing options, including:

- Independent living – seniors reside in their home or apartment with little support or care
- Assisted living facilities – senior maintains a level of independence, residing in an apartment and receives varied levels of support and assistance such as light housekeeping, meals, transportation, and/or medication
- Residential care facilities – typically a smaller licensed facility, often with 6 or fewer residents, that provides services similar to those provided by assisted living facilities
- Intermediate care or skilled nursing facilities – a licensed facility that provides a higher, continuous level of professional care

Although there are a variety of housing options for seniors, and all housing options are available in Roseville, facilities providing supportive services and a higher level of care are expensive. Most affordable senior housing is classified as independent living and does not provide supportive services. Lower-income seniors cannot afford to take advantage of many of the housing options and consequently, remain in independent living situations struggling with self-care issues.

Seniors First/Senior Link, located in Placer County, provides a link to variety of senior programs, referral services, and housing options and serves as an advocate for seniors within the community. The Area 4 Agency on Aging serves a seven-county area including the City of Roseville.

Large Families

Large families are defined by HUD as family households with five or more persons. The 2008–2010 ACS reports that 13.6% of the total households (4,085 households) in Roseville are large families.

There are approximately 31,403 units (66.4%) in the city with three or more bedrooms, indicating that the City of Roseville has a sufficient supply of large housing units for the number of large households residing in the city.

Table X-20 | Housing Stock by Bedroom Size

Bedrooms	Number	Percentage
No Bedroom	608	1.3%
1 Bedroom	4,484	9.5%
2 Bedrooms	10,793	22.8%
3 Bedrooms	17,218	36.4%
4 Bedrooms	10,936	23.1%
5 Bedrooms or more	3,249	6.9%
Total	**47,288**	**100.0%**

Source: 2008–2010 ACS

Farmworkers

Farmworkers tend to have low incomes due to the lower-paying nature of their work. Farmworkers who are permanent residents, particularly those who are part of large family households, face many of the same difficulties in obtaining suitable affordable housing as other low-income families. Farmworkers who migrate on a seasonal basis face the issue of finding suitable, short-term housing.

The City of Roseville does not contain any farmlands. The 2008–2010 ACS indicates that 0.1% of the working population (persons 16 years and older) are employed in the farming, fishing, or forestry industry. The City does not have plans for providing farmworker housing; since there is no demand for migrant housing within the city, it is anticipated that any farmworkers who are permanent residents will obtain housing through affordable housing programs targeted to all lower-income families.

Homelessness

Homelessness is a complex issue that has become a significant social concern in recent years. The number of homeless persons has increased dramatically in the last decade for a number of reasons, including the decrease in federal housing funds, the high cost of available housing, the increasing number of mentally ill individuals living on their own, persons with substance abuse problems, women and children fleeing family violence, foster children being aged out of the system, and the lack of family support networks in today's fast-paced society.

The homeless have complex, multiple needs and require integrated coordinated services. A lack of affordable housing can make it difficult for families to move from shelters and transitional housing into permanent housing and puts many low-income families with housing at risk of becoming homeless. It is difficult to estimate the number of individual households and households with children who are at risk of becoming homeless. Many individuals and families move in and out of homelessness over the course of a year. It can be assumed that those most at risk are lower-income households paying more than 50% of their income for housing costs. These households are not likely to have reserve funds in case of an illness, job loss, or other factors and are at risk of becoming homeless.

The City of Roseville has joined with Placer County, other Placer County cities, service agencies, and faith-based organizations to support and work as part of a cooperative effort through the Placer Collaborative Network (PCN) and the Placer Consortium on Homelessness (PCOH) (a subgroup of the PCN) to address homeless needs and provide comprehensive services on a regional basis.

The PCOH conducts point-in-time counts every odd numbered year to identify the number of sheltered and unsheltered homeless in Placer County and utilizes the information in the preparation of the Placer County Continuum

of Care. The count is only a snapshot, reflecting those persons identified as homeless on the day of the point-in-time count. Both shelter providers and PCOH members emphasized the fact that the homeless are nomadic, and it is difficult to identify them with a specific city.

According to the 2011 City of Roseville Homeless Information gathered by the Placer County Continuum of Care, Roseville had 211 homeless adults and 72 homeless children, for a total of 283 homeless persons (0.24% of the total population). Of those, 76 persons were unsheltered, 70 people were in emergency shelters, and 128 were in transitional shelters. Table X-21 provides information regarding homeless persons within Placer County.

Table X-21 | Sheltered and Unsheltered Homeless Persons in Placer County, 2012

Homeless Population	Sheltered		Total
	Emergency	Transitional	
Persons in Households with at Least One Adult and One Child			
Number of Households	9	35	40
Number of Persons	33	107	144
Persons in Households without Children			
Number of Households	50	83	133
Number of Persons	52	83	135
Total Households	**59**	**118**	**177**
Total Persons	**85**	**190**	**275**

Source: 2012 Placer County Point-in-Time Count

Placer County's homeless service providers strive to meet the multiple needs of the homeless and provide integrated, coordinated services such as motel vouchers, emergency shelter, transitional housing, and permanent supportive housing services, in addition to assistance with utilities, security deposits, and past due rent.

It should be noted, because of the regional, cooperative effort between Placer County jurisdictions and service providers, the homeless in Roseville are able to avail themselves of shelters and housing services countywide. Conversely, homeless persons in other cities within the county can avail themselves of services located within the City of Roseville. For a complete listing of homeless resources available in Placer County, please refer to Appendix B.

ANALYSIS OF AT-RISK HOUSING

State housing element law requires the analysis of government-assisted housing units that are eligible to convert from low-income housing to market-rate housing during the next 10 years due to expiring subsidies, mortgage prepayments, or expiration of affordability restrictions and the development of programs aimed at their preservation.

Inventory of Affordable Units

There are no agreements within the City of Roseville that will expire during the 10-year time frame. A list of the City's Affordable Housing Developments, including expiration dates, is provided in Table X-22.

Table X-22 | Affordable Housing Developments

Apartment Complex	Affordability Period Expires	Very Low-Income Units 0–50%	Low-Income Units 51–80%	Total Units	Units per Acre
Senior Apartments					
Eskaton Roseville Manor 1725 Pleasant Grove Blvd	7/2065	48 @ 50%		48	19.6
Maidu Village I Apts. (Elderly 62+ years/Project Go, Inc.) 1750 Eureka Road	11/2041		80 @ 60%	80	13.6
Maidu Village II Apts. (Senior 55+ years/Project Go, Inc.) 101 Sterling Court	2/2040		84 @ 60%	84	25.6
Maidu Village III Apts. (Senior 55+ years/Project Go, Inc.) 109 Sterling Court	7/2060	23 @ 50%	52 @ 60%	76	22.9
Manzanita Place (Elderly 62+ years and/ or Mobility Impaired/VOA) 1019 Madden Lane	11/2030	63 @ 50%		63	35
Silver Ridge Apts. (Senior 55+ years) 1101 Stone Canyon Drive	4/2033	31 @ 50%	125 @ 60%	156	29
Sutter Terrace Apartments (Elderly 62+ years) 6725 Fiddyment Road	4/2038	20 @ 50%	80 @ 60%	100	25
Vintage Square at Westpark 2351 Wharton Lane	7/2064	75 @ 50% 55	75 @ 60%	150	19.3
Woodcreek Terrace Apts. (Senior 55+ years) 1295 Hemingway Drive	10/2039	4 @ 50%	100 @ 60%	104	19.5
Subtotal of Units per Income Limit		*264*	*596*		
Multi-Family Apartments					
Colonial Village Apartments 3881 Eureka Road	2/2025		6 @ 60%	56	12.87
Crocker Oaks Apartments 8000 Painted Desert Way	11/2042	14 @ 50%	38 @ 60%. 66 @ 80%	131	21
Haverhill at Highland Reserve Apartments 701 Gibson Drive	4/2032		20 @ 80%	321	15.3
Heritage Park Apartments 1098 Woodcreek Oaks Blvd.	9/2047	65 @ 50%	263 @ 60%	328	19.4
Highland Creek Apartments 800 Gibson Drive	1/2043	55 @ 50%	129 @ 60%	184	21.5
The Oaks at Woodcreek Apartments 1550 Pleasant Grove Blvd.	9/2031		13 @ 60%	80	14.81
Pinnacle at Galleria Apartments 1100 Roseville Parkway	9/2031		12 @ 60% 23 @ 80%	200	16.42

Table X-22 | (continued) Affordable Housing Developments

Apartment Complex	Affordability Period Expires	Very Low-Income Units 0–50%	Low-Income Units 51–80%	Total Units	Units per Acre
Siena Apartments 2501 Hayden Pkwy	7/2064	78 @ 50%	76 @ 60%	156	22.5
State Hotel Apartments 324 Lincoln Street	7/2058	15 @ 50%		15	15
Terraces at Highland Reserve Apartments 700 Gibson Drive	6/2032		27 @ 80%	273	18.2
Trillium at Galleria Apartments 301 Gibson Drive	5/2034		26 @ 80%	258	20.12
Vineyard Gate Apartments 1601 Vineyard Road	3/2032		5 @ 60% 9 @ 80%	280	19.35
Subtotal of Multi-Family Units per Income Limit		*227*	*713*		
Total Number of Units per Income Limit		**491**	**1,309**		

Source: City of Roseville, 2012, CHPC, 2012

Unit Conservation

Important components of the City's affordable housing strategy are programs aimed at maintaining and improving existing affordable housing stock. The following programs, in addition to the Housing Rehabilitation Program, will help conserve housing affordability.

- The City will continue the practice of using Affordable Purchase/Rental Housing Agreements to secure the affordability of housing on a long-term basis. These agreements will maintain affordability for approximately 700 units during the eight-year planning period.
- The First Time Homebuyer Down Payment Assistance Program targeted to low-income households expects to assist 20 households during the eight-year planning period.
- The Roseville Handyperson Program assists low income seniors in need of minor home repairs. The program expects to assist approximately 880 households during the eight-year planning period.
- The Roseville Paint Program provides vouchers for exterior paint and supplies to assist low-income homeowners with property maintenance and improve and maintain neighborhoods. The program expects to assist an estimated 40 households during the eight-year planning period.

Nonprofit Entities

Nonprofit entities serving Placer County, including Roseville, can be contacted to gauge their interest and ability in acquiring and/or managing units at risk of conversion. A partial listing of entities with resources in the Placer County area includes:

- ACLC, Inc.
- Affordable Housing Foundation
- Auburn Villa Tenant Association
- Christian Church Homes of Northern California

- Eskaton Properties, Inc.
- Pacific Housing, Inc.
- ROEM Development Corporation
- Rural California Housing Corp
- Sacramento-Yolo Mutual Housing Association

HOUSING OPPORTUNITIES AND RESOURCES

REGIONAL HOUSING NEEDS ALLOCATION

An important component of the Housing Element is the identification of sites for future housing development and an evaluation of the adequacy of these sites in fulfilling the City's share of the Regional Housing Needs Allocation, as determined by Sacramento Area Council of Governments (SACOG). The intent of the RHNA is to ensure that local jurisdictions address their fair share of the housing needs for the entire region. Additionally, a major goal of the RHNA is to assure that every community provides an opportunity for a mix of affordable housing to all economic segments of its population.

The 2013–2021 Regional Housing Needs Allocation Plan, adopted in September 2012 by SACOG, mandates Roseville's share of the region's housing needs for all income categories as 8,478 additional units. Table X-23 shows the Regional Housing Needs Allocation for the planning period from 2013 to 2021 for the City of Roseville.

Table X-23 | Regional Housing Needs Allocation, 2013–2021

Income Category	Regional Housing Needs Allocation	
	Number	Percentage
Extremely Low	1,134	13.4%
Very Low	1,134	13.4%
Low	1,590	18.8%
Moderate	1,577	18.6%
Above Moderate	3,043	35.9%
Total	**8,478**	**100.0%**

Source: Sacramento Area Council of Governments, September 2012

AVAILABILITY OF LAND

To demonstrate the City's capacity to potentially meet its Regional Housing Needs Allocation (RHNA), an adequate sites inventory was conducted. As required by the Roseville General Plan, the City of Roseville plans for development in new growth areas through the specific plan process. In addition to the Specific Plan process, the City's infill areas also offer new opportunities to develop a diverse mix of housing.

Benefits of the Specific Plan Process

The City's specific plan process provides certainty for the City and landowners by vesting all land uses approved with the specific plan through development agreements. This approach greatly assists the development of adequate housing by assigning housing unit allocations to appropriately designated large lot parcels. Pursuant to state law, development agreements are recorded against individual properties, and outline the legal rights and responsibilities of

the City and the landowner regarding land use designations and entitlements. This approach ultimately encourages and facilitates the creation of affordable housing, especially higher-density housing, which is necessary to provide for very low- and low-income housing opportunities in the city.

The City continually strives to make the best land use decisions and implement policies that efficiently utilize remaining developable land. To ensure the adequate provision and efficient use of facilities, services, and infrastructure, all specific plan areas within the City specify residential densities and affordable housing goals, and identify necessary traffic circulation systems (including provisions for public transit), adequate infrastructure and capacity for water and wastewater facilities, utilities, drainage and flood control, and all other essential public facilities. This ensures that the projects not only are implemented but are able to build out in a timely manner. Community Facilities District ("Mello-Roos") financing provides a stable source of funding for construction and perpetual maintenance of public infrastructure in the specific plan area. Ultimately, the housing units allocated to individual large-lot parcels through the specific plan and development agreement process are used to calculate the financing necessary to adequately fund all required infrastructure, as well as project water supply demands and sewer capacity. The specific plan and development agreement process ultimately provides certainty for the development community by reducing the long-term entitlement risk associated with residential development.

Infill Development

In addition to the opportunities to develop housing within the specific plan areas, infill areas, as well as planning areas which contemplated only nonresidential uses, offer new opportunities to develop a diverse mix of housing. Many developers are looking to the city's infill areas to develop mixed-use developments, which offer commercial and residential units, in an effort to provide more diverse housing opportunities that the community has been recommending through the public process of developing plans for the Downtown and Historic districts. In addition, developers are also approaching the City to rezone nonresidential land uses in strategic locations within the North Industrial Plan area in order to develop residential units, which then also trigger the 10% affordable housing requirement.

Realistic Capacity

The City is relying on sites within specific plans to meet its RHNA. Because of this, the exact capacity/allowable density has already been determined through the specific plan process, although affordability has not yet been determined.

Zoning to Accommodate the Development of Housing Affordable to Lower-Income Households

Housing element law requires jurisdictions to provide a requisite analysis showing that zones identified for lower-income households are sufficient to encourage such development. The law provides two options for preparing the analysis: (1) describe market demand and trends, financial feasibility, and recent development experience; (2) utilize default density standards deemed adequate to meet the appropriate zoning test. According to state law, the default density standard for the City of Roseville is 30 dwelling units per acre.

The City currently has capacity for 1,292 units at 30 dwelling units per acre or more, meeting 37% of the lower-income RHNA on these sites. The remaining allocation will be met on 12 sites zoned to allow 25 to 29 dwelling units per acre and three sites zoned to allow 21-24 units per acre. The City is also relying on underutilized sites within the Riverside Gateway Specific Plan and Downtown Specific Plan to meet a small portion of its RHNA.

As a result of Roseville's Affordable Housing Goal, units affordable to low-income households have been produced on parcels with densities lower than 20 units per acre. For example, North Roseville Specific Plan Parcels WN-4 and WN-5 (medium-density residential parcels with densities of less than 9 units per acre) included a combined affordable housing goal of 43 units. The solution resulted in halfplex developments on corner lots. The halfplexes were priced affordable to low-income households using private financing. In another example, tax credits utilized on Northwest Roseville Specific Plan Parcel 91 allowed affordable units to be developed at 15 units per acre. The project resulted in 80 rental units, 32 of which are affordable to low-income households (60% of median). The remainder is affordable to households of moderate income (80% to 120% of median). These projects demonstrate that an effective affordable

housing program can produce affordable units on project sites with densities less than 20 units per acre. Table X-24 demonstrates the capacity for some of the affordable housing developments in the city at less than 22 units per acre. The full list can be found in Table X-22.

In addition, the City contacted two local affordable housing developers: St. Anton Partners and Pacific Housing (their nonprofit side). Based on those conversations, it was determined that densities as low as 22 units per acre are appropriate for development of affordable housing. St. Anton Partners and Pacific Housing also expressed that the configuration of parcels is an important consideration: the more square or rectangular the parcel, the easier it is to develop multi-family sites considering maximizing parking and being able to use similar plans project to project in different locations.

The City also attended a meeting at which Mercy Housing and Mutual Housing discussed what is needed from a jurisdiction in order to make an affordable project work. Both Mercy Housing and Mutual Housing expressed their main concern as being that their product would fit within what was currently occurring in the community. It is not their approach to come in with a project of 30 units per acre if the City is more interested in 20–25 units per acre. It was also discussed that if there is an available parcel zoned for high density (30 du/acre for Roseville) and that particular density does not currently fit in the particular area, the parcel is not something an affordable developer would pursue.

The cost of different construction types was talked about briefly, with the possibility that housing cost can increase when the density increases because of the required materials, e.g., steel frame versus stick frame. However, both Mercy Housing and Mutual Housing were more concerned with the parcel sizes available and the incentives the City would offer. Reduced parking is a primary incentive sought by both affordable developers. While the City does not specifically call out parking reductions as an incentive for affordable housing, should this be a necessary component for the project, the City will work with the developer to ensure the project meets the needs of the community and residents, as well as to make the project viable for the developer.

In addition, a recent survey completed by SACOG shows that the densities necessary to develop affordable housing range from 6 units per acre to 43 units per acre. Out of approximately 130 projects, 12 were developed between 22 and 25 units per acre, and 10 were developed at 30 units per acre or more. The majority of projects were built at densities between 17 and 24 units per acre.

Based on the above information, taking into account conversations with affordable housing developers, and looking at what has been built in the community in the past ten years, the City of Roseville strongly believes it is appropriate to rely on parcels that allow for less than 30 units per acre to meet a portion of the City's RHNA.

When looking at current market conditions, the City of Roseville has only a few examples of new multi-family development since 2009. In 2009, there were two tax credit developments (Siena Apartments and Vintage Square @ Westpark) which offered affordable rents to 50 percent and 60 percent of median income. These developments are located in the West Roseville Specific Plan and have 154 non-age- restricted and 150 senior apartment units.

The only recent market-rate apartment community is on the other end of the spectrum. The Adora Apartments have 103 units, which are marketed as "luxury townhomes." The one-bedroom units start at $1,200 per month and two bedrooms start at $1,600 per month. The development has extensive amenities, with interiors featuring granite countertops, upgraded cabinetry, and stainless steel appliances, and common area amenities such as a saltwater swimming pool, outdoor gym, and garages for the tenants. There have been no other new apartment communities in the city since the Adora Apartments opened in 2012. Please see page 63 for the results of the October 2012 rental housing survey for rents by bedroom size.

Table X-24 | Affordable Housing Developments, Less Than 22 Units Per Acre

Apartment Complex	Affordability Expires	Very Low Income	Low Income	Total Units	Du/Acre
Colonial Village Apartments 3881 Eureka Road	2/2025		6 @ 60%	56	12.87
Crocker Oaks Apartments 8000 Painted Desert Way	11/2042	14 @ 50%	38 @ 60%. 66 @ 80%	131	21
Haverhill at Highland Reserve Apartments 701 Gibson Drive	4/2032		20 @ 80%	321	15.3
Heritage Park Apartments 1098 Woodcreek Oaks Blvd.	9/2047	65 @ 50%	263 @ 60%	328	19.4
Highland Creek Apartments 800 Gibson Drive	1/2043	55 @ 50%	129 @ 60%	184	21.5
The Oaks at Woodcreek Apartments 1550 Pleasant Grove Blvd.	9/2031		13 @ 60%	80	14.81
Pinnacle at Galleria Apartments 1100 Roseville Parkway	9/2031		12 @ 60% 23 @ 80%	200	16.42

Source: City of Roseville

Sites Inventory

Table X-25 compares the City of Roseville's RHNA to the undeveloped land capacity.

Table X-25 | Comparison of Regional Housing Need and Residential Sites

Income Category	Regional Housing Needs Allocation	Existing Housing Unit Capacity (Undeveloped Units)	Underutilized Sites (Riverside Gateway and Downtown Specific Plans)	Housing Unit Surplus[4]
Very Low	2,268	3,460[1]	625	227
Low	1,590			
Moderate	1,577	4,562[2]	60	3,045
Above Moderate	3,043	11,680[3]	0	8,637
Total	**8,478**	**19,702**	**685**	**11,909**

Source: Sacramento Area Council of Governments; City of Roseville 2013

[1] Capacity based on sites with a density of 21–30+ du/acre
[2] Capacity based on sites with a density of 10–20 du/acre
[3] Capacity based on sites with a density of less than 10 du/acre
[4] This number is derived from the current vacant existing housing unit capacity minus the regional housing need number for the planning period. The result is a surplus of housing units with land use/zoned to meet the RHNA.

Table X-26 | Summary of Undeveloped Residential Land Inventory by Land Use Density

Land Use Category	Density	Undeveloped Acres	Undeveloped Units
Low Density Residential (LDR)	0.5 to 6.9	1,601.81	7,793
Medium Density Residential (MDR)	7.0 to 12.9	559.61	5,288
High Density Residential (HDR)	13.0 and above	265.35	6,213
Mixed Use (CC)	--	101.56	408
TOTAL		**2,527.77**	**19,702**

Table X-27 | Summary of Undeveloped Residential Land Inventory by Plan Area

Plan Area	Undeveloped Acres					Undeveloped Units				
	LDR	MDR	HDR	Mixed Use	Total	LDR	MDR	HDR	Mixed Use	Total
NCRSP	n/a	20.40	10.90	n/a	31.30	n/a	240	224	n/a	464
NERSP	n/a	30.16	n/a	n/a	30.16	n/a	350	n/a	n/a	350
NRSP	n/a	12.95	13.94	52.16	79.05	n/a	139	499	113	751
NWRSP	n/a	13.97	n/a	n/a	13.97	n/a	124	n/a	n/a	124
SRSP	41.93	14.55	n/a	n/a	56.48	196	149	n/a	n/a	345
WRSP	744.49	68.44	128.01	14.50	955.44	3,458	720	2,631	40	6,849
SVSP	644.90	327.90	95.40	34.90	1,103.10	3,236	2,849	2,339	255	8,679
CSP	155.80	64.30	17.10	n/a	237.20	836	655	520	n/a	2,011
INFILL	14.13	6.94	n/a	n/a	21.07	67	62	n/a	n/a	129
Total	**1,601.25**	**559.61**	**265.35**	**101.56**	**2,527.77**	**7,793**	**5,288**	**6,213**	**408**	**19,702**

Note: This table includes all formal voluntary rezone submissions as of November 2012

UNDEVELOPED RESIDENTIAL LAND INVENTORY

Undeveloped specific plan parcels, including those with affordable housing obligations, are listed by parcel number in Table X-28 (A through I). In addition to specific plan parcels, within the infill area of the city, there are approximately 21 acres of undeveloped land with sites available for residential and/or mixed use. See Appendix C for maps of all available sites.

Table X-28 | Specific Plan and Infill Sites Inventory, (A through I)

A. North Central Roseville Specific Plan (Includes Voluntary Rezone 2012)							
Parcel Number	**Land Use**	**Zoning**	**Acres**	**Allocated Units**	**Density**	**Undeveloped Units**	**Public Facilities Services Capacity**
44	MDR	R3/DS/SA-NC	20.40	240	11.8	240	Y
MDR Subtotal			**20.40**	**240**		**240**	
46*	HDR	R3	10.90	224	20.6	224	Y
HDR Subtotal			**10.90**	**224**		**224**	
Total			**10.90**	**464**		**464**	

Note*: Undeveloped Residential Land Inventory following the adoption of voluntary rezone RZ-000060, Pearl Creek

B. Northeast Roseville Specific Plan							
Parcel Number	**Land Use**	**Zoning**	**Acres**	**Allocated Units**	**Density**	**Undeveloped Units**	**Public Facilities Services Capacity**
15L11	MDR	R3/DS	9.16	106	11.6	106	Y
15L12	MDR	R3/DS	7.80	90	11.5	90	Y
15L13	MDR	R3/DS	5.88	70	11.9	70	Y
15L14	MDR	R3/DS	7.32	84	11.5	84	Y
MDR Subtotal			**30.16**	**350**		**350**	
Total			**30.16**	**350**		**350**	

C. North Roseville Specific Plan							
Parcel Number	**Land Use**	**Zoning**	**Acres**	**Allocated Units**	**Density**	**Undeveloped Units**	**Public Facilities Services Capacity**
DC-31A	MDR	RS/DS	12.20	131	10.7	131	Y
DC-31B	MDR	R3	0.75	8	10.7	8	Y
MDR Subtotal			**12.95**	**139**		**139**	
DC-31C	HDR	CMU/SA	6.48	352	54.3	352	Y
WW-17	HDR	R3/SA-NR	7.46	147	19.7	147	Y
HDR Subtotal			**13.94**	**499**		**499**	
EV-1	CC	CC/SA-NR	52.16	386	7.4	113	Y
Mixed Use Subtotal			**52.16**	**386**		**113**	
Total			**79.05**	**1,024**		**751**	

Table X-28 | (Continued) Specific Plan and Infill Sites Inventory, (A through I)

D. Northwest Roseville Specific Plan							
Parcel Number	**Land Use**	**Zoning**	**Acres**	**Allocated Units**	**Density**	**Undeveloped Units**	**Public Facilities Services Capacity**
11B	MDR	R3	6.69	53	7.9	53	Y
47	MDR	R1	7.28	71	9.8	71	Y
MDR Subtotal			**13.97**	**124**		**124**	
Total			**13.97**	**124**		**124**	

E. Stoneridge Specific Plan							
Parcel Number	**Land Use**	**Zoning**	**Acres**	**Allocated Units**	**Density**	**Undeveloped Units**	**Public Facilities Services Capacity**
51	LDR	RS/DS	7.68	27	3.5	27	Y
52A	LDR	R1	6.91	16	2.3	16	Y
55	LDR	RS/DS	15.07	75	5.0	75	Y
57	LDR	RS/DS	12.27	78	6.4	78	Y
LDR Subtotal			**41.93**	**196**		**196**	
54	MDR	PD/SR	14.55	149	10.2	149	Y
MDR Subtotal			**14.55**	**149**		**149**	
Total			**56.48**	**345**		**345**	

Table X-28 | (Continued) Specific Plan and Infill Sites Inventory, (A through I)

F. West Roseville Specific Plan (Includes Voluntary Rezone 2012)							
Parcel Number	**Land Use**	**Zoning**	**Acres**	**Allocated Units**	**Density**	**Undeveloped Units**	**Public Facilities Services Capacity**
F-6A*	LDR	RS/DS	34.32	155	4.5	155	Y
F-7*	LDR	RS/DS	21.77	115	5.3	115	Y
F-8C*	LDR	RS/DS	14.94	83	5.6	83	Y
F-8D*	LDR	RS/DS	11.6	35	3	35	
F-9A*	LDR	RS/DS	23.28	108	4.6	108	Y
F-9B*	LDR	RS/DS	21.37	96	4.5	96	Y
F-9C*	LDR	RS/DS	19.52	107	5.5	107	Y
F-9D*	LDR	RS/DS	12.38	35	2.8	35	Y
F-10A*	LDR	RS/DS	29.03	122	4.2	122	Y
F-10B*	LDR	RS/DS	23.47	118	5	118	Y
F-10C*	LDR	RS/DS	20.42	90	4.4	90	Y
F-11A*	LDR	RS/DS	31.34	172	5.5	172	Y
F-12*	LDR	RS/DS	22.03	113	5.1	113	Y
F-13A*	LDR	RS/DS	19.81	90	4.5	90	Y
F-13B*	LDR	RS/DS	33.22	159	4.8	159	Y
F-15A	LDR	R1/DS	17.74	76	4.3	76	Y
F-15B	LDR	R1/DS	12	45	3.8	45	Y
F-15C	LDR	R1/DS	12.48	46	3.7	46	Y
F-16	LDR	RS/DS	29.27	110	3.8	110	Y
F-19A*	LDR	RS/DS	27.3	135	4.9	135	Y
F-19B*	LDR	RS/DS	34.64	135	3.9	135	Y
W-13	LDR	R1/DS	64.25	309	4.8	309	Y
W-15	LDR	R1/DS	45.06	224	5	224	Y
W-17A	LDR	RS/DS	22.47	132	5.9	132	Y
W-17B	LDR	RS/DS	30	130	4.3	130	Y
W-17C	LDR	R1/DS	26.31	113	4.3	113	Y
W-18A	LDR	RS/DS	25.62	141	5.5	141	Y
W-18B	LDR	RS/DS	32.73	152	4.6	152	Y
W-18C	LDR	R1/DS	26.12	112	4.3	112	Y
LDR Subtotal			**744.49**	**3,458**		**3,458**	
F-6C*	MDR	RS/DS	26.63	300	11.3	300	Y
F-8B*	MDR	RS/DS	11.8	127	10.8	127	Y
F-11B*	MDR	RS/DS	17.37	182	10.5	182	Y
W-24	MDR/VC	R3/DS	12.64	111	8.8	111	Y

Table X-28 | (Continued) Specific Plan and Infill Sites Inventory, (A through I)

F.	West Roseville Specific Plan (Includes Voluntary Rezone 2012) (CONTINUED)						
Parcel Number	**Land Use**	**Zoning**	**Acres**	**Allocated Units**	**Density**	**Undeveloped Units**	**Public Facilities Services Capacity**
MDR Subtotal			**68.44**	**720**		**720**	
F-6B*	HDR	R3	7.8	195	25	195	Y
F-8A*	HDR	R3	11.08	277	25	277	Y
F-21	HDR	R3	14.46	289	20	289	Y
F-22	HDR	R3	10.33	207	20	207	Y
F-23	HDR	R3	11.72	234	20	234	Y
F-24	HDR	R3	12.62	253	20	253	Y
F-25	HDR	R3	5.49	137	25	137	Y
F-26	HDR	R3	5.6	140	25	140	Y
W-16	HDR	R3	12.16	250	20.6	250	Y
W-19	HDR	R3	14.31	252	17.6	252	Y
W-25	HDR/VC	R3/DS	12.45	232	18.6	232	Y
W-26	HDR/VC	R3/DS	9.99	165	16.5	165	Y
HDR Subtotal			**128.01**	**2,631**		**2,631**	
W-32	CC/VC	CC/SA-WR	7.24	20	2.8	20	Y
W-33	CC/VC	CC/SA-WR	7.26	20	2.8	20	Y
Mixed Use Subtotal			**14.5**	**40**		**40**	
Total			**955.44**	**6,849**		**6,849**	

Note*: Undeveloped Residential Land Inventory following the adoption of rezone RZ-000063, Fiddyment SPA 3, November 2012

Table X-28 | (Continued) Specific Plan and Infill Sites Inventory, (A through I)

G. Sierra Vista Specific Plan							
Parcel Number	**Land Use**	**Zoning**	**Acres**	**Allocated Units**	**Density**	**Undeveloped Units**	**Public Facilities Services Capacity**
CG-1	LDR	RS/DS	23.0	115	5.0	115	Y
CO-1	LDR	RS/DS	17.3	86	5.0	86	Y
CO-2A	LDR	RS/DS	14.2	71	5.0	71	Y
CO-2B	LDR	RS/DS	14.6	73	5.0	73	Y
CO-3	LDR	RS/DS	15.7	78	5.0	78	Y
DF-1	LDR	RS/DS	20.3	101	5.0	101	Y
DF-2	LDR	RS/DS	3.2	16	5.0	16	Y
FD-1	LDR	RS/DS	18.3	91	5.0	91	Y
FD-2	LDR	RS/DS	16.3	81	5.0	81	Y
FD-3	LDR	RS/DS	9.1	45	4.9	45	Y
FD-4	LDR	RS/DS	6.4	32	5.0	32	Y
FD-5	LDR	RS/DS	17.4	87	5.0	87	Y
FD-6	LDR	RS/DS	13.8	69	5.0	69	Y
FD-7	LDR	RS/DS	8.5	42	4.9	42	Y
FD-8A	LDR	RS/DS	15.6	78	5.0	78	Y
FD-8B	LDR	RS/DS	17.3	86	5.0	86	Y
FD-9	LDR	RS/DS	18.3	91	5.0	91	Y
FD-10	LDR	RS/DS	18.7	93	5.0	93	Y
JM-1	LDR	RS/DS	16.9	84	5.0	84	Y
JM-2A	LDR	RS/DS	16.4	82	5.0	82	Y
JM-2B	LDR	RS/DS	13.2	66	5.0	66	Y
JM-3A	LDR	RS/DS	13.8	69	5.0	69	Y
JM-3B	LDR	RS/DS	16.4	82	5.0	82	Y
JM-4	LDR	RS/DS	26.3	131	5.0	131	Y
KT-1A	LDR	RS/DS	12.4	62	5.0	62	Y
KT-1B	LDR	RS/DS	20.4	102	5.0	102	Y
KT-2	LDR	RS/DS	23.7	118	5.0	118	Y
KT-3A	LDR	RS/DS	19.2	96	5.0	96	Y
KT-3B	LDR	RS/DS	19.4	97	5.0	97	Y
KT-4	LDR	RS/DS	14.3	71	5.0	71	Y
KT-5	LDR	RS/DS	23.5	136	5.8	136	Y
WB-1	LDR	RS/DS	19.1	96	5.0	96	Y
WB-2	LDR	RS/DS	18.9	95	5.0	95	Y
WB-3	LDR	RS/DS	14.1	71	5.0	71	Y
WB-4	LDR	RS/DS	11.7	59	5.0	59	Y
WB-5	LDR	RS/DS	30.4	150	4.9	150	Y

Table X-28 | (Continued) Specific Plan and Infill Sites Inventory, (A through I)

G. Sierra Vista Specific Plan (CONTINUED)							
Parcel Number	**Land Use**	**Zoning**	**Acres**	**Allocated Units**	**Density**	**Undeveloped Units**	**Public Facilities Services Capacity**
WB-6	LDR	RS/DS	31.0	155	5.0	155	Y
WB-7	LDR	RS/DS	15.8	79	5.0	79	Y
LDR Subtotal			**644.9**	**3,236**		**3,236**	
CG-20	MDR	RS/DS	4.9	44	9.0	44	Y
CO-20	MDR	RS/DS	9.4	84	8.9	84	Y
CO-21	MDR	RS/DS	7.8	70	9.0	70	Y
CO-22	MDR	RS/DS	4.8	43	9.0	43	Y
DF-20	MDR	RS/DS	14.5	113	7.8	113	Y
FD-20	MDR	RS/DS	25.2	226	9.0	226	Y
FD-21	MDR	RS/DS	22.7	204	9.0	204	Y
FD-22	MDR	RS/DS	14.3	128	9.0	128	Y
FD-23	MDR	RS/DS	15.9	143	9.0	143	Y
FD-24	MDR	RS/DS	10.7	96	9.0	96	Y
JM-20A	MDR	RS/DS	21.1	190	9.0	190	Y
JM-20B	MDR	RS/DS	18.8	169	9.0	169	Y
JM-21	MDR	RS/DS	18.7	168	9.0	168	Y
KT-20	MDR	RS/DS	22.5	202	9.0	202	Y
KT-21A	MDR	RS/DS	18.6	167	9.0	167	Y
KT-21B	MDR	RS/DS	18.6	167	9.0	167	Y
WB-20	MDR	RS/DS	20.3	162	8.0	162	Y
WB-21	MDR	RS/DS	8.1	65	8.0	65	Y
WB-22	MDR	RS/DS	13.1	104	7.9	104	Y
WB-23	MDR	RS/DS	16.2	130	8.0	130	Y
WB-24	MDR	RS/DS	7.5	60	8.0	60	Y
WB-25	MDR	RS/DS	14.2	114	8.0	114	Y
MDR Subtotal			**327.9**	**2,849**		**2,849**	
CG-30	HDR	R3	14.0	420	30.0	420	Y
CG-31	HDR	R3	14.6	420	28.8	420	Y
FD-30	HDR	R3	4.1	86	21.0	86	Y
FD-31	HDR	R3	4.1	86	21.0	86	Y
FD-32	HDR	R3	8.9	178	20.0	178	Y
FD-33	HDR	R3	8.6	172	20.0	172	Y
JM-30	HDR	R3	6.1	138	22.6	138	Y
KT-30	HDR	R3	7.5	150	20.0	150	Y
WB-30	HDR	R3	4.8	120	25.0	120	Y
WB-31	HDR	R3	8.2	207	25.2	207	Y
WB-32	HDR	R3	8.0	200	25.0	200	Y
WB-33	HDR	R3	6.5	162	24.9	162	Y

Table X-28 | (Continued) Specific Plan and Infill Sites Inventory, (A through I)

G. Sierra Vista Specific Plan (CONTINUED)							
Parcel Number	**Land Use**	**Zoning**	**Acres**	**Allocated Units**	**Density**	**Undeveloped Units**	**Public Facilities Services Capacity**
HDR Subtotal			**95.4**	**2,339**		**2,339**	
FD-41	CMU	CMU/SA	5.7	40	7.0	40	Y
JM-40	CMU	CMU/SA	5.7	40	7.0	40	Y
KT-40A	CMU	CMU/SA	5.2	39	7.5	39	Y
KT-40B	CMU	CMU/SA	18.3	136	7.4	136	Y
Mixed Use Subtotal			**34.9**	**255**		**255**	
Total			**1,103.1**	**8,679**		**8,679**	

Table X-28 | (Continued) Specific Plan and Infill Sites Inventory, (A through I)

H. Creekview Specific Plan							
Parcel Number	**Land Use**	**Zoning**	**Acres**	**Allocated Units**	**Density**	**Undeveloped Units**	**Public Facilities Services Capacity**
C-1	LDR	R1/DS	19.8	95	4.8	95	Y
C-2	LDR	R1/DS	9.8	50	5.1	50	Y
C-3	LDR	R1/DS	13.9	70	5.0	70	Y
C-4	LDR	R1/DS	9.7	55	5.7	55	Y
C-5	LDR	R1/DS	13.0	75	5.8	75	Y
C-6	LDR	R1/DS	7.8	46	5.9	46	Y
C-7	LDR	R1/DS	13.5	80	5.9	80	Y
C-8	LDR	R1/DS	5.5	35	6.4	35	Y
C-9	LDR	R1/DS	22.0	110	5.0	110	Y
C-10	LDR	R1/DS	7.0	40	5.7	40	Y
C-11	LDR	R1/DS	6.9	35	5.1	35	Y
C-12	LDR	R1/DS	18.2	90	4.9	90	Y
C-13	LDR	R1/DS	8.7	55	6.3	55	Y
LDR Subtotal			**155.8**	**836**		**836**	
C-20	MDR	RS/DS	8.0	75	9.4	75	Y
C-21	MDR	RS/DS	7.7	95	12.3	95	Y
C-22	MDR	RS/DS	11.4	105	9.2	105	Y
C-23	MDR	RS/DS	6.2	80	12.9	80	Y
C-24	MDR	RS/DS	7.1	65	9.2	65	Y
C-25	MDR	RS/DS	3.5	35	10.0	35	Y
C-26	MDR	RS/DS	3.5	35	10.0	35	Y
C-27	MDR	RS/DS	4.5	50	11.1	50	Y
C-28	MDR	RS/DS	3.9	35	9.0	35	Y
C-29	MDR	RS/DS	4.1	40	9.8	40	Y
C-30	MDR	RS/DS	4.4	40	9.1	40	Y
MDR Subtotal			**64.30**	**655**		**655**	
C-40	**HDR**	**R3**	**4.5**	**135**	**30.0**	**135**	**Y**
C-41	HDR	R3	5.4	165	30.6	165	Y
C-42	HDR	R3	7.2	220	30.6	220	Y
HDR Subtotal			**17.10**	**520**		**520**	
Total			**237.20**	**2,011**		**2,011**	

Table X-28 | (Continued) Specific Plan and Infill Sites Inventory, (A through I)

I. Infill Plan Area							
Parcel Number	**APN**	**Land Use**	**Zoning**	**Net Acres**	**Density**	**Potential Units**	**Public Facilities Services Capacity**
IN-10	011-162-015-000	LDR	R1	0.16	5.0	1	Y
IN-13	015-080-019-000	LDR	R1	0.16	4.0	1	Y
IN-17	012-010-022-000	LDR	R1	0.17	5.0	1	Y
IN-30	014-252-003-000	LDR	R1	0.18	5.0	1	Y
IN-31	013-152-019-000	LDR	PD	0.11	5.0	1	Y
IN-35	013-022-033-000	LDR	R1	0.11	4.0	1	Y
IN-35	013-024-023-000	LDR	R1	0.17	4.0	1	Y
IN-37	014-112-018-000	LDR	R1	0.12	4.0	1	Y
IN-37	014-113-060-000	LDR	R1	0.15	4.0	1	Y
IN-37	014-120-010-000	LDR	R1	0.36	4.0	1	Y
IN-38	014-263-045-000	LDR	R1	0.23	5.0	1	Y
IN-38	014-263-042-000	LDR	R1	0.34	5.0	2	Y
IN-39	472-210-033-000	LDR	R1	0.24	4.0	1	Y
IN-46	471-190-046-000	LDR	PD326	1.14	4.0	5	Y
IN-48	471-310-020-000	LDR	R1	0.79	2.8	2	Y
IN-54	470-050-008-000	LDR	R1	0.17	4.0	1	Y
IN-58	469-100-046-000	LDR	R1	1.49	4.0	6	Y
IN-61	469-110-031-000	LDR	R1	0.51	4.5	2	Y
IN-69	467-090-002-000	LDR	RS	6.85	4.8	33	Y
IN-8	015-360-022-000	LDR	R1	0.19	6.0	1	Y
IN-8	015-360-026-000	LDR	R1	0.32	6.0	2	Y
IN-9	011-181-006-000	LDR	R2	0.17	6.0	1	Y
LDR Subtotal				**14.13**		**67**	
IN-102	011-250-007-000	MDR	R3	0.80	12.0	10	Y
IN-108	014-051-017-000	MDR	R3	0.16	11.0	2	Y
IN-108	014-062-018-000	MDR	R3	0.24	11.0	3	Y
IN-109	014-252-013-000	MDR	R3	0.18	8.0	1	Y
IN-86	469-100-013-000	MDR	RS	1.18	10.0	12	Y
IN-87	469-280-009-000	MDR	NC	0.29	8.0	2	Y
IN-93	048-260-030-000	MDR	PD7	3.19	8.0	26	Y
IN-97	013-075-010-000	MDR	R1	0.90	7.0	6	Y
MDR Subtotal				**6.94**		**62**	
Total				**21.07**		**129**	

UNDERUTILIZED LAND INVENTORY

The City of Roseville has been focusing for the past several years on infill development, revitalization of our older neighborhoods and commercial corridors, as well as encouraging the development of mixed use and High Density Residential (HDR) units in both the Riverside Gateway Specific Plan and the Downtown Specific Plan.

Each of those two plan areas have unique characteristics which offer more housing opportunities than are currently being utilized, especially with the opportunity to consolidate small lots into larger development opportunities. Each specific plan land use map can be viewed on line:
http://www.roseville.ca.us/planning/planning_document_library/specific_plans/default.asp

Below are descriptions of the respective plan area, which encourage and facilitate the development of high density and mixed use housing. See Appendix C for maps of the Riverside Gateway Specific Plan and the Downtown Specific Plan sites.

Riverside Gateway Project
The Riverside Gateway Specific Plan was adopted by City Council on March 15, 2006. A copy of the Specific Plan document, which includes maps of the area that encompasses this plan, can be located on the internet:
http://www.roseville.ca.us/civicax/filebank/blobdload.aspx?BlobID=8455

Fundamental to the adopted Specific Plan are six development strategies that were developed by the Steering Committee of the Riverside Gateway Project. The Steering Committee was comprised of property owners, business representatives, residential property owners and appointed officials. The Specific Plan was adopted with the following recommendations:

Parking Strategy: The adopted parking strategy is based on; offsetting parking needs by providing additional on-street parking, consolidating and creating alley loaded parking fields, providing a central parking lot on Riverside Avenue, amending the parking requirement to reflect a mixed use standard and creating a future in-lieu fee to develop future parking.

Pedestrian Friendly Improvements: The plan promotes development of pedestrian friendly improvements, including the use of bulb-outs, sidewalk replacement, one-way alleyways with pedestrian shoulders, enhanced crosswalks and an enhancement of the intersection at Douglas Boulevard and Riverside Avenue.

Enhancement of the Streetscape: Streetscape features that include such items as furniture, signage, banners and other amenities that are similar in nature to the Vernon Streetscape design are also anticipated. Included in the streetscape is the upgrade and under grounding of utilities adding new capacity and making new development more attractive for the area.

Land Use Strategy: The Specific Plan promotes an increase in the Floor Area Ratio (FAR) standard, adding a mix of residential uses and establishing more flexible design and development standards for the Riverside Gateway project area. (Note: FAR is the ratio of developed area, as compared to total area of a parcel.)The previous FAR was .27 and has been increased to .60, allowing for 4 story buildings to be created in the plan area.

In addition, the previous zoning was GC (General Commercial), which did not allow residential development. With the adoption of the Riverside Gateway Specific Plan, a Special Area overlay (SA) for zoning was applied to the plan area, thereby creating a Commercial Mixed Use Zone District with a Special Area overlay, which is known as CMU/SA-RG (Commercial Mixed Use with a Special Area Overlay for the Riverside Gateway Plan Area). The current zoning now allows residential development by right, creating more opportunities to develop higher density housing. Additionally the zoning now prohibits Auto Service and Auto Sales uses. Currently Riverside Avenue is heavily occupied by auto uses. By precluding these uses, the sites will become available for redevelopment with projects including residential units, further introducing additional HDR units into the plan area.

Catalyst Sites In order to promote redevelopment in the area the Council felt that it was important for the City to support and pursue funding for a catalyst project within the Riverside Gateway project area. There are two catalyst sites. The sites will combine smaller lots, which are owned by the same landowner, therefore increasing the probability of mixed use and high intensity development at each of these sites. Conceptual plans were prepared for the sites that, as proposed, would provide a cumulative of 100 additional HDR units within the plan area.

The conceptual plans and housing unit yield take into consideration the following: setbacks, floor area ratio, lot coverage, parking, height limitations, site constraints, and design guidelines.

Site Development Prototypes The Riverside Gateway Specific Plan identifies various prototype development plans, which if a developer is interested in developing in that plan area, would be able to utilize, eliminating the project from going through the design review process. The developer would then save time and money, as well as ensure the project will have addressed concerns relative to parking, site access, landscaping, utility connections and trash enclosures.

Four prototype plans were prepared for the various lot sizes on Riverside Avenue; single lots (50' x 150'), double lots (100' x 150'), triple lots (150' x 150') or triple corner lots. The prototypes demonstrate the redevelopment potential of the parcels with mixed-use, ground floor retail and upper floor residential use. The developments include between 2-12 residential units each and were designed to be consistent with the Riverside Gateway goals and City regulations. The prototype plans and housing unit yield take into consideration the following: setbacks, floor area ratio, lot coverage, parking, height limitations, and design guidelines... Refer to Chapter 9 of the Riverside Gateway Specific Plan for prototype plans.

Utilizing the prototype plans, staff estimated the amount of new units that could be introduced to the area by redeveloping the parcels occupied by non-conforming uses.

Analysis of Existing Uses. The Riverside Gateway Specific Plan provides a variety of changes to the previous land use designations, as well as other regulatory incentives that encourage and facilitate the development of higher density residential housing units.

As mentioned under the Land Use Strategy and Site Development Prototype discussions, staff identified the parcels with potential development of HDR units. The sites identified are or were occupied by the now non-complying automotive uses. Although development has also slowed, the viability that these sites will be developed is probably more realistic once funding can be obtained due to the fact that there are fewer constraints that could potentially impede development. In summary, the analysis of existing uses reveals that there are no uses that could impede development of the potential development sites.

Downtown Specific Plan

Introduction

New housing in Downtown Roseville is a key strategy of the Downtown Specific Plan. The City of Roseville, as well as the Sacramento region, has been focused on reducing the footprint of future development on the outer edges of existing communities within the region. This effort was solidified with the approval of the "Blueprint" principles. These principles promote higher intensity housing in the infill area and have been adopted by the six counties that form the Sacramento Area Council of Governments (SACOG). In recognition of the importance of these principles, the City of Roseville adopted its own Blueprint Implementation Strategies. These strategies can be viewed on the City's website at http://www.roseville.ca.us/civicax/filebank/blobdload.aspx?BlobID=10673 The Downtown Specific Plan provides new high density residential development within an urbanized area, consistent with the "Blueprint" principles. New residents will enhance the customer base for Downtown retail businesses and will be in walking distance to the multi-modal facility and bus transfer facilities that exist in the plan area.

A variety of residential types are proposed to create a downtown that is accessible to different economic and life-style sectors of the community. Housing types that are appropriate in Downtown include multi-family flats and apartments, efficiency units, single room occupancy units, condominiums, town homes, flexible live-work options and mixed income housing (market rate and affordable units). The land use plan anticipates that the majority of units will be incorporated as part of future mixed use development or high density housing projects.

Incentives

The Downtown Specific Plan regulates the development of property through use and bulk restrictions. The tool selected for regulating density and intensity in Downtown Roseville is the allowable Floor Area Ratio (FAR). In order to encourage a mix of housing within the Downtown area, there are a number of incentives that are directed towards assisting housing related projects. Through incentive zoning, the City seeks to realize certain amenities or design provisions related to a particular development project in exchange for granting an increase in the FAR, a reduction in the required parking or additional height for development, for the property being developed.

The City worked in conjunction with a consultant to prepare development plans for several sites within the Downtown. The sites were chosen based on size, location, existing conditions, and the property owners' interest in developing the site. All of the projects include mix-use development and are consistent with the Downtown policies and City regulations.

Six of the sites were identified as catalyst sites because they were vacant or City owned parcels. As an incentive to developers, Pre-Design plans were prepared for the sites and the review process streamlined. The developers then save time and money, as well as ensure the project addressed concerns relative to parking, site access, landscaping, utility connections and other City guidelines and regulations. In summary, the primary regulatory incentives are focused on land use, parking reductions, in-lieu fees and process streamlining. These incentives are intended to encourage additional housing in the Downtown. These overall incentives are listed below:

Land Use

- Increased FAR = Additional 900,000 square feet (s.f.) ground floor commercial and 1,020 residential units;
- Adds height to the existing zone districts;
- Adds new housing related uses as being principally permitted that the market supports, such as: Mixed Use, High Density Residential and Live Work housing;
- Principally permits existing single room occupancy residential units; and,
- Principally permits high efficiency residential units.

Parking Requirements

- On-site requirements for residential development have been reduced;
- Public Parking is used to satisfy private parking requirements. An increase in the public parking supply on the side streets will be added where plausible;
- An on-street parking credit of 2.5 spaces for every 7,500 s.f. of lot area is provided;
- Parcel aggregation credit is provided when consolidating properties; and,
- Permitted uses that are rehabilitating an existing building do not require additional on-site parking when a discretionary action is not required.

Fees

- Park land dedication fees and in-lieu fees are not required for residential uses; and,
- Parking in-lieu fee payment at a reduced rate based on number of spaces helps the financial performa of projects.

Process

- Administrative Design Review Permits are encouraged to streamline future housing developments;
- Pre-approved development scenarios have been developed for catalyst sites containing residential development; and,
- Completion of an Environmental Impact Report will address increased traffic and utility use on an area wide basis.
- Completes an architectural and historical survey necessary for future CEQA actions.
- Provides the ability to use CEQA exemptions for future projects streamlining the development process.

Application of Standards

Due to the relatively small parcel sizes it is difficult to assign a density or unit allocation that is parcel specific. The Specific Plan allocates units on a district basis. It establishes minimum and maximum density requirements in order to allow the market to dictate what type of projects are economically feasible. For projects that are strictly residential, the density combined with the maximum FAR will be the regulating factors. Mixed use projects (residential over retail/office) will be regulated through the overall floor area ratio requirement. This approach will allow commercial mixed use projects to have smaller units, which can maximize density.

SUMMARY OF UNDERUTILIZED LAND

Currently, the Riverside Avenue corridor has very low-intensity development, with mostly one-story buildings and very few two-story structures. The area is currently occupied by auto service buildings and used car dealerships. The existing floor area ratios (FARs) on this corridor are also very low for an urban environment, ranging from .10 -.60 for one-story buildings. Many parcels have low FARs since they primarily house cars for sale, with a small office or modular unit placed on the property. These auto dealerships have been on this corridor for generations.

The Riverside Gateway and Downtown Specific Plans do offer opportunity sites and prototype analysis for mixed-use development. These opportunity sites are those that are either vacant or partially vacant, parcels under common ownership, or sites with existing buildings and uses that are expected to be developed in the future with higher, more intense uses. During the height of the housing market (2004–2005), the City had been approached by developers looking for opportunities to develop mixed-use in these infill areas. Unfortunately, during the last planning period (2006–2012), with the housing market crash, the banking and development communities withdrew plans to acquire these properties. However, when the housing market begins to regain a healthy zeal for growth, these underutilized parcels will be prime for redevelopment/revitalization.

Table X-29 | Downtown & Riverside Gateway Specific Plan High Density Residential Opportunity Sites

Map #	Address	Total Units	Residential Density (units/acre)	Floor Area Ratio	Zoning*	Existing Use	Proposed Use	Plan Area**	Exhibit #
Historic Old Town									
1	725-845 Lincoln	63	30	0.9	CMU/SA-DT	Vacant lot	Commercial/Residential	DT	H1
2	400-412 Washington , 209/211 Pleasant	34	37.8	--	CMU/SA-DT	Auto Sales/Office	Commercial/Residential	DT	H3
3	308-310 Washington	10	28.6	--	CMU/SA-DT	Gas Station/Office	Commercial/Residential	DT	H3
4	300-304 Washington, 138-140 Main	40	83	0.36	HD/SA-DT	Vacant lot	Commercial/Residential	DT	H3
5	400-430 Lincoln	93	58.1	0.37	HD/SA-DT	Parking lot	Commercial/Residential	DT	H3
6	120 Church				HD/SA-DT	Used Auto Sales	Commercial/Residential	DT	H3
7	120 Pacific	85	70.8	1.8	HD/SA-DT	City Parking lot	Commercial/Residential	DT	H2
Vernon Street									
8	401 Oak	74	23.9	1.7	CBD/SA-DT	Parking/Fire Station	Commercial/Residential	DT	V1
9	401 Vernon	36	90	4.6	CBD/SA-DT	Office/Retail	Commercial/Residential	DT	V2
Riverside Gateway									
10	108-110 Douglas, 119-125 Riverside	39	40.45	1.29	CMU/SA-RG	Hayes Used Auto Sales	Commercial/Residential	RG	R!
11	129-131 Riverside	8	23.25	0.9	CMU/SA	Roseville Used Auto Sales	Commercial/Residential	RG	R4
12	133 Riverside	2	14.3	0.6	CMU/SA	Automotive	Commercial/Residential	RG	R4
13	137-147 Riverside/105-111 Bonita	8	23.25	0.9	CMU/SA	St. Vincent DePaul's Thrift Shop/Kitchen	Commercial/Residential	RG	R4
14	212 Riverside	2	14.3	0.6	CMU/SA	Vacant lot	Commercial/Residential	RG	R4
15	201-227 Riverside	12	18.3	1	CMU/SA	Auto/Retail/Vacant	Commercial/Residential	RG	R4
16	300-306 Riverside	8	23.5	0.9	CMU/SA	Auto Sales	Commercial/Residential	RG	R4
17	308-312 Riverside	8	23.5	0.9	CMU/SA	Jala & Safe Used Auto Sales	Commercial/Residential	RG	R4
18	305 Riverside	2	14.3	0.6	CMU/SA	Mike Mobile Auto Glass	Commercial/Residential	RG	R4

Table X-29 | (Continued) Downtown & Riverside Gateway Specific Plan High Density Residential Opportunity Sites

Map #	Address	Total Units	Residential Density (units/acre)	Floor Area Ratio	Zoning*	Existing Use	Proposed Use	Plan Area**	Exhibit #
19	315-319 Riverside	8	23.5	0.9	CMU/SA	Used Auto Sales	Commercial/Residential	RG	R4
20	321 Riverside	2	14.3	0.6	CMU/SA	Used Auto Sales	Commercial/Residential	RG	R4
21	401-415 Riverside, 110 Cherry	20	19.4	0.9	CMU/SA	Used Auto Sales	Commercial/Residential	RG	R4
22	400 Riverside	2	41.3	0.6	CMU/SA	Automotion Auto Sales	Commercial/Residential	RG	R4
23	404-408 Riverside	8	23.5	0.9	CMU/SA	Used Auto Sales	Commercial/Residential	RG	R4
24	440 Riverside	10	14.5	0.8	CMU/SA	Hayes Used Auto Sales	Commercial/Residential	RG	R4
25	110-150 Fifth	8	23.5	0.9	CMU/SA	Used Auto Sales	Commercial/Residential	RG	R4
26	500-504 Riverside	8	23.5	0.9	CMU/SA	Hayes Used Auto Sales	Commercial/Residential	RG	R4
27	505-507 Riverside	8	23.5	0.9	CMU/SA	JT Tire & Wheel Sales	Commercial/Residential	RG	R4
28	510-512 Riverside	8	23.5	0.9	CMU/SA	Hayes Used Auto Sales	Commercial/Residential	RG	R4
29	515 Riverside, 420 Clinton	10	14.5	0.8	CMU/SA	Vacant lot	Commercial/Residential	RG	R4
30	520-550 Riverside	8	23.5	0.7	CMU/SA	Roseville Auto Sales	Commercial/Residential	RG	R4
31	527 Riverside, 424 Clinton, 109-115 Darl	61	29	1.31	CMU/SA	Hertz Auto Sales GM Auto Repair Center Small Retail Strip Mall	Commercial/Residential	RG	R3
Total Units		**685**							

*Zoning Designations: CMU = Commercial Mixed Use, HD = Historical District, CBD = Central Business District, SA = Special Area, DT = Downtown Specific Plan area, RG = Riverside Gateway Specific Plan Area

** Refers to the Roseville Specific Plan area; DT = Downtown Specific Plan, RG = Riverside Gateway Specific Plan

ENVIRONMENTAL AND INFRASTRUCTURE CONSTRAINTS

Environmental and infrastructure issues affect the amount, location, and timing of new residential development. New housing opportunities create challenges regarding public infrastructure extensions and expansions, and encroachment into agricultural land. In addition, the availability of adequate water, public infrastructure such as wells and wastewater treatment facilities, and other public services and facilities can impact the feasibility of new residential development.

Environmental

All sites listed in the sites inventory are generally free of constraints or the site constraints are so minor they can be mitigated with development. The City does not give land use entitlements for land within a floodplain (it would contain a floodplain overlay designation, for instance, that limits development). If the affordable sites are part of a specific plan and subject to a development agreement, it is a condition of the development agreement that the affordable sites be free of any encumbrances.

Infrastructure

The concept of linking growth management and the ability to provide adequate services is articulated throughout the goals and policies of the Growth Management Component, Policy 4, which states: "Growth shall be managed to ensure that adequate public facilities and services, as defined in the Public Facilities Element, are planned and provided and that the public health, safety and welfare are protected."

Therefore, new development must contribute its fair share toward the provision of water, wastewater, electric, parks and recreation, and police and fire services, as well as school funding. The fees associated with the provision of adequate facilities and services will affect the cost of housing since the costs will be passed on to homebuyers, who will pay for the expansion and provision of services over time. The City of Roseville is the utility provider for water, wastewater, sewer, and solid waste. The City has sufficient infrastructure capacity to address its Regional Housing Needs Allocation during the 2013–2021 planning period of the Housing Element.

To comply with Senate Bill 1087, the City will immediately forward its adopted Housing Element to its water and wastewater providers so they can grant priority for service allocations to proposed developments that include units affordable to lower-income households.

OPPORTUNITIES FOR ENERGY EFFICIENCY AND CONSERVATION

An important consideration in the development of a comprehensive housing plan is the attention given the issue of energy efficiency and conservation. Roseville Electric is a locally owned and operated nonprofit municipal utility of the City of Roseville. Roseville Electric has served the Roseville community for over 90 years with the primary concerns of energy efficiency and conservation and maintaining low rates and high service reliability. Customers are encouraged to participate in the local utility commission meetings. Residential electric rates in the city are generally lower than rates charged by the Pacific Gas and Electric Company. The City's Residential Energy Efficiency and Conservation goals and policies found in the Housing Plan section, reflect the City's continued commitment to implement programs which incorporate efficiency and conservation measures into the construction and maintenance of the city's housing, and reinforce the Water and Energy Conservation Component of the Public Facilities Element of the General Plan.

Continued promotion of efficiency and conservation efforts and program standards, rebates, and financial assistance will help reduce the percentage of income devoted to housing-related costs through utility bill savings. Further, many new homebuilders are embracing green technology and installing solar energy and instant hot water features in their housing developments.

State law is addressing the issue of climate change, in terms of both the cause and the potential effects. Energy conservation has been identified as one of the most effective ways to counteract the effects of global warming. Roseville's efficiency and conservation efforts contribute to needed reductions in greenhouse gas emissions. Such sustainable goals and policies throughout the General Plan are designated with an icon: .

Also, a more focused discussion of climate change can be referenced in the Air Quality Element of the General Plan.

FINANCIAL RESOURCES

Federal Programs

The *Housing Choice Voucher Program* provides direct rental assistance to very low-income families. Managed by the Roseville Housing Authority, this federally sponsored program distributes rental payments directly to the property owner. The Roseville Housing Authority currently has 562 Housing Choice Vouchers and 75 special purpose vouchers for non-elderly disabled households.

Section 202 provides long-term direct loans to private, nonprofit sponsors to finance new rental housing construction for very low-income seniors.

The *Community Development Block Grant (CDBG)* is a major federal program available to assist local government in the development and maintenance of affordable housing. Funds are used to encourage the construction and rehabilitation of low-income housing in cooperation with nonprofit corporations to acquire or write down the cost of land for residential units and/or infrastructure improvements. Funds for the maintenance of affordable housing are available for rehabilitation projects.

The *Housing Rehabilitation Program* is partially funded by CDBG to provide financial assistance to low-income owner-occupied units for the purpose of repairing health and safety defects and for general property improvements. The Housing Rehabilitation Program currently provides $5,000 grants to elderly or disabled, very low- and low-income owner occupants**,** and low-interest loans of up to $100,000 to low-income owner-occupied units.

Low Income Tax Credits represent the federal government's largest effort to assist in the development of housing affordable to low-income households. The tax credits enable the owner of a rental complex which is affordable to low-income households to take an annual tax credit equal to 9% of the depreciable basis of the complex against the owner's federal tax obligation for up to ten years.

Continuum of Care/Homeless Emergency Assistance and Rapid Transition to Housing (HEARTH). Since 1987, programs authorized under the Homeless Emergency Assistance and Rapid Transition to Housing (HEARTH) Act of 2009 have been the major source of federal funding to states, local governments, and nonprofits for meeting the needs of homeless individuals and families. The Supportive Housing Program (SHP) is designed to develop supportive housing and services that will allow homeless persons to live as independently as possible. The City will continue to participate in the preparation of the regional Continuum of Care application process in hopes of continuing to receive HEARTH Act Funds for homeless activities. It is reasonable to assume the City and Placer County can anticipate ongoing funding from this program over the eight-year program period of the Housing Element.

State Programs

The *California Housing Finance Agency Programs (CalHFA)* Home Ownership Program provides low-interest financing for home purchase in every county of the state. Private for-profit and nonprofit sponsors of new construction are eligible to receive loan commitments through this program.

The *Home Investment Partnership Program* (HOME) is funded by the federal government, which then annually awards funding to the State of California, who then administers the HOME Program to eligible local jurisdictions through the Department of Housing and Community Development (HCD). HOME funds are used to assist recipients in

the areas of new construction, acquisition, rehabilitation, tenant-based rental assistance, and below-market-rate interest loans and deferred loans to low-income first-time homebuyers.

- The *Housing Rehabilitation Program* is partially funded by HOME funds to provide financial assistance to low-income owner-occupied units for the purpose of repairing health and safety defects and for general property improvements for very low- and low-income owner occupants. Low-interest loans are available to assist low-income owner-occupied units.

- The First Time Home Buyers Down Payment Assistance Program offers down payment assistance for low-income households. The program estimates it will assist approximately 20 households during the eight-year program period.

Single Family Housing Bond Programs (Mortgage Revenue Bonds) are issued through a third-party issuer and used by local lenders/developers to access below market interest rate loans for first-time homebuyers.

- *California Rural Gold* provides assistance to low- and middle-income homebuyers to purchase homes utilizing reduced interest rates. Cal Rural Gold is funded through issuance of taxable mortgage backed securities with continued funding based on the state allocation process.

- *Mortgage Credit Certificate Program* assists low- and moderate-income first-time homebuyers utilizing tax credits.

Building Equity and Growth in Neighborhoods (BEGIN) is funded by the State of California and administered by HCD. The funds are used to assist in the creation of affordable housing opportunities to low- and moderate-income households in new subdivisions which have been given special regulatory relief measures by the local jurisdiction. The assistance is in the form of $30,000 maximum down payment assistance for each eligible household. The City has received funding for one subdivision in 2006 but is uncertain as to the ability to secure funds for this program in the upcoming eight-year Housing Element planning period.

Cal Home is administered by HCD with funds awarded to jurisdictions which have submitted successful applications for eligible activities. Activities which can be funded include owner-occupied housing rehabilitation and first-time homebuyer down payment assistance. Cal Home is designed to augment current programs offered by jurisdictions. The City is optimist of the availability of this funding source in the upcoming eight-year planning period of the Housing Element.

Low Income Housing Tax Credits represent the state government's effort to assist in the development of housing affordable to low-income households. Tax credits enable the owner of a rental complex which is affordable to low-income households to take an annual tax credit equal to 4% of the depreciable basis of the complex against the owner's state tax obligation.

Federal Emergency Shelter Grants assists local government agencies and nonprofit organizations to finance emergency shelters, supportive services, and transitional housing for homeless individuals and families. The City has assisted and supported Federal Emergency Shelter Grant applications in the past for nonprofit organizations and is willing to assist with future applications. However, the City cannot anticipate ongoing funding from this program over the eight-year program period of the Housing Element.

Local Government Programs

The *City's General Fund* provides financial assistance to the Roseville Homeless Voucher Program to provide assistance to Roseville homeless persons or those at risk of becoming homeless by providing payment of past due rent, security deposits and first month's rent, past due utility bills, and emergency motel vouchers. The Salvation Army matches these program funds dollar for dollar.

Private Programs

Citizen's Benefit Fund. The Roseville City Council established the Citizens' Benefit Fund in 1994 with the funds received from the sale of the City-owned Roseville Community Hospital. The proceeds were placed in an interest-bearing account administered by the Finance Director with 90% of the interest available annually for distribution to applicants "improving the quality of life for the citizens of the City of Roseville." The remaining 10% is deposited back into the Citizens' Benefit Fund to augment the principal. The Grants Advisory Commission was created in 1994 to review grant applications for expenditures of the Citizens' Benefit Fund and to make recommendations to the City Council on an annual basis.

Roseville Employees Annual Charitable Hearts (REACH) is a part of the REACH campaign that began issuing grant proceeds in FY 2006/2007. City employees and community members donate funds to benefit youth, families, or seniors in Placer County. Funds are distributed by the Roseville Grants Advisory Commission.

Developer contributions are a result of the City's 10% Affordable Housing Goal. The types of contributions vary depending on the type of affordable housing developed. The typical developer contribution funds silent second mortgages on purchase units, to bridge the gap between the affordable purchase price and market value, and facilitate land write-downs for affordable rental unit projects.

Nonprofit corporations advocate for affordable housing and educate the community on current and projected needs for affordable housing through presentations, articles, and workshops. They may also develop and manage an unmet need for affordable housing for very low- and low-income households. Nonprofit firms may apply directly for state and federal housing funds and solicit funding from private sources and foundations. The Roseville Charter allows the City to sell surplus property to nonprofit firms headquartered in the city without holding a competitive bid.

Project Go is a locally based nonprofit housing development corporation working with the City in implementing affordable housing through the development of multi-family affordable housing. Project Go offers free weatherization services for low-income households to help reduce energy bills, thereby providing a means of keeping housing affordable.

Other nonprofit corporations, such as the Nehemiah Progressive Housing Corporation, Pacific Housing Inc., Community Revitalization and Development Corporation, and Greek Orthodox Housing Corporation, have worked in conjunction with the City to build affordable housing utilizing the Low Income Tax Credits program.

Reverse Annuity Mortgage is a home equity conversion program, where elderly homeowners may work in conjunction with local financial institutions to allow the extraction of equity out of their homes for repairs and as supplemental income. The City has not been involved in referring residents to financial institutions to pursue reverse annuity mortgage programs. Instead, residents are referred to the Community Services Department's Housing Division's Residential Rehabilitation Program.

Private funding sources are noted as potential resources; however, the City does not control private funding and cannot anticipate ongoing funding from this these sources over the eight-year program period of the Housing Element.

HOUSING CONSTRAINTS

The Government Code, as it relates to the Housing Element, requires an analysis of both governmental and non-governmental constraints to development of affordable housing.

GOVERNMENTAL CONSTRAINTS

Governmental constraints are policies, standards, requirements, or actions imposed by the various levels of government upon land and housing ownership and development. Although federal and state agencies play a role in the imposition of governmental constraints, these agencies are beyond the influence of local government and are therefore not addressed in this document.

Land Use Controls

Roseville is one of the leading jurisdictions in the SACOG region for the production of affordable housing. The City has been proactive for years in reducing on/off-site development standards to increase housing densities and decrease the cost of producing new housing in the specific plan areas as well as in infill areas.

In addition to physical infrastructure investment, the City, as part of the Invest Downtown Economic Assistance (IDEA) program, has been in the process of evaluating the various City development standards for infrastructure within the downtown. This program includes financial and regulatory incentives, process amendments, and a specific set of code-related exceptions that are focused on creating additional opportunities for housing development within the downtown. The information regarding the results and efforts associated with this program can be accessed via the City's web page and at the Permit Center.

Typical regulatory exceptions that are incorporated into the IDEA program are (1) the reduction of parking requirements for multi-family residential development, (2) an increase in residential densities in the downtown, (3) promotion of live-work and mixed-use housing types, and (4) elimination of parkland dedication for residential projects. Code-related amendments that dictate the future physical improvements include (1) assigning a historical designation to the downtown, allowing for utilization of the Historical Building Code when applicable, (2) encouraging alley-loaded housing products with reduced street widths, and (3) eliminating a second connection fee for water and sewer service for the construction of "carriage units" limited to 500 square feet and above alley-loaded detached garages in medium-density residential projects.

In the development of the new or "greenfield" areas of the community through the years, the City has made several adjustments to the physical improvements to promote higher-intensity housing. In the early to mid-1990s, the standard right-of-way width for residential streets was significantly larger. Residential street width standards have been reduced from a 54-foot-wide standard to a 42-foot right-of-way. Another adjusted physical standard is the reduction of the easement widths from a 12-foot-wide to a 10-foot-wide easement in order to promote higher-density projects. Additionally, exceptions have been made to fire lane widths for high-density housing where parking has been restricted.

Zero lot lines, townhomes, and six-pack product development are not unusual in the city, and neither are residential lot sizes of 3,000 square feet.

The City's zoning and development standards have not had a cumulative negative or costly impact on the development of or affordability of housing, especially multi-family developments.

Land Use Controls for Residential and Mixed Use

The Residential Mixed Use (RMU) and Commercial Mixed Use (CMU) zoning districts promote a variety of residential and commercial use types. Single-family, two-family, and multi-family housing and mixed-use uses are principally permitted in the RMU and CMU zoning districts. In addition, the older portions of the downtown area in the Central Business District (CBD) provide flexibility in the types of uses typically found in the traditional downtown where a range of business and service, residential, and mixed-use uses can be located to support the entire community. Single-family, two-family, and multi-family housing are conditionally permitted in the CBD zoning district.

The City's residential vacant land inventory available for development within the planning period of the Housing Element includes parcels designated Community Commercial (CC) and Village Center (VC), which are permitted for mixed-use uses in the North Roseville and West Roseville Specific Plan areas.

Development standards for mixed-use uses in the City's General Plan indicate a floor area ratio (FAR) for commercial uses of 20%–40%, which may be exceeded if all other applicable development standards are met.

Land Use Densities and Dwelling Units per Acre

Table X-30 | Land Use Densities

Land Use Densities	Dwelling Units per Acre
Low Density Residential	0.5 to 6.9
Medium Density Residential	7.0 to 12.9
High Density Residential	13.0 and above

Zoning Districts

Zoning, unlike the General Plan, is regulatory. Under the Zoning Code, development must comply with specific, enforceable standards such as minimum lot requirements, minimum setbacks, maximum building heights, and a list of allowable uses (Table X-31).

Table X-31 | Zoning Districts

Residential Zones	
R-1	**Single-Family Residential District.** The R-1, Single-Family Residential district is intended for detached, single-family homes and similar and related uses inclusive of halfplexes.
R-S	**Small Lot Residential District.** The R-S, Small Lot Residential district is intended to allow either attached or detached single-family dwellings and similar and related compatible uses.
R-2	**Two-Family Residential District.** The R-2, Two-Family Residential district is intended to allow two dwellings per lot, either detached single-family dwellings or duplexes, and similar and related compatible uses.
R-3	**Attached Housing District**. The R-3, Attached Housing district is intended for multiple-family housing. The types of land use intended for the R-3 zoning district include apartments, condominiums, town homes, and similar and compatible uses.
RMU	**Residential Mixed Use District.** The Residential Mixed Use district is intended to promote a variety of residential uses/dwelling types and the flexible siting of uses that are typically considered to be compatible with residential development.
Commercial Zones	
BP	**Business Professional District.** The Business Professional district is intended to provide locations for a wide variety of office uses and other uses that are related to and supportive of office uses.
NC	**Neighborhood Commercial District**. The Neighborhood Commercial district is intended to be applied to properties in close proximity to residential areas providing for convenient retail and personal service facilities.
CC	**Community Commercial District.** The Community Commercial district is intended to serve the principal retail shopping needs of the entire community by providing areas for shopping centers and other retail and service uses.
GC	**General Commercial District**. The General Commercial district is intended to serve the entire community by providing areas for commercial facilities that are more of a service or heavy commercial character than are permitted in the Community Commercial District, and may involve outdoor display, storage, or activity areas.
HC	**Highway Commercial District**. The Highway Commercial district is intended to be applied where commercial facilities serving the traveling public are necessary or desirable.
RC	**Regional Commercial District**. The Regional Commercial district is intended to provide for commercial facilities serving Roseville and the greater South Placer Area.
CBD	**Central Business District.** The Central Business district is intended to be applied to the older portions of the downtown area to provide flexibility in the types of uses typically found in the traditional downtown where a range of business and service, residential, and mixed-use uses can be located to support the entire community.

Table X-31 | (Continued) Zoning Districts

CMU	**Commercial Mixed Use District.** The Commercial Mixed Use district is intended to promote a variety of commercial uses types and the flexible siting of other uses that are typically considered to be compatible with commercial development. It is the intent of the CMU zoning district to establish a mix of uses, which will be accompanied by overlay zones, to ensure that different commercial uses will be successfully integrated into desirable, cohesive commercial districts. The CMU zoning district shall always be applied in conjunction with either the DS (Development Standards) or SA (Special Area) overlay zones.
HD	**Old Town Historic District.** The Old Town Historic district is intended to be applied to the original commercial core of Roseville to acknowledge its historic and architectural significance. The HD zoning district is intended to ensure that new land uses and development within the district further the rehabilitation, revitalization, and preservation of the architectural, aesthetic, historic, and economic health of the district. Each parcel within a Historic District shall be subject to the specific historic district design guidelines contained within the City's Community Design Guidelines as adopted by the City Council from time to time. Whenever a design review permit is required for development of a parcel within the Historic District zone, the Historic District guidelines shall apply.
Industrial Zones	
M1	**Light Industrial District.** The Light Industrial district is intended to designate areas appropriate for light industrial uses such as manufacturing, processing, assembly, high technology, research and development, and storage uses. The use types permitted within the M-1 district do not include outdoor manufacturing but may include limited outdoor storage and the emission of limited amount of visible gases, particulates, steam, heat, odor, vibration, glare, dust, and noise. These uses may be compatible operating in relatively close proximity to commercial and residential uses.
M2	**General Industrial District.** The General Industrial district is intended to designate areas suitable for a broad range of industrial uses, including manufacturing, assembly, wholesale distribution, and warehousing.
MMU	**Industrial Mixed Use District.** This district is intended to promote a variety of industrial use types and the flexible siting of uses that are typically considered to be compatible with industrial development. It is the intent of the MMU zoning district to establish a mix of uses, which will be accompanied by overlay zones, to ensure that different industrial uses will be successfully integrated into desirable, cohesive industrial districts. The MMU zoning district shall always be applied in conjunction with either the DS (Development Standards) or SA (Special Area) overlay zones as described in Chapter 19.18.

Development Standards

The City of Roseville regulates the type, location, and scale of residential development through its Zoning Code. Zoning regulations are designed to protect and promote the health, safety, and general welfare of residents, as well as preserve the character and integrity of neighborhoods. Additional development standards, including, setbacks, and maximum coverage requirements, are similar to those in other communities and are not considered a constraint to the development of affordable housing.

Table X-32 | Development Standards

	R-1 Single Family Residential	RS Small Lot Residential	R-2 Two-Family Residential	R-3 Attached Housing	RMU Residential Mixed Use
Minimum Lot Size (sq. ft.) Interior Lot	6,000 sq ft	4,500 sq ft	6,000 sq ft	6,000 sq ft	See Development Standards or Special Area Overlay Districts
Minimum Lot Size (sq. ft.) Corner Lot	7,500 sq ft	5,500 sq ft	7,500 sq ft	7,500 sq ft	
Minimum Lot Width, Interior Lot	60 ft	45 ft	60 ft	60 ft	
Minimum Lot Width, Corner Lot	75 ft	55 ft	75 ft	75 ft	
Residential Density (Maximum per lot)	1 dwelling 1 second unit	1 dwelling 1 second unit	2 dwellings	As provided by General Plan	As provided by General Plan
Minimum Front Yard Setbacks	20 ft for interior lots; 15 ft for corner lots; 20 ft minimum driveway depth	15 ft front; 20 ft minimum driveway depth	20 ft for interior lots; 15 ft for corner lots; 20 ft minimum driveway depth	20 ft minimum on all street frontages	As provided in Development Standards, Overlay, or Special Area Overlay District
Minimum Side Yard Setbacks	5 ft interior; 15 ft street side on corner	5 ft interior; 12.5 ft street side on corner	5 ft interior; 15 ft street side on corner	5 ft; 20 ft minimum on all street frontages	
Minimum Rear Yard Setbacks	20% of lot depth; need not exceed 20 ft;10 ft minimum	15 ft minimum with minimum useable open space provided	20% of lot depth; need not exceed 20 ft; 10 ft minimum	20 ft; 20 ft minimum on all street frontages	
Site Coverage	35% for 2 story; 40% for 1 story	none	40%	50%	
Height Limit	35 ft	35 ft	35 ft	45 ft	
Parking Requirements	2 per dwelling	2 per dwelling	2 per dwelling	1 bedroom: *1.5 spaces per unit 2+ bedrooms: 2 per unit for	

*Guest parking in projects with 10 or more dwelling units shall provide 1 additional space for each 10 dwelling units or portion thereof.

Provisions for a Variety of Housing

Housing element law specifies that jurisdictions must identify adequate sites to be made available through appropriate zoning and development standards to encourage the development of various types of housing for all economic segments of the population. This includes single-family housing, multi-family housing, manufactured housing, mobile homes, emergency shelters, and transitional housing, among others. Table X-33 provides a summary of the permitted housing types by zone.

Table X-33 | Permitted Housing Types by Zone

Residential Use	R-1	RS	R-2	R-3	RMU
Single-Family Dwellings	P	P	P	P	P
Rooming and Boarding House	–	–	–	P	P
Two Family	–	–	P	P	P
Multi-Family Dwellings	–	–	–	P	P
Second Residential Units	P	P	–	–	P
Mobile Home Park	CUP	CUP	CUP	CUP	P
Community Care Facility, Small	P	P	P	P	P
Community Care Facility, Large	CUP	CUP	CUP	P	P
Family Day Care Homes, Small	P	P	P	P	P
Family Day Care Homes, Large	A	A	A	A	P
Transitional and Supportive Housing	P	P	P	P	P

Civic Use	MP	M1*	M2*	MMU*	GC*	HC*	CMU*
Emergency Shelters	P						

Commercial Use	NC*	CC*	GC*	HC*	RC*	CBD*	CMU*	HD*	BP*
Multi-Family Dwellings	CUP	CUP	–	–	–	CUP	P	CUP	–
Caretaker/Employee Housing	CUP	CUP	CUP	CUP	CUP	–	P	–	–
Single-Room Occupancy	–	–	–	–	–	CUP	CUP	CUP	–
Community Care Facility	P	P	P	–	–	P	P	–	P
Long Term Care Facility	CUP	P	P	–	–	P	P	–	CUP
Family Day Care Home, Small	P	P	P	–	P	P	P	CUP	P
Family Day Care Home, Large	CUP	CUP	CUP	–	CUP	CUP	P	CUP	CUP

Downtown SP	DT-1	DT-2	DT-3	DT-4	DT-5	DT-6	DT-7	DT-9	DT-10	DT-11
High Efficiency Residential Units	–	–	–	P/CUP	–	P/CUP	P/CUP	P/CUP	–	–

Principally permitted use, designated as "P"
Conditionally permitted use, designated as "CUP"
Administratively permitted use, designated as "A"
Primary use types not listed or designated by a dash (–) are not permitted in that zone district.

Supportive and Transitional Housing

Transitional housing means housing with supportive services that is exclusively designated and targeted for homeless persons. Transitional housing includes self-sufficiency development services, with the ultimate goal of moving homeless persons to permanent housing as quickly as possible. Assistance in the Supportive Housing Program is provided to help homeless persons meet three overall goals: (1) achieve residential stability; (2) increase their skill levels and/or incomes; and (3) obtain greater self-determination (i.e., more influence over decisions that affect their lives). The City will regulate supportive housing as a residential use, provided supportive services are ancillary to the primary use.

The City's current zoning has not acted as a constraint to the provision of transitional or supportive housing. As required by SB 2, the City recognizes transitional and supportive housing as a residential use subject only to those restrictions that apply to other residential uses of the same type in the same zone and without any discretionary action.

Zoning for Emergency Shelters

The City has identified the MP Industrial/Business Park zoning district as appropriate for emergency homeless shelters by right and without discretionary action. According to data obtained from the City's Planning Department, six parcels are zoned MP Industrial/Business Park (see table below) and may be suitable for an emergency homeless shelter, as the sites are vacant or underutilized. Any of the six parcels identified by the Planning Department include sufficient capacity to accommodate the unmet need for homeless individuals (see Table X-34). (See Figure X-2, located at the end of this section, for site locations.)

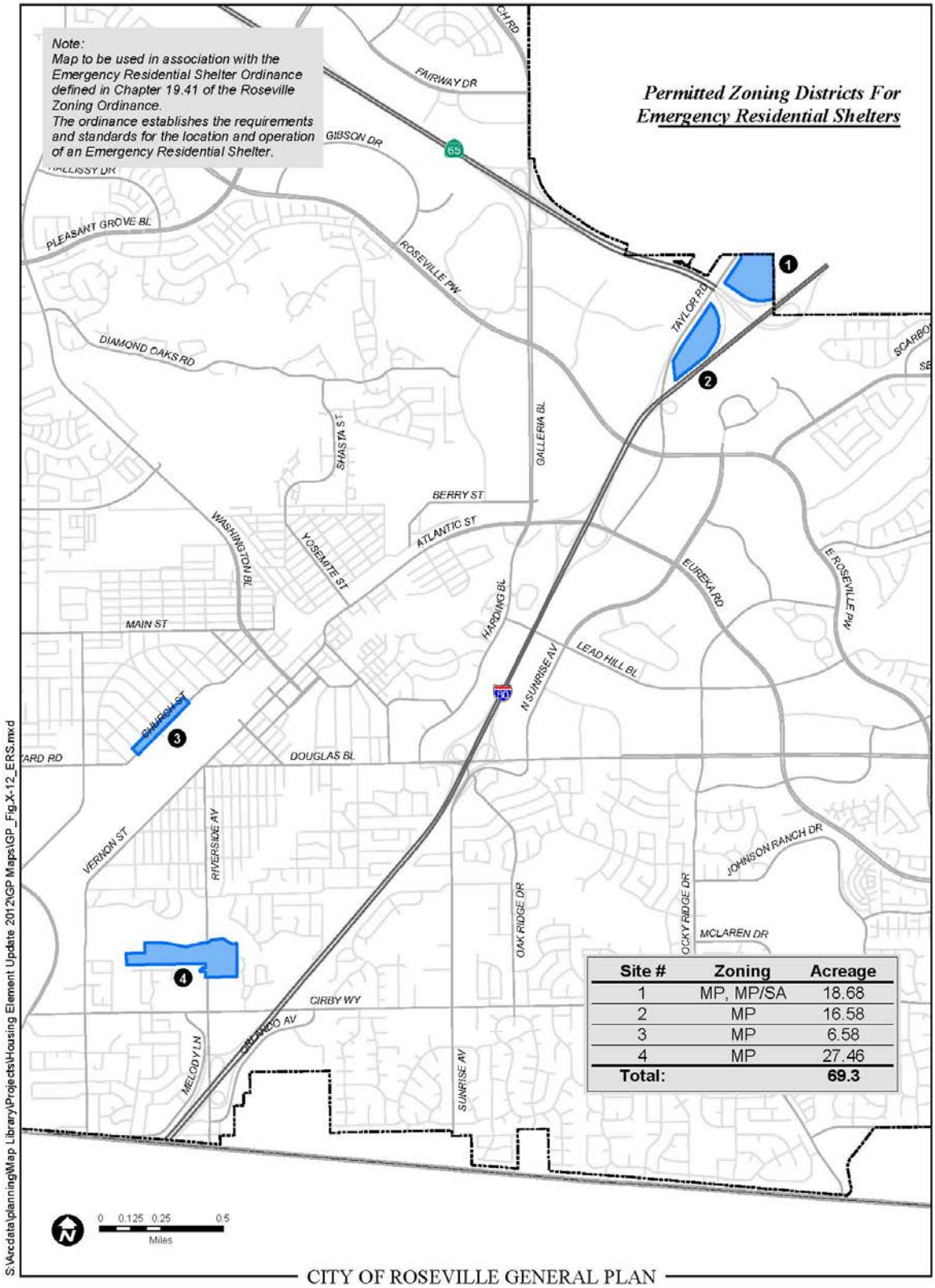
Table X-34 | Inventory of MP Zone Sites

Site #	Existing Use	Acreage	Potential Availability
1	Self-storage, auto repair and storage	18.68	Reuse
2	Single-family residence, County services building, light manufacturing, automotive	16.58	Reuse, some vacant
3	Vacant lots, single-family residential, commercial, light industrial	6.58	Reuse, some vacant
4	Auto sales and service, office, light industrial, vacant lots	27.46	Reuse, some vacant

The Industrial/Business Park uses in the City pursuant to the Zoning Ordinance consist of the following types of uses: light manufacturing, research and development, warehousing, business parks and offices, supporting retail, financial and restaurants, personal services, and similar types of uses.

Parcels zoned MP are centrally located and convenient to major transportation, schools, the downtown area, and other services.

Figure X-2 | Sites Available for Emergency Shelters



Permit Processing Procedures and Timeline Estimates

Development review procedures exist to ensure that proposals for new residential development comply with local regulations and are compatible with adjacent land uses. Table X-35 provides typical local development timelines. Shown below are processing times for single-family and multi-family projects.

SINGLE-FAMILY PROJECTS

For single-family dwelling production building permits, the time frame for review of a production building permit is 2–3 weeks. Master plan reviews take approximately 2–3 months

For single-family dwelling custom homes, the time frame for these reviews is 6–12, weeks depending on the complexity of the custom home and applicant's promptness in responding. No master planning is involved.

MULTI-FAMILY PROJECTS

For a multi-family development, the plan review time frame between City and applicant is approximately 8–16 weeks.

Table X-35 | Permit Processing Timelines

Application	Time Frame
Single-Family Project	10–12 weeks for construction plan check
Multi-Family Project	12 weeks for design review + 10–12 weeks for construction plan check
Administrative Permit	Approved by the Planning Director. Processing time 4–6 weeks.
Conditional Use Permit	Public hearing before Planning Commission. Processing time between 8 and 12 weeks.
Design Review Permit	Public hearing before Design Committee or Planning Commission. Processing time about 12 weeks. (note: A design review permit is required for MF development but is not a separate entitlement.)
Flood Encroachment Permit	Public hearing before Planning Commission. Processing time between 8 and 12 weeks.
Major Project Permits	Public hearing before Planning Commission for processing Stage 1 (Preliminary Development Plan), Stage 2 (Architectural and Landscaping Plan), staff approval of Stage 3 (Final Plans). Processing time 16–20 weeks.
Tentative Subdivision Maps	Public hearing before Planning Commission. Processing time is between 8 and 10 weeks.
Design Review Permits for Residential Subdivisions	Should be obtained concurrent with or following processing an application for a tentative residential subdivision map or as a separate permit when modifying existing design standards. Public hearing before Planning Commission. Processing time 8–10 weeks (usually tracks concurrent with SUBD).
Grading Plan/Permits	Planning Director approval for minor grading plans, or public hearing before Planning Commission for major grading plans. Processing time is between 4 and 8 weeks.
Tree Permits	Planning Director approval of Administrative Tree Permits or public hearing before Planning Commission or Design Committee if the tree is associated with a design review permit. Processing time between 8 and 12 weeks.
Variance	Public hearing before Planning Commission or Design Committee. Processing time between 8 and 12 weeks.
Rezone	Public hearing by both Planning Commission and City Council. Processing time is between 16 and 20 weeks.
General Plan Amendment	Public hearing by both the Planning Commission and City Council. Processing time between 16 and 20 weeks.
Specific Plan Amendment	Public hearing by both the Planning Commission and City Council. Processing time between 16 and 20 weeks.
Boundary Line Adjustment	Planning Director approval or public hearing before Planning Commission. Processing time between 6 and 8 weeks.

ENTITLEMENT APPROVAL PROCESS FOR SINGLE-FAMILY AND MULTI-FAMILY PROJECTS

Entitlement Approval Process
Planning & Redevelopment Department

ENTITLEMENT REVIEW STEPS

1. Submittal: Project applicant submits application to Planning Department via the Permit Center. Application must contain all information identified on the applicable submittal checklist.

2. Distribution: Within 5 working days from submittal, the application and project plans are distributed for review by City development departments, including Building, Engineering, Electric, Fire, Parks (if involving street medians or city-maintained property), and Environmental Utilities. Plans are also routed to outside agencies (e.g., PG&E, telephone, cable tv, resource agencies, etc.) for review and comment.

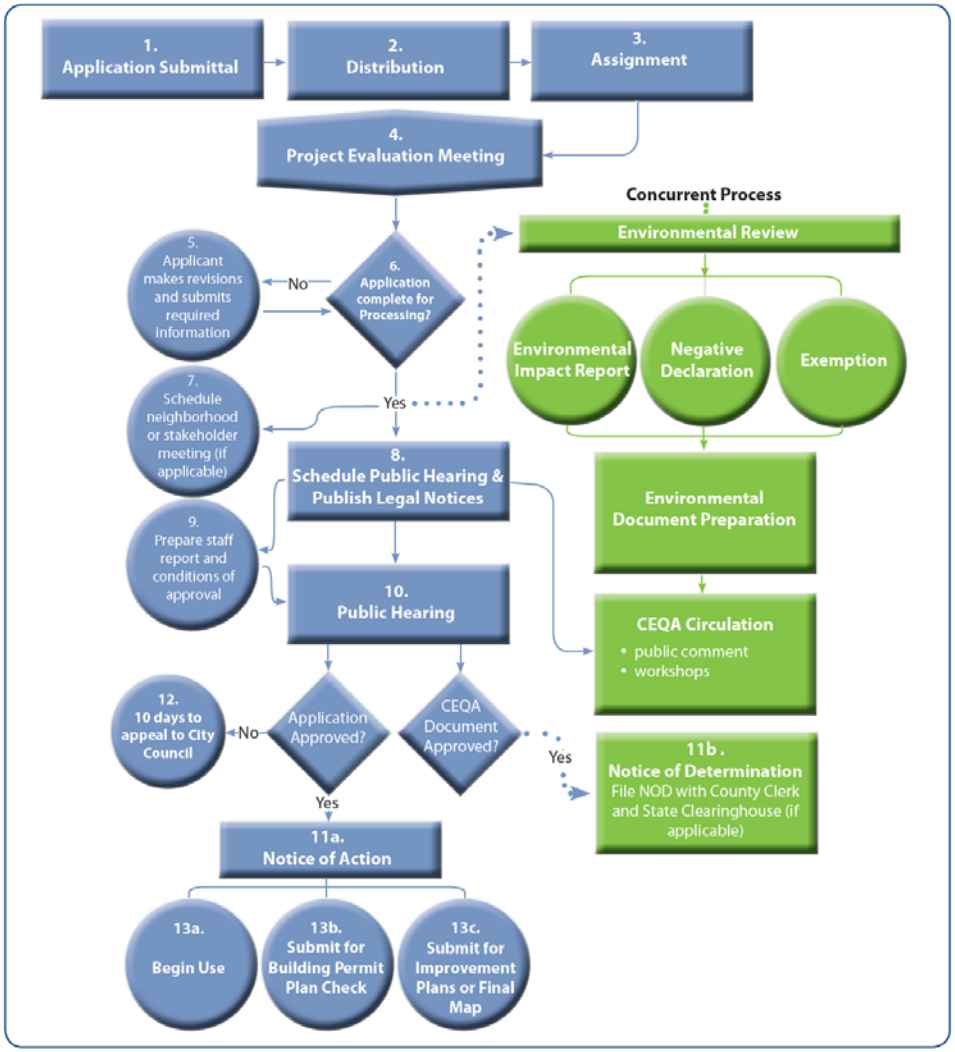
3. Assignment: Within 8 working days from submittal, the application is reviewed by a Senior Planner and assigned to a staff planner. The staff planner is the primary point of contact and is repsonsible for coordinating the City's response.

4. Project Evaluation Meeting: Within 30 calendar days from submittal, a Project Evaluation Meeting (PEM) is scheduled. The PEM is attended by representatives from each City department and the applicant's representative(s). The various departments discuss the project, give comments to the applicant, and suggest revisions to make the project conform to City standards. At the PEM, the City will notify the applicant if the application submittal is complete, and if not, will issue a letter identifying any information necessary to complete the application. More than one PEM may be necessary, depending on the size and scope of a project.

5. Resubmittal: If the application is incomplete or revisions are required, the applicant makes appropriate corrections and resubmits the requisite number of plans (as identified in the PEM letter) along with a letter describing any changes to the staff planner.

6. Application Formally Accepted: Following the final PEM and the submittal of all required information, the application is formally accepted as complete. Acceptance of the application initiates the timeframes required by the Permit Streamlining Act. Once the application has been deemed complete for processing purposes, the Planning Department performs an initial study to assess potential environmental impacts. This review will determine the appropriate environmental document.

7. Neighborhood Meeting: Some projects may require one or more presentations to various neighborhood associations, depending on the level of complexity and/or controversy.



8. Hearing Schedule, Legal Notices, and Environmental Document Posting: Once deemed complete, the application will be scheduled for hearing by the Planning Commission, Design Committee, or City Council (approving authority varies by entitlement). A 20-day notice of public hearing (and notice of availability of a Negative or Mitigated Negative Declaration, if applicable) is mailed to property owners within a 300-foot radius of the subject property, published in the newspaper, and posted in three conspicuous locations. If a Mitigated or Negative Declaration is required, the document is posted for a 20-day comment period (environmental documents requiring State Clearinghouse review are circulated for 30 days).

9. Staff Report Preparation: Once the hearing is scheduled and legal notices published, the staff planner will prepare the staff report and conditions of approval. Staff reports are published the Friday preceding the meeting date. The staff report provides a project description, discusses the comments and issues identified by the City, and lists the staff recommendations or options for the Commission/Committee action.

10. Commission/Committee/Council Action: Entitlements reviewed by the Commission, Design Committee, or City Council are discretionary actions. As such, the project may be approved or denied, or conditions of approval imposed. The Planning Commission also serves in advisory capacity to the City Council on General Plan and Zoning issues, and hears appeals of actions taken by the Planning Director on Administrative Permits. As the designated approving authority, actions on development entitlements by the Planning Commission or Design Committee are final unless appealed to the City Council.

11. Notice to Applicant & Notice of Determination: Following action by the Planning Commission or Design Committee, Planning staff will mail to the applicant an official notice of action that identifies the actions taken on the application, applicable expiration dates, and final conditions of approval. Within 5 days from the approval, Planning staff will send the Notice of (environmental) Determination, along with associated filing fees paid by the applicant, to the County Clerk.

12. Appeals: Applicants or other aggrieved persons may appeal the Planning Commission or Design Committee's decision to the City Council within 10 calendar days of the action. Appeals must be filed with the City Clerk with the associated appeal fee.

13. Begin Use / Submit for Building Permit: Following appeal period, an applicant may submit plans to the building and/or Engineering Department for plan check. If the approval is for a Conditional Use Permit, the applicant may begin the use.

DESIGN REVIEW PERMIT

A request for a design review permit requires one public hearing before the Design Committee with an estimated processing time of 12 weeks. The applicant or the applicant's representative must be present at the public hearing to answer questions.

New multi-family construction, as well as medium-density residential (single-family), is subject to design review permits. Single-family development lots (with the exception of medium-density residential) that comply with Zoning Ordinance standards do not require a design review permit. Design Review Standards help maintain the aesthetic nature of an area without requiring special or costly construction materials that would have an impact on housing affordability. Typical design review findings for all multi-family uses include provisions for adequate drainage, access for parking, pedestrian circulation and walks, loading areas, compatible building designs, colors, building height, and trash enclosures.

A Design Review Checklist thoroughly describes standards and provides clear and objective guidelines to facilitate approval certainty for applicants. Checklists are available at the City's Permit Center and online.

The City's design review permit process has not been found to negatively impact a project or hold up the processing of an application by requiring an applicant to appear before the Design Committee multiple times for project approval.

LARGE COMMUNITY CARE FACILITIES

Large community care facilities are described as a dwelling where nonmedical care is provided to no less than 7 and no more than 12 persons on a 24-hour basis and which is operated and occupied by the owners. Large community care facilities are licensed by the California Department of Social Services, permit no more than two persons per bedroom, and shall be designed so as to be compatible with the residential character of the neighborhood.

The particular conditions or use restrictions for group homes with six or more persons, as described above, should not have a negative effect on the development or conversion of residences to meet the needs of persons with disabilities or affect the provision of services on site.

Other City policies that strive to alleviate governmental constraints include (1) reduction in parking standards for projects which can demonstrate a reduced need for parking; (2) occupancy standards in the City's Zoning Code apply to unrelated adults in the same manner they apply to families; (3) community input for the approval of group housing where it is the same, within each zoning district, as other types of residential development; (4) unit size is not regulated or restricted by the City (any minimum unit size restrictions would be included in the Conditions, Covenants, and Restrictions of a subdivision mandated by the developer or the homeowners association within a custom home subdivision); and (5) commercial floor area ratios, in mixed-use projects, are not adversely affected by inclusion of a residential use.

The first plan review takes 3 weeks, with 1–2 weeks for any necessary follow-up review.

The City utilized the California Department of Housing and Community Development's analysis tool to incorporate the provisions of SB 520 and has added to its revision to the Zoning Ordinance to assist with reasonable accommodation.

Affordable Housing Goal

The City has a 10% Affordable Housing Goal. This is calculated based on the total residential units allocated to each specific plan area. The type of units, income ranges, and parcel-by-parcel obligations are specified within each specific plan area and their related development agreements. Developers of each of the designated affordable housing parcels are required to provide affordable housing pursuant to the terms of the specific plan development agreement. Prior to building permits being issued for affordable rental housing developments, developers are required to enter into regulatory agreements with the City, at which time Housing Division staff actively assists developers in acquiring appropriate and available subsidies for the construction of affordable housing.

The 10% Affordable Housing Goal, as set forth in each specific plan area, is not intended to be set as a maximum number of affordable units; rather, it is a minimum expectation for the production of affordable housing for households that cannot afford market-rate housing. If affordable housing developers were able to secure the financing to fund the land acquisition and construction of affordable housing on parcels not previously identified as required to produce affordable housing, the City would encourage the development without limitation. However, the affordable housing requirement imposed on any parcel assists future developers in negotiating with landowners a valuation that justifies the imposition of the affordable housing requirement, which is typically less than market value.

FLEXIBILITY FOR MOVEMENT OF AFFORDABLE HOUSING WITHIN SPECIFIC PLAN AREAS

Prior to the development of the West Roseville Specific Plan (WRSP), each plan area designated parcels that would have affordable housing obligations, identified as either rental or purchase housing. In order to move the affordable housing units from one parcel to another, or merge them on to one parcel, the movement of the affordable units would require a formal amendment process to both the specific plan and related development agreements, which was costly and time intensive.

With the implementation of the WRSP in 2003, the specific plan and its related development agreements provided flexibility to move the affordable housing units between the designated parcels by recording a Memorandum of Understanding, versus full amendments to the other formal agreements. The flexibility allows for developers of affordable housing to leverage the affordable housing "requirement" within the negotiations for securing the land, as well as collecting affordable housing obligations from one parcel to another, when developments conducive to 100% affordable housing financing, such as tax credits and bonds, will be used to develop the affordable housing units.

For a more detailed explanation of the affordable housing requirements of each specific plan and related development agreements, please refer to Planning Department documents located on the City's website, using the following link

http://www.roseville.ca.us/planning/planning_document_library/specific_plans/default.asp

Growth Management

The Growth Management Component of the Land Use Element views growth management as a means to proactively prepare for and manage growth. The key component of Roseville's growth management component is the comprehensive planning process, rather than the establishment of growth limitations. The Growth Management Component focuses on the development of performance standards rather than timelines or growth rates for future development. Performance standards exist for all residential and nonresidential projects within the City of Roseville.

Performance standards include items such as traffic circulation, landscape and lighting, parking, height restrictions, architectural design, and driveway locations. This approach has resulted in goals and policies that emphasize performance (e.g., maintaining levels of service, providing adequate park acreage, water, wastewater, electric, financing needed school facilities), rather than specific dates, growth rates, or buildout of existing plans. The performance standards provide the criteria for planning and managing growth by requiring the mitigation of growth impacts. The City has no ordinances restricting growth.

Much of the City's efforts are focused on comprehensive rather than incremental land use and facilities planning. The City currently has 14 specific plan areas that reflect the City's commitment and success in the management of growth. Each plan comprehensively plans and integrates the various elements of the area and provides detailed implementation strategies.

Implementation is secured through use of development agreements and the establishment of financing districts to ensure funding and maintenance of facilities and improvements, as well as construction of affordable units.

The limits identified in the Growth Management Component are based on estimated maximum level of development that the City can provide for and still maintain adequate service levels. Allowing development beyond the identified

limits could result in a lack of resources and reduced service levels, which have the potential to directly impact the health, safety, and welfare of Roseville residents.

The concept of linking growth management and the ability to provide adequate services is articulated throughout the goals and policies of the Growth Management Component, Policy 4.

The Growth Management Component of the General Plan will not affect the City's ability to accommodate its share of the Regional Housing Needs Allocation. The Growth Management Component should not impact the supply of housing, nor should it restrict the City's ability to accommodate its share of the regional housing need for the eight-year planning period of this Housing Element.

Subdivision Standards

The City's subdivision standards include provisions for increased lot densities and decreased curb/gutter/street widths to accommodate greater land use.

Consistent with SACOG's Blueprint Project and the City's Blueprint Implementation Strategies, the City is currently reviewing its standards to encourage reduced street widths and compact development to encourage mixed use and higher-density residential units.

The City's standards for off-site improvements are no more restrictive than those of surrounding jurisdictions and serve to encourage and facilitate compact development to increase the affordability of housing in Roseville.

Permits and Fees

City permits and fees create a significant impact on the cost of new residential housing development. The City has been proactive in making sure the fees collected will pay for the necessary infrastructure and services to maintain a high quality of life for the citizens. The City offers three programs to help ease the financial burden of development fees to assist with the development of affordable single-family and multi-family housing: (1) the Single-Family Fee Deferral Program allows the developer to defer most City-controlled development fees until issuance of the certificate of occupancy or until close of escrow; (2) the Commercial Fee Deferral Program allows developers of multi-family affordable projects to defer most City-controlled development fees until issuance of the certificate of occupancy; and (3) the City's partnership with the California Statewide Communities Development Authority (CSCDA) allows developers to apply for the Statewide Communities Infrastructure Program (SCIP), which allows the financing of fees (over a 30-year period) that would otherwise be due at building permit issuance.

Table X-36 lists the estimated fee comparisons for Roseville and surrounding jurisdictions for single-family and multi-family development based on a study completed in 2012.

There are several development fees that apply to all new residential construction in Roseville. Each development fee is calculated individually and is based on factors such as type of project, construction valuation, square footage, and use, or a flat rate may be applied. There are no special or reduced development fee rates for affordable housing projects; however, the City does offer the fee deferral and financing programs mentioned earlier. Traffic fees and the Placer County Capital Facilities fee have reduced rates for age-restricted housing.

Building permit fees that are calculated on a flat-rate basis exert a heavier burden on smaller housing units, such as apartments and condominiums, than on larger single-family units. Since the cost is the same, regardless of size, the fee per square foot is much higher for a small dwelling as compared to a larger dwelling. Although several of the fees take this into consideration, the cost per square foot is still typically higher for apartments, condominiums, and small single-family dwellings than for larger single-family homes. Unlike market-rate homes and apartments, affordable units that must meet guidelines for purchase or rental price cannot pass along the higher cost per square foot to the buyer or renter. The City's policy is not to waive fees, as noted above; however, the City does offer the fee deferral and fee financing programs to assist affordable housing developers with payment of fees. Permit processing procedures and timelines are outlined below.

The City's 10% Affordable Housing Goal seeks to reduce the cost constraints associated with affordable housing production. The City's specific plan process includes the objective of satisfying the affordable housing goal by providing specific parcels in each specific plan area (SPA) with affordable housing obligations. The cost of parcels with affordable housing obligations are below market rate and may, by reducing or removing Mello-Roos bonds, further ensure affordability for renters or homebuyers.

Table X-36 | Residential Fee Comparison By City

Fee/Tax	Roseville		Rocklin		Lincoln		Placer County		Elk Grove	
	SF	MF	SF	MF	SF	MF	SF	MF	SF	MF
Processing Fees										
Building Permit Fees	$1,522	$687	$1,470	$180	$1,640	$300	$2,430	$1,150	$4,400	$470
Plan Review Fee (Building & Planning)	$977	$750	$1,070	$130	$1,060	$190	$1,180	$480	$70	
Long-Range Planning Fee			$750						$50	$20
Strong Motion	$47	$15			$20	$10	$30	$10		
IT Recovery Fee									$90	$30
Other	$10			$130	$30	$30	$700	$330	$150	$80
Development Impact Fees										
Drainage	$406	$335	$0	$0	$2,800	$670	$220	$220	$2,960	$900
Health/Social Services	$0	$0	$0	$0	$7,180	$5,200	$0	$0	$0	$0
Affordable Housing									$4,540	$2,260
Admin							$100	$80	$0	$0
Library							$1,240	$990	$0	$0
Public Facilities	$4,385	$2,209	$6,610	$3,900	$1,900	$1,340	$3,720	$2,650	$2,430	$1,720
Fire	$1,134	$370	$0	$0	$0	$0	$1,470	$570	$1,730	$1,140
Parks/Open Spaces	$5,239	$2,506	$2,700	$2,370	$450	$320	$4,040	$2,940	$0	$0
Solid Waste	$410	$140	$0	$0	$90		$0	$0	$0	$0
Roadway	$3,070	$1,885	$5,690	$3,860	$1,390	$4,230	$4,890	$3,000	$7,050	$4,910
Sewer (Reg & Local)	$6,857	$6,857	$9,030	$9,030	$8,460	$6,760	$8,600	$8,600	$10,450	$6,340
Water	$6,551	$6,550	$16,210	$9,180	$17,890	$16,230	$16,210	$9,180	$14,310	$8,550
Other	$180	$50	$2,460	$910	$570	$520	$0	$0	$0	$0
Plan Area Impact Fees										
Parks		$1,800	$3,820	$2,210			$8,150	$6,040	$13,270	$8,850
Admin							$890	$660		
General Fund Contribution	$1,060	$700								
Public Benefit Fee	$1,280	$845								
Air Quality Fee	$220	$190								
Corporation Yard							$2,030	$1,500		
Government Center							$1,170	$870		
Police							$830	$610		
Fire							$1,030	$1,030		

Table X-36 | Residential Fee Comparison By City

Fee/Tax	Roseville		Rocklin		Lincoln		Placer County		Elk Grove	
	SF	MF	SF	MF	SF	MF	SF	MF	SF	MF
On-Site Right-of-Way							$1,410	$1,040		
Transit	$60	$60					$570	$450		
Roadway	$180	$175	$2,560	$1,670						
Water	$150	$13								
School Impact Fee										

Table X-36 | (Continued) Residential Fee Comparison By City

Fee/Tax	Roseville		Rocklin		Lincoln		Placer County		Elk Grove	
	SF	MF	SF	MF	SF	MF	SF	MF	SF	MF
School District #1	$4,720	$5,860	$6,530	$2,520	$9,260	$3,580	$7,630	$2,950	$9,500	$3,670
School District #2	$7,213	$3,250								
CFD and Special Taxes										
Infrastructure CFD	$21,400	$8,230	$23,090	$1,080					$22,360	$14,910
School CFD			$9,670	$4,930	$17,310	$6,690			$2,700	$1,620
Developer Contribution	$7,140	$5,000					$21,170	$14,820		
Total	**$74,211**	**$48,477**	**$91,660**	**$42,100**	**$70,050**	**$46,070**	**$89,710**	**$60,170**	**$96,060**	**$55,470**

2012 DEVELOPMENT IMPACT FEE SUSPENSION AND ADJUSTMENTS

In May 2012, the City Council approved the suspension of the Construction Cost Index inflationary adjustment on six of the City's development impact fees. The ordinance was effective July 1, 2012, and the following six development impact fees will remain at 2008 levels:

1 Pleasant Grove/Curry Creek Watershed Drainage Mitigation Fee

2 Public Facilities Fee

3 Animal Control Facility Fee

4 Special Area Water Fee

5 Local Sewer Connection Fee

6 Electric Backbone Mitigation Fee

The City's Traffic Mitigation Fee (TMF) is not adjusted for inflation this year, as the City Council approved a comprehensive update earlier this year. The net result of the TMF update is an average fee reduction of approximately $1,300 per unit. The new TMF fee structure was effective July 1, 2012.

As required by City ordinance, the following development impact fees are adjusted for inflation on July 1 of each year. The annual inflationary adjustment is based on the costs of materials and construction during the past year as tracked

by the Construction Cost Index (CCI). For the year 2012, the inflationary adjustment was 2.5%. Building permits for new construction issued after July 1, 2012, are subject to the adjustment on the following six impact fees:

1 Dry Creek Watershed Drainage Fees

2 Regional Sewer Connection Fee

3 Water Connection Fee (3% per ordinance)

4 Highway 65 JPA Fees

5 Neighborhood and Community Park Fee

6 Citywide Park Fee

Building Codes

To provide construction standards for the creation of efficient housing units, the City adopted the 2010 California Building Code based on the 2009 International Building Code with amendments updating the energy-efficient standards, 2010 California Plumbing Code based on the 2009 Uniform Plumbing Code, 2010 Mechanical Code based on the 2009 Uniform Mechanical Code, 2010 California Electrical Code based on 2008 National Electric Code, the 2010 Energy Code, and the 2010 California Fire Code based on the 2009 International Fire Code with City of Roseville amendments.

The City enforces building codes for existing units, new construction, and residential rehabilitation. Code enforcement is aimed primarily at new construction and remodeling through the permit process, and in older units in response to complaints. The City attempts to find a balance between ensuring that housing is safe and avoiding the potential loss of affordable housing units through unnecessarily strict enforcement practices. Based on discussions with the City's Building Department, there is no indication that code enforcement practices unduly penalize older dwellings or inhibit rehabilitation. Building inspectors who find older residential units in need of repair notify the Housing Division to determine if repairs may be made through the City's Housing Rehabilitation Program.

In order to assist developers with tax-exempt bond financing, the City has joined the California Statewide Communities Development Authority and the ABAG Finance Authority for Nonprofit Corporations.

NON-GOVERNMENTAL CONSTRAINTS

Land Costs

Land costs are one of the major components of housing development costs. While land prices increased rapidly two planning periods ago, current land prices have declined during the economic recession that has affected housing and building nationwide. Land costs in the next several years may actually help keep the cost of some new housing affordable. While rising land costs tend to directly increase housing costs, declining land costs should give developers more options in serving the affordable housing market segment, recognizing that some land currently held by developers was purchased at substantially higher prices than may be the case now.

Data gathered from Trulia.com and Realtor.com in November 2012 indicates that land in Roseville ranges from $149,000 for 0.3 acre to 798,000 for 18.4 acres. See the listings below.

Lot Size Listing Price

0.3 acre	$149,000
0.4 acres	$399,000
0.46 acres	$233,999
2.4 acres	$400,000
3 acres	$245,000
18.4 acres	$798,000

Construction Costs

The cost of construction depends primarily on the cost of materials and labor, which are influenced by market demand. The cost of construction will also depend on the type of unit being built and on the quality of product being produced. The cost of labor is based on a number of factors, including housing demand, the number of contractors in the area, and the unionization of workers.

A reduction in construction costs can be brought about in several ways. A reduction in amenities and quality of building materials in new homes (still above the minimum acceptability for health, safety, and adequate performance) may result in lower sales prices. State housing law provides that local building departments can authorize the use of materials and construction methods if the proposed design is found to be satisfactory and the materials or methods are at least equivalent to that prescribed by the applicable building codes.

In addition, prefabricated, factory-built housing may provide lower-priced products by reducing labor and material costs. As the number of units built at once increases, savings in construction costs over the entire development are generally realized as a result of an economy of scale, particularly when combined with density bonus provisions.

Using current pricing sources, the average cost for a newly constructed 2,000-square-foot single-family home (not including land) in the City of Roseville would be approximately $300,000 (Building-cost.net 2012).

Availability of Financing

Interest rates are determined by national policies and economic conditions, and there is little that local governments can do to affect these rates. Jurisdictions can, however, offer interest rate write-downs to extend home purchase opportunities to lower-income households. In addition, government-insured loan programs may be available to reduce mortgage down payment requirements.

The subprime mortgage crisis that hit in 2007 chilled financial markets and eliminated the opportunity for many first-time homebuyers to secure financing for home purchases as money lending tightened. The crisis triggered a meltdown in the real estate market as housing values tumbled, vexing the efforts of those holding subprime loans to refinance as loan rates adjusted upward. The inability to refinance many of these subprime loans led to a large increase in bank foreclosures and loan defaults.

Interest rates at the present time are not a constraint to affordable housing. Financing for both construction and long-term mortgages is generally available in Roseville subject to normal underwriting standards. A more critical impediment to homeownership involves both the affordability of the housing stock and the ability of potential buyers to fulfill down payment requirements. Conventional home loans typically require 5% to 20% of the sales price as a down payment, which is the largest constraint to first-time homebuyers. This indicates a need for flexible loan programs and a method to bridge the gap between the down payment and a potential homeowner's available funds. The availability of financing for developers under current economic conditions may also pose a constraint on development outside of the City's control.

APPENDICES

Appendix A Public Outreach

CITY OF ROSEVILLE CALIFORNIA

HOUSING ELEMENT UPDATE

The City of Roseville is inviting the public to participate in a workshop to discuss the update of the Housing Element of the General Plan.

The purpose of the Housing Element is to identify and analyze existing and projected housing needs in order to preserve, improve and develop housing for all economic segments of the community.

In addition, we are also interested in the special housing needs of large families, disabled, developmentally disabled, female headed households, homeless, and seniors.

Your participation in the Housing Element update process is very important to ensure a comprehensive update.

DATE: Tuesday, October 16, 2012

Two meeting times are being offered in order to allow as many as possible to participate.

TIMES: 2 p.m. to 4 p.m. or 7 p.m. to 9 p.m.

LOCATION: City of Roseville
Civic Center – Meeting Rooms 1 & 2, 311 Vernon Street, Roseville
(Free parking available across the street in the Parking Garage)

If you are unable to attend one of the two meetings and would like to provide input, written comments may be submitted to: **Jan Shonkwiler**, Housing Manager, City of Roseville, 311 Vernon Street, Roseville, CA 95678. E-mail: **jshonkwiler@roseville.ca.us**

If you have questions regarding the meeting or require special accommodations, please contact **Jan Shonkwiler**, Housing Manager at **(916) 774-5273.**

EQUAL HOUSING OPPORTUNITY

The current Housing Element 2008 – 2013 can be found on our website:
http://www.roseville.ca.us/housing/housing_element.asp

WORKSHOP FLYER



WORKSHOP NOTICE

16475532

NOTICE OF PUBLIC WORKSHOP

16475532

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CITY OF ROSEVILLE

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311 VERNON STREET, ROSEVILLE
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Jan Shonkwiler, Housing Manager
City of Roseville
311 Vernon Street
Roseville, CA 95678
jshonkwiler@roseville.ca.us

If you have questions regarding the meeting or require special accommodations, please contact Jan Shonkwiler, Housing Manager at (916)774-5273.

EQUAL HOUSING OPPORTUNITY

PUBLISHED IN ROSEVILLE PRESS TRIBUNE: OCTOBER 12, 2012

The above space is reserved for Court/County Filed Date Stamp

PROOF OF PUBLICATION
(2015.5 C.C.P.)

STATE OF CALIFORNIA
County of Placer

I am a citizen of the United States and employed by a publication in the County aforesaid. I am over the age of eighteen years, and not a party to the mentioned matter. I am the principal clerk of the **Roseville Press Tribune**, a newspaper of general circulation, in the **City of Roseville**, which is printed and published in the **County of Placer**. This newspaper has been judged a newspaper of general circulation by the Superior Court of the State of California, in and for the **County of Placer**, on the date of November 13, 1951 (Case Number 16996). The notice, of which the attached is a printed copy (set in type not smaller than nonpareil) has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

OCTOBER 12

I certify, under penalty of perjury, that the foregoing is true and correct.

Terry Clark

Dated in Roseville, California
OCTOBER 12, 2012

PROOF OF PUBLICATION
ROSEVILLE PRESS TRIBUNE
188 Cirby Way
Roseville, CA 95678

16493513

NOTICE OF DOCUMENT AVAILABILITY

16493513

NOTICE OF DOCUMENT AVAILABILITY

Notice is hereby given that the City of Roseville has completed the 2013 - 2021 draft update to the Housing Element of the General Plan which is now available for public review and comment.

The 2013 - 2021 Draft Housing Element update may be reviewed at the City of Roseville Permits Center, 311 Vernon Street, during normal business hours. Copies of the Draft Housing Element update will also be available for public review online by following the link at: http://www.roseville.ca.us/housing/housing_element.asp

The Housing Element is required to identify and analyze existing and projected housing needs in order to preserve, improve and develop housing for all economic segments of the community.

The Housing Element update will cover the City's housing policies, goals and objectives for the eight-year planning period 2013 through 2021. The updated Housing Element will also address the following topics required by State law:

- An evaluation of accomplishments under the 2008 - 2013 adopted Housing Element;
- A statement of the Housing Plan to address the City's identified housing needs, including housing goals, policies, and programs;
- An analysis of the City's demographic profile, housing characteristics, and existing and future housing needs;
- An evaluation of the land, financial, and organizational resources available to address the City's identified housing needs and goals; and
- An analysis of market, governmental, and non-governmental constraints affecting the production of housing.

All interested parties are invited to review the draft document and express their opinions. The public comment period is sixty (60) days and will close on **May 1, 2013**. If you have any questions or written comments, please contact Jan Shonkwiler, Housing Manager (916) 774-5273 or Kathy Pease, Senior Planner (916) 774-5434, at 311 Vernon Street, Roseville, CA 95678; or by e-mail at jshonkwiler@roseville.ca.us or kpease@roseville.ca.us

Dated: February 25, 2013

EQUAL HOUSING OPPORTUNITY

PUBLISHED IN ROSEVILLE PRESS TRIBUNE: MARCH 1, 2013

RECEIVED
MAR - 8 2013
HOUSING

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PROOF OF PUBLICATION
(2015.5 C.C.P.)

STATE OF CALIFORNIA
County of Placer

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MARCH 1

I certify, under penalty of perjury, that the foregoing is true and correct.

Terry Clark

Dated in Roseville, California
MARCH 1, 2013

PROOF OF PUBLICATION
ROSEVILLE PRESS TRIBUNE
188 Cirby Way
Roseville, CA 95678

WORKSHOP INVITEES

Placer Collaborative Network (PCN) Members

PCN Members
A Touch of Understanding
Acres of Hope
Advocates for Mentally Ill Housing, Inc
Alcoholics Anonymous Public Info
Alzheimer's Association
American Red Cross
American Red Cross Capital Region Chapter
AMIH/ASOC
Antelope Upper Room Ministry
APC
Auburn Interfaith Food Closet
Auburn Presbyterian Church
Auburn Union School District
Bayside Church
Big Brothers Big Sisters of Greater Sacramento
Black Child Development Institute (BCDI) - Sacramento Affiliate
Bobbiey's Foundation
Bouchard Communications Group
Boys & Girls Club of Auburn
C Horse Ranch
California Clothing Recylers
California Coalition For Youth
CalVet
CAN-Act
CASA of El Dorado County
CCFAA -Alcoholics Anonymous
Chana High School Expectant & Parenting Teen Program
Chapa-De Indian Health Program, INC.
Child Abuse Prevention Council of Sacramento
Child Advocates of Placer County - CASA
City of Auburn - City Hall
City of Lincoln
City of Rocklin
City of Rocklin Dept of Recreation
City of Roseville
Clean & Sober Detox
Clover Valley Foundation
Coalition For Placer Youth

PCN Members
Communication Resources for Schools
Community Collaborative of Tahoe Truckee
Community Recovery Resources (CoRR)
Community Renewal Project
Community Resources Council dba Placer Food Bank
CoRR Community Recovery Resources
Domestic Violence Intervention Center
Eagle Recovery
First 5 Placer
First Methodist Church of Loomis
First Methodist Church of Rocklin
First Presbyterian Church of Roseville
Franny's House
Full Circle Treatment Center
Full Circle Treatment Center
FYI Drug Screening
GiveLocalNow
Glorywriters
Golden Sierra Job Training Agency
Golden Sierra Life Skills
Golden Sierra Workforce Connection
Grace Church Office
Grace Lutheran
Gracepoint Clinic
GracePoint Community Clinic
Health Kids Concepts
Hip Hop Congress
Hispanic Empowerment Association of Roseville
HomeAid Sacramento
HOPE Counseling Center
Hope Help & Healing Discipleship Homes
jdcPartnerships
Junior Achievement of Sacramento
Kaiser Permanente
Keaton Raphael Memorial
KidsFirst (CAPC Placer)
KidZKount Placer Community Action Council Inc.
Koinonia Crisis Resolution Center
Koinonia Family Services
Koinonia Foster Homes
Latino Leadership Council

PCN Members
Legal Services of Northern CA
Lighthouse Counseling & Family Resource Center
Lilliput Children's Services
Lincoln Episcopal
Lincoln Police Department
Literacy Support Council of Placer County
Loomis Unified School District
Lu and Associates
Luia Palau Season of Service
NAMI Placer County
Native Network
New Faith United Church of Christ
New Leaf Counseling Services
New Mourning Counseling
New Vision
Nonprofit Resource Center
North Roseville REC Center
Oakmont High School
Our Lady Of Victory Educati
Pacific Chapter of the Neuropathy Association
Partners in Care
PEACE for Families
People Reaching Out
Placer Adult Literacy Service
Placer ARC (Advocacy, Resources & Choices)
Placer Caring Connection
Placer Children's Health Initiative
Placer Co. Immunization Program
Placer Community Action Council (KidzKount)
Placer Community Foundation
Placer County
Placer County AOD Program
Placer County ASOC
Placer County Business Advantage Network
Placer County CCS
Placer County CHDP
Placer County Health & Human Services Adult System of Care
Placer County Health & Human Services Children's System of Care
Placer County Health & Human Services Dept
Placer County Health and Human Services/ASOC
Placer County HHS

PCN Members
Placer County HHS & WIC
Placer County Network Of Care
Placer County Office of Education
Placer County Office of Education Child Care Services
Placer County Peer Court
Placer County SELPA
Placer County Sheriff's Dept
Placer County Superior Court
Placer County Youth Commission
Placer Dispute Resolution Service
Placer Food Closet Collaboration
Placer Independent Resource Services
Placer Independent Resource Services (PIRS)
Placer Maternal Depression Task Force
Placer Multi-Disciplinary Interview Center
Placer Nature Center
Placer People of Faith Together
Placer School for Adults
Placer SPCA
Placer Sustain
PlacerArts (Arts Council of Placer County)
PlacerGrown
Planned Parenthood Mar Monte
PRIDE Industries
PRIDE Industries Foundation
Project GO, Incorporated
RJUHSD
Rocklin Unified School District
Roseville Home Start, Inc.
Roseville Housing Authority
Roseville Joint Union High School District
Russian American Media
Sacramento Region Community Foundation
Saint Anna Greek Orthodox Church of Roseville
Seniors First
Shafer Law Group
Shepherd of the Sierra Presbyterian Church
Sierra College
Sierra Council on Alcoholism & Drug Dependence
Sierra Family Services
Sierra Foothills AIDS Foundation

PCN Members
Sierra Forever Families
Sierra Mental Wellness Group
Sierra Native Alliance
Sisters of Mercy of the Americas
Small Business California
Society of St Vincent de Paul
Sunset Oaks Adventist Church
Sutter Auburn Faith Hospital
Sutter Center for Psychiatry
Sutter Health Sac Sierra Region
Sutter Health Sacramento Sierra Region
Talance, Inc.
The Effort, Inc.
The Gathering Inn
The Lazarus Project Inc
The League of Children Services
The Wilderness Institute
Town of Loomis Administrative Center
Turning Point Community Programs
UC Cooperative Extension - Nutrition BEST
United Way California Capital Region
Unity Care Group
Valley Vision
Volunteers of America Supportive Services for Veteran Families
WarmLine Family Resource Center
Western Placer Consolidated Transportation Services Agency
Whole Person Learning
Women’s Empowerment
WPUSD
Youth Empowerment Support

Placer Consortium on Homelessness (PCOH)

PCOH Member
Adult System of Care
Adventist Community Services
AMI Housing
Board of Supervisors
City of Lincoln
City of Rocklin
City of Roseville
HomeAid Sacramento
Hope, Help & Healing
Legal Services of Northern California
PEACE for Families
PIRS
Placer People of Faith Together
Re-Entry Program
Roseville Home Start
Sierra Foothills AIDS Foundation
St. Vincent de Paul of Lincoln
St. Vincent de Paul of Roseville
The Gathering Inn
The Lazarus Project
The Salvation Army

Appendix B Placer County Homeless Resources

(1)	(2) Prevention					(3) Outreach			(4) Supportive Services									
Provider Organizations	Mortgage Assistance	Rental Assistance	Utilities Assistance	Counseling/Advocacy	Legal Assistance	Street Outreach*	Mobile Clinic	Law Enforcement	Case Management	Life Skills	Alcohol & Drug Abuse	Mental Health Counseling	Healthcare	HIV/AIDS	Education	Employment	Child Care	Transportation
Ackerman Elementary School District (SD)				X		X			X	X	X	X	X		X		X	X
Acres of Hope				X					X	X		X					X	X
Adventure Christian Church			X								X							
Advocates for Mentally Ill Housing, Inc. (AMIH)				X						X						X		
Alta Dutch Flat SD				X		X			X	X	X	X	X		X		X	X
Auburn Family Resource Center				X		X			X	X		X			X	X		
Auburn Parole and Community Partnership Parolee Meetings				X				X		X						X		
Auburn Union SD				X		X			X	X	X	X	X		X		X	X
Boys and Girls Club of Auburn				X						X					X		X	
Chana Teen Parenting Center				X					X	X	X	X			X	X	X	X
Child Abuse Prevention Council of Placer County				X		X			X	X		X			X	X		
City of Roseville	X	X	X	X				X								X	X	X
Colfax Community Resource Center				X		X			X	X		X			X	X		
Colfax Elementary SD				X		X			X	X	X	X	X		X		X	X
Crisis Resolution Center, Koinonia Foster Family Agency				X					X	X	X				X			
Day Reporting Center, Placer County Probation Department				X														
Dry Creek Joint SD				X		X			X	X	X	X	X		X		X	X
Eureka Union SD				X		X			X	X	X	X	X		X		X	X
Foothills Habitat for Humanity				X														
Foresthill Union SD				X		X			X	X	X	X	X		X		X	X
Golden Sierra Job Training Agency		X	X	X					X						X	X		X
Golden Sierra Life Skills		X							X	X	X			X	X			
Hope, Help, and Healing Inc.		X		X	X				X	X	X				X	X		X
Housing Alliance of Placer (HAP)		X	X	X		X			X	X								
Kings Beach Family Resource Center		X	X	X	X			X	X	X			X		X	X	X	X
Legal Services of Northern California				X	X													
Lighthouse Counseling and Family Resource Center				X					X	X		X						

(1)	(2) Prevention					(3) Outreach			(4) Supportive Services									
Provider Organizations	**Mortgage Assistance**	**Rental Assistance**	**Utilities Assistance**	**Counseling/Advocacy**	**Legal Assistance**	**Street Outreach***	**Mobile Clinic**	**Law Enforcement**	**Case Management**	**Life Skills**	**Alcohol & Drug Abuse**	**Mental Health Counseling**	**Healthcare**	**HIV/AIDS**	**Education**	**Employment**	**Child Care**	**Transportation**
Loomis Union SD				X		X			X	X	X	X	X		X		X	X
Mentors Assisting Peers (MAP)				X						X								
NAMI – Placer County		X	X	X				X							X			X
Newcastle Elementary SD				X		X			X	X	X	X	X		X		X	X
New Leaf			X	X					X	X	X			X	X		X	X
Ophir Elementary SD				X		X			X	X	X	X	X		X		X	X
PEACE for Families				X	X				X	X	X	X			X	X	X	X
Penryn Elementary SD				X		X			X	X	X	X	X		X		X	X
Placer Adult Literacy Services (PALS)				X						X					X			
Placer Adult School										X					X			
Placer Caring Connection, Auburn Presbyterian Church				X		X												
Placer County Department of Health and Human Services																		
Adult System of Care		X		X		X		X	X	X	X	X	X	X	X	X		X
Children's System of Care	X	X	X	X					X	X	X	X	X		X		X	X
Community Clinics				X									X	X	X			
Community Health				X		X			X				X	X				
Human Services		X	X	X		X			X	X			X			X	X	X
Placer County Office of Education				X		X			X	X	X	X	X		X	X	X	X
PCOE Child Development Services				X											X		X	
Placer County Redevelopment Agency	X																	
Placer County Veterans Services				X														
Placer Hills Union SD				X		X			X	X	X	X	X		X		X	X
Placer Housing Alliance				X														
Placer Independent Resource Services (PIRS)				X					X	X								
Placer Union High SD				X		X			X	X	X	X	X		X	X	X	X
PRIDE Industries, Inc.				X						X						X		X
Project GO			X															
Project M.A.N.A.				X		X				X								
Re-Entry Program		X				X			X	X						X		
Rocklin Unified SD				X		X			X	X	X	X	X		X	X	X	X
Roseville City SD				X		X			X	X	X	X	X		X		X	X

(1)	(2) Prevention					(3) Outreach			(4) Supportive Services									
Provider Organizations	**Mortgage Assistance**	**Rental Assistance**	**Utilities Assistance**	**Counseling/Advocacy**	**Legal Assistance**	**Street Outreach***	**Mobile Clinic**	**Law Enforcement**	**Case Management**	**Life Skills**	**Alcohol & Drug Abuse**	**Mental Health Counseling**	**Healthcare**	**HIV/AIDS**	**Education**	**Employment**	**Child Care**	**Transportation**
Roseville Family Resource Center				X		X			X	X		X			X	X		
Roseville Home Start, Inc.	X	X	X	X	X				X	X	X	X	X	X	X	X	X	X
Roseville Joint Union High SD				X		X			X	X	X	X	X		X	X	X	X
Roseville Police Department				X				X		X								X
Tahoe Women's Services		X	X	X	X			X	X	X		X			X	X		X
The Gathering Inn				X	X	X		X	X	X	X	X				X		X
The Lazarus Project									X	X	X	X				X		X
The Salvation Army Auburn	X	X	X	X				X	X	X				X				X
The Salvation Army Roseville	X	X	X	X		X			X	X								
The Way Ministries						X	X		X									
St. Vincent de Paul		X	X	X		X			X	X	X		X					
Salt Mine	X	X		X		X					X				X	X		X
Seniors First/Seniors Link				X				X										
Sierra Council on Alcohol and Drug Dependence (SCOADD)				X					X	X	X	X	X	X		X	X	X
Sierra Family Services				X					X	X	X	X		X	X		X	X
Sierra Family Services Tahoe				X					X	X	X	X		X	X			
Sierra Foothills AIDS Foundation	X	X	X	X					X	X	X	X		X	X			X
Superior Court – Family Law Facilitators Office					X													
Superior Court – High Conflict (STEP) Program				X	X				X	X	X				X			
Tahoe-Truckee Unified SD				X		X			X	X	X	X	X		X	X	X	X
US Department of Veterans Affairs, Auburn Clinic				X							X	X	X		X			X
Western Placer Unified SD				X		X			X	X	X	X	X		X	X	X	X
What Would Jesus Do?				X		X	X		X	X			X					X
Whole Person Learning		X	X	X					X	X					X	X		X

Source: Placer Consortium on Homelessness 2007 Continuum of Care Exhibit 1.

Appendix C Sites Maps

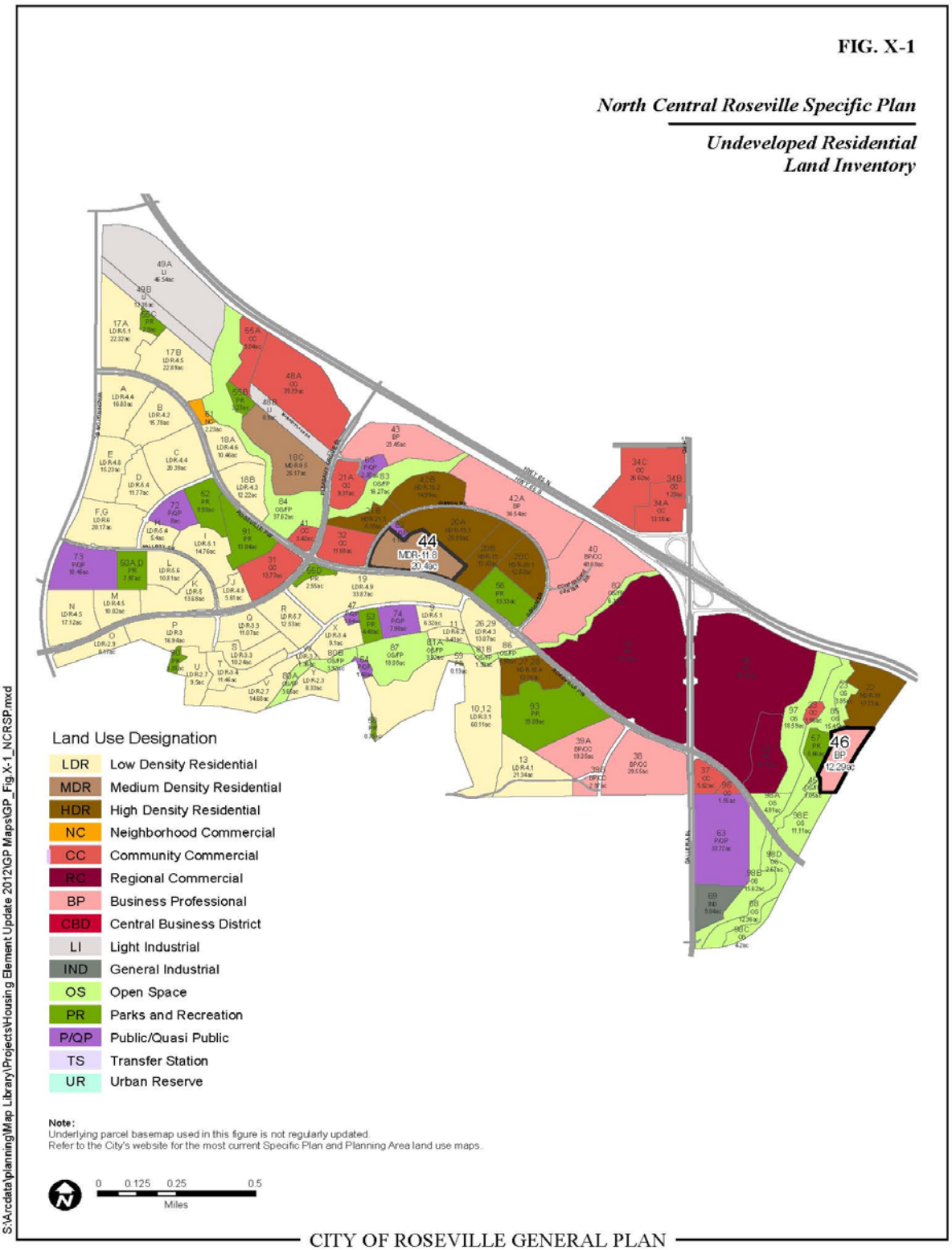
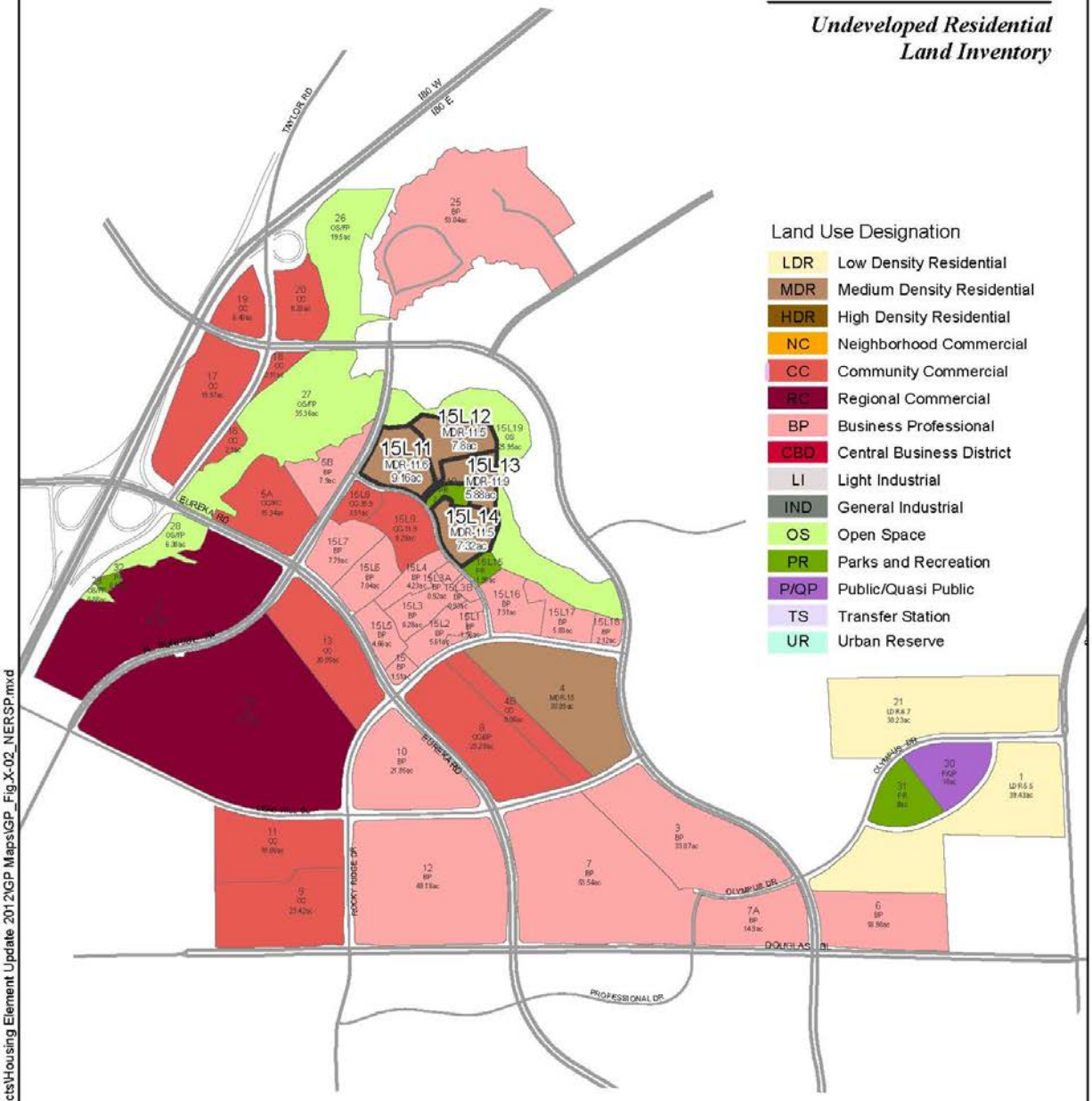


FIG. X-2

Northeast Roseville Specific Plan

Undeveloped Residential Land Inventory



Note:
Underlying parcel basemap used in this figure is not regularly updated.
Refer to the City's website for the most current Specific Plan and Planning Area land use maps.

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Miles

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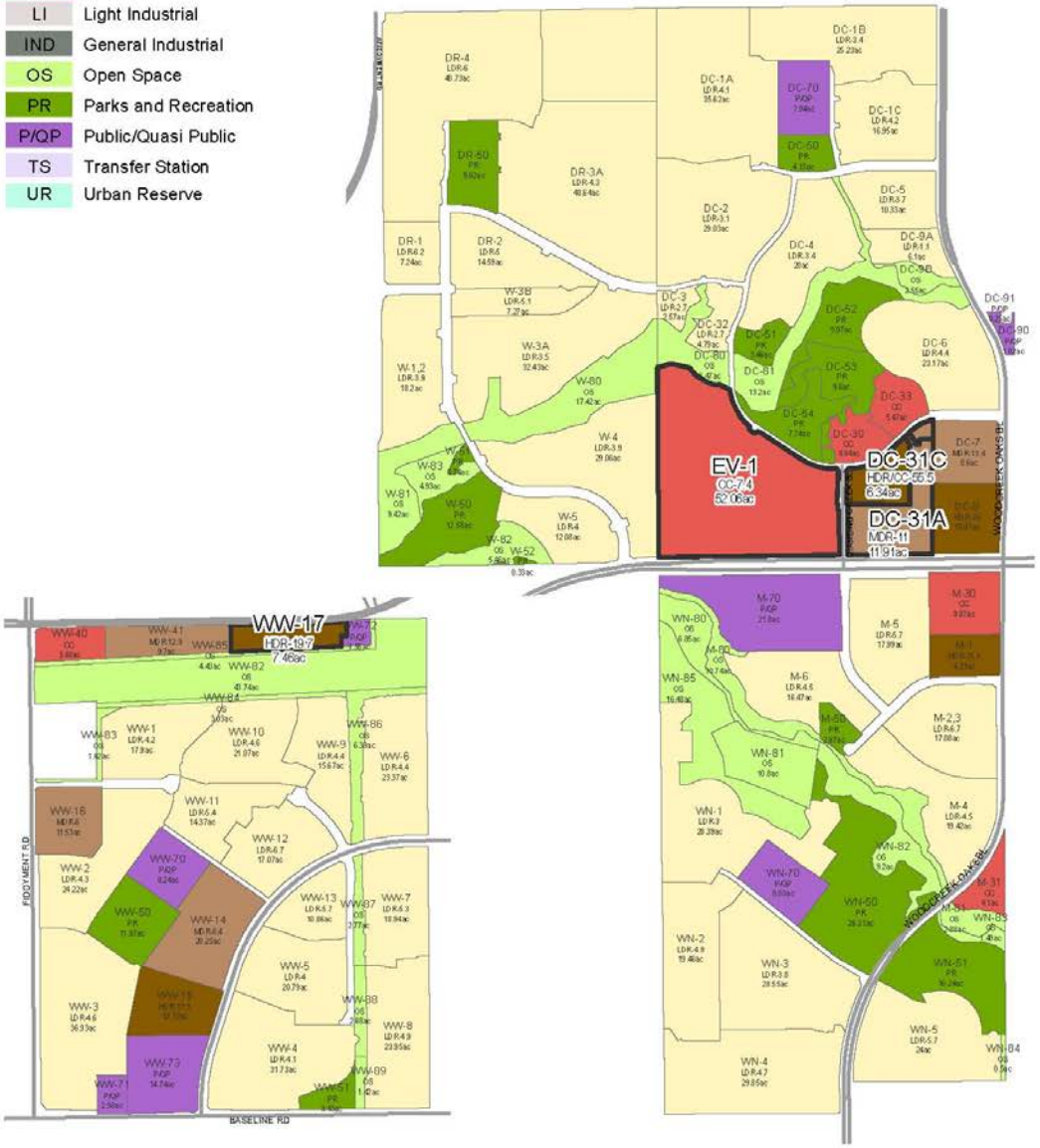
FIG. X-3

North Roseville Specific Plan

Undeveloped Residential Land Inventory

Land Use Designation

LDR	Low Density Residential
MDR	Medium Density Residential
HDR	High Density Residential
NC	Neighborhood Commercial
CC	Community Commercial
RC	Regional Commercial
BP	Business Professional
CBD	Central Business District
LI	Light Industrial
IND	General Industrial
OS	Open Space
PR	Parks and Recreation
P/QP	Public/Quasi Public
TS	Transfer Station
UR	Urban Reserve



Note:
Underlying parcel basemap used in this figure is not regularly updated.
Refer to the City's website for the most current Specific Plan and Planning Area land use maps.

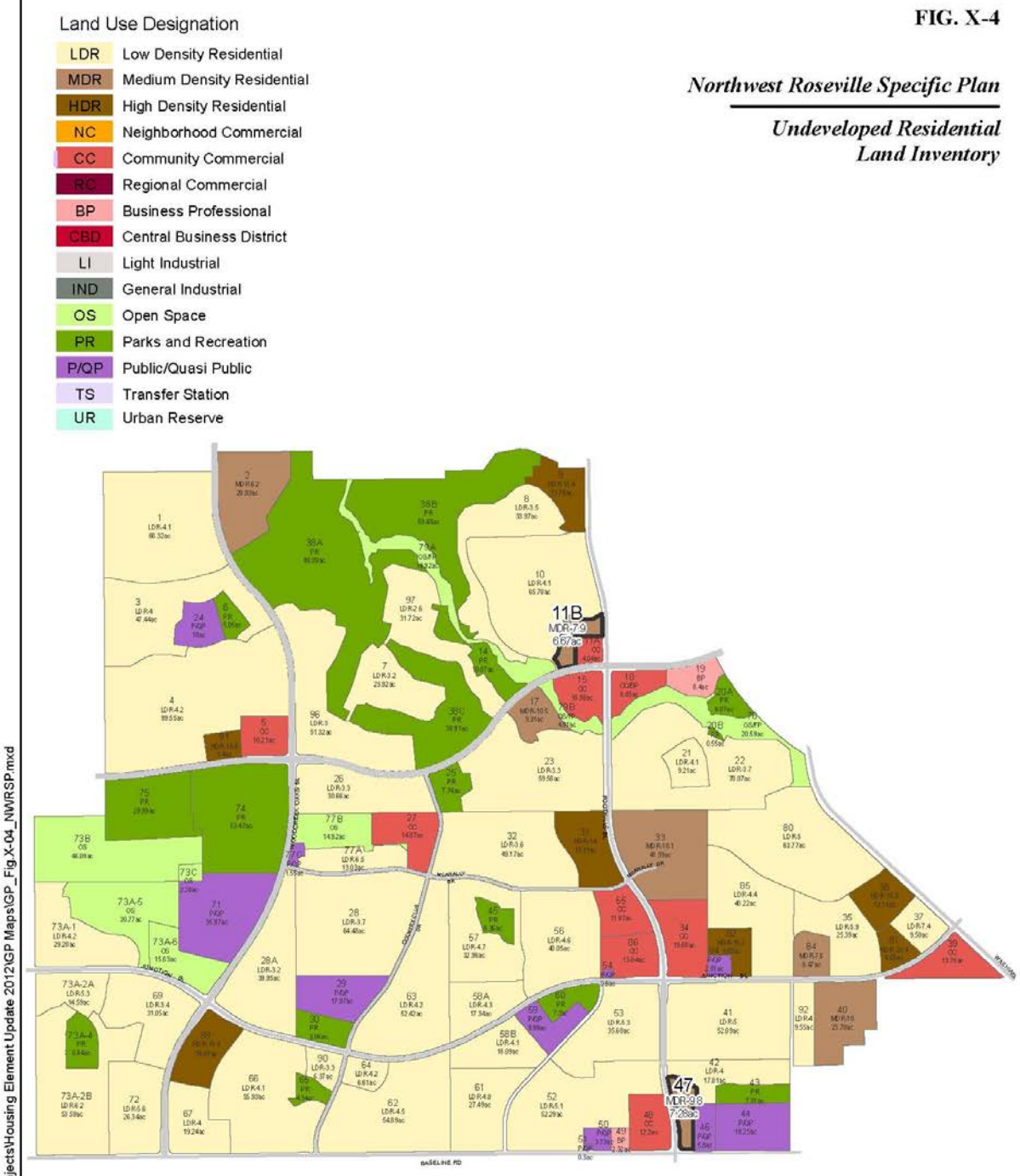
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FIG. X-4

Northwest Roseville Specific Plan

Undeveloped Residential Land Inventory



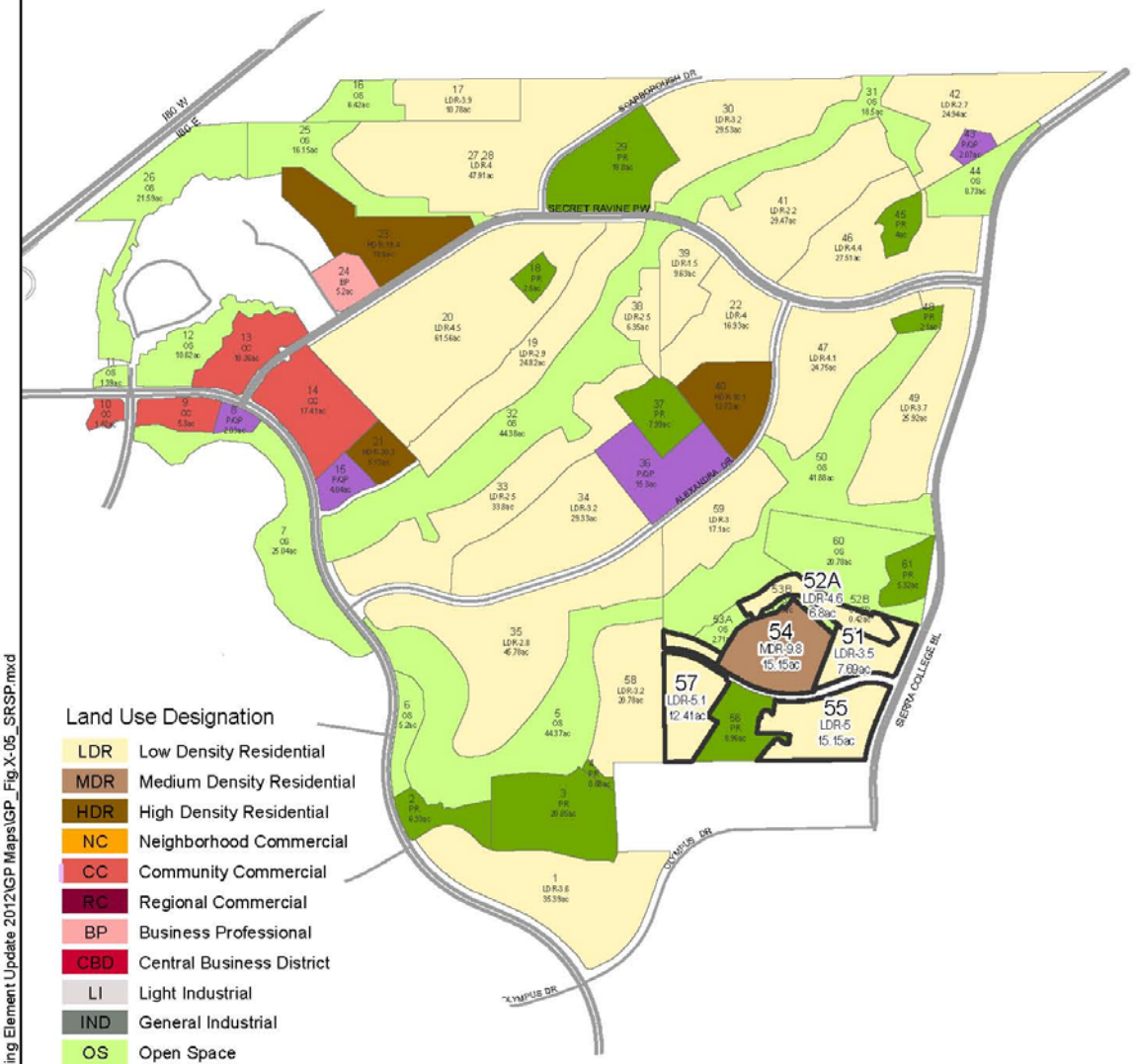
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Note:
Underlying parcel basemap used in this figure is not regularly updated.
Refer to the City's website for the most current Specific Plan and Planning Area land use maps.

FIG. X-5

Stoneridge Specific Plan

Undeveloped Residential Land Inventory



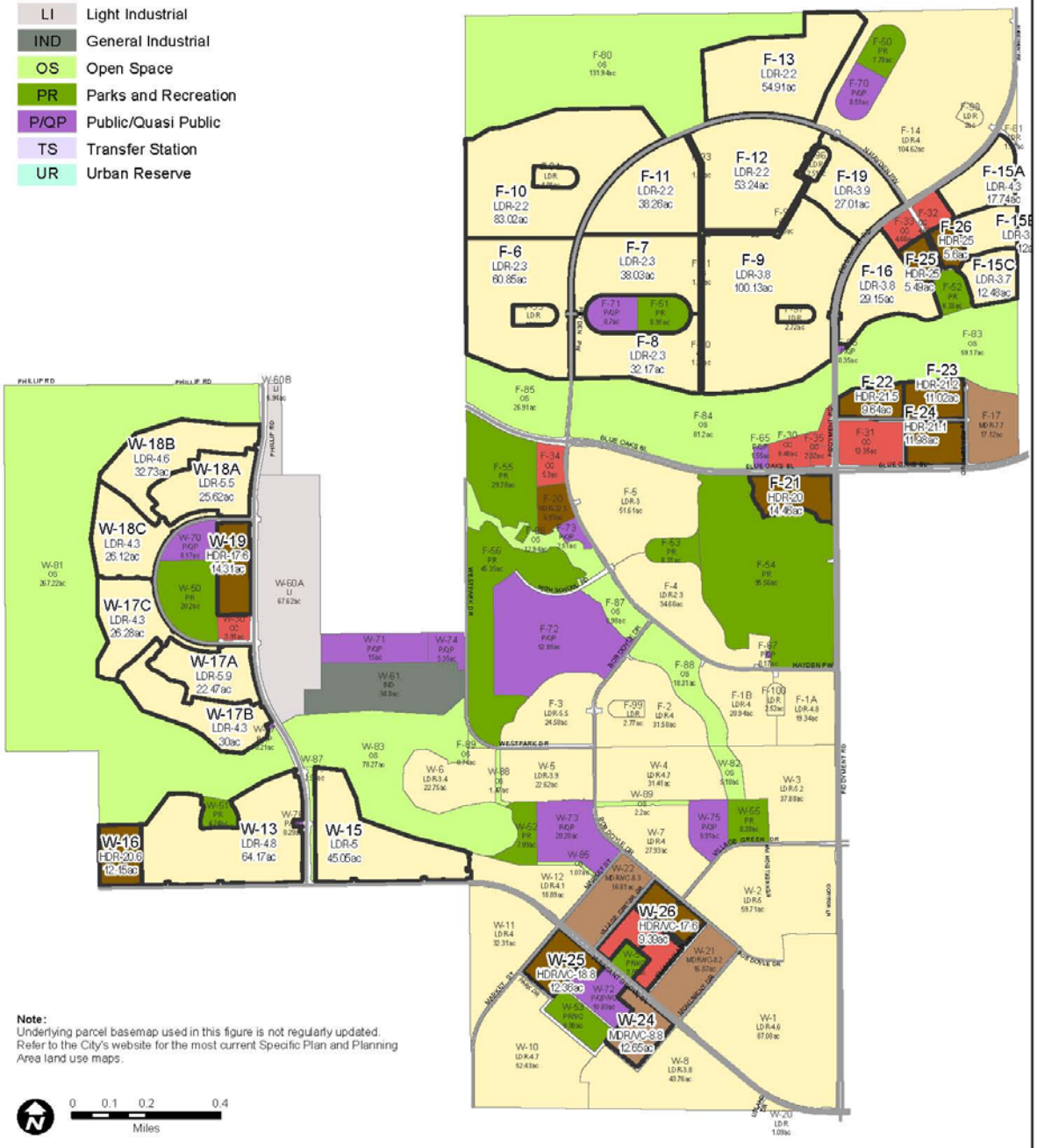
Note:
Underlying parcel basemap used in this figure is not regularly updated.
Refer to the City's website for the most current Specific Plan and Planning Area land use maps.

0 0.1 0.2 0.4
Miles

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FIG. X-6

West Roseville Specific Plan
Undeveloped Residential Land Inventory



Note:
Underlying parcel basemap used in this figure is not regularly updated. Refer to the City's website for the most current Specific Plan and Planning Area land use maps.

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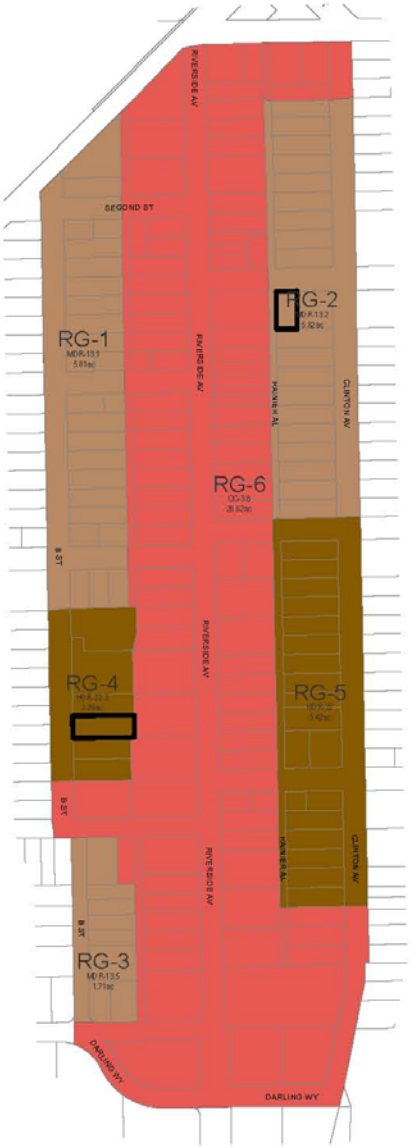
FIG. X-7

Riverside Gateway Specific Plan

Undeveloped Residential Land Inventory

Land Use Designation

LDR	Low Density Residential
MDR	Medium Density Residential
HDR	High Density Residential
NC	Neighborhood Commercial
CC	Community Commercial
RC	Regional Commercial
BP	Business Professional
CBD	Central Business District
LI	Light Industrial
IND	General Industrial
OS	Open Space
PR	Parks and Recreation
P/QP	Public/Quasi Public
TS	Transfer Station
UR	Urban Reserve



Note:
Underlying parcel basemap used in this figure is not regularly updated.
Refer to the City's website for the most current Specific Plan and Planning Area land use maps.

0 125 250 500
Feet

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FIG. X-8

Infill

Undeveloped Residential Land Inventory

Land Use Designation

LDR	Low Density Residential
MDR	Medium Density Residential
HDR	High Density Residential
NC	Neighborhood Commercial
CC	Community Commercial
RC	Regional Commercial
BP	Business Professional
CBD	Central Business District
LI	Light Industrial
IND	General Industrial
OS	Open Space
PR	Parks and Recreation
P/QP	Public/Quasi Public
TS	Transfer Station
UR	Urban Reserve

Vacant Parcels



Note:
Underlying parcel basemap used in this figure is not regularly updated.
Refer to the City's website for the most current Specific Plan and Planning Area land use maps.

0 0.25 0.5 1
Miles

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CITY OF ROSEVILLE GENERAL PLAN

	Land Use Designation	Acres
MDR	Residential	13.33
HDR	Residential	7.71
CC	Commercial	28.62
	Totals:	**49.66**

FIG. X-9

Riverside Gateway Specific Plan



Note:
Underlying parcel basemap used in this figure is not regularly updated.
Refer to the City's website for the most current Specific Plan and Planning Area land use maps.

0 120 240 480
Feet

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FIG. X-10

Downtown Specific Plan



	Land Use Designation	Acres
MDR	Residential	23.96
HDR	Residential	3.03
CC	Commercial	56.20
CBD	Central Business District	54.12
IND	Industrial	2.41
P/R	Parks and Recreation	36.52
	Totals:	**176.24**

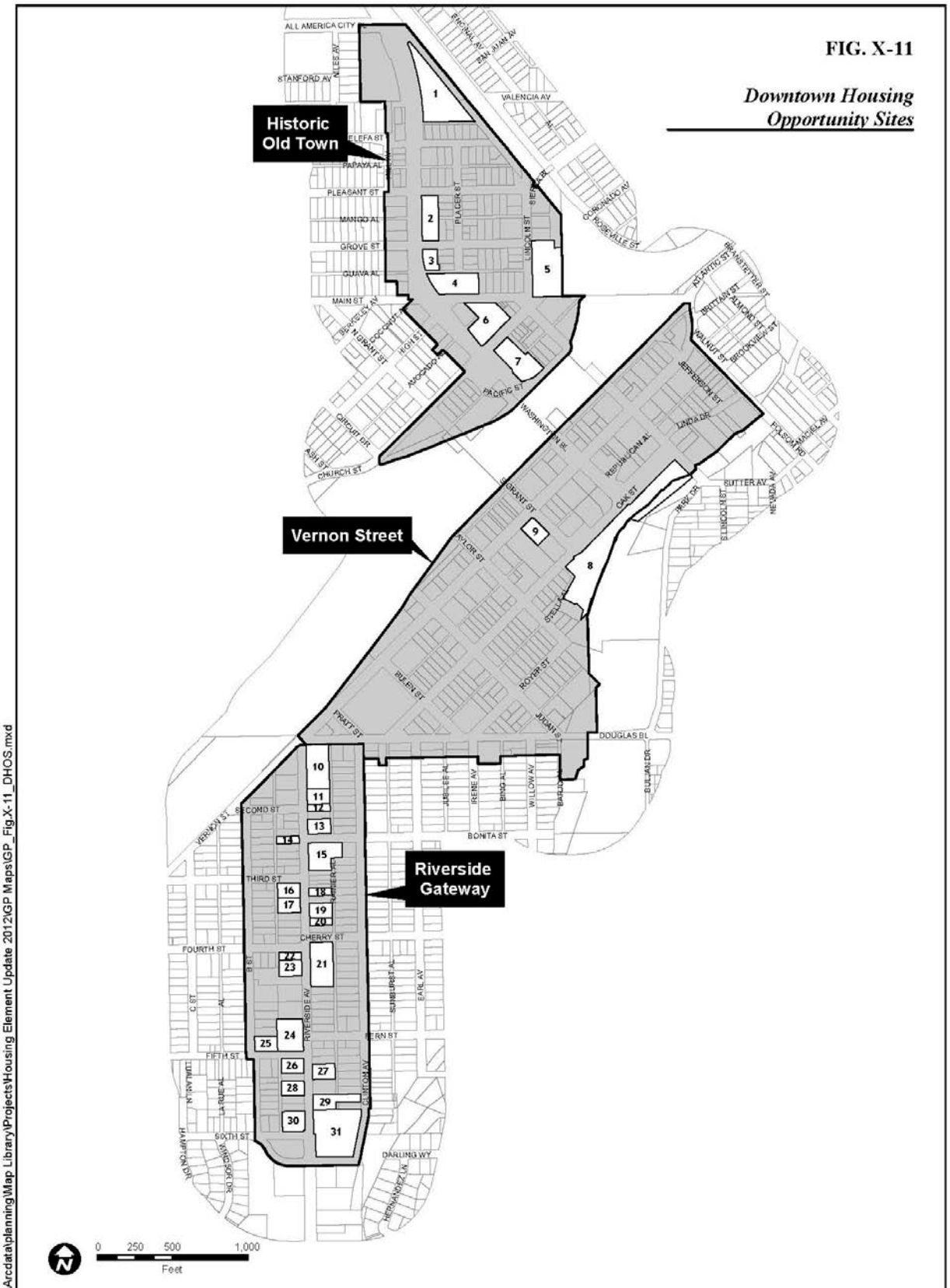
Note:
Underlying parcel basemap used in this figure is not regularly updated.
Refer to the City's website for the most current Specific Plan and Planning Area land use maps.

0 210 420 840
Feet

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FIG. X-11

Downtown Housing Opportunity Sites



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FIG. X-12

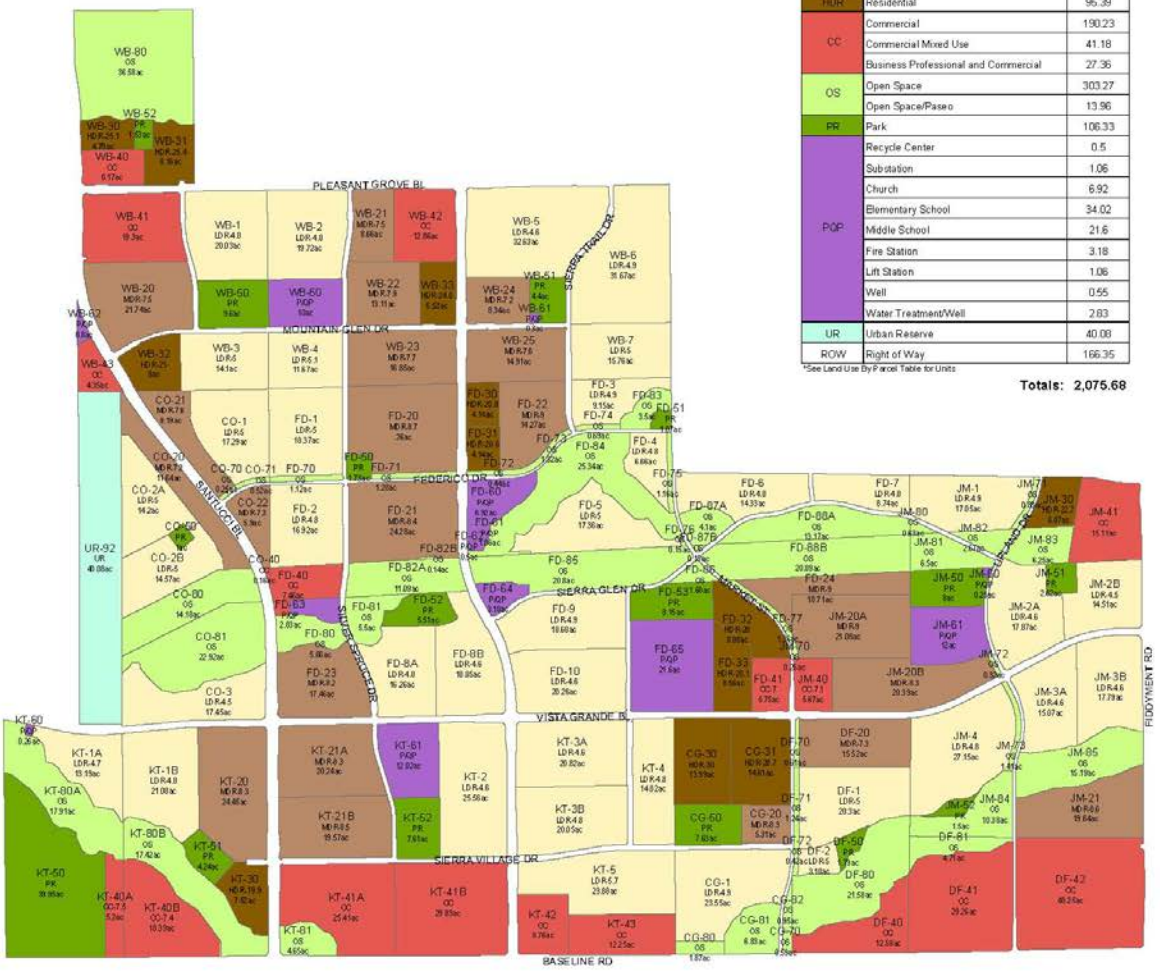
Sierra Vista Specific Plan

Undeveloped Residential Land Inventory

	Land Use Designation	Acres
LDR	Residential	670.55
MDR	Residential	349.26
HDR	Residential	95.39
CC	Commercial	190.23
	Commercial Mixed Use	41.18
	Business Professional and Commercial	27.36
OS	Open Space	303.27
	Open Space/Paseo	13.96
PR	Park	106.33
PQP	Recycle Center	0.5
	Substation	1.06
	Church	6.92
	Elementary School	34.02
	Middle School	21.6
	Fire Station	3.18
	Lift Station	1.06
	Well	0.55
	Water Treatment/Well	2.83
UR	Urban Reserve	40.08
ROW	Right of Way	166.35

*See Land Use By Parcel Table for Units

Totals: 2,075.68



Note:
Underlying parcel basemap used in this figure is not regularly updated.
Refer to the City's website for the most current Specific Plan and Planning Area land use maps.

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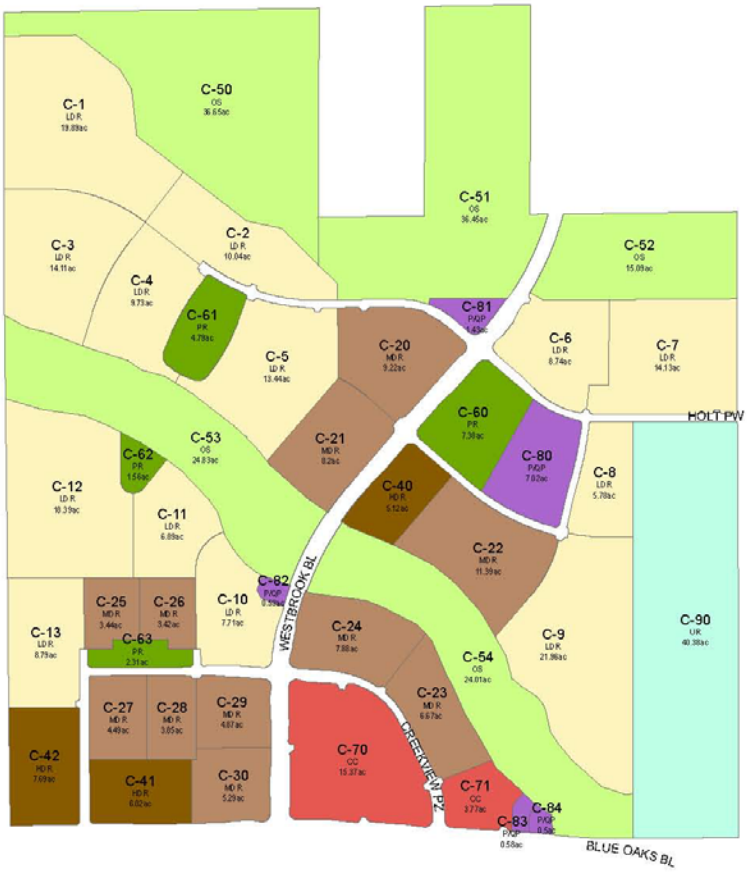
FIG. X-13

Creekview Specific Plan

Undeveloped Residential Land Inventory

Land Use Designation

LDR	Low Density Residential
MDR	Medium Density Residential
HDR	High Density Residential
NC	Neighborhood Commercial
CC	Community Commercial
RC	Regional Commercial
BP	Business Professional
CBD	Central Business District
LI	Light Industrial
IND	General Industrial
OS	Open Space
PR	Parks and Recreation
P/QP	Public/Quasi Public
TS	Transfer Station
UR	Urban Reserve



Note:
Underlying parcel basemap used in this figure is not regularly updated.
Refer to the City's website for the most current Specific Plan and Planning Area land use maps.

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Miles

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Appendix D Rental Subsidies

COST OF SUBSIDIZING MULTI FAMILY RENTS

Unit Type	100% Market Rents	80% Median Rents	60% Median Rents	50% Median Rents	30% Median Rents
1 Bedroom					
Market					
Rents	$927	$927	$927	$927	$927
Units	53	43	43	43	43
Subsidized					
Rents		$942	$690	$564	$312
Units	0	10	10	10	10
2 Bedroom					
Market					
Rents	$1,149	$1,149	$1,149	$1,149	$1,149
Units	90	72	72	72	72
Subsidized					
Rents		$1,127	$825	$673	$371
Units	0	18	18	18	18
3 Bedroom					
Market					
Rents	$1,394	$1,394	$1,394	$1,394	$1,394
Units	7	5	5	5	5
Subsidized					
Rents		$1,298	$949	$774	$424
Units	0	2	2	2	2
	$1,947,588	**$1,942,332**	**$1,838,484**	**$1,786,332**	**$1,682,460**
Additional Revenues*	$36,000	$36,000	$36,000	$36,000	$36,000
Gross Operating Income	$1,983,588	$1,978,332	$1,874,484	$1,822,332	$1,718,460
Vacancy Rate (5%)	$83,640	$83,640	$83,640	$83,640	$83,640
Operating Expenses**	$547,633	$547,633	$547,633	$547,633	$547,633
Net Operating Income	$1,352,315	$1,347,059	$1,243,211	$1,191,059	$1,087,187
Appraised Value (7%)	$19,318,786	$19,243,700	$17,760,157	$17,015,129	$15,531,243
Loss of Value		$75,086	$1,558,629	$2,303,657	$3,787,543
Loss of Value per Unit		**$2,503**	**$51,954**	**$76,789**	**$126,251**

Assumptions:
Market Rental Costs supplied by Real Facts 2007.
Subsidized Rental Costs per HUD Median Household Income for Sacramento Metro Area 2007 (1.5 persons per bedroom with 2007 Monthly Utility Allowance Deduction applied).
Estimated 2007 Monthly Utility Allowance Deduction are $66.00 for 1 bedroom, $83.00 for 2 bedroom, and $100.00 for a 3 bedroom unit per Roseville Housing Authority.
*Additional Revenues are generated from laundry facilities, vending machines, late rent charges, etc.
**Operating Expenses include management, advertising, insurance, repairs, utilities, supplies, assessments, replacement reserves.

SUBSIDY RANGES (RENTAL)

Extremely Low/Very Low-Income	Extremely Low	Very Low-income Units
2008-2013 RNHA Units = 2665	**30% of Median**	**50% of Median**
Required Subsidy	$126,251	$76,789
Number of Units	2665	2665
Range	$336,458,915	$204,642,685
Low-Income	Low-Income Units	Low-Income Units
2008-2013 RHNA Units = 1721	60% of Median	80% of Median
Required Subsidy	$51,954	$2,503
Units	1721	1721
Range	$89,412,834	$4,307,663
Moderate-Income	Moderate-Income Units	Moderate-Income Units
2008-2013 RHNA Units = 1455	80% of Median	100% of Median
Required Subsidy	$2,503	$0
Units	1455	1455
Range	$3,641,865	$0
All Income Categories	Maximum Subsidy Amount	Minimum Subsidy Amount
5841 Units		
Very Low-Income	$336,458,915	$204,642,685
Low-Income	$89,412,834	$4,307,663
Moderate Income	$3,641,865	$0
Range	$429,513,614	$208,950,348
2008-2013 RHNA Units	Minimum and Maximum Costs	Total Averaged Subsidy Cost
Minimum	$208,950,348	
Maximum	$429,513,614	
Total (Divided by 2)	$638,463,962	$319,231,981

AVERAGE SUBSIDY PER UNIT (RENTAL)

Income Category	Maximum/Minimum Subsidy	Total Averaged Subsidy Cost per Unit
Extremely Low/ Very Low-Income (30%-50%)	$126,251	
	+ $76,789	
Total	**$203,040**	**/2 $101,520**
Low-Income (60%-80%)	$51,954	
	+ $2,503	
Total	**$54,457**	**/2 $27,229**
Moderate-Income (80%-100%)	$2,503	
	+ 0	
Total	**$2,503**	**/0 $2,503**

SUBSIDY CALCULATION (PURCHASE)

In the City's recent HOME application for funding for the first time homebuyer program, it was determined that a subsidy of approximately $150,000 will be necessary to bring the market price of a 3 bedroom/2bath single family detached home affordable to low- income homebuyers at 80% of the area's median income per the following assumptions:

- Average market value of the home is $344,600.
- Financing of 1st mortgage of $190,000 at 6.25% interest.
- Purchase home is a resale property within the City limits.
- No underlying Mello-Roos or Lighting/Landscape District assessments.

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XI. GLOSSARY

Accessory Dwelling Unit – An attached or detached dwelling unit that provides complete and independent living facilities ancillary to a main dwelling unit on the same premises as a single-family or multi-family dwelling unit. An accessory dwelling unit includes permanent independent facilities for living, eating, sleeping, cooking, and sanitation. Dwelling units of this type provide an affordable housing solution for small, low-income households (usually one to two persons).

Acre-foot – Quantity of water covering an acre to a depth of 12 inches; units of measurement used in water contracts; an acre-foot is equal to 326,000 gallons.

Active parkland – Accommodates structured recreational activities, such as organized sports, that generally require specialized facilities and management that may restrict general use of the park.

Affordability – The maximum percentage of income determined to be appropriate for allocation to housing needs.

Homeowner household – Housing costs of middle to above moderate-income households should not exceed the maximum percentage of gross income allowed by mortgage lenders for qualifying home buyers, estimated at 35 percent; maximum housing costs for low-income households, including principal, interest, taxes, and insurance, should not exceed 30 percent of gross household income.

Renter household – Maximum rent for very low and low-income households should not exceed 30 percent of gross household income; maximum rent for middle-income households should not exceed 35 percent of gross household income; moderate and above moderate-income households are determined not to require rental housing assistance and should pay whatever they decide to be appropriate.

Annex – To incorporate a land area into an existing district or municipality with a resulting change in the boundaries of the annexing jurisdiction.

Archaeological – Relating to the material remains of past human life, culture, or activities.

Article 34 – This reference is a provision in the State Constitution that requires that voter approval must be obtained before any public entity undertakes programs to own, manage, or finance housing where more than 49 percent of the units are set aside specifically for those in the low-income category.

Ambient Air Quality – The atmospheric concentration (amount in a specified volume of air) of a specific compound as actually experienced at a particular geographic location that may be some distance from the source of the relevant pollutant emissions.

Ambient Noise Level – The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environment noise at a given location.

Assisted Unit – A housing unit that is currently bound, as a result of receiving financial assistance by federal, state of local regulations, to remain affordable to lower-income households.

Assumptions – Assumptions are conditions, events, or forces that are expected to exist or occur no matter what we do in a particular planning effort.

Attainment Area – An area that is in compliance with the national and/or California ambient air quality standards for a particular pollutant.

Best Available Control Technology (BACT) – The most stringent emission limit or control technique that has been achieved in practice that is applicable to a particular emission source.

Bikeways – A term that encompasses bicycle lanes, bicycle paths, and bicycle routes.

Capital Improvement Program (CIP) – A program, administered by a city or county government, that schedules permanent improvements, usually for a minimum of five years into the future, to fit the projected fiscal capability of the local jurisdiction. The program generally is reviewed annually for conformance to and consistency with the general plan.

Carbon Monoxide (CO) – A colorless, odorless gas resulting from incomplete combustion of fossil fuels. CO interferes with the blood's ability to carry oxygen to the body's tissues and results in numerous adverse health effects.

CNEL. Community Noise Equivalent Level – The average equivalent sound level during a 24-hour day, obtained after addition of approximately five decibels to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and ten decibels to sound levels in the night before 7:00 a.m. and after 10:00 p.m.

Community Benefit – includes benefits, in proportion to the scale of a proposed project or plan including, but not limited to affordable housing, significant open space or recreation facilities, job creation, infill development near transit service, or other public benefits that would accrue to existing and future residents of Roseville.

Complete Community – a community or neighborhood that meets the basic needs (housing, employment, goods and services, etc.) of all residents through integrated land use planning, transportation planning, and community design.

Complete Streets – are those that provide a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation.

Condominium – The legal arrangement in which a dwelling unit in an apartment building or residential development is individually owned but in which the common areas are owned, controlled, and maintained through an organization consisting of individual property owners.

Congestion Management Plan (CMP) – A mechanism employing growth management techniques, including traffic level of service requirements, standards for public transit, trip reduction programs involving transportation systems management and jobs/housing balance strategies, and capital improvement programming, for the purpose of controlling and/or reducing the cumulative regional traffic impacts of development. Assembly Bill (AB) 1791, effective August 1, 1990, requires all cities and counties that include urbanized areas to adopt, by December 1, 1991, and annually, update a Congestion Management Plan.

Conjunctive Use – This is the coordinated use of surface water and groundwater, where each source is used more when it is relatively more available to maximize sufficient and sustainable yield.

Conservation – The maintenance of housing affordability through the use of various programs aimed at either reducing rents or preventing the units from being converted to uses other than affordable housing.

Consistency – Consistency of a proposed project is the degree to which it complies with the General Plan policies and overall intent of the Plan; the project must represent a balanced compliance with all of the General Plan policies.

Constraints – Constraints are physical, economic, social, or political circumstances that impede or make more difficult the response to an issue.

Decibel (Db) – A unit for describing the amplitude of sound, equal to 20 times the logarithm to the base ten of the ratio of the pressure, which is 20 micropascals (20 micronewtons per square meter).

Density – The average number of families, persons, or housing units per unit of land; usually density is expressed “per acre.” Thus, the density of a development of 300 units occupying 40 acres is 7.5 units per acre.

Density Bonus – The allocation of development rights that allows a parcel to accommodate additional square footage or additional residential units beyond the maximum for which the parcel is zoned, usually in exchange for the provision of affordable housing or preservation of an amenity at the same site or at another location.

Density Transfer – A way of retaining open space by increasing densities - usually in areas adjacent to existing urbanization and utilities - while leaving unchanged historic, sensitive, or hazardous areas.

Efficient Use of Land – This refers to development patterns that provide relatively more usable building space per land area or a greater number of dwelling units per land area. This would involve relatively less land devoted to roads, setbacks, and other spaces that do not provide for jobs, economic activity, housing, public services, or other productive uses. Efficient use of land involves relatively compact development that reduces housing costs, household transportation costs, allows freedom of transportation mode choice, improves energy efficiency, reduces the City's cost of providing services and enhances fiscal sustainability, and reduces environmental impacts, among other benefits.[1]

Emission Offsets – Enforceable emission reductions from existing sources to partially or completely offset anticipated emission increases associated with new or modified sources. Historically, emission offsets have applied to stationary rather than mobile sources.

Emission Rates – The amount of pollutants emitted during a particular period.

Floor Area Ratio (FAR) – The percentage of floor area (including all floors and not just the "foot print" of a building) when compared to the lot or parcel area.

General Plan – The General Plan is a document prepared under provisions of State law that describes and documents a community's decisions concerning it future.

Greenbelt – A strip of land reserved for open space or park land between two developed areas, often providing pedestrian or bicycle connections between the developed areas.

Gross Developable Acres – Land designated as residential use excluding overhead power lines and their easements, areas within the designated 100-year floodplain, and for the Low- and Medium- Density Residential land use designations any right-of-way and landscape corridors associated with collector and arterial roadways.

Goal – An ideal future end, condition, or state related to the public health, safety, or general welfare toward which planning policies and implementation measures are directed. General expressions of community values and, therefore, somewhat abstract in nature. They are often not quantifiable, time-dependent, or suggestive of specific actions for achievement.

Gross Income – Total income before taxes or other deductions.

Group Quarter – A complex that houses non-related groups of people (e.g., orphanages, convalescent homes, etc.).

Historic – Associated with an important local, state, or national event or representing an outstanding example of an architectural period.

Housing Costs – Principal, interest, taxes, and insurance payments paid by the homeowner; rent payment and utilities paid by the renter.

Implementation – Implementation is everything that is done to carry out an adopted General Plan. Organized set of actions or activities carried out in response to adopted policy or to achieve certain objectives.

Important Visual Resources – These include native oaks equal to or greater than six inches diameter at breast height, oak woodlands, and stream corridors.

ISO (Insurance Services Office) Rating – A measure of a fire department's effectiveness in fighting area fires. This rating is based on the facilities and equipment, personnel, and quantity of water available for firefighting.

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[1] For more detail, please see Our Built and Natural Environments: A Technical Review of the Interactions Among Land Use, Transportation, and Environmental Quality, United States Environmental Protection Agency, June 2013.

Income Categories – The City recognizes five income categories:

Very low – Household income is 50 percent or less of the median income for a household of similar size.

Low Income – Household income is between 50 and 80 percent of the median income for a household of similar size.

Middle Income – Household income is between 80 and 100 percent of the median income for a household of similar size.

Moderate Income – Household income is between 100 and 120 percent of the median income for a household of similar size.

Above Moderate Income – Household income is greater than 120 percent of the median income for a household of similar size.

Indirect Source – A facility, building, structure, installation, or combination thereof, that generates or attracts mobile sources, thereby resulting in emissions.

L_{dn}. Day-Night Average Sound Level – The average equivalent sound level during a 24-hour day obtained after addition of ten decibels to sound levels in the night after 10:00 p.m. and before 7:00 a.m.

L_{eq}. Equivalent Sound Level – The sound level containing the same total energy as a time varying signal over a given sample period. L_{eq} is typically computed over one, eight, and 24-hour sample periods.

L_{max} – The maximum sound level recorded during a noise event.

L_n – The sound level exceeded "n" percent of the time during a sample interval. L10 equals the level exceeded ten percent of the time (L90, L50, etc.).

Level of Service – A scale that measures the operating capacity likely to be encountered on a roadway or at the intersection of roadways, based on a volume-to-capacity ratio, with levels ranging from A to F, with A representing the lowest volume-to-capacity ratio and the highest level of service.

Liquefaction – Process by which loose, sandy soil with a high water content is shaken as a result of earthquake activity and loses its ability to act as a solid surface and to support structures.

Material Recovery Facility (MRF) – System that will separate and recover waste products for recycling, reuse, or conversion to energy resources.

Median Income – The income level at which 50 percent of total households earn more and 50 percent of the households earn less. The Roseville General Plan uses figures for the Sacramento Metropolitan Statistical Area (SMSA), as identified by HUD, to determine income levels for the City of Roseville. Figures are updated approximately every 18 months.

Mitigate – To ameliorate, alleviate or avoid to the extent reasonable or feasible. According to CEQA, mitigations include: a) avoiding an impact by not taking a certain action or parts of an action; b) minimizing an impact by limiting the degree or magnitude of the action and its implementation; c) rectifying an impact by repairing, rehabilitating, or restoring the environment affected; d) reducing or eliminating an impact by preserving and maintaining operations during the life of the action; e) or, compensating for an impact by replacing or providing substitute resources or environments.

Mitigation Fee – A fee assessed on a source of pollutants that is based on the amount of pollutants emitted. Such a fee can be assessed either in lieu of or in addition to emission offset requirements.

Multi-Family Unit – A complex containing three or more family living units, including group quarters.

Neighborhood – An area with a distinct identity owing to natural or artificial boundaries, the character of land uses in that area, and transportation patterns. A neighborhood may or may not have precise boundaries.

Net Acre – Assumes developable land after roadways, highways, easements, and other encumbrances are extracted.

New Development – New development involves the development of vacant or open land and does not include infill development, which is a development project that is primarily surrounded by existing development or development that proposes redevelopment of an existing developed site.

New Growth Area – These are planning areas, typically regulated by a Specific Plan, that are primarily, though not necessarily exclusively comprised by New Development.

Nitrogen Oxides (NO_X) – A combination of nitric oxide (NO) and nitrogen dioxide (NO_2). NOx is typically generated during combustion processes and is a major contributor to smog formation and acid deposition.

Noise Exposure Contours – Lines drawn about a noise source indicating constant levels of noise exposure. CNEL and L_{dn} contours are frequently utilized to describe community exposure to noise.

Non-Attainment Area – An area identified by the EPA and/or the California Air Resources Board as not meeting either the national or California ambient air quality standards for a given pollutant.

Open Space – An area with few or no paved surfaces or buildings that may be primarily in its natural state or improved for use as a park. Open spaces are primarily unimproved and devoted to the preservation of natural resources, managed production of resources, outdoor recreation, and/or public health and safety.

Opportunities – Opportunities are existing or future situations that provide an effective way to respond to an issue.

Ozone (O_3) – A pungent, pale-blue reactive gas consisting of three oxygen atoms. Ozone is the product of the photochemical process involving solar energy and is a major component of photochemical smog.

Ozone Layer – A layer of ozone 12 to 15 miles above the earth's surface that helps filter out harmful ultraviolet rays from the sun. It may be contrasted with ground level ozone that forms at the earth's surface and is harmful to human health.

Ozone Precursor Emissions – The combined emissions of reactive organic gases (ROG) and nitrogen oxides (NOx) that form in the presence of sunlight to form ozone.

Para-Transit – Refers to transportation services that operate vehicles such as buses, jitneys, taxis, and vans for senior citizens and/or mobility-impaired.

Paseo – A paseo is an improved area approximately 25 to 100 feet in width that provides a walking and bicycling connection between homes and destinations, typically including a sidewalk, path, or trails, as well as landscaping.

Passive parkland – Passive parkland is typically informal, often undeveloped or relatively less developed space that requires minimal development. Passive parkland offers less structured recreational activities that require little or no specialized facilities or management, such as walking and jogging, hiking and nature walks, wildlife viewing and bird watching, painting, picnicking, and photography.

Peak Hour/Peak Period – For any given roadway, a daily period during which traffic volume is highest, usually occurring in the morning and evening commute periods. Where “F” Levels of Service are encountered, the “peak hour” may stretch into a “peak period” of several hours duration.

Planning – Planning is thinking and doing something about the future now.

PM10 – An air pollutant consisting of solid or liquid matter such as dust, soot, aerosols, fumes, and mists less than ten microns in size. PM10 causes visibility reduction and adverse health effects.

Policy – A specific statement or principle of guiding actions that implies clear commitment but may not be mandatory. Clear statements that guide decision-making.

Pollutant Emissions – The amount (usually stated as a weight) of one or more specific compounds introduced into the atmosphere by a source or group of sources.

Reactive Organic Gases (ROG) – Any gaseous compound containing carbon except methane, carbon monoxide, carbon dioxide, carbonic acid, metallic carbides, carbonates, ammonium carbonates, and halogenated hydrocarbons. ROG are one of the two classes of compounds (the other is NO_X) that are precursors to the formation of ozone.

Rideshare – A travel mode other than driving alone, such as buses, rail transit, carpools, and vanpools.

Riparian – Referring to the wildlife and vegetation associated with a river or stream.

SEL or SENEL. Sound Exposure Level of Single Event Noise Exposure Level – The level of noise accumulated during a single noise event, such as an aircraft overflight, with reference to a duration of one second. More specifically, it is the time-integrated A-weighted squared sound pressure level for a stated time interval or event, based on a reference pressure of 20 micropascals and a reference duration of one second.

Single Family Dwelling – A freestanding unattached dwelling or a maximum of two attached independent dwellings.

Solid Waste – Term used to describe the mixture of items discarded by agricultural, residential, and non-residential activities.

Sound Level – The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear and gives good correlation with subjective reactions to noise.

Specific Plan – A tool for detailed design and implementation of a defined portion of the area covered by a General Plan. A specific plan may include detailed regulations, conditions, programs, and/or proposed legislation that may be necessary or convenient for the systematic implementation of any General Plan elements or a portion thereof.

Sphere of Influence – All territory within an agency's existing incorporated boundaries and other areas outside its incorporated boundaries recognized by LAFCO as bearing relationship to the jurisdiction's planning efforts. Sphere of influence areas outside incorporated boundaries are considered likely to be annexed by the jurisdiction.

Special-Status Species – Plant and animal species that are typically listed (State and Federal) as endangered, rare, and threatened, plus those species considered by the scientific community to be deserving of such listing.

Traffic Model – A mathematical representation of traffic movement within an area or region based on observed relationships between the kind and intensity of development in specific areas. Many traffic models operate on the theory that trips are produced by persons living in residential areas and are attracted to various non-residential land uses.

Transit – The conveyance of persons or goods from one place to another by means of a local, public transportation system.

Transportation Control Management/ Measures (TCM) – Any strategy to reduce vehicle trips, vehicle use, vehicle miles traveled, vehicle idling, or traffic congestion for the purpose of reducing motor vehicle emissions. TCM is an umbrella term for parking management, traffic management, and transit management.

Transportation Systems Management (TSM) – A comprehensive strategy developed to address the problems caused by additional development, increasing trips, and a shortfall in transportation capacity. Transportation Systems Management focuses on more efficiently utilizing existing highway and transit systems rather than expanding them. TSM measures are characterized by their low cost and quick implementation time frame, such as computerized traffic signals, metered freeway ramps, and one-way streets.

Truck Route – A path of circulation required for all vehicles exceeding set weight or axle limits, a truck route follows major arterials through commercial or industrial areas and avoids sensitive areas.

Urban – In the context of development, describing higher intensity non-rural development with a high level of improvements, such as curbs, gutters, sidewalks, storm drains, underground sewer lines, paved roads, and other public improvements.

Vacancy Rate – The number of vacant units expressed as a percentage of total units. This figure serves as a general indicator in determining the adequacy of housing supply relative to demand.

Vehicle Miles Traveled – This is a measure used in transportation planning. It measures the total distance of vehicular travel over a given period of time, typically daily or annual. By definition, one vehicle mile traveled (VMT) occurs when one vehicle is driven on a roadway for one mile. Regardless of how many people are traveling in the vehicle, each vehicle traveling on a roadway generates one VMT for each mile it travels.

Vernal Pools – Small, hardpan-floored depressions in valley grasslands that fill with water during wet winter months.

Wetlands – Lands that are transitional between earth and water systems where the water table is usually at or near the surface of the land and where the land is covered by shallow water. Wetland types include intermittent drainage systems, seasonal swales, and vernal pools.

Zero Lot Line – A type of development in which one wall of a house coincides with one of the boundaries of the parcel on which it is located.

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CITY OF ROSEVILLE CALIFORNIA

APPENDIX A: IMPLEMENTATION MEASURES



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IMPLEMENTATION MEASURES

INTRODUCTION

The General Plan provides the basis for the City's regulation of the overall amount, character, and location of urban development, as well as preservation and natural resource conservation, economic development, transportation, safety, public facilities and services, and housing. The General Plan provides a decision-making guide. The City will rely on the General Plan when reviewing private development applications, public investments, and other important actions to ensure that they are consistent with the General Plan. The General Plan also provides a guide for other public or private agencies or organizations that do business in the City's Planning Area.

The General Plan's goals articulate the desired future state or express community values. Policies are specific statements that guide decision-making for the City in managing land use change, prioritizing public investments, mitigating environmental effects, and other related activities. This Appendix identifies the General Plan's Implementation Measures, which are proactive activities designed to implement General Plan polices.

The General Plan is meant to be a living document that is regularly reviewed and adjusted to remain consistent with the City's long-term vision. This is true of the Implementation Measures, in particular. Because they are relatively more specific than the policies, they may need to be revised more frequently than the balance of the General Plan.

The City implement the policies of the General Plan through a variety of actions, including regulations and development review, the City's Specific Plans, application of the Community Design Guidelines, master plans and other types of plans, financing and budgeting, planning studies, regional partnerships, the Capital Improvement Program, and others. Some of the City's Implementation Measures address environmental topics, the City considers them to serve as "uniformly applied development standards" or "uniformly applied development policies" as described in Section 15183 of the California Environmental Quality Act (CEQA) Guidelines and the City's CEQA Implementing Procedures for the Preparation, Processing, and Review of Environmental Documents.

First is a summary of several overarching implementation measures, followed by a summary of implementation measures that apply to specific Elements of the General Plan.

OVERARCHING IMPLEMENTATION MEASURES

There are several implementation measures for the General Plan that implement policies throughout all of the Elements, which are summarized in the following material.

SPECIFIC PLANS (ONGOING)

Ensure that future Specific Plans and Specific Plan Amendments are consistent with the goals and policies of the General Plan. Incorporate into new Specific Plans and Specific Plan standards and criteria for which development will proceed, provisions for public facilities and services, and financing measures. Use development agreements to secure implementation and financing provisions.

COMMUNITY DESIGN GUIDELINES (ONGOING)

Implement Community Design Guidelines that identify minimum standards for items such as pedestrian access, signage, aesthetics, and techniques to achieve compatibility between uses and opportunities for alternate modes of transportation. The intent of the Guidelines is to define those design elements that are important to the City, that, when applied during Development Review, will ensure quality design for both public and private projects.

The Community Design Guidelines should address site design, on- and off-site circulation, driveway location and number, building siting, open space and resource protection, trash enclosures, backflow preventers and utility boxes, parking, landscaping, shading requirements, utility easements, lighting and screening, City entry points, architecture, building design and features, art in public places, and other relevant topics.

DEVELOPMENT REVIEW PROCESS (ONGOING)

Continue the City's existing development review process in accordance with the requirements contained in such documents as the Zoning Ordinance, Sign Ordinance, Subdivision Ordinance and the Subdivision Map Act, Transportation Systems Management Ordinance, the Specific Plans and their design guidelines, the California Environmental Quality Act, Tree Preservation Regulations, the Permit Streamlining Act and other relevant statutes.

PUBLIC PARTICIPATION (ONGOING)

Continue and improve the City's public participation programs; actively solicit public participation through City commissions, neighborhood associations, and the development review process; and provide opportunities for early consultation for major development proposals (e.g., future Specific Plans, General Plan amendments). In addition, continue and expand other public involvement and information programs such as the City's website and posting of information and signage when public improvements are planned or being constructed.

Continue and improve the City's public participation programs; actively solicit public participation through on-going programs such as City commissions, neighborhood associations, and the development review process; and provide opportunities for early consultation for major development proposals (e.g., future Specific Plans, major General Plan amendments). In addition, continue and expand other public involvement and information programs through means such as the City's website, the local news media, and posting of informational signage where public improvements are planned or being constructed.

INTER-AGENCY AND INTER-JURISDICTIONAL COORDINATION (ONGOING)

Continue City coordination with other agencies and jurisdictions. Coordination between the City and adjacent jurisdictions occurs through several mechanisms including the distribution of development proposals for review and comment. The City will continue to be involved in regional planning efforts with the counties of Placer, Sacramento and Sutter, as well as local cities, including Rocklin, Lincoln and Sacramento. The City will continue its cooperation with federal, state and local agencies in meeting the goals and policies of the General Plan.

LAND USE ELEMENT

COMMUNITY FORM

SPECIFIC PLANS (ONGOING)

Ensure that future Specific Plans and Specific Plan Amendments are consistent with goals and policies of the General Plan.

COMMUNITY DESIGN GUIDELINES (ONGOING)

Implement Community Design Guidelines that identify minimum standards for items such as pedestrian access, signage, aesthetics, and techniques to achieve compatibility between uses and opportunities for alternate modes of transportation.

DEVELOPMENT REVIEW PROCESS (ONGOING)

Continue the City's existing development review process in accordance with applicable requirements contained in such documents as the Zoning Ordinance, Sign Ordinance, Subdivision Ordinance and the Subdivision Map Act, Transportation Systems Management Ordinance, the Specific Plans and their design guidelines, the California Environmental Quality Act, the Permit Streamlining Act and other statutes. Promote flexibility and innovation in residential and other land uses through the use of planned unit developments, development agreements, Specific Plans, mixed use projects and other innovative development and planning techniques. Continue to provide for public participation and coordination with other jurisdictions in the review of development proposals.

PUBLIC PARTICIPATION (ONGOING)

Continue and improve the City's public participation programs; actively solicit public participation through City commissions, neighborhood associations, and the development review process; and provide opportunities for early consultation for major development proposals (e.g. future Specific Plans, General Plan amendments). In addition, continue and expand other public involvement and information programs such as the City's website and posting of information and signage when public improvements are planned or being constructed.

BICYCLE MASTER PLAN (ONGOING)

Implement the Bikeway Master Plan as specified in the Circulation Element and update the Plan, as appropriate. The Plan was developed to meet State standards and provides a prioritized list of bikeway projects, improvements, and programs that will result in a comprehensive, inter-connected bikeway system.

SOUTH PLACER COUNTY TRANSIT MASTER PLAN (ONGOING)

Continue to implement Transit Master Plan, which analyzes potential transit services and identifies transit corridors.

DOWNTOWN AND RIVERSIDE GATEWAY SPECIFIC PLANS (ONGOING)

The purpose of the Specific Plans is to preserve and promote reinvestment in the core of Roseville. The policies within the Specific Plans are designed to make the Downtown and Riverside areas more economically viable, preserve their historic character, encourage a more pedestrian-friendly atmosphere, and integrate access to the City's creek system from surrounding development. Coordinate the Downtown Specific Plan and Riverside Gateway Specific Plans with revitalization efforts.

HOUSING REHABILITATION PROGRAMS (ONGOING)

Through the Housing Division, continue to pursue and implement housing rehabilitation programs, as specified in the Housing Element. These programs provide financial assistance to low-income households for the purpose of repairing health and safety defects and making general property improvements.

ECONOMIC DEVELOPMENT STUDIES (PROPOSED)

Regularly update the Economic Development Studies, as specified in the Growth Management component of this element that includes a jobs/housing analysis and a citywide fiscal impact analysis including a mechanism by which new development can be analyzed.

DENSITY BONUS ORDINANCE (ONGOING)

Through the Housing Division and the Planning Division, continue to implement the Density Bonus Ordinance, as specified in the Housing Element. This program provides the incentive of allowing a property owner to increase allowable density in return for the provision of affordable units.

INTER-AGENCY AND INTER-JURISDICTIONAL COORDINATION

Continue City coordination with other agencies and jurisdictions. Coordination between the City and adjacent jurisdictions occurs through several mechanisms including the distribution of development proposals for review and comment. The City will continue to be involved in regional planning efforts with the counties of Placer, Sacramento and Sutter, as well as local cities, including Rocklin, Lincoln and Sacramento. The City will continue its cooperation with federal, state and local agencies in meeting the goals and polices of the General Plan.

BLUEPRINT IMPLEMENTATION STRATEGIES (ONGOING)

Through the Blueprint Implementation Strategies continue to implement the strategies in order to provide walkable communities to ensure that options to automobile travel are provided. Follow guidance provided in the May 2005 City of Roseville document, "Implementation Strategies to Achieve Blueprint Project Objectives."

COMMUNITY DESIGN

COMMUNITY DESIGN GUIDELINES

Implement Community Design Guidelines that define those design elements that are important to the City, that, when applied during development review, will ensure quality design for both public and private projects. The components of the Design Guidelines shall include, but are not limited to the following: site design, on and off-site circulation, driveway location and number, building siting, open space and resource protection, trash enclosures, backflow preventers and utility boxes, parking, landscaping, shading requirements, utility easements, lighting and screening, City entry points, architecture, building design and features, and art in public places.

DEVELOPMENT REVIEW PROCESS

Promote flexibility and innovation in residential and other land uses through the use of planned unit developments, development agreements, specific plans, mixed-use projects and other innovative development and planning techniques.

RIVERSIDE AND DOWNTOWN SPECIFIC PLANS

The Riverside and Downtown Specific Plans include identification of significant historic structures, provisions to preserve and/or enhance existing buildings, and guidelines for compatibility of new and existing development. Coordinate the Specific Plans with revitalization efforts to promote the preservation and enhancement of the areas.

PUBLIC ART PROGRAMS (ONGOING)

Continue, through the Cultural Arts Commission and other appropriate organizations, the City's existing programs and support for cultural arts and create opportunities to expand existing programs or add new ones where possible.

OPEN SPACE PRESERVATION (ONGOING)

Design and construct development consistent with the goals and policies contained in the Open Space and Conservation Element of the General Plan. This Element contains policies that address the preservation of significant environmental resources and the interface between the natural and built environments.

TREE PRESERVATION REGULATIONS (EXISTING)

Enforce and regularly evaluate the Tree Preservation regulations established in Chapter 19.66 of the Zoning Ordinance. This chapter regulates the removal, preservation and mitigation of native oak trees.

GROWTH MANAGEMENT

SPECIFIC PLANS

Ensure that future Specific Plans and Specific Plan Amendments are consistent with the goals and policies of the General Plan, including those to create an edge/transition area along the western boundary. Incorporate implementation measures in future Specific Plans and Specific Plan Amendments

that include standards and criteria for which development will proceed, provisions for public facilities and services, and financing measures. Use development agreements to secure implementation and financing provisions.

PUBLIC PARTICIPATION (ONGOING)

Continue and improve the City's public participation programs; actively solicit public participation through on-going programs such as City commissions, neighborhood associations, and the development review process; and provide opportunities for early consultation for major development proposals (e.g. future Specific Plans, major General Plan amendments). In addition, continue and expand other public involvement and information programs through means such as the City's website, the local news media, and posting of informational signage where public improvements are planned or being constructed.

INTER-AGENCY AND INTER-JURISDICTIONAL COORDINATION (ONGOING)

Continue to pursue a regional approach to planning and growth. This will include coordination with other governmental agencies, property owners, and other stakeholders to discuss growth issues and develop a coordinated approach for guiding growth. The City will seek early consultation with applicable agencies for major projects proposed either within or outside Roseville. The intent of this consultation will be to coordinate planning efforts between jurisdictions and minimize the impacts of growth to Roseville and the surrounding region. These efforts will include coordination with LAFCO on issues of sphere of influence and annexations.

LAND USE CAPACITY REVIEW (PROPOSED)

In conjunction with the periodic update of the Housing Element or, as needed, based on changes to planning conditions, the City will review and modify, as necessary, the General Plan's residential capacity.

LAND ACQUISITION (ONGOING)

Work with government jurisdictions and/or private organizations to acquire land for open space, in an effort to add to, or enhance, the City's western edge/transition area.

CIRCULATION ELEMENT

FUNCTIONAL CLASSIFICATION

PLANNING AND DESIGN OF THE TRANSPORTATION SYSTEM (ONGOING)

Plan, design, and regulate roadways in accordance with the functional classification system reflected in the table below, and Figure III-1 in the Circulation Element.

Functional Classification City of Roseville's Arterial and Collector Roadway Systems

Specific Plan Area	Arterials	Collectors
Northwest Roseville	Pleasant Grove Road Foothills Boulevard Woodcreek Oaks Boulevard Junction Boulevard Washington Boulevard Baseline Road	Country Club Drive McAnally Drive
North Central Roseville	Washington Boulevard Roseville Parkway Galleria Blvd/Stanford Ranch Road Pleasant Grove Boulevard	Diamond Oaks (east of golf course) Gibson Drive Antelope Creek Drive Reserve Drive Hallissy Drive Trestle Road
Northeast Roseville	Sunrise Avenue Roseville Parkway Eureka Road Douglas Boulevard Sierra College Boulevard Taylor Road Lead Hill Boulevard Rocky Ridge Drive	Olympus Drive Professional Drive Stonepoint Drive
Southeast Roseville	Douglas Boulevard Roseville Parkway Sierra College Boulevard Eureka Road Rocky Ridge Drive (south of Douglas Boulevard)	Johnson Ranch Drive McLaren Drive Professional Drive Parkhill Road Old Auburn Road (South Cirby to Roseville Parkway) North Cirby Way
North Industrial Area	Washington Boulevard Foothills Boulevard Blue Oaks Boulevard Roseville Parkway Industrial Avenue	Industrial Avenue Winding Creek Way Parkside Drive New Meadow Drive HP Way Painted Desert Drive Crimson Ridge Drive
Del Webb Specific Plan	Blue Oaks Boulevard Fiddyment Road Pleasant Grove Boulevard	Del Webb Boulevard Sun City Boulevard
Highland Reserve North	Stanford Ranch Road Pleasant Grove Boulevard Fairway Drive	Highland Reserve Drive Central Park Drive
North Roseville	Blue Oaks Boulevard Woodcreek Oaks Boulevard Pleasant Grove Boulevard Junction Boulevard Baseline Road Fiddyment Road	Diamond Creek Road Northpark Drive Parkside Way Opal Drive Prairie Woods Drive Painted Desert Drive Crocker Ranch Road West Hills Drive Morning Star Drive

Table III-1 (Continued)
Functional Classification City of Roseville's Arterial and Collector Roadway Systems

Specific Plan	Arterials	Collectors
Stoneridge	Roseville Parkway Sierra College Boulevard Secret Ravine Parkway North Sunrise Avenue	Olympus Drive Scarborough Drive Alexandra Drive
West Roseville	Fiddyment Road Pleasant Grove Boulevard Westbrook Boulevard Blue Oaks Boulevard	Hayden Parkway Bob Doyle Drive Village Green Drive Westpark Drive Village Center Drive Monument Drive Crawford Parkway Holt Parkway Angus Road
Sierra Vista	Baseline Road Fiddyment Road Pleasant Grove Boulevard Vista Grande Boulevard Santucci Boulevard Westbrook Boulevard	Market Street Upland Drive Federico Drive
Creekview	Blue Oaks Boulevard Westbrook Boulevard	Holt Parkway Benchmark Drive Creekview Plaza
Amoruso Ranch	Westbrook Boulevard Road B Road D	Road A
Infill Area	Vernon Street (north of Cirby) Atlantic Street (Vernon to I-80) Cirby Way Riverside Avenue Auburn Boulevard Roseville Road Harding Boulevard (north of Douglas) Douglas Boulevard Atkinson Street (south of Foothills) Rocky Ridge Drive Sunrise Avenue	Main Street Folsom Road Vineyard Road Church Street (west of Washington) Atkinson Street (Foothills to Vineyard) Shasta Street (north of Yosemite) Sierra Boulevard (west of Yosemite) Vernon Street (south of Cirby) Sutter Avenue Lincoln Street (Sierra to Main and Vernon to Sutter) Oak Street (Judah to Lincoln) Grant Street Judah Street Estates Drive Melody Lane West Whyte Avenue Oak Ridge Drive Lead Hill Boulevard Orlando Avenue Berry Street Yosemite Street Old Auburn Road (South Cirby to Sacramento County line)

Notes: All roadways not listed are designated as a Local Street. The "North Industrial Area" and the "Infill Area" are not currently adopted Specific Plans.
Source: City of Roseville (adopted Specific Plans).

Define the functional classification system of both existing and future roadways by a set of criteria to identify which streets will be placed in each class. The primary criteria are the desired speed of the facility, the type of traffic using the facility, the mix of other modes, and whether the facility is providing direct access to destinations. The criteria applied in the functional classification process are as follows:

Arterials

- ***Access:*** Arterials will generally provide linkages to the freeway/highway system and between sections of the City and major activity centers. At higher volumes, there are often access restrictions to adjacent land uses.

- ***Cross Section:*** Arterial streets will generally have four to six 6 lanes, but there may be some eight-lane or two-lane Arterials. In the Specific Plan Areas, the right-of-way for Arterials varies from 76 to 100 feet with posted speeds of 40 miles per hour or higher and generally incorporates 4 to 6 travel lanes, bike lanes, and a landscaped median. Outside the Specific Plan Areas, some roadways function as Arterials due to high traffic volumes and their key linkages between one section of the City and another. For these roadways, current right-of-way widths vary, but most have more than two vehicular travel lanes.

- ***Volumes:*** Arterials will generally carry more than 12,000 average daily vehicles (ADT) – under existing and future conditions.

Collectors

- ***Access:*** Collectors will generally distribute trips from the arterial street system to the local street system. Access to abutting land is normally permitted, but may be restricted to certain uses depending on forecast vehicle volumes.

- ***Cross Section:*** Collectors will generally have two lanes, but there may be some four-lane Collectors. In the Specific Plan Areas, Collectors are generally designed with a 54- or 60-foot right-of-way with 2 or 4 vehicular travel lanes and bike lanes. Outside the Specific Plan Areas, a number of roadways function as Collectors due to moderate traffic volumes and their linkage to the arterial roadway system.

- ***Volumes:*** Collectors will generally carry between 2,000 and 15,000 ADT.

Local Streets

- ***Access:*** Local Streets provide direct access to abutting land and access to the collector street system.

- ***Cross Section:*** Local streets have two lanes. In the Specific Plan Areas, the right-of-way varies from 42 to 54 feet, which provides for two traffic lanes and a parking lane that doubles as a Class III bikeway on both sides. Actual pavement widths vary in both Specific Plan and Infill Areas.

- ***Volumes:*** Local roadways will generally carry up to 3,000 ADT.

FUNCTIONAL CLASSIFICATION AND LAND USE CONTEXT (ONGOING)

The City will incorporate consideration of the land use context when implementing the Functional Classification system. For example, design speeds would be lower, crossing distances would be shorter, and relatively higher-quality bicycle and pedestrian facilities would be prioritized in areas where pedestrians and bicyclists are accessing destinations such as schools, parks, retail, and services.

IMPROVEMENT STANDARDS (ONGOING)

Ensure implementation of the City's Improvement Standards, which specify construction and design standards for roadways. Continue to refine and improve the Improvement Standards for the City's roadway system. Standards shall reflect the Functional Classification and include the following elements:

- Right-of-way requirements
- Roadway cross-sections, including landscaping and bikeways
- Signalization and access control
- Intelligent Transportation Systems
- Land use compatibility, orientation, and design standards
- Vehicle and pedestrian safety
- Bicyclist safety and access
- Safe access to schools
- Transit improvements

Exceptions to the standards may be necessary, but should be kept to a minimum and should be evaluated on a case-by-case basis.

TRUCK ROUTES (ONGOING)

Enforce, evaluate and, as circumstances warrant, update the truck route system to ensure safe and efficient truck routes and to address the compatibility of truck routes with the land use context.

SPECIFIC PLANS (ONGOING)

Ensure that Specific Plan transportation networks are consistent with the City's Functional Classifications and incorporate consistent design standards for roadways, associated bikeways and trails, and adjacent landscape areas. Ensure Specific Plans implement General Plan policies and adequately plan for multi-modal circulation.

INTER-AGENCY AND INTER-JURISDICTIONAL COORDINATION (ONGOING)

Continue to work with neighboring jurisdictions and regional planning agencies to ensure the efficient flow of traffic between jurisdictions, and to address the compatibility of traffic volume amount, mix, and speed between jurisdictions, including early consultation on projects.

MONITOR CHANGING TECHNOLOGY (PROPOSED)

Monitor changes and trends related to vehicle and mobility technology. Consider changes to functional classifications and/or design standards related to rights-of-way, pavement, cross sections, curb space, signals, and other features of the transportation system.

LEVEL OF SERVICE

CAPITAL IMPROVEMENT PROGRAM/LOS CRITERIA (EXISTING)

Continue to update the City's Capital Improvement Program (CIP) to implement policy that strives to maintain LOS "C" at all locations during the weekday A.M. and P.M. peak hours. In addition, continue to implement Intelligent Transportation System Improvements. For the development of the CIP, the Development Services Department shall define "normally accepted maximum" improvements for roadways and intersections. If "normally accepted maximum" improvement cannot maintain LOS "C," the City Council may consider additional "extraordinary" improvements, such as additional lanes or grade separations.

Allow exceptions to the LOS "C" standard in Pedestrian Districts and also allow exceptions in other areas only after all feasible measures and options are explored, including alternative forms of transportation

Base the CIP on a 20-year horizon and update the CIP a minimum of every 5 years, or concurrently with the approval of any significant modification to the land use allocation assumed in the citywide travel model, as determined by the Public Works Director.

To maintain the General Plan policy of this document, and to provide a LOS "C" or better at a minimum of 70 percent of the signalized intersections during the AM and PM Peak Hours, the implementation of the City's Capital Improvement Program (CIP), will optimize traffic operations deficiencies to the extent feasible. The Public Works Department shall monitor the level of service (LOS) on a regular basis and provide periodic reports to the Council on existing LOS and shall look for additional opportunities to improve intersection LOS where it is reduced to less than LOS "C".

The CIP will need to account for disruptive trends such as internet shopping, transportation network company expansion (i.e., Uber), work-force participation, and autonomous vehicles. To remain nimble and flexible in response to disruptive changes, the City will annually review the CIP implementation.

DEVELOPMENT REVIEW PROCESS (ONGOING)

Development proposals determined by the City to require a traffic impact study shall prepare such analysis consistent with the assumptions and methodology of the citywide travel model.

SPECIFIC PLANS *(ONGOING)*

Specific plans shall contain transportation improvements consistent with the standards of this element. Plans must demonstrate what measures will be required to maintain the City's level of service standard and how these measures will be funded. Utilize development agreements to secure improvement, sequencing and funding provisions.

TRANSIT MASTER PLANS *(ONGOING)*

Continue to update the Long-Range Transit Master Plan and Short-range Transit Master Plan in accordance with the provisions of the Transit component of this element. The Long-Range Transit Master Plan should explore potential benefits of improved transit service related to level of service standards and reductions in vehicular travel demand (vehicle miles traveled, or VMT).

TRANSPORTATION SYSTEMS MANAGEMENT ORDINANCE (ONGOING)

Roseville's Transportation Systems Management Ordinance is a key step in meeting the requirements of the California Clean Air Act. Its overall results should be evaluated periodically. Periodically assess , the effectiveness of the City's Transportation Systems Management Ordinance in reducing vehicle trips and in making streets, parking facilities, public transit and bikeways more effective. If the trip reduction goals are not being achieved, the Transportation Systems Management Ordinance should be revised so that measures are taken to achieve stated goals.

BICYCLE MASTER PLAN (EXISTING)

Implement and, as necessary, update the Bicycle Master Plan to provide a prioritized list of bikeway projects, improvements, and programs that will result in a comprehensive, inter-connected bikeway system. Aggressively pursue existing sources of funding to implement the Bicycle Master Plan and develop innovative new sources of funding.

INTERAGENCY COORDINATION (ONGOING)

Work with surrounding jurisdictions to provide acceptable and compatible levels of service on roadways connecting to the City. This will include working with the Placer County Air Pollution Control District to

implement transportation improvements and measures that help with attainment planning and meeting goals in the Air Quality and Climate Change Element of the General Plan.

TRANSPORTATION FUNDING (ONGOING)

Secure adequate funding to ensure the City's level of service policies are met. Continue to implement and update the City's traffic impact fees on new development and obtain gas tax money and other revenue to fund its Capital Improvement Program. Explore funding for transit as identified in the Transit component of this element and for bikeway/trails as identified in the Bicycle Master Plan. Alternative funding sources, such as the establishment of assessment district(s), should be considered. The City should also work with regional planning agencies to explore funding opportunities for all components of its transportation system that are required to meet its level of service standards.

FINANCIAL CONSTRAINTS (PROPOSED)

Design, operate, and maintain a vehicular transportation system that has reliable existing and ongoing sources of funding, in consideration of existing and future decreases in available funding through the gas tax.[1,2] Manage vehicular travel demand in order to reduce the extent of required infrastructure and associated up-front capital and ongoing maintenance costs through such methods as:

- Implement the City's Transportation Systems Management Ordinance (or updated versions of this Ordinance);
- Consider impact fees that provide incentives to projects that reduce vehicular travel demand through location, design, mix of uses, and other features that encourage transit use, walking, and biking and make these modes competitive with driving to reach more daily destinations;
- Encourage walking, biking, and transit trips by making improvements to the City's pedestrian and bicycle infrastructure and transit service; and
- Pursue economic development programs that improve the match over time between the jobs held by local residents and the jobs located in Roseville.

VMT-BASED FEE (PROPOSED)

Develop VMT-based traffic impact fee that funds VMT-reducing projects and to which projects that exceed the VMT rate can contribute on a pro-rata basis to fund pedestrian, bicycle, transit, and other facilities and services.

ELECTRIC VEHICLE CHARGING INFRASTRUCTURE EXPANSION (PROPOSED)

Expand electric vehicle charging to promote greater freedom of choice for Roseville consumers that wish to purchase an electric vehicle, to help reduce household transportation costs, to promote better public health, to reduce transportation noise, and provide other local benefits from an acceleration in the local rate of purchase and use. Identify and remove barriers to electric vehicle charging and take advantage of opportunities to expand the local charging network within both existing and new, private and public

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1 As of the writing of this General Plan, the City has a shortfall of $2.4M for roadway maintenance and signal operation. The City has identified an average annual ongoing need of $9-10 million per year. The City annually funds $6.5 to $7.5 million per year from Gas Tax, Local Transportation, Utility Impact Reimbursement, SB1, and Federal Regional Surface Transportation program funds, leaving a shortfall of $2.5 million per year, or $25 million over the next 10 years. For more detail, please see the City's annual budgets for additional detail, including the Fiscal Year 2018-2019 budget report: https://www.roseville.ca.us/UserFiles/Servers/Server_7964838/File/Government/Departments/Finance/Financial%20Transparency/Annual%20Budgets/FY2018-19%20Adopted%20Budget.pdf.

2 Funding challenges for roadway infrastructure have caused the City to fall behind on its maintenance schedule for streets. The gas tax is the primary funding source for streets and roadways. Gas tax rates, accrued on a per-gallon basis, were developed without an adjustment for inflation, minimizing their purchasing power with every year that passes. Gas tax revenues have also fallen due to more fuel-efficient and electric vehicles being on the road.

properties. Examine opportunities for additional curbside Level 1 and Level 2 electric vehicle charging, including, where feasible, taking advantage of capacity available through LED streetlight conversions. Increase access to the use of electricity as a transportation fuel consistent with relevant State legislation. Take advantage of mutually beneficial opportunities for collaboration with other public agencies in the region and SACOG.

TRANSIT

SHORT-RANGE TRANSIT PLAN *(ONGOING)*

Continue to update the Short-Range Transit Plan every five to seven years to address existing and short-range (seven years) transit needs for the City and provide a capital improvement and financing plan.[3]

SOUTH PLACER COUNTY TRANSIT MASTER PLAN *(ONGOING)*

Continue to participate in updates to the South Placer Long-Range Transit Plan every seven to 10 years or whenever significant modifications in travel behavior or General Plan amendments warrant.[4] Continue to implement Long-Range Master Transit Plan, which analyzes potential transit services and identifies transit corridors.

TRANSIT FUNDING AND INTERAGENCY COORDINATION (ONGOING)

Continue to pursue all available sources of funding for transit services per the Short-Range Transit Plan and South Placer County Transit Master Plan, including federal, state and local sources.

Work with regional partners to explore opportunities for public transit innovation and service improvements, including Capital Corridor, Bus Rapid Transit, subsidized micro-transit, and other local and regional transit services. Coordinate with regional partners to expand commuter train service to Placer County, which is limited due to track constraints between Sacramento and Roseville. Work with the Capitol Corridor and Placer County Transportation Planning Agency (PCTPA) to further study and fund expansion of Capitol Corridor commuter rail services.

Work with Placer County Transit, Sacramento Regional Transit, and other transit providers in the area to coordinate transit policies, transit routes, schedules and fares, and to facilitate transit patronage.

SPECIFIC PLANS (ONGOING)

Ensure that Specific Plans are consistent with the goals and policies of the Transit component of the Circulation Element. All future Specific Plans shall include a transit component and analysis that identifies opportunities for the use and extension of transit services, funding and timing options, and land/design standards to encourage the use of identified transit services. Such analysis should be coordinated and consistent with the Long-Range Transit Master Plan.

TRAVEL DEMAND MANAGEMENT

TRANSPORTATION SYSTEMS MANAGEMENT ORDINANCE (ONGOING)

Periodically assess the effectiveness of the City's Transportation Systems Management Ordinance in reducing vehicle trips, reducing total vehicle miles traveled, and in making street, parking facilities, public transit and bikeways more effective. If the trip reduction goals are not being achieved, the Transportation Systems Management Ordinance should be revised so that measures are taken to achieve stated goals.

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3 The Short-Range Transit Plan is required by state and federal law as a condition for the receipt of funding under the State Transportation Development Act (TDA) and the Federal Transportation Act Administration (FTA).

4 The Long-Range Transit plan evaluates long-term regional needs for transit based upon anticipated land use development patterns.

Identify and maintain a portfolio of projects to reduce VMT, estimate VMT reductions associated with these projects, and examine the feasibility of a VMT-based fee program that allows projects to contribute in-lieu fees at a level necessary to demonstrate consistency with the City's VMT policies. These projects could include, but are not limited to bicycle and pedestrian facilities, transit facilities and services, affordable housing and infill development incentives, and transit-oriented development programs. Alternatively, consider participating in an in-lieu VMT reduction program or VMT reduction bank administered by an outside party.

SPECIFIC PLANS (ONGOING)

Ensure that Specific Plans are consistent with the Circulation Element and the Transportation Systems Management Ordinance. Development agreements may be used to secure Transportation Systems Management Ordinance provisions.

DEVELOPMENT REVIEW PROCESS (ONGOING)

Refer all development proposals to the Public Works Department for review and comment. Development proposals shall be required to ensure compliance with the required actions and measures in the City's Transportation Systems Management Ordinance.

INTERAGENCY COORDINATION (ONGOING)

Work with surrounding agencies to develop and implement Transportation Systems Management strategies that reduce vehicle trips and VMT.

TRANSPORTATION CONTROL MEASURES

The Placer County Air Pollution Control District (APCD), in cooperation with the Sacramento Area Council of Governments (SACOG), has identified Transportation Control Measures (TCMs) that demonstrate the region's ability to come into attainment with the California Ambient Air Quality Standards and National Ambient Air Quality Standards. The TCMs are (1) of specific value to the County's efforts to attain compliance with the federal and state air quality standards and (2) considered to be workable and feasible in Placer County, given the County's population distribution, annual VMT, and emission reduction needs. The TCMs include:

- Transportation Demand Management (TDM) programs such as:
    - Area wide carpool/vanpool matching assistance
    - City or county trip reduction ordinances
    - Employer-sponsored carpool and vanpool programs
    - Staggered work schedules, flexible work hours, compressed work week and telework programs
    - Park and ride lots
- Provision of bikeway and bicycling support facilities
- Enhancement of pedestrian facilities and the pedestrian environment
- Public awareness campaigns such as Spare the Air, May is Bike Month and Bucks for Bikes
- "Smart Growth" land use concepts

VEHICLE MILES TRAVELED ANALYSIS AND MITIGATION

The City will develop, maintain, and implement Vehicle Miles Traveled (VMT) Impact Standards, which will be used to ensure consistency of analysis and adequacy of information in VMT impact analysis. The VMT Impact Standards will address such topics as the purpose analysis, responsibility for analysis, different approaches to impact analysis that are appropriate for different types of projects and plans,

analysis methods, impact thresholds, mitigation options, and the format of VMT impact studies. Mitigation options will include the ability of projects to develop off-site projects or contribute to projects that would reduce VMT off-site, and may include an option for projects to mitigate potential impacts through greenhouse gas emissions offsets for projects that are consistent with the intent of SB 743 to facilitate infill development and promote the public health through active transportation.

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

- improve or increase access to transit;
- increase access to common goods and services, such as groceries, schools, and daycare;
- incorporate affordable housing into the project;
- incorporate neighborhood electric vehicle network;
- orient the project toward transit, bicycle and pedestrian facilities;
- improve pedestrian or bicycle networks, or transit service;
- provide traffic calming;
- provide bicycle parking;
- unbundle parking costs;
- provide parking cash-out programs;
- implement roadway pricing;
- implement or provide access to a commute reduction program;
- provide car-sharing, bike sharing, and ride-sharing programs;
- provide transit passes;
- shifting single occupancy vehicle trips to carpooling or vanpooling, for example providing ride-matching services;
- providing telework options;
- providing incentives or subsidies that increase the use of modes other than single-occupancy vehicle;
- providing on-site amenities at places of work, such as priority parking for carpools and vanpools, secure bike parking, and showers and locker rooms;
- providing employee transportation coordinators at employment sites;
- providing a guaranteed ride home service to users of non-auto modes;

- locate the project near transit;
- increase project density;
- increase the mix of uses within the project or within the project's surroundings;
- increase connectivity and/or intersection density on the project site; and/or
- deploy management strategies (e.g., pricing, vehicle occupancy requirements) on roadways or roadway lanes.

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

BIKEWAYS/TRAILS

BICYCLE MASTER PLAN (ONGOING)

Actively implement the Bicycle Master Plan, which meets State standards and addresses commuter and recreation needs, inter-connectivity, implementation, funding, maintenance, education, encouragement, enforcement, the environment, and safety. Implement the Bicycle Master Plan's prioritized list of bikeway projects, improvements, and programs that will result in a comprehensive, interconnected bikeway system and foster a climate of acceptance for bike riding. Prepare an annual report that includes the status of bikeway and trails implementation, status of funding sources and projected need, and an analysis of the need to update or modify the Bicycle Master Plan.

DEVELOPMENT REVIEW PROCESS (ONGOING)

Refer all development proposals to the Public Works and Parks and Recreation Departments, as appropriate, for review and comment. Include bikeway and trail components integrated with and incorporating the same elements as the Bicycle Master Plan in both private development proposals and public projects.

SPECIFIC PLANS (ONGOING)

Ensure that all Specific Plans are consistent with the provisions of the Bikeway/Trails component of the Circulation Element. Update the Bicycle Master Plan upon adoption of future Specific Plans to reflect approved trails provisions. Development agreements may be used to secure trail funding and sequencing provisions.

INTERAGENCY COORDINATION (ONGOING)

Work with neighboring jurisdictions to integrate the City's bikeway, pedestrian and equestrian trail system with the rest of the region. Strive to provide connections to bikeways identified in the Placer County Bikeway Master Plan and the Sacramento County Bikeway Master Plan, as well as the planned bikeways in other City and community plans. Coordinate the interconnection of bicycle, pedestrian, and equestrian trails to adjoining regional recreational attractions (e.g., Folsom Lake, Sacramento).

BIKEWAY/TRAIL FUNDING (ONGOING)

Identify and pursue funding sources for bikeways and trails. These shall include State, federal, regional, and local sources. Local sources may include, but are not limited to, General Fund, fees, assessment districts, and developer contributions.

PEDESTRIAN ACCESS

PEDESTRIAN MASTER PLAN

Implement and, as necessary, update the Pedestrian Master Plan to achieve a balanced transportation system that provides Roseville residents a variety of transportation choices, and ensure a safe, comfortable and connected network of public sidewalks and street crossings that meets the needs of a broad range of users, including children, the elderly and persons with disabilities. Continue to address sidewalk gaps.

Include sidewalks in the planning and design of all new, reconstructed or widened streets. Improve pedestrian crossings in areas of high pedestrian activity, where pedestrian collision trends are identified, or where safety is otherwise identified as an issue. Review improvement plans and development project proposals for conformance with relevant provisions of the Pedestrian Master Plan. When traffic impact studies are prepared, consider the effect on pedestrian safety, as well as increased pedestrian crossing times and distances or pedestrian wait times due to longer cycle lengths.

STRATEGIES FOR PEDESTRIAN DISTRICTS (ONGOING)

The City Council, following a public hearing, may determine, on a case-by-case basis, to adopt a Resolution establishing a Pedestrian District over a geographic area. The City recognizes that within such a District, pedestrian travel takes a higher priority than automobile travel. The result is that there could be a reduction in the vehicular level of service because the strategies employed to prioritize the walkability of these Districts. This has the potential to reduce total vehicle miles traveled and the air pollutant emissions that contribute to climate change and public and environmental health issues.

In those instances where the City Council determines that a Pedestrian District enhances the neighborhood objectives, the Council also acknowledges that, through their action to approve a Pedestrian District, the vehicular level of service (LOS) policy may not be met within the District.

Establishment of a Pedestrian District is intended to promote walkability and would allow for the construction and/or implementation of the following types of enhancements:

1 Mid-block crossing treatments

- High-visibility crosswalk markings
- Overhead signs and flashing beacons
- In-pavement flashers
- Pedestrian-actuated signals
- Grade-separated pedestrian crossings

2 Intersection Crossing Treatments

- Signal timing changes
- Head-start pedestrian phases
- All-pedestrian “scramble” phases
- Pedestrian actuators
- Countdown pedestrian signals
- Animated eye pedestrian signals
- Audible signals

- Reduced corner radii
- Right-turn on red restrictions
- “Watch Turning Vehicles” signage and legends
- “Yield to Pedestrians” signage

3 Traffic Calming

- Raised crosswalks (Speed Tables)
- Raised intersections
- Textured pavement
- Neckdowns
- Pedestrian refuge islands
- Split Pedestrian Crossovers

4 Pedestrian Enhancements

- Comprehensive Sidewalk Networks
- Pedestrian Only Walkways
- Street Furniture
- Covered Areas
- Street Trees
- Lighting
- Building Setback
- Parking Lot Walkways
- Consolidation of Driveways
- Use of On-Street Parking

AIR QUALITY AND CLIMATE CHANGE

INTERAGENCY COORDINATION (ONGOING)

Coordinate with other local and regional jurisdictions, including the Placer County Air Pollution Control District (PCAPCD) and the California Air Resources Board (ARB), in the development of regional and county clean air plans and incorporate the relevant provisions of those plans into City planning and project review procedures. Also, cooperate with the PCAPCD and ARB in enforcing the provisions of the California and Federal Clean Air Acts, State and regional policies, and other relevant established standards for air quality.

Submit development proposals to the PCAPCD for review and comment in compliance with CEQA prior to consideration by the appropriate decision-making body. Cooperate with Placer County in the identification of hazardous material users (both large and small-scale users) and the development of an inspection process and hazardous materials management plan. Coordinate with the Placer County Air Pollution Control District and Air Resources to update analysis and propose emissions reduction strategies or new regulations that would reduce harmful pollutant emissions at the Roseville Rail Yard.

DEVELOPMENT REVIEW PROCESS (ONGOING)

Notify and solicit comments from local and regional agencies of proposed projects that may affect regional air quality. The comments of the responding agencies will be considered during the review of the projects. Encourage project applicants to consult early in the planning process regarding the applicability of countywide indirect and areawide source permit program and Transportation Control Measures.

Project review should also address energy efficient building and site designs, as well as the proper storage, use, and disposal of hazardous materials.

Analyze air pollutant emissions impacts in environmental review and identify design and other appropriate mitigation measures or offset fees to reduce impacts. Dedicate staff to work with project proponents and other agencies in identifying, ensuring the implementation of, and monitoring the success of mitigation measures, potentially including the pro-rata contribution of fees for criteria air pollutant offset programs, where appropriate.

TRANSPORTATION SYSTEMS MANAGEMENT ORDINANCE (EXISTING)

Continue to refine, improve, and enforce the Roseville Transportation Systems Management Ordinance and coordinate the existing Transportation Systems Management program with programs developed by other agencies, including the Sacramento Area Council of Governments and the PCAPCD.

AIR QUALITY FUNDING (ONGOING)

Explore and, as feasible, implement alternative financing mechanisms for local air quality improvement programs, such as mitigation fees, bonds, or assessment districts. Examine whether grants are available to establish an air quality monitoring program.

AIR QUALITY AND CLIMATE CHANGE MITIGATION STRATEGIES - AREA AND STATIONARY SOURCES (ONGOING)

Require area and stationary source projects that generate significant amounts of air pollutants to incorporate air quality mitigation in their design, including the use of best available control technology for stationary industrial sources; clean fuel sources for heating and cooling; clean fuel technology at fueling stations; and other strategies, in consultation with PCAPCD.

AIR QUALITY AND CLIMATE CHANGE MITIGATION STRATEGIES – MOBILE SOURCES (ONGOING)

Implement mitigation strategies to reduce air pollutant and greenhouse gas emissions from motor vehicles. These strategies, which may consist of improvements and refinements to the transportation and circulation infrastructure, may include, but are not limited to:

- Considering high occupancy vehicle lanes in street and highway widening and new construction projects for arterials and wider rights-of-way;
- Provide for future Bus Rapid Transit opportunities by designating high occupancy routes and reserving right-of-way within those routes.
- Filling gaps or missing links in infrastructure systems (i.e., bike/pedestrian trails, bridge crossings, railroad crossings, street extensions) prior to the construction and occupancy of residential developments utilizing that infrastructure.
- Promoting commercial/industrial project proponent sponsorship of van pools or club buses;
- Encouraging commercial/industrial project day care and employee services at the employment site;
- Encouraging the provision of transit, especially for employment-intensive uses;
- Providing subscription bus service to major trip generators or events;
- Discouraging single-occupant vehicle trips through parking supply and pricing controls or other measures identified by the PCAPCD;
- Providing incentives for the use of transportation alternatives;
- Providing expansion and improvement of public transportation services and facilities;

- Encouraging public transit use and the formation of car pools in new areas by requiring bus turnouts, bus shelters, and/or park-and-ride lots;
- Locating public facilities in areas easily served by public transportation;
- Requiring that large developments (e.g., Specific Plans, large commercial or residential uses) dedicate land for use as park-and-ride lots if suitably located, or requiring large developments to provide park-and-ride spaces if located adjacent to regional transit facilities.
- Implementing the Bicycle Master Plan, Long-Range Transit Plan and Short Range Transit Plan as specified in the Circulation Element;
- Considering right-of-way requirements for bike usage in the planning of new arterial and collector streets and in street improvement projects;
- Requiring that new development be designed to promote pedestrian and bicycle access and circulation;
- Providing safe and secure bicycle parking facilities at major activity centers, such as public facilities, employment sites, and shopping and office centers;
- Providing convenient and safe pedestrian and bike movement through the large parking areas that surround large retail and office centers;
- Provide safe pathways that link residential areas to schools, parks, services, and employment areas and transit facilities;
- Promote project design that encourages pedestrian and cyclist use, including grade separated crossing at major arterials, clear and safe connections between projects and uses;
- Install sidewalks in residential and commercial developments with protective curbing and adequate lighting and pedestrian amenities.

AIR QUALITY AND CLIMATE CHANGE MITIGATION STRATEGIES - LAND USE (ONGOING)

Encourage development to be located and designed to minimize greenhouse gas and air pollutant emissions and avoid exposure to substantial pollutant concentrations by doing the following:

- Locate point sources, such as manufacturing and extracting facilities, in areas designated for industrial development and separated from residential areas and other sensitive receptors (e.g., homes, schools, and hospitals);
- Provide separation between sources of substantial air pollutant emissions and sensitive receptors and/or provide landscaping using plant species that are shown to reduce pollutant exposure;
- Provide ancillary employee services (including, but not limited to, child care, restaurants, banks, and convenience markets) at major employment centers to reduce midday vehicle trips;
- Provide for mixed-use and transit-supportive development that reduces the length and frequency of vehicle trips or reduces the need for vehicle trips by providing practical pedestrian, bicycle, and transit options;
- Consider increased intensity of development along existing and proposed transit corridors;

- Accommodate a portion of the projected population and economic growth of the City in areas having the potential for redevelopment or revitalization;
- Locate public facilities (libraries, parks, schools, community centers, etc.) with consideration of transit and other non-automobile transportation opportunities;
- Preserve rights-of-way and station sites along future transit corridors;
- Encourage small neighborhood-serving commercial uses within or adjacent to residential neighborhoods;
- Encourage a development pattern that is contiguous with existing developed areas of the City.

OPERATIONAL AIR QUALITY AND GREENHOUSE GAS EMISSIONS (PROPOSED)

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

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

If, following incorporation of the above strategies or those determined by the City to be as effective, a project’s operational emissions would still exceed PCAPCD-recommended thresholds of significance, the

City would require the project to offset remaining project emissions in excess of thresholds by establishing off-site mitigation or participation in PCAPCD's Off-site Mitigation Program.

TOXIC AIR CONTAMINANTS (PROPOSED)

- The City shall require, as part of plans for development within the Planning Area, the implementation of ARB's Air Quality and Land Use Handbook: A Community Health Perspective guidance concerning land use compatibility and recommended setback distances with regard to sources of TAC emissions and sensitive land uses, or related guidance as it may be updated in the future.

- As an alternative to these buffer distances, proposed sensitive receptors, uses that involve substantial truck trips, and large gas stations may provide a site-specific health risk assessment, using methods consistent with applicable guidance from the Office of Environmental Health Hazard Assessment, with mitigation, if necessary, to demonstrate compliance with applicable PCAPCD-recommended health risk thresholds. When health risk impacts exceed PCAPCD-recommended thresholds, feasible on-site mitigation measures to reduce TAC exposure shall be implemented to mitigate health risk impacts below PCAPCD-recommended thresholds. On-site measures could include but are not limited to providing enhanced filtration systems (e.g., MERV 13 or greater) for near-by sensitive receptor buildings, use of solid barriers to pollution, and vegetation to reduce pollutant concentrations, changes to the TAC emission source's operation (e.g. technology or management practices that reduce harmful emissions at the Rail Yard), and positioning of exhaust and intake for ventilation systems to minimize exposure, among others.

- The City shall require, as part of development of land uses associated with sensitive receptors within 500 feet of high-volume roadways (defined as roadways carrying an average of 100,000 or more vehicles per day), the incorporation of feasible design measures to reduce exposure by sensitive receptors of substantial emissions of TACs from nearby high-volume roadways and operation of the Roseville Rail Yard. Design measures shall include recommended strategies from the ARB Technical Advisory, as listed below or as they may be updated in the future, or those design features determined by the City to be as effective:

    - Design that promotes air flow and pollutant dispersion along street corridors, including the use of wider sidewalks, bicycle lanes, and dedicated transit lanes, which create space for better air flow and pollutant dispersion along with increasing active transportation and mode shift;
    - Installation of solid barriers, particularly in the downwind direction. Note that consideration of this strategy should also weigh the negative effect of dividing neighborhoods and obscuring sightlines.
    - Installation of vegetation for pollutant dispersion; maximum benefit of this strategy is typically seen when combined with solid barriers.
    - Installation of indoor high-efficiency filtration systems and devices to remove pollutants from the air. If this strategy is selected, a plan for ongoing operation and maintenance of the systems must also be developed to ensure long-term efficiency is achieved as intended by the system.

ODORS (PROPOSED)

All new Specific Plans and proposed amendments to Specific Plans shall be evaluated for odor impacts using the SMAQMD-recommended screening distances for odor sources, or the most current adopted or recommended version. If the minimum buffer distance is not feasible, as an alternative to these buffer distances, technology- and design-based measures shall be evaluated as part of the Specific Plan design guidelines to minimize, contain, or prevent the generation of odor-causing emissions and the dispersion of such emissions to nearby sensitive receptors. For example, in the case of siting odor-producing sources, activities could be maintained within an enclosed space and appropriate air filtration systems could be implemented to reduce odors expelled from the building. For developments that would host sensitive receptors, design would include air site layout, landscaping, indoor air filtration systems, or other appropriate measures to minimize exposure of proposed sensitive receptors to odors.

EXPAND ELECTRIC VEHICLE PURCHASE AND USE

Expand electric vehicle charging, remove barriers to electric vehicle charging, and take advantage of opportunities to expand the local charging network. Continue and expand local rebate programs for electric car purchase, as feasible. Consider funding incentives for purchase and charging infrastructure expansion, particularly at home and workplaces. Establish network of DC fast chargers, which are more cost effective and convenient. Continue to plan for electrical infrastructure improvements needed to facilitate electric vehicle charger expansion.

HAZARDOUS MATERIALS REGULATIONS (EXISTING)

Regulate the use, storage, and disposal of hazardous materials consistent with the provisions of State and federal regulations and the policies of the Safety Element. Emphasis will be given to minimizing public exposure to hazardous materials by requiring proper storage and disposal of such materials to prevent leakage, explosions, fires, or the escape of harmful gases. Maintain compatibility between hazardous materials users and surrounding land uses to ensure public safety.

OPEN SPACE AND CONSERVATION ELEMENT

OPEN SPACE SYSTEM

OPEN SPACE LAND USE DESIGNATIONS (EXISTING)

Designate all areas identified for open space use and/or habitat preservation with the appropriate open space land use designation as defined in the Land Use Element.

ZONING ORDINANCE (EXISTING)

Continue to implement the Zoning Ordinance that includes open space land use and development regulations consistent with the goals and policies of the Open Space and Conservation Element and the Land Use Element.

SPECIFIC PLANS (ONGOING)

Ensure that new or revised Specific Plans are consistent with the goals and policies of the General Plan. Specific Plans shall identify and designate open space resources including grasslands, woodlands, wetlands, riparian areas, floodplains, recreation areas, and other open space and habitat resources, including areas of scenic or educational value.

Particular attention shall be given to comprehensive resource conservation efforts for the entire plan area. Specific Plans shall create open space systems that ensure the preservation of designated open space and habitat resources, create corridors between the resources, link various Specific Plan land uses with services, link the plan area with the remainder of the City, and accommodate regional open space, compatible flood control facilities, and trail systems. Corridors shall be designed to consider the convenient movement of wildlife and path users with minimal restrictions from roadways and other urban features. Specific Plans shall describe methods of preservation, long-term maintenance, and provisions for management. Development agreements will be used to ensure preservation, maintenance, and management techniques including potential alternative ownership and management approaches involving non-profit land trusts or conservancy organizations

DEVELOPMENT REVIEW PROCESS *(ONGOING)*

Refer any development proposal that has a direct or indirect impact on designated open space, significant habitat, Preserve or drainage areas to the Development & Operations Division of the City Manager's

Office, the Open Space Division of the Parks and Recreation and Libraries Department, and the Public Works Departments, as applicable, for comment. In addition, where development proposals have a potential impact on resources identified as being within the jurisdiction of outside agencies, including the California Department of Fish and Wildlife, California Regional Water Quality Control Board, U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, and U.S. Environmental Protection Agency, refer such projects to the appropriate agencies. Should the development proposal include annexation for a new Specific Plan, implement early consultation with outside agencies with jurisdiction over resources contained within the plan area. Consider the comments of the departments and agencies in the development review process.

In addition to open space preservation, explore development alternatives and standards to minimize impacts on open space areas. Such techniques may include grading and drainage standards, limitation of development intensity, and cluster development. Development design should maximize the total open space frontage accessible to public view. Where appropriate, encourage native plants and landscaping that provide wildlife habitat. Address project linkages to local and regional open space networks through project review. Where appropriate, use development agreements and deed restrictions to ensure open space preservation, maintenance, and management techniques.

RESOURCE INVENTORY (ONGOING)

In conjunction with environmental review per CEQA, require that resource field surveys be submitted concurrent with development applications inventorying the type, quantity, and quality of existing open space resources and conditions. This requirement may be waived if determined by the City that the proposed project area is already sufficiently surveyed, is within an adopted Specific Plan Area, or contains resources considered less than significant. The completed surveys will be used in evaluation of individual projects, as well as in the compilation of a comprehensive natural resource inventory for the City.

PRESERVATION MECHANISMS (ONGOING)

Explore and utilize a variety of mechanisms to promote and ensure the preservation of designated open space resources. Such mechanisms may include, but are not limited to, dedication, fee-title purchase, donations, transfer or purchase of development rights, deed restrictions, and credits against park dedication requirements. If it is determined by the City that an open space resource is not desired for public ownership, the City may designate the preservation of such resource in private ownership. A decision not to seek public ownership may occur when the resource is not desired for public access and where public management and maintenance cannot be efficiently accommodated. In such cases, the permanent preservation of the resource shall be ensured through land use and zoning, recorded map, deed restriction, conservation easement, or other City-approved mechanism.

Where feasible, and desirable, the acquisition and preservation of open space resources may be facilitated by working with nonprofit land trusts and conservation organizations.

OPERATION AND MANAGEMENT PLANS (ONGOING)

Accompany the designation of any area as open space with a program to ensure the long-term maintenance and management of the area. The program shall address restrictions regarding grading and drainage from adjacent land uses, permitted and prohibited uses and activities, the frequency and type of maintenance needed, management and monitoring provisions to ensure the continued viability of the resource, and designated costs and funding sources.

When open space preserves are established as the result of permits issued by federal or state agencies, the maintenance and management programs shall be consistent with applicable permitting requirements and a related Operation and Management Plan. Endowment funds, maintenance districts, or other revenue sources shall be established to ensure sufficient funding for maintenance and any required monitoring and reporting. Funding should consider need for legal services and law enforcement costs to

ensure protection of natural values, improvements, public use, and adjacent properties. New Preserve areas established by federal permit should be considered for appending to the City's Open Space Preserve Overarching Management Plan to ensure consistent citywide Preserve area management, monitoring, and reporting practices.

INTERGOVERNMENTAL COORDINATION (ONGOING)

Consult, at the earliest possible opportunity, with adjacent jurisdictions and responsible agencies to ensure the coordinated designation and preservation of open space areas. Such efforts shall consider continuity of areas between jurisdictions, potential connections between communities and regional systems, and opportunities for regional resource preservation and banking. When considering land entitlements for large-scale projects or Specific Plan, consistent with the August 2000 MOU between the City of Roseville and U.S. Fish and Wildlife Service, conduct early consultation with State and federal resource agencies with jurisdiction over on-site resources to ensure the proposed project or plan can be permitted for development by the involved agencies.

BICYCLE MASTER PLAN (EXISTING)

Implement the Bicycle Master Plan, as specified in the Bikeway/Trails component of the Circulation Element. The Bicycle Master Plan was developed according to State standards and provides a prioritized list of bikeway projects, improvements, and programs that will result in a comprehensive, inter-connected bikeway system.

COMMUNITY DESIGN GUIDELINES (EXISTING)

Implement the Community Design Guidelines, as specified in the Land Use Element. The guidelines include standards to promote the integration of the natural and built environments and design standards for the City.

PARKS AND RECREATION COMPREHENSIVE MASTER PLAN (EXISTING)

Implement the Parks and Recreation Comprehensive Master Plan, as specified in the Parks and Recreation Element. The Master Plan includes a full assessment of traditional and non-traditional park lands and recreation opportunities.

URBAN FOREST MASTER PLAN (EXISTING)

Implement the Urban Forest Master Plan. The Urban Forest Master Plan provides a framework for the long-term care, preservation, and expansion of the community's public trees. The Plan identifies appropriate resources to adequately manage the City's public urban forest. While the Plan focuses primarily on publicly owned trees, including street trees, parks, golf courses, open space and oak mitigation areas, it also recognizes the significant contribution and benefits of private trees to the overall well-being and livability of the community. Therefore, the Plan explores recommendations for increasing canopy cover on both public and private property.

PUBLIC EDUCATION PROGRAMS *(ONGOING)*

Participate in public programs emphasizing awareness of open space and resource conservation issues. When feasible, such programs should be coordinated with the local school districts and community groups. Efforts will be made to reach all households and provide accessibility through the timing and location of these programs.

CITY OF ROSEVILLE OPEN SPACE PRESERVE OVERARCHING MANAGEMENT PLAN (EXISTING)

The City of Roseville Open Space Preserve Overarching Management Plan (Overarching Plan) is a U.S. Army Corps of Engineers and U.S. Fish and Wildlife Service approved management plan prepared pursuant to the August 2000 MOU between the City of Roseville and U.S. Fish and Wildlife Service. The

Plan ties together management, City facility maintenance activities, monitoring and reporting of open space throughout the City. The Overarching Plan identifies two categories of open space for management purposes: “Preserve” open space, which is typically established by resource agency permit and subject to certain federal agency restrictions; and, “General” open space which is typically City owned and was dedicated or set aside due to City policy or to meet Specific Plan or General Plan requirements. General open space is not subject to existing State and/or federal permit requirements, while Preserve open space is typically protected by deed restriction for conservation purposes.

VEGETATION AND WILDLIFE

OPEN SPACE LAND USE DESIGNATIONS (EXISTING)

Designate all areas identified for open space use and/or preservation with the appropriate open space land use designation, as defined in the Land Use Element.

ZONING ORDINANCE (EXISTING)

Continue to implement the Zoning Ordinance that includes open space land use and development regulations consistent with the goals and policies of the Open Space and Conservation Element and the Land Use Element. Modification may include establishment of a zoning designation applicable to sensitive resource areas.

SPECIFIC PLANS (ONGOING)

Ensure that new or revised Specific Plans are consistent with the goals and policies of the General Plan. Specific Plans shall identify and designate open space resources that may include grasslands, woodlands, wetlands, riparian areas, floodplains, recreation areas, and other open space and habitat resources. This will also include areas of scenic or educational value.

Particular attention shall be given to comprehensive resource conservation efforts for the entire plan area. Specific Plans shall create open space systems that ensure the preservation of designated open space and habitat resources, create corridors between the resources, link various Specific Plan land uses with services, link the plan area with the remainder of the City, and accommodate regional open space, compatible flood control facilities, and trail systems. Corridors shall be designed to consider the convenient movement of public path users and wildlife with minimal conflicts from roadways and other urban features. Specific Plans shall describe methods of preservation, long-term maintenance and provisions for management. Development agreements may be used to ensure preservation, maintenance and management techniques, including potential alternative ownership and management approaches involving nonprofit land trust or conservancy organizations.

DEVELOPMENT REVIEW PROCESS (ONGOING)

Refer any development proposal that has a direct or indirect impact on designated open space, significant habitat, Preserve, or drainage areas to the Development and Operations Division of the City Manager’s Office, the Open Space Division of the Parks and Recreation Department and Public Works Departments, as applicable, for comment. In addition, where development proposals have a potential impact on resources identified as being within the regulatory jurisdiction of outside agencies, including the California Department of Fish and Wildlife, California Regional Water Quality Control Board, U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, and U.S. Environmental Protection Agency, refer such projects to the appropriate agencies. Should the development proposal include annexation for a new Specific Plan, implement early consultation with outside agencies with jurisdiction over resources contained within the plan area. Consider the comments of the departments and outside agencies in the development review process.

RESOURCE INVENTORY (ONGOING)

In conjunction with environmental review per CEQA, require that resource field surveys be submitted concurrent with development applications inventorying the type, quantity, and quality of existing open space resources and conditions. This requirement may be waived if determined by the City that the proposed project area is already sufficiently surveyed, is within an adopted Specific Plan Area, or contains resources considered less than significant. The completed surveys will be used to evaluate individual projects, as well as to compile a comprehensive natural resource inventory for the City.

PRESERVATION MECHANISMS (ONGOING)

Explore and utilize a variety of mechanisms to promote and ensure the preservation of designated open space resources. Such mechanisms may include, but are not limited to, dedication, fee-title purchase, donations, transfer or purchase of development rights, deed restrictions, and credits against park dedication requirements. If it is determined by the City that an open space resource is not desired for public ownership, the City may designate the preservation of such resource in private ownership. A decision not to seek public ownership may occur when the resource is not desired for public access and where public management and maintenance could not be efficiently accommodated. In such cases, the permanent preservation of the resource shall be ensured through land use and zoning, recorded map, deed restriction, conservation easement, or other City-approved mechanism.

Where feasible and desirable, the acquisition and preservation of open space resources may be facilitated by working with non-profit land trusts and conservation organizations.

OPERATION AND MANAGEMENT PLANS (ONGOING)

Accompany the designation of any area as open space with a program to ensure the long-term maintenance and management of the area. The program shall address restrictions regarding grading and drainage from adjacent land uses, permitted and prohibited uses and activities, the frequency and type of maintenance needed, management and monitoring provisions to ensure the continued viability of the resource and designated costs and funding sources. When open space preserves are established as the result of permits issued by federal or State agencies, the maintenance and management programs shall be consistent with applicable permitting requirements and related Operation and Management Plans. Endowment funds or maintenance districts shall be established to ensure sufficient funding for maintenance and any required monitoring and reporting. Funding should consider need for legal services and law enforcement costs to ensure protection of natural values, improvements, public use, and adjacent properties. New Preserve areas established by federal permit should be considered for appending to the City's Open Space Preserve Overarching Management Plan to ensure consistent citywide Preserve area management, monitoring, and reporting practices.

TREE PRESERVATION REGULATIONS (EXISTING)

Enforce and regularly evaluate the tree preservation regulations contained in the Zoning Ordinance. These regulations provide standards for the removal, preservation, and mitigation of native oak trees. Emphasis is placed on avoidance first, mitigation second. Where mitigation is not feasible on-site, tree preservation and mitigation efforts should be considered in locations that enhance or expand existing resource areas.

FLOOD DAMAGE PREVENTION ORDINANCE (EXISTING)

Enforce and regularly evaluate the Flood Damage Prevention Ordinance. This Ordinance regulates the preservation of the Regulatory Floodplain, as defined in the Safety Element, to protect habitat and wildlife values in perpetuity. Areas outside, but adjacent to the Regulatory Floodplain may be designated for dedication or preservation, if special circumstances or resources exist. These may include, but are not limited to, sensitive wildlife or vegetation, wetland habitat, oak woodland areas, grasslands in association with other habitat areas, slope or topographical considerations, recreation opportunities, and maintenance access requirements.

WASTEWATER DISCHARGE (EXISTING)

Continue to regulate the discharge of treated wastewater into Dry and Pleasant Grove Creeks in accordance with Regional Water Quality Control Board and National Pollutant Discharge Elimination System (NPDES) standards. These standards are intended to eliminate water quality impacts to fisheries and other aquatic resources.

GRADING ORDINANCE (EXISTING)

Enforce and regularly evaluate the Grading Ordinance. The Grading Ordinance includes specific standards for project construction and erosion control. Enforcement helps to reduce sedimentation within the creek systems that can impact aquatic resources. The Ordinance requires prompt re-vegetation of disturbed areas, avoidance of grading activities during wet weather, and avoidance of disturbance within drainageways, as well as other erosion and sedimentation control measures.

STORMWATER ORDINANCE (EXISTING)

Through the Environmental Utilities Department, apply the Urban Stormwater Quality Management and Discharge Control Ordinance to implement measures to improve the short-term and long-term quality of stormwater runoff. The Stormwater Ordinance identifies cost-effective urban runoff controls, including Best Management Practices, to limit urban runoff pollutants into the waterway systems and is consistent with EPA Stormwater Management regulations and National Pollutant Discharge Elimination System (NPDES) Phase 2 requirements.

WETLAND MITIGATION GUIDELINES (PROPOSED)

In conjunction with required environmental review per CEQA, regulate the preservation, mitigation, monitoring and maintenance of wetland areas in coordination with the California Department of Fish and Wildlife, U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, and U.S. Environmental Protection Agency. For federally non-regulated wetlands, the City may require compensation or mitigation based on the value of the resource and reserves the right to consider not-in-kind compensation.

Wetland preservation, mitigation, monitoring and maintenance efforts in Roseville shall, where feasible, comply with the following principles:

- Avoidance of resources as a first priority, with compensation or mitigation implemented when avoidance is determined not to be feasible or desirable;
- No net loss of wetland acreage, values or function, or habitat of comparable value is provided;
- Comprehensive rather than incremental preservation, compensation, or mitigation programs;
- Preservation, compensation, or mitigation efforts focused on enhancing and expanding existing resource areas rather than creating isolated resource pockets;
- Preserves, compensation, or mitigation areas created that are large enough to be self-sustaining and ensure the long-term preservation of wetland resources and required watersheds, provide an adequate buffer, and have a sufficient number of wetlands to support adequate species populations and range;
- Preserves and compensation or mitigation areas selected on their representativeness, habitat quality, watershed integrity, defensibility, buffer, size, plant species, variety, and presence of special status species.

When avoidance is determined not to be feasible or desirable, compensation or mitigation shall occur based on the following priorities as may be modified by applicable State or federal permit conditions:

5 On-site within the identified project or Specific Plan Area when long-term resource viability is feasible.

6 Off-site, but within the City of Roseville, when on-site compensation or mitigation is determined not to be feasible or desirable.

7 Off-site, outside the City only when the above two options are determined not to be feasible or desirable. Compensation or mitigation efforts outside the City should be in close proximity and accessible to Roseville residents and should be coordinated with regional preservation and banking efforts. Proposals to provide wetland compensation or mitigation outside the City shall be accompanied by documentation indicating how the compensation or mitigation proposal benefits the resource and the City and how the loss of open space resources in the City will be mitigated.

All wetland preserve, compensation, or mitigation areas shall be designated as permanent open space and maintained as specified in implementation measures 6 and 7, above. City property may be utilized for preservation or mitigation if such efforts do not conflict with existing resources, recreational opportunities or other City goals, policies, and programs. Pedestrian and cyclist access to preservation and compensation or mitigation areas shall be well-defined and limited to minimize impacts upon the resources. Areas identified as having special-status species shall be monitored and managed to encourage the continued viability of the species and discourage non-indigenous invasive species consistent with the City of Roseville Open Space Preserve Overarching Management Plan.

COMMUNITY DESIGN GUIDELINES (EXISTING)

Enforce and regularly evaluate the Community Design Guidelines, as specified in the Land Use Element. These guidelines contain standards to promote the integration of the natural and built environments, including City entryways.

PUBLIC EDUCATION PROGRAMS (ONGOING)

The City will participate in public programs emphasizing awareness of open space and resource conservation issues. When feasible, such programs should be coordinated with the local school districts and community groups. Efforts will be made to reach all households and provide accessibility through the timing and location of these programs.

INTERGOVERNMENTAL COORDINATION (ONGOING)

Pursue a regional approach to habitat preservation. This effort includes working with adjacent jurisdictions, the U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, U.S. Environmental Protection Agency, California Department of Fish and Wildlife, and community organizations to develop a programmatic permitting and mitigation process, and explore opportunities for habitat preservation, restoration and enhancement. When considering land entitlements for large-scale projects or Specific Plans, consistent with the August 2000 MOU between the City of Roseville and U.S. Fish and Wildlife Service, conduct early consultation with State and federal resource agencies with jurisdiction over on-site resources to ensure the proposed project or plan can be permitted for development by the involved agencies.

SPECIAL-STATUS PLANTS AND HABITAT (PROPOSED)

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

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

surveyed, is within an adopted specific plan area, or contains resources considered less than significant.

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

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

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

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

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

SPECIAL-STATUS WILDLIFE (PROPOSED)

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

RIPARIAN HABITAT AND SENSITIVE NATURAL COMMUNITIES (PROPOSED)

If a proposed project would result in fill or alteration of a waterway or any body of water supporting riparian forest habitat, the City will require project proponent/s to notify the California Department of Fish and Wildlife, obtain a Lake and Streambed Alteration Agreement if determined necessary by the California Department of Fish and Wildlife, and comply with all conditions of the Lake and Streambed

Alteration Agreement. Measures for riparian habitat and sensitive natural communities protection include, but are not limited to, avoid impacts by establishing a buffer zone between adjacent land uses and riparian habitat and sensitive natural communities; protect and preserve riparian habitat and sensitive natural communities to the extent feasible; and compensate for loss of riparian habitat and sensitive natural communities by creating, restoring, or preserving off-site habitat in coordination with the applicable resource agencies.

WETLANDS AND OTHER WATERS (PROPOSED)

If a project would result in ground disturbance on sites containing waterways or other aquatic habitats, the City will require project proponent/s to complete a delineation of waters of the United States according to U.S. Army Corps of Engineers' methods, and to submit the completed delineation to the U.S. Army Corps of Engineers for jurisdictional determination. If the project would result in fill of wetlands or other waters of the United States, the City will require project proponent/s to obtain a Section 404 Clean Water Act permit from the U.S. Army Corps of Engineers and water quality certification from the Regional Water Quality Control Board pursuant to Section 401 of the Clean Water Act. If the project involves work in areas containing waters disclaimed by the USACE, project applicants shall obtain a Waste Discharge Requirement permit from the Regional Water Quality Control Board pursuant to the Porter Cologne Act. Project applicants shall be required to obtain all needed permits prior to project implementation, to abide by the conditions of the permits, including all mitigation requirements, and to implement all requirements of the permits in the timeframes required therein.

GROUNDWATER RECHARGE AND WATER QUALITY

STORMWATER ORDINANCE (EXISTING)

Through the Environmental Utilities Department, apply the Urban Stormwater Quality Management and Discharge Control Ordinance to improve the short-term and long-term quality of stormwater runoff. The Stormwater Ordinance includes identification of cost-effective urban runoff controls, including Best Management Practices, to limit urban runoff pollutants into the waterway systems and is consistent with EPA Stormwater Management regulations and National Pollutant Discharge Elimination System (NPDES) Phase 2 requirements.

DEVELOPMENT REVIEW PROCESS (ONGOING)

Refer any development proposal that has a direct or indirect impact on water quality or groundwater recharge and quality to the Development & Operations and Environmental Utilities Departments, as applicable, for comment. In addition, where development proposals have a potential impact on resources identified as being within the jurisdiction of outside agencies, including the California Department of Fish and Wildlife, California Regional Water Quality Control Board, U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, and U.S. Environmental Protection Agency, refer such projects to the appropriate agencies. Consider the comments of the departments and agencies in the development review process.

The environmental review for projects shall include an inventory of the quantity and quality of water resources, assessment of potential project impacts, and identification of mitigation and monitoring measures. The issues of urban runoff controls, erosion control, recharge area preservation, and buffer areas shall be addressed. In addition, the handling and storage of toxic chemicals shall be examined to minimize the risk of discharge into storm drains, watercourses, or groundwater.

SPECIFIC PLANS (ONGOING)

Ensure that new and revised Specific Plans are consistent with the goals and policies of the General Plan. The Specific Plans shall identify and designate open space resources including grasslands, woodlands, wetlands, riparian areas, floodways, recreation areas and other open space, buffer, and habitat resources. The environmental analysis for each Specific Plan shall address water quality programs, recharge area preservation, and erosion control and urban runoff management. In addition,

Specific Plans shall include guidelines that address development along waterways. Guidelines should consider access, security, and separation from urban development. Development agreements will be used to ensure preservation, maintenance and management techniques.

GRADING ORDINANCE (EXISTING)

Enforce and regularly evaluate the Grading Ordinance. The Grading Ordinance includes specific standards for project construction and erosion control. Enforcement helps to reduce sedimentation within the creek systems that can impact aquatic resources. The Ordinance requires prompt re-vegetation of disturbed areas, avoidance of grading activities during wet weather, avoidance of disturbance within drainageways as well as other erosion and sedimentation control measures.

FLOOD DAMAGE PREVENTION ORDINANCE (EXISTING)

Enforce and regularly evaluate the Flood Damage Prevention Ordinance. This Ordinance regulates the preservation of the Regulatory Floodplain, as defined in the Safety Element, to protect habitat and wildlife values in perpetuity. Areas outside but adjacent to the Regulatory Floodplain may be designated for dedication or preservation if special circumstances or resources exist. These may include, but are not limited, to sensitive wildlife or vegetation, wetland habitat, oak woodland areas, grasslands in association with other habitat areas, slope or topographical considerations, recreation opportunities, and maintenance access requirements.

INTERAGENCY COORDINATION (ONGOING)

Continue to coordinate City water quality, groundwater and water resource efforts with the appropriate local, State, and federal agencies.

WATER WELL MONITORING (ONGOING)

Through the Environmental Utilities Department, continue to monitor the City's wells for water quality and quantity.

LAND USE DESIGNATION (EXISTING)

Designate all areas identified for open space use and/or preservation with the appropriate open space land use designation, as defined in the Land Use Element. Open space land use shall be applied to primary watercourses and may be considered for significant recharge areas.

ZONING ORDINANCE (EXISTING)

Continue to implement and enforce the Zoning Ordinance’s open space district and development regulations for consistency with the goals and policies of the Open Space and Conservation Element and the Land Use Element.

PRESERVATION MECHANISMS (ONGOING)

Explore and utilize a variety of mechanisms to promote and ensure the preservation of designated open space resources. Such mechanisms may include, but are not limited to, dedication, fee-title purchase, donations, transfer or purchase of development rights, and credits against park dedication requirements. If it is determined by the City that an open space resource is not desired for public ownership, the City may designate the preservation of such resource in private ownership. A decision not to seek public ownership may occur when the resource is not desired for public access and where public management and maintenance could not be efficiently accommodated. In such cases, the permanent preservation of the resource shall be ensured through land use and zoning, recorded map, deed restriction, conservation easement, or other City-approved mechanism.

Where feasible, and desirable, the acquisition and preservation of open space resources may be facilitated by working with non-profit land trusts and conservation organizations.

FLOOD CONTROL (COMPONENT INSTITUTED BY THE GENERAL PLAN)

Regulate flood control, detention, and retention efforts in accordance with the goals and policies of the Flood Protection component of the Safety Element.

AQUIFER STORAGE AND RECOVERY (EXISTING)

Implement the City's Aquifer Storage and Recovery (ASR) program. The ASR Program allows the City to maximize sustained use of the groundwater basin in conjunction with surface water supplies, while providing a strong backup water supply during critically dry years, consistent with the City's commitments contained in the Water Forum Agreement.

HISTORICAL, CULTURAL, TRIBAL CULTURAL, AND PALEONTOLOGICAL RESOURCES

MANAGEMENT OF TRIBAL CULTURAL RESOURCES AND CONSULTATION

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

HISTORICAL RESOURCES (PROPOSED)

If a built environment resource greater than 50 years in age may be directly or indirectly impacted by project activities, the following actions will be taken to identify buildings with historical or architectural value. As appropriate to each individual project or Specific Plan, the following actions or those determined to be equally as effective by the City shall be implemented where there may be an adverse impact on potential historical resources:

a. Consult the City's Master List of Historical Resources Inventory, "Significant Buildings" list as codified in Chapter 19.61 of the City of Roseville's Zoning Ordinance, National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), Built Environment Resources Directory (BERD) regarding non-archaeological resources in the Office of Historic Preservation's (OHP) inventory and, as necessary, seek information from the North Central Information Center (NCIC) or other applicable data repositories to determine whether the project area has been surveyed, and whether built environment resources were identified.

b. If a survey of the project area in which the property is located has not been conducted, a cultural resource specialist who meets Secretary of the Interior's (SOI) Professional Qualifications Standards as a Historian/Architectural Historian will conduct a built environment resource study of the historic-age built environment resource(s) within the project area.

c. If a study is required, it will summarize identification efforts; include results of field survey with photographs and descriptions of existing conditions; and background and property specific research to develop pertinent historical contexts for significance evaluations. The study may include consultation with local historical societies, museums, or other interested parties, as necessary. The built environment resource(s) will be documented on the appropriate California Department of Parks and Recreation (DPR) 523 series forms and evaluated for eligibility for listing in the CRHR. The results of the study will be summarized in a technical memorandum. A copy of the completed study and DPR 523 forms will be retained on file with the City and a copy submitted to the NCIC.

d. If the results of the study by the SOI Historian/Architectural Historian concludes that the built environment resource(s) is/are not eligible for listing in the CRHR and is not listed by the City as a "Significant Building," no further action is required for the project.

e. If the built environment resources are listed by the City as a "Significant Building," the findings of Chapter 19.61 of the City of Roseville's Zoning Ordinance must be made prior to authorization of demolition. If the results of the study by the SOI Historian/Architectural Historian concludes that the built environment resource(s) is/are eligible for listing in the CRHR and project activities have the potential to cause substantial adverse change, avoidance shall be considered the primary mitigation option. If avoidance is not feasible, then the preservation, rehabilitation, and/or restoration of the resource conducted in a manner consistent with the SOI Standards for the Treatment of Historic Properties will reduce impacts to less than significant. If adherence to the SOI Standards for the Treatment of Historic Properties cannot avoid altering the physical characteristics or immediate surroundings that conveys its historic significance and the project results in a substantial adverse change, then additional mitigation will be required to reduce impacts.

f. If avoidance is not feasible and minimizing impacts of the project on the resource through adherence to the SOI Standards for the Treatment of Historic Properties is also not possible, additional mitigation measures will be implemented to record the resource for the historic record before the resource is altered before any project activities. Mitigation may include, but is not limited to, Historic American Buildings Survey (HABS); Historic American Engineering Record (HAER); and/or Historic American Landscapes Survey (HALS)-type reports with historical context, photodocumentation, drawings, and other relevant information; interpretive panel/commemorative plaque; and/or oral history interviews.

ARCHAEOLOGICAL RESOURCES, INCLUDING TRIBAL CULTURAL RESOURCES (PROPOSED)

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

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

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

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

of the survey and provide appropriate management recommendations, and include recordation of identified archaeological resources on appropriate California Department of Parks and Recreation site record forms and cultural resources reports.

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

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

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

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

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

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

j. If significant archaeological resources that meet the definition of historical or unique archaeological resources, including those determined by the City to be TCRs, are identified in the project area, the preferred mitigation of impacts is preservation in place. If impacts cannot be avoided through project design, appropriate and feasible treatment measures are required, which may consist of, but are not limited to actions, such as data recovery excavations. If only part of a site will be impacted by a project, data recovery will only be necessary for that portion of the site. Data recovery will not be required if the implementing agency determines prior testing and studies have adequately recovered the scientifically consequential information from the resources. Studies and reports resulting from the data recovery shall be deposited with the North Central Information Center. Archaeological sites known to contain human remains shall be treated in accordance with the provisions of Section 7050.5 of the Health and Safety Code, as outlined in the City's Internal Guidance for Management of Tribal Cultural Resources and Consultation.

UNDISCOVERED ARCHAEOLOGICAL RESOURCES, INCLUDING TRIBAL CULTURAL RESOURCES (PROPOSED)

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

SPECIFIC PLANS (ONGOING)

Ensure that new or revised Specific Plans are consistent with the goals and policies of the General Plan. The Specific Plans shall incorporate a comprehensive inventory, analysis, and mitigation plan for archaeological and historic resources. Where feasible, significant archaeological resources shall be incorporated into park or other open space areas. All significant archaeological sites located in parks and other open space areas should be protected and left in an undisturbed state. Development agreements should be used to ensure preservation, maintenance, and management techniques.

LAND USE DESIGNATION (EXISTING)

Designate all areas identified for open space use with the appropriate open space land use designation, as defined in the Land Use Element. This will, where feasible, include areas identified as having significant archaeological resources.

ZONING ORDINANCE (EXISTING)

Continue to implement the Zoning Ordinance's open space land use and development regulations for consistency with the goals and policies of the Open Space and Conservation Element and the Land Use Element.

DOWNTOWN AND RIVERSIDE GATEWAY SPECIFIC PLANS (EXISTING)

Continue to implement the Downtown and Riverside Gateway Specific Plans. These Specific Plans identify significant historic structures, provisions to preserve and/or enhance existing buildings, and guidelines for compatibility of new and existing development. Coordinate these Specific Plans with revitalization and development efforts to promote the preservation and enhancement of the areas.

INTERAGENCY COOPERATION (ONGOING)

Cooperate with other State, federal, and local agencies in the identification and preservation of archaeological and historic resources. This will include working with Placer County and the Roseville Historical Society on updating the inventory of historic sites.

COMMUNITY ORGANIZATIONS (ONGOING)

Continue to encourage, support and cooperate with various community organizations, including the Roseville Historical Society, in recognizing significant places and events in Roseville's past.

PARKS AND RECREATION NEEDS ASSESSMENT (EXISTING)

The Parks and Recreation Needs Assessment should be updated a minimum of every three years and/or with any significant General Plan amendment. The Plan will be used to ensure continual review and updating of recreation facility standards and/or trends/gaps in recreational amenities. Periodic survey of City-administered recreation programs should also be conducted by the Parks, Recreation & Libraries Department in order to evaluate the content and popularity of programs being offered.

PALEONTOLOGICAL RESOURCES

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

1 Consult the Paleontological Sensitivity Map.

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

3 For projects that would be located in paleontologically sensitive geologic units, or those that would be located in non-paleontologically sensitive surficial units but would involve ground disturbance to a depth greater than 5 feet, provide a site-specific analysis of the project's potential to damage or destroy unique paleontological resources. The analysis shall include a review of relevant geological and paleontological literature and maps, a paleontological records search at the U.C. Berkeley Museum of Paleontology, a paleontological sensitivity analysis, and measures designed to protect unique paleontological resources. Such measures may include, but are not limited to, construction worker personnel training, periodic monitoring during construction activities, stopping work within 50 feet of any fossil that is discovered, evaluation of the fossil by a qualified paleontologist, and proper recordation and curation of the specimen.

PARKS AND RECREATION ELEMENT

PARK DEFINITIONS, STANDARDS AND SITING CRITERIA (EXISTING)

Use the Parks Definitions, Standards and Siting Criteria reflected on Tables VI-1 and VI-2 of the Parks and Recreation Element and the Parks and Recreation Master Plan, Strategic Plans, Needs Assessments and the Park and Recreation Business Plan to plan for future parks and recreation facilities. These guidelines shall be used to allow the City flexibility for varying circumstances, in terms of size, facilities and service areas, to ensure that existing and future needs are met and to lessen gaps identified in the Needs Assessment.

The table below summarizes the City's park and open space acreage as of the writing of this General Plan. The table also identifies the City's other green spaces and recreational areas. In most instances, these other green spaces are not included in the City's parkland standard. Definitions for the various categories of parkland are described in the Parks and Recreation Element.

Parks and Recreation and Open Space Acreage (Existing and Planned)

Use	Acres
Developed Parks[1]	1,943
Open Space Lands	3,206
Green Spaces	390
Greenway/Paseos[2]	70

Note:
[1] Includes joint-use parks/facilities at school sites
[2] Greenways/Paseos consist of the paseos in the West Riverside Specific Plan, Sierra Vista Specific Plan/Westbrook, Creekview, the Hewlett-Packard Campus Oaks Master Plan, and Amoruso Ranch Specific Plan areas as well as the one existing greenway along the Sunrise Corridor.

SPECIFIC PLANS (ONGOING)

Ensure that future and revised Specific Plans include parks and recreation facilities consistent with the standards of this element. Such plans shall identify the future recreation needs of the area, based on the projected population and demographic characteristics, and designate the appropriate recreational lands. The Specific Plans shall address park acreage credits, acquisition or dedication, and financing, timing and maintenance. Utilize development agreement to secure these provisions.

DEVELOPMENT REVIEW PROCESS (ONGOING)

Continue the City's development review, in accordance with the requirements contained in such documents as the Zoning Ordinance, Sign Ordinance, Subdivision Ordinance and Subdivision Map Act, Transportation Systems Management Ordinance, the Specific Plans, the California Environmental Quality Act, and other statutes.

Consult the Parks, Recreation & Libraries Department, and other affected agencies, as a result of any development proposal that may have an impact on parks and recreational facilities. Any comments and recommended mitigation will be considered during the review process. Development review shall address the need for park facilities, timing and provision of such facilities, and the design relationship between parks and adjacent development.

DEDICATIONS, FEES AND EXACTIONS (ONGOING)

The City shall require new residential development to dedicate land or pay in-lieu fees (land and/or development) toward the provision of parks at the nine (9) acre/1,000 population standard. The City shall use its charter city authority and legal authority to ensure compliance with the General Plan standards for park dedication.

FUNDING SOURCES (ONGOING)

Continue to pursue both existing and alternative sources of funding to provide for initial construction and ongoing maintenance of parklands and recreational facilities that will adequately meet community needs. Existing sources include the Neighborhood Park Fees, City-wide Park Fees, In-Lieu Parkland and Development Fees and funds from endowments, Landscape and Lighting Districts, and Community Services Districts. Other sources may include State bond acts, federal and State grants, assessment districts, tax initiatives, and public/private partnerships. Recreational facilities may be provided through fund raising efforts by civic and community organizations. Neighborhood groups may be an additional source of finance and voluntary labor to meet recreational needs.

PARK IMPLEMENTATION CHART (EXISTING)

The City may consider allowing for non-traditional land to augment the parkland dedication standard, as described in the Parks and Recreation Element, for open space lands with recreational value. The City may only consider applying these lands towards meeting required standards after the active recreation needs (ball fields, turf areas, hardcourts) for the area have been met.

PARKS AND RECREATION COMPREHENSIVE MASTER PLAN AND/OR NEEDS ASSESSMENT (EXISTING)

The Parks and Recreation Comprehensive Master Plan and/or Needs Assessment should be updated with any significant General Plan amendment. The Plan will be used to ensure continual review and updating of recreation facility standards. Periodic survey of City-administered recreation programs should also be conducted by the Parks, Recreation & Libraries Department in order to evaluate the content and popularity of programs being offered. Tailor parks, recreational facilities, and programs to the community's preferences and serve all residents, including, including families, teenagers, seniors, and those with mobility challenges.

INTERAGENCY COORDINATION (ONGOING)

Coordinate with local school districts to provide additional park and recreation areas, in conjunction with school facilities. This coordination shall occur consistent with the goals and policies of the School component of the Public Facilities Element. Maximize active recreation opportunities for Roseville residents, including ball fields, turf areas, and hard courts through joint-use agreements.

PUBLIC PARTICIPATION (ONGOING)

Actively solicit public participation in the planning and development of parks and recreational programs to more effectively meet the needs of City residents. The primary means of public input will be through the Parks and Recreation Commission, City Council, public workshops, and surveys. Additional resources include organizations such as the other Council appointed Commissions Committees.

INTERGOVERNMENTAL COOPERATION (ONGOING)

Continue to pursue a regional approach to planning and development of recreational facilities to help ensure optimal use of existing parks and natural resources. Cooperate with neighboring communities to provide joint-use of parklands and facilities, and full use of open space areas. Additionally, the Parks, Recreation & Libraries Department should continue to confer with other jurisdictions, as well as collaborate with public/private partnerships in an effort to identify new programs that have proven successful in other communities.

WATER AND ENERGY CONSERVATION (EXISTING)

Develop and design parks, golf courses, and other recreation lands consistent with the Water and Energy Efficiency component of the Public Facilities Element. Incorporate water and energy conservation measures into the design of recreational facilities. The Parks, Recreation & Libraries Department should adopt landscaping and maintenance practices which conform to the conservation standards set forth in the Public Facilities Element. These standards should be periodically updated.

RECYCLED WATER USE (EXISTING)

Actively pursue the use of recycled water in appropriate irrigation applications for park, golf course and other recreation landscapes consistent with the provisions of the Public Facilities Element. If feasible, extend recycled water to include wildlife or wetland habitat reclamation for incorporation into City parklands.

WATER EFFICIENT LANDSCAPE REQUIREMENTS (ONGOING)

The City's Planning, Environmental Utilities, and the Parks, Recreation & Libraries Departments, will continue to implement the water efficient landscape requirements to meet the standards for water conscious landscaping and to reduce water use in development projects. The requirements specify use of trees and other vegetation in new development. The requirements should also be applied in the design and development of City parks and recreation facilities, and City-maintained streetscapes and medians along major arterials and collector streets and should be consistent with the provisions of the Water and Energy Efficiency component of the Public Facilities Element.

PUBLIC EDUCATION AND INTERPRETIVE PROGRAMS (ONGOING)

Continue the Parks, Recreation, & Libraries Department's public education and interpretive programs to preserve and protect the City's parks through prevention, enforcement, community education, and public relations activities. The programs are designed to develop appreciation of natural resources and the historical value of the Roseville park system through a variety of interpretive and educational awareness programs.

PARK MAINTENANCE (ONGOING)

The City's Parks, Recreation, & Libraries Department will continue to maintain the City's parks and recreation lands, including open space areas and streetscapes and medians along major arterials and collector streets. New development areas will be required to identify resources to provide for the maintenance of future citywide and neighborhood parks and open space lands. This will include exploring the establishment of maintenance assessment districts, sponsorships, and public/public, or public/private partnerships.

DEVELOPMENT AGREEMENTS (ONGOING)

The City shall require proponents of new development to enter into an agreement specifying fair-share obligations for the construction and maintenance of parks and recreation facilities, including greenways and paseos. The intent of the agreement shall be to provide 100 percent of the needed facilities, unless the City makes findings that there are special circumstances (economic or social benefit to the City and its residents), and will indicate from what sources, and time frames, the facilities will be provided. The timing and triggers for park development shall be based on available funding for development and maintenance and absorption of the residential units to be served by the parkland identified within each specific plan.

LIFE CYCLES, CIP REHABILITATION PLANS, AND REPLACEMENT GAP ANALYSIS (ONGOING)

Implement an operational and management system for the Parks, Recreation & Libraries Department that allows for success and accountability toward performance standards, outcomes and sustainable revenue sources. Prioritize capital improvements and replacement of amenities based on current life cycle analysis through studies or asset management programs, an updated five-year rehabilitation plan and/or a current replacement gap analysis study. Continue to maintain and upgrade as necessary City parks and open space areas through the Parks, Recreation & Libraries Department, to ensure safe, clean, and orderly facilities.

PARK FEE ORDINANCES (EXISTING)

Collect and expend park fees, as specified in Roseville Municipal Code Title 4, Revenue and Finance.

PUBLIC FACILITIES ELEMENT

CIVIC AND COMMUNITY FACILITIES

FACILITIES FEES (EXISTING)

Continue to collect and adjust the City's Community Facilities Fee to fund civic and community facilities pursuant to adopted Specific Plans and Master Plans.

INTERGOVERNMENTAL COORDINATION (ONGOING)

Coordinate City recreation, library, and planning efforts with the school districts, Placer County, and other applicable agencies. Such coordination will help to ensure the clustering of community activities and should emphasize expansion and diversity of services and facilities rather than duplication.

PARKS AND RECREATION (EXISTING)

Implement the Parks and Recreation Needs Assessment, consistent with the Parks and Recreation Element. The Parks Needs Assessment should be updated a minimum of every three years and/or with any significant General Plan amendment. The analysis will be used to ensure continual review and updating of recreation facility standards and to identify gaps in trends and services related to recreation. Periodic survey of City-administered recreation programs should also be conducted by the Parks and Recreation Department in order to evaluate the content and popularity of programs being offered.

SPECIFIC PLANS (ONGOING)

Ensure that Specific Plans are consistent with the goals and policies of the Public Facilities Element. Provide the planning and designation of clustered community centers with libraries, community activity areas, and park lands suitable for meeting the local needs of residents or workers. Use development agreements to secure funding and timing requirements.

ALTERNATIVE FUNDING SOURCES (ONGOING)

Actively pursue alternative funding sources for community facilities. Such sources may include the use of special assessment districts; bonds; Mello-Roos Community Facilities Districts; Landscaping & Lighting Districts; and, Marks-Roos Districts, among others, to fund necessary community facilities, including parks, community centers, and libraries.

PUBLIC INVOLVEMENT (ONGOING)

Actively solicit public involvement in the siting of community facilities and identification of programs through the public meeting and review process. Community-based organizations, including Friends of the Library, the Roseville Library Foundation, and the Roseville Library Board, should be consulted and included in the decision-making process to strengthen support for the library programs.

CALIFORNIA LIBRARY SERVICES ACT AND THE LIBRARY OF CALIFORNIA ACT (EXISTING)

The State of California encourages networking among libraries implementing the provisions of the California Library Services Act and Library of California Act. The acts promote resource-sharing among all types of libraries (public, school, academic, and business). The City should continue to actively pursue State funding and support for inter-library resource sharing programs through this legislation.

LIBRARIES AS A MULTI-FUNCTIONAL FACILITY (ONGOING)

Identify opportunities for shared facilities to maximize resources and consolidate educational and cultural centers. The library has evolved in the past 20 years to serve as a community gathering space, educational center, and cultural hub. Fulfill a diversified complement of services at public libraries to keep the community engaged and ensure that services remain vibrant.

DEDICATIONS, FEES, AND EXACTIONS (ONGOING)

Require, as a condition of project approval, dedication of land for needed facilities or the payment of appropriate fees and exactions to help offset municipal costs of facilities expansion.

NORTHNET LIBRARY SYSTEM (ONGOING)

Continue to participate in the NorthNet Library System that facilitates resource-sharing among regional libraries.

SCHOOLS

STATE FUNDS (ONGOING)

The City and school districts together shall continue to actively pursue State funds for school facilities. State funds may provide partial support to school facilities funding. Contingency funding shall be identified should State sources be reduced or eliminated. A higher priority for the eligibility for State funds, if and when such funds are available, may be provided to school districts that choose to adopt year-round school programs.

LOCAL RESOURCES (ONGOING)

The City and school districts shall continue to pursue local funding options including, but not limited to, dedication of school sites, controlled land costs, assessment districts, general obligation bond proceeds, special tax measures, mitigation and other development fees, Mello-Roos Community Facilities districts, and imposition of mitigation fees above State law-required levels.

DEVELOPMENT AGREEMENTS (ONGOING)

In addition to “Sterling” fees (AB 2926) and supplemental developer fees (City of Roseville “infill” ordinance), the City shall encourage proponents of new development to enter into an agreement with the affected school districts, specifying their fair-share obligations for the provision of school facilities.

DEVELOPMENT REVIEW PROCESS (ONGOING)

Refer any development proposal that has a direct or indirect impact on school facilities to the affected school district(s) for review and comment. District comments will be considered by the City in reviewing the proposed project. Environmental review of a project shall evaluate school facilities, in accordance with State law, prior to approval.

SPECIFIC PLANS (ONGOING)

Ensure that Specific Plans are consistent with the goals and policies of the General Plan. Through the Specific Plan process, the City and school districts shall determine school site locations. Where feasible, schools shall be located in neighborhood centers to reduce duplication and create a community focus. The City shall ensure that Specific Plans provide for school facilities through development agreements. These agreements shall identify facility needs, the specific amount of developer contribution for new schools, and phasing requirements of new facilities.

SCHOOL DISTRICT FACILITIES MASTER PLANS (PROPOSED)

The City shall encourage school districts to adopt and update School District Facilities Master Plans. The City should consider the Plans’ assessments of the need for school facilities during the review of projects and future Specific Plans.

INTERAGENCY COOPERATION (ONGOING)

Cooperate and communicate with school districts to ensure greater success in properly assessing the adequacy of existing facilities and projected need. Work with the school districts to develop criteria for the designation and design of school sites and consider opportunities for reducing the cost of land for school facilities, and to encourage the use of City standards in the design and landscaping of school facilities to blend with the neighborhood character and implement the City’s Community Design Guidelines. If dedication of land is not feasible, the City will assist the subject school district in obtaining land at the best possible price. The City and school districts will, to the extent feasible, enter into a joint use agreement or append the master joint use agreement in order to maximize public use or community recreation of indoor and outdoor facilities, minimize duplication of services provided, and facilitate shared financial, operational and maintenance responsibilities.

The City will work with post-secondary educational providers, as necessary, to enhance educational opportunities for students within the Planning Area.

JOINT-USE AGREEMENTS (ONGOING)

Prepare a master joint use agreement and append the master agreement for all new schools within existing and new City boundaries. The planning of the joint campuses shall be a collaboration in order to identify opportunities to maximize public use and community recreation of the facilities, minimize duplication of services provided, and facilitate shared financial, operational and maintenance responsibilities. This agreement shall specify joint use policies, provision of services, financial, operational and maintenance obligations..

RESOURCE PROTECTION POLICIES (COMPONENT INSTITUTED BY THE GENERAL PLAN)

Ensure the implementation of the policies in the Open Space and Conservation Element of the General Plan that reinforce the intent of the Public Facilities Element by specifying how resource conservation areas may be protected and utilized to enrich the educational experience of City residents.

ELECTRIC AND PRIVATELY-OWNED UTILITIES

JOINT ACTION PARTICIPATION (EXISTING)

Continue to participate in joint action agencies that secure electric resources through a combination of contracts to purchase electricity from other agencies and development of electrical generation facilities in Northern California. Roseville may also purchase electricity from other NCPA members to help meet electrical needs.[5]

CONTINGENCY PLAN (EXISTING)

Implement the City's Load Contingency Plan, specifying what implementation measures shall be taken in the event of peak demand exceeding available resources.

INTEGRATED RESOURCE PLAN (EXISTING)

Complete and regularly update, through the Electric Department, an Integrated Resource Plan. The Integrated Resource Plan shall:

- Provide projections of future demand;
- Evaluate procurement of both demand and supply side resources to meet future demand;
- Ensure compliance with Renewables Portfolio Standard and low-greenhouse gas emissions requirements;
- Forecast customer rate impacts.

The Integrated Resource Plan should also provide a summary of resources, existing and planned, to meet identified needs in a cost-effective manner.

DEVELOPER FEES, DEDICATIONS, AND EXACTIONS (ONGOING)

The City shall require new development to pay a fair share of the costs of new sub-transmission and distribution facilities needed to serve development and require dedication of sites and easements needed for substation and transmission lines.

CAPITAL IMPROVEMENT PROGRAM (ONGOING)

Construct sub-transmission and distribution facilities sufficient for reliable electric service, in accordance with the Capital Improvement Program.

INTERAGENCY AGREEMENTS (EXISTING)

Continue to develop sufficient transmission facilities and contract with other agencies that may include, but are not limited to, the Western Area Power Administration, Northern California Power Agency,

[5] Established through state legislation, joint action agencies give municipal utilities and other public entities the statutory authority to create a voluntary, inter-governmental body to coordinate and implement projects of mutual interest. Joint action allows utilities to work together to achieve economies of scale for purchase, power generation technology, power management, and other important services intended to make electricity more widely available and at a reduced cost. Joint action agencies are not-for-profit entities, governed by and for their members.

Transmission Agency of Northern California, and Pacific Gas & Electric Company for the use of transmission facilities for the delivery of electricity to Roseville. These agreements should include provisions for obtaining emergency power supplies.

SPECIFIC PLANS (ONGOING)

Ensure that Specific Plans are consistent with the goals and policies of the General Plan. Specific Plans shall provide strong policies and implementation to ensure adequate provision of electric and other utilities to future residents. Through development agreements, energy needs, and the provision of additional substations shall be identified, and property secured prior to project approval. The Specific Plans shall include siting and land use compatibility standards for energy facilities consistent with the goals and policies of this component and the Land Use Element.

PUBLIC/PRIVATE PARTNERSHIPS (PROPOSED)

Encourage development of environmentally benign facilities and other alternative energy sources in the private sector.

WATER AND ENERGY PROGRAMS (COMPONENT INSTITUTED BY THE GENERAL PLAN)

Ensure the implementation of the policies in the Water and Energy Efficiency component of the Public Facilities Element that facilitate pursuit of reasonable and cost-effective load management programs. Incentive programs, energy conservation programs, monitoring mechanisms, and Title 24 of the Building Code are implementation measures that can indirectly help customers reduce the chance of service interruption.

SOLAR ELECTRIC (PV) PROGRAMS

Roseville Electric Utility will work with customers to provide education related to the benefits of solar installation and ensure proper installation of PV systems and provide information to allow customers to make informed decisions.

SHADE TREE PROGRAM

Roseville Electric Utility will provide rebates and education to residential and business customers to encourage the use of trees as an energy efficiency measure. Properly placed shade trees can significantly reduce summer cooling costs, while also providing environmental benefits through oxygen exchange and noise reduction.

TRUSTED ADVISOR PROGRAM

Roseville Electric Utility provides customized advisor services to assist electric customers identify opportunities for increased energy efficiency, the benefits of solar and electric vehicles. These services offer one-on-one assessments of customer's energy use and behavior to help customers understand new energy related technology and how they can maximize energy efficiency in their home or business. These programs expand beyond simple energy audits by providing a more personalized customer experience.

RESIDENTIAL ENERGY EFFICIENCY PROGRAMS

Roseville Electric Utility's Residential Energy Efficiency Programs for new and existing homes will continue to offer rebates, educational materials, and technical assistance designed to help residents use electricity more efficiently and reduce carbon emissions.

Roseville Electric Utility will continue to require air conditioners installed in new construction to exceed State energy efficiency requirements. The Roseville Advanced Home Program provides rebates to builders who construct homes that exceed California's energy code, Title 24, by installing energy efficient technologies and/or rooftop solar.

ENERGY EFFICIENCY PROGRAMS FOR LOW-INCOME RESIDENTS

Provide financial assistance to the low-income residents through loans, grants, and the Handyperson Program to improve the energy efficiency of homes. These programs are funded through federal and State programs for low-income residents and administered by the City of Roseville's Housing Division. Roseville Electric Utility will continue to offer special rates and programs for qualifying residents.

COMMERCIAL BUSINESS ENERGY EFFICIENCY PROGRAMS

Roseville Electric Utility's Commercial Business Energy Efficiency Rebate programs help new and existing businesses save energy and reduce peak electric consumption. Reductions in summer peak demand reduces greenhouse gases and save ratepayers money. Roseville Electric Utility offers rebates to assist with reduction of first cost expenditures for energy efficiency upgrades in equipment. Large customers may also access historical energy and demand use via an online service called Energy Profiler Online. The ability to measure and track demand and energy is essential in achieving energy reductions.

DEVELOPMENT REVIEW PROCESS (ONGOING)

Refer any development proposal that has an impact on utilities to the Electric Department and the appropriate non-City-owned utility providers for review and comment. Comments received will be considered during review of the proposed project. Environmental review of a project shall include energy efficiency standards, determination of adequate power sources, cumulative impacts, necessary utility easements, and installation of communication and electric lines prior to approval of certification.

PUBLIC EDUCATION PROGRAMS (ONGOING)

In conjunction with the programs offered on energy efficiency and conservation, the City will actively pursue public programs emphasizing awareness of energy issues. Roseville's Utility Exploration Center is an interdepartmental project spearheaded by Roseville Electric Utility and the Environmental Utilities Department, with support from the Parks, Recreation & Libraries Department and City Manager's Office. The Exploration Center is a one-of-a-kind center offering ideas on preserving the City's natural resources and protecting the environment through new technologies and conservation measures in energy efficiency, water conservation, recycling, and water quality and environmentally sustainable building materials.

WATER SYSTEM

INTERAGENCY AGREEMENTS (EXISTING)

Continue to negotiate, secure, and maintain water supplies and water system inter-ties with the Placer County Water Agency (PCWA), San Juan Water District (SJWD), the Federal Bureau of Reclamation (USBR), and other surrounding water agencies at terms beneficial to the City of Roseville. This includes water supply contracts, as well as agreements for water delivery. If needed, continue to explore the possibility of expanding delivery systems and increasing water supply in cooperation with these agencies, as well as other surrounding agencies.

WATER SYSTEM MASTER PLANS (ONGOING)

Update the distribution system hydraulic model on an as-needed basis. Update the water model to evaluate existing and future infrastructure necessary for meeting City customer needs.

Participate with regional partners in preparation of a Groundwater Sustainability Plan to further the City's desire to proactively manage the groundwater basin and increase water supply reliability. This plan will identify groundwater basin management objectives and monitoring protocols, in accordance with State requirements.

SUPPORT AND PARTICIPATE IN WATER FORUM SUCCESSOR EFFORTS AND REGIONAL WATER AUTHORITY (ONGOING)

Continue to support the Water Forum Successor efforts. The intent of the Water Forum is to achieve two co-equal objectives; (1) provide a safe and reliable water supply which supports the region's economic health; and (2) maintain the ecologic health and vitality of the lower American River. The Water Forum is made of a group of stakeholders interested in water issues on the American River. An outgrowth the Forum process is the development of the Regional Water Authority (RWA). The City will continue to support the RWA in development of programs that can better meet the needs of water agencies within the region through agreements and joint projects.

PARTICIPATE IN REGIONAL WATER SUPPLY PROJECTS (ONGOING)

Seek opportunities to participate in regional water supply projects that provide for new water supplies or increased levels of water supply reliability. This includes opportunities to diversify the City's points of diversion. Projects include the PCWA Ophir Water Treatment Plant project and the regional RiverArc project. Both projects would diversify the City's point of water diversion reducing complete dependency upon Folsom Dam facilities.

PARTICIPATE IN THE WEST PLACER GROUNDWATER SUSTAINABILITY AGENCY (ONGOING)

Continue active participation in the West Placer Groundwater Sustainability Agency (WPGSA). The WPGSA was formed in 2017 to implement that requirements established as a result of passage of the Sustainable Groundwater Management Act of 2014 (SGMA). The SGMA establishes a new structure for sustainably managing California's groundwater resources at a local level. The SGMA mandates that all medium and high priority groundwater basins identified in the Department of Water Resources (DWR) Bulletin 118 be managed by a GSA to be formed by June 30, 2017. Each GSA will then develop a Groundwater Sustainability Plan (GSP) by January 30, 2022, which will include plan components to assist the GSA in achieving and maintaining groundwater sustainability within 20 years of GSP adoption.

WATER REHABILITATION PROGRAM (ONGOING)

Include, as a part of City water rates, a component dedicated to the refurbishment and replacement of water utility infrastructure. Condition assessments will be conducted every 5 to 10 years to develop rehabilitation program plans that can be considered in the bi-annual utility rates process.

FEES, DEDICATIONS, AND EXACTIONS (ONGOING)

The City shall require, as a condition of project approval, dedication of land and easements or the payment of appropriate fees and exactions to help offset municipal costs of expansion of water treatment and delivery system facilities. Fees will be developed and updated, as necessary, to fund required projects.

SPECIFIC PLANS (ONGOING)

Ensure that Specific Plans are consistent with the goals and policies of the General Plan. Specific Plans shall specify total projected water demand based on land use designations within the plan area. Acknowledging the imprecision of such projections, the plans shall provide detailed criteria for project development to ensure that the water needs of future residents are met. Through development agreements, identify water needs and the provision of expanded water treatment capacity and delivery systems and responsibilities prior to project approval.

DEVELOPMENT REVIEW PROCESS (ONGOING)

Refer any development proposal that has an impact on water sources, supply, or infrastructure to the Environmental Utilities Department for review and comment. Consider the Department's comments during

review of the proposed project. Environmental review of a project shall include determination of adequate water sources, water treatment capacity, and distribution systems. The City may implement impact fees or other mechanisms to finance needed improvements.

DEVELOPMENT AGREEMENTS (ONGOING)

The City shall require proponents of new development to enter into an agreement specifying their fair-share obligations for the provision of water system facilities. The intent of the agreement shall be to provide 100 percent of the needed water system facilities, unless the City makes findings that there are special circumstances (economic or social benefit to the City and its residents) and will indicate from what sources and in what time frames the facilities will be provided.

URBAN WATER MANAGEMENT PLAN (ONGOING)

In compliance with the Urban Water Management Planning Act, California Water Code Sections 10610, se seq., update every five years the City's Urban Water Management Plan, a document developed according to guidance provided by the California Department of Water Resources. The Urban Water Management Plan addresses the water needs of the City through buildout and identifies conservation measures the City will pursue.

CAPITAL IMPROVEMENT PLAN (ONGOING)

Plan for expansion of the City's water treatment and delivery system is in its five-year Capital Improvement Plan (CIP). The Plan shall establish priorities for improvements to the water supply system, including expansion of the water treatment plant, construction of larger pipelines, storage facilities, water production and groundwater wells, and improvements to the back-up system. The five-year Plan shall specify estimated costs and phasing of improvements so that they are funded appropriately and provided in a timely manner.

WATER QUALITY MONITORING PROGRAM (ONGOING)

Continue to monitor water quality through the Environmental Utilities Department. Continue to enforce a monitoring program that specifies standards and measures to be taken to prevent unsafe water from being delivered and to ensure that all California Department of Drinking Water regulations are met.

WATER AND ENERGY CONSERVATION MEASURES

Utilize the Water and Energy Efficiency component of the Public Facilities Element to facilitate pursuit of reasonable and cost-effective water management programs required as a condition of water supply and/or State laws. Minimum water conservation standards, water conservation programs, monitoring mechanisms, and public education on water issues are implementation measures that can indirectly help customers ensure that their water needs are met.

CONSERVATION PLANNING (EXISTING)

Adhere to City conservation plans and ordinances, including those required by Department of Water Resources, U.S. Bureau of Reclamation, and Water Forum, and the Water Efficient Landscape Ordinance (WELO).

WATER EDUCATION PROGRAMS (ONGOING)

In conjunction with the programs offered on water conservation, actively pursue public education programs on water supply, treatment, and conjunctive use. Aggressive efforts should be made to reach all households with appropriate information and provide accessibility through the timing and location of these programs.

REGULATORY AND LEGISLATIVE ACTIVITIES (ONGOING)

Continue to monitor and comment on State and federal legislative activities and changing regulatory issues that impact how the City provides utility service to its customers.

WASTEWATER AND RECYCLED WATER SYSTEMS

CAPITAL IMPROVEMENT PLAN (ONGOING)

Plan for expansion of the wastewater treatment and collection system in the Capital Improvement Plan (CIP). The Plan shall establish priorities for improvements to the wastewater system including expansion of the existing wastewater treatment plants, expansion of collector and trunk lines as necessary, and improvements to the back-up system. It shall specify phasing of improvements so that they are provided in a timely manner and specified capacities are maintained. Additionally, the Plan shall outline the proper infrastructure to facilitate recycled water use.

ADVANCED RECYCLED WATER USE (ONGOING)

Actively pursue the use of recycled water, where applicable and, if feasible, for use in wildlife or wetlands habitat reclamation. Continue development of the proper infrastructure to facilitate recycled water use within the City through implementation of the Recycled Water sections of the “Regional Wastewater and Recycled Water Systems Evaluation Report” (Systems Evaluation Report).

FEES, DEDICATIONS AND EXACTIONS (ONGOING)

The City shall continue to require, as a condition of project approval, that new development pay connection fees and bear the fair-share cost of extensions and expansions, including the dedication of easements for wastewater and recycled water facilities. This requirement shall help offset the cost of expansion of wastewater treatment facilities and collection and delivery systems for both wastewater and recycled water made necessary by the new development.

SYSTEMS EVALUATION REPORT (ONGOING)

The City shall analyze treatment facilities expansion needs upon 75 percent utilization of treatment plant capacity. The analysis will identify probable costs, should treatment facility expansions be necessary.

The City will analyze the collection system on an as-needed basis to identify existing and future infrastructure improvements necessary for meeting City customer needs.

INTERAGENCY OPERATIONS AGREEMENT (ONGOING)

Maintain the regional approach for processing wastewater and maintain a cooperative working relationship with the other jurisdictions participating in the regional system. This includes expansion of the existing plant and service area to ensure specified reserve capacities are maintained.

PRE-TREATMENT PROGRAM (ONGOING)

Continue to implement a pre-treatment program to prevent hazardous materials from entering the wastewater system from industrial dischargers and other sources.

DEVELOPMENT REVIEW PROCESS (ONGOING)

Refer any development proposal that has an impact on the wastewater or recycled water systems to the Environmental Utilities Department. Consider the Department’s comments during the review of the proposed project. Environmental review of a project shall include wastewater treatment plant and collection system capacity and potential alternatives to treatment and discharge, as well as recycled water distribution capacities and capabilities.

DEVELOPMENT AGREEMENTS (ONGOING)

The City shall require proponents of new development to enter into an agreement specifying their fair share obligations for the provisions of wastewater and recycled water system facilities. The intent of the agreement shall be to provide 100 percent of the needed system, unless the City makes findings that there are special circumstances (economic or social benefit to the City and its residents), and to indicate from what source and time frames the facilities will be provided.

SPECIFIC PLANS (ONGOING)

Ensure that Specific Plans are consistent with the goals and policies of the General Plan. Specific Plans shall specify total projected wastewater generation, impacts, and treated wastewater use potential based on land use designations within the plan area. Through development agreements, identify the provision of expanded wastewater treatment capacity, reuse, and delivery systems and designate responsibilities.

WASTEWATER REDUCTION (PROPOSED)

Establish a process for examining large generators of wastewater to ensure that treatment capacity is available, and that wastewater generation is minimized. Additionally, the City shall explore incentives to the public and private sectors for wastewater reuse and actively promote the reduction and reuse programs through various means of communication to maximize contact with water users who could benefit from the program.

WATER AND ENERGY CONSERVATION PROGRAMS (COMPONENT INSTITUTED BY THE GENERAL PLAN)

Ensure the implementation of the policies in the Water and Energy Efficiency component of the Public Facilities Element to facilitate implementation of water conservation programs. Minimum water conservation standards, water conservation programs, monitoring mechanisms, and public education on water issues can indirectly help reduce the load on the wastewater treatment facilities.

WASTEWATER EDUCATION PROGRAMS (ONGOING)

In conjunction with the programs offered on water conservation, actively pursue public education programs on wastewater generation, treatment, and reuse. Aggressive efforts should be made to reach all households with appropriate information and provide accessibility through the timing and location of these programs.

LEGISLATIVE ACTIVITIES (ONGOING)

Continue to monitor and comment on State and federal legislative activities and changing regulatory issues that impact how the City provides utility services to its customers.

SOLID WASTE COLLECTION AND DISPOSAL, SOURCE REDUCTION & RECYCLING

LAND USE DESIGNATION (EXISTING)

Apply the Transfer Station land use designation identified in the Land Use Element, as applicable, to ensure the viability of solid waste transfer stations and related recycling operations.

ZONING ORDINANCE (EXISTING)

Per the City's Zoning Ordinance, specify standards that ensure, to the extent feasible, compatibility between recycling operations and other uses consistent with the goals and policies of the Solid Waste Collection and Disposal, Source Reduction & Recycling component of the Public Facilities Element and the Land Use Element.

INTEGRATED WASTE MANAGEMENT PLAN (ONGOING)

In compliance with AB 939, follow the guidelines of Roseville's Source Reduction and Recycling Element (SRRE), a document approved by the California Integrated Water Management Board. The SRRE describes the City's recycling programs such as drop-off recycling sites, residential green waste collection, and commercial cardboard collection. Actively participate with Western Placer Waste Management Authority staff to assure maximum materials diversion through the Materials Recovery Facility, helping to meet the goals of AB 939 for all jurisdictions.

MATERIALS RECOVERY FACILITY (EXISTING)

The City should continue to actively participate in the support and ongoing development of the Materials Recovery Facility program through the Western Placer Waste Management Authority. The Materials Recovery Facility includes on-site separation of recyclables, a landfill, an education center, composting capability, and a Household Hazardous Waste facility.

DEVELOPMENT AGREEMENTS (ONGOING)

The City shall require proponents of new development to enter into agreements specifying the required reduction of the development's construction waste stream to avoid an impact to the City's targeted annual solid waste diversion rates. The development's waste stream will be verified through submittal of all disposal and diversion records to the City by the contractors.

DEVELOPMENT REVIEW PROCESS (ONGOING)

Refer any development proposal that has an impact on solid waste to the Environmental Utilities Department for review and comment. Consider the Department's comments during the review process. A waste characterization profile may be required. The Environmental Utilities Department should establish standards specifying the size and type of projects subject to this requirement and should develop suggested source reduction and recycling options. Such information shall be considered during the environmental review for the project.

WESTERN PLACER WASTE MANAGEMENT AUTHORITY (EXISTING)

Continue to participate with the Western Placer Waste Management Authority. Considerations for expansion and addition of new facilities, including the Materials Recovery Facility, will be administered through this inter-jurisdictional authority.

INTERAGENCY COOPERATION (ONGOING)

Continue to address issues of solid waste generation, source reduction, and recycling from a regional perspective. As growth occurs, and the available capacity is used, the City should work with other agencies to explore solutions to growth-related solid waste problems and issues. This includes ensuring that specified reserve landfill capacity is maintained.

SPECIFIC PLANS (ONGOING)

Ensure that Specific Plans are consistent with the goals and policies of the General Plan. Specific Plans shall identify solid waste generation, impacts on the regional landfill, and opportunities for source reduction and recycling.

SOLID WASTE EDUCATION PROGRAMS (ONGOING)

Actively pursue public education programs on solid waste issues, including source reduction and recycling. Aggressive efforts should be made to reach all households with appropriate information and provide accessibility through the timing and location of these programs.

WATER AND ENERGY EFFICIENCY

WATER EFFICIENT LANDSCAPE ORDINANCE (EXISTING)

Continue implementation, through the City's Development Services Department and Environmental Utilities Department, a Water Efficient Landscape Ordinance that will provide standards for water-conscious landscaping to reduce water use in developments. This will include the use of drought tolerant, and other water-conserving landscape practices. Requirements shall specify use of trees and other vegetation in new development to provide shade and reduce energy demands for cooling.

WATER CONSERVATION ORDINANCE (EXISTING)

Implement, through the Environmental Utilities Department, the Water Conservation Ordinance that sets standards for water use and establishes a monitoring system.

DEVELOPMENT REVIEW PROCESS (ONGOING)

Refer any development proposal that has an impact on water and energy sources and supply to the Environmental Utilities and Electric Departments for review and comment. Consider the Departments' comments during the review of the proposed project. A conservation plan may be required. The Environmental Utilities and Electric Departments shall establish standards specifying the size and type of projects subject to this requirement. Environmental review of a project shall examine conservation opportunities and include determinations of conservation measures that may be taken during and after construction. Landscape plans shall comply with the Water Efficient Landscape Ordinance.

WATER CONSERVATION PLANNING AND IMPLEMENTATION (ONGOING)

Specify, through the City's water conservation plans, what implementation measures shall be taken in the event of drought conditions. Conservation plans include those required by the Department of Water Resources, the United States Bureau of Reclamation the Water Forum and City's Water Efficient Landscape Ordinance.

INTERAGENCY COORDINATION AND COOPERATION (ONGOING)

Work closely with other agencies, federal, State, local, and region-wide, to expand City energy and water conservation programs, to develop new methods of water reuse, and to undertake major projects in energy conservation and load management.

RECYCLED WATER (EXISTING)

Continue development of the proper infrastructure to facilitate recycled water use within the City through implementation of the Regional Wastewater and Recycled Water Systems Evaluation.

CAPITAL IMPROVEMENT PLAN (EXISTING)

Plan for conservation of water and energy resources in the City's Capital Improvement Plan (CIP). The plan shall establish priorities for major projects that will make the City's electrical system more efficient and provide additions to the City's infrastructure that will facilitate recycled water use in non-residential landscape applications.

SPECIFIC PLANS (ONGOING)

Ensure that Specific Plans are consistent with the goals and policies of the General Plan. Specific Plans shall specify the preservation of scarce resources, indicate conservation measures and programs, and identify opportunities to use recycled water, when appropriate.

GROUNDWATER PROTECTION PROGRAMS (COMPONENT INSTITUTED BY THE GENERAL PLAN)

Ensure the implementation of the policies in the Open Space and Conservation Element of the General Plan that include policies to protect the quality and quantity of the City's groundwater and recharge areas including participation in the West Placer Groundwater Sustainability Agency.

PUBLIC EDUCATION PROGRAMS (ONGOING)

Actively pursue, through the Environmental Utilities and Electric Departments, public education programs on water and energy issues, and drought contingency measures. In conjunction with the programs offered on water conservation, actively pursue public programs on wastewater generation, treatment, and recycled water use. Aggressive efforts should be made to reach all households and provide accessibility through the timing and location of these programs.

MONITORING PROGRAMS (PROPOSED)

Establish, through the Environmental Utilities and Electric Departments, an effective program for identifying and monitoring large energy and water consumers. Subsequently develop programs to work with these consumers in developing alternative methods to reduce consumption levels.

LOAD/RESOURCES MANAGEMENT PLAN (PROPOSED)

Complete and regularly update, through the Electric Department, a Load/Resources Management Plan. This Plan should be updated on an annual basis. The Load/Resources Management Plan shall:

- Provide projections of future power requirements;
- Specify the standards of efficiency, conservation, reliability, and load management;
- Identify electric sources, define objectives, and specify implementation measures and monitoring mechanisms to achieve these standards; and
- Specify programs to moderate peak demand, helping to ensure that customers do not experience interruptions of service.

The Load/Resources Management Plan should also provide a summary of resources, existing and planned, to meet identified needs in a cost-effective manner.

TITLE 24 OF THE BUILDING CODE (EXISTING)

Through the Building Division, continue to enforce Title 24 and Roseville-specific energy requirements that define construction standards that promote energy conservation.

ZONING ORDINANCE (EXISTING)

Continue to implement the City's Zoning Ordinance that includes development standards that promote energy conservation and the use of alternate energy resources. Such standards may include building orientation and solar access standards.

PUBLIC/PRIVATE CONSERVATION PROGRAMS (ONGOING)

Promote public/private programs that facilitate water and energy conservation. Establishing minimum water conservation/efficiency standards, incentive programs, and water and energy conservation education can provide direction to these programs and indirectly help reduce consumption.

SAFETY ELEMENT

SEISMIC AND GEOLOGIC HAZARDS

CALIFORNIA GEOLOGIC SURVEY (ONGOING)

Continue to monitor California Geologic Survey studies. Pursuant to state legislation, the California Geologic Survey studies potentially active faults on an ongoing basis. Information on a previously unknown or inactive fault that is discovered and/or becomes active can be obtained by monitoring such studies. Discovery of any such fault in the region may require modification of the City's development and building codes.

EMERGENCY OPERATIONS PLAN (EXISTING)

Through the Roseville Fire Department, maintain and update the Emergency Operations Plan that describes response strategies for all types of emergencies. The Plan addresses interagency cooperation, emergency functions, continuity of government responsibility, and public awareness. In addition, the Plan provides for the operation of police, fire, and health services, as well as transportation alternatives, in the event of an emergency. The City shall implement this Plan in the event of a hazardous seismic or geologic occurrence.

CALIFORNIA BUILDING CODE (EXISTING)

Through the Building Division of the Development Services Department, continue to enforce and update the California Building Code that includes construction standards for seismic and geologic safety.

DEVELOPMENT REVIEW PROCESS (ONGOING)

Refer any development proposal that may be impacted by grading, soil, or geologic issues to the Engineering and Building Divisions of the Development Services Department. Consider the comments of these divisions in the development review process.

The environmental review for projects shall include a full inventory of potential grading impacts and any potential soil or geologic concerns, assessment of potential project impacts, and identification of mitigation and monitoring measures. Issues relating to slopes, liquefaction, ground failure and erosion shall be addressed. Project design, grading, and building construction techniques shall be utilized, as applicable, to minimize impacts.

Sites that are determined to have significant slope shall be identified and appropriate design restrictions shall be implemented to avoid the risk of erosion or landslide. Graded slopes shall generally be limited to 2:1 where feasible. Slopes that are less than 2:1 should be encouraged. The use of retaining walls or stepped building designs should be pursued as an alternative to high or steep slopes where feasible and desirable.

GRADING ORDINANCE (EXISTING)

Enforce and regularly evaluate the Grading Ordinance. The Grading Ordinance includes specific standards for project construction and erosion control. This Ordinance requires prompt re-vegetation of disturbed areas, avoidance of grading activities during wet weather, avoidance of disturbance within drainageways, and other erosion control measures.

SPECIFIC PLANS (ONGOING)

Ensure that Specific Plans are consistent with the goals and policies of the General Plan. Specific Plans shall identify potential geologic, soil, and seismic hazards and shall also include measures to reduce the risk of such hazards for proposed development. Proposed Specific Plans shall identify criteria for

development on steep slope areas, as applicable, in order to ensure public safety and minimize environmental and aesthetic impacts.

LAND USE DESIGNATION (ONGOING)

In areas where potentially significant soil and erosion impacts are identified, the City should consider open space or other appropriate land use designations, as specific in the Land Use Element, to minimize potential impacts.

FLOOD PROTECTION

LAND USE DESIGNATION (EXISTING)

The City shall designate all areas identified as the City's Regulatory Floodplain with the Flood Area Combining land use designation as defined in the Land Use Element. The boundaries of the floodplain shall be as specified in the Floodplain Designations section of the Flood Protection component of the Safety Element. Floodplain areas shall be preserved as specified in the Open Space and Conservation Element. Such preservation may include required dedication to the City.

ORDINANCE MODIFICATION (ONGOING)

Modify the City's ordinances to include floodplain use regulations consistent with the goals, policies, and implementation measures of the Safety, Land Use, Open Space and Conservation, and Parks and Recreation Elements.

DEVELOPMENT REVIEW PROCESS *(ONGOING)*

Refer all development proposals that have a direct or indirect impact on flood protection to the Development Services Department – Engineering Division and Public Works Department Floodplain Manager for review and comment. In addition, forward such proposals to other agencies, as applicable, including the U.S. Army Corps of Engineers, Central Valley Flood Protection Board, Federal Emergency Management Agency, California Department of Fish and Wildlife, Placer County Resource Conservation District, and Placer County Flood Control District. Consider the comments of the agencies during the development review process.

Through the development review process, the City shall pursue the following:

- Where applicable, ensure that the facilities provide a 200-year level of flood protection.
- Promote the use of open grassy swales and other storm water management features to carry run-off from urban areas to natural drainage courses.
- Ensure that large continuous paved areas within development areas provide adequate mitigation for peak flow runoff and storm water management.
- Encourage development to use pervious paving materials where practical.
- Ensure design that prevents the diversion of run-off onto neighboring parcels.
- Encourage development to discharge run-off into pervious areas.

All building pads shall be located a sufficient distance above the City's Regulatory Floodplain elevation, as determined by the Public Works Department, to minimize the potential of flood damage caused by flooding. The review of improvement plans shall ensure that all storm drainage culverts and bridges along designated floodplains are designed to accommodate, at a minimum, 100-year flood volumes with at least

one foot of freeboard as measured from where the water would otherwise overtop. Where practicable, such improvements should accommodate 150 percent of the 100-year volumes.

FLOOD INFORMATION UPDATE (ONGOING)

Update the City's flood studies, modeling, regulations, and impact fees at a minimum of every five years, or whenever information becomes available that would significantly modify previous data. "New information" could take the form of new studies, change in City policy, consideration of a major development project or Specific Plan, or implementation of a flood control project. This will be overseen by the Public Works Department. When a new flood study is deemed appropriate, funding may be by City, State, and/or federal sources, or by private funds from developing areas.

NATIONAL FLOOD INSURANCE PROGRAM (ONGOING)

Continue City participation in the National Flood Insurance Program (NFIP). This will include adoption and administration of updated Federal Emergency Management Agency (FEMA) model ordinances and Flood Insurance Rate Maps (FIRM). This will be overseen by the Public Works Department and will require no special funding needs.

PLACER COUNTY FLOOD CONTROL DISTRICT (ONGOING)

Remain actively involved in activities managed by the Placer County Flood Control District. This involvement includes cooperation in the development of a comprehensive regional data base. Encourage regional drainage planning and design for all individual developments in the Placer County Flood Control District to address cumulative flooding impacts. Continue to participate in regional flooding studies, including the Auburn Creek/Coon Creek/Pleasant Grove Creek Flood Mitigation Plan and the Dry Creek Watershed Flood Control Plan. This will be overseen by the Public Works Department. Annual funding for membership is provided via the City's General Fund.

INTERAGENCY COORDINATION (ONGOING)

Continue City coordination with other agencies on issues of flood control. Coordination between the City and adjacent jurisdictions occurs through several mechanisms, including the distribution of development proposals for review and comment. Continue City cooperation with federal, State, and local agencies, including the U.S. Army Corps of Engineers, Central Valley Flood Protection Board, Federal Emergency Management Agency, California Department of Fish and Wildlife, Placer County Resource Conservation District, and Placer County Flood Control District. This will be overseen by the Development Services Department – Planning Division and Public Works Department, as appropriate, and will require no special funding needs.

FLOOD ALERT AND EARLY WARNING SYSTEMS (ONGOING)

Continue to develop, implement, and expand the Flood Alert and Early Warning Program systems and integrate the systems with other local jurisdictions to form a regional warning program. This is overseen by the Public Works Department. Annual funding is provided through the City's General Fund.

SPECIFIC PLANS (ONGOING)

Ensure that future Specific Plans and Specific Plan Amendments are consistent with the goals and policies of the General Plan. The Specific Plans shall include the designation and preservation of floodplain areas and adjacent habitat. Provisions shall be incorporated to ensure that public infrastructure, utilities, and emergency services remain functional during flood conditions. Such infrastructure and facilities include water, sewer and gas mains, telephone and electric lines, streets and bridges, hospitals, and fire and police stations. Financing mechanisms shall be explored to fund necessary flood protection improvements and maintenance. Development Agreements may be utilized to secure implementation and funding provisions. This is overseen by the Development Services Department – Planning

Division/Engineering Division and Public Works Department and will require no special funding needs (Specific Plans are 100 percent cost recovery by the developers).

MASTER DRAINAGE PLAN (ONGOING)

Require a master drainage plan as part of the approval process for all Specific Plans and large development projects, as determined by the Development Services Director. The master drainage plan must consider cumulative local and regional drainage and flooding mitigation. The intent of the plan is to ensure that the overall rate of runoff from a project does not exceed pre-development levels. If necessary, this shall be achieved by incorporating runoff control measures to minimize peak flows and/or assistance in financing or otherwise implementing comprehensive drainage plans. This is overseen by the Development Services Department – Planning Division/Engineering Division and Public Works Department and requires no special funding needs.

STORM MAINTENANCE PROGRAM (ONGOING)

Continue the Parks, Recreation & Libraries Department's regular storm maintenance program within the City's creeks and floodplain areas. This program clears and removes debris that could contribute to blockage and flooding and may include the removal of silt. Annual funding is provided by the City's General Fund.

FINANCING MECHANISMS*(ONGOING)*

Continue to explore mechanisms to finance flood prevention and storm maintenance programs. This includes continued collection of the Pleasant Grove and Dry Creek Watershed Mitigation Fees. Seek State and federal assistance. Consider alternative funding sources, including the establishment of drainage, utility, and assessment districts. This is overseen by the Public Works Department.

MULTI-HAZARD MITIGATION PLAN (EXISTING)

The City's Multi-Hazard Mitigation Plan describes the type, location, and extent of hazards that can affect the City; describes the City's vulnerability to these hazards; and includes a mitigation strategy that provides the City's blueprint for reducing the potential losses. The City's Multi-Hazard Mitigation Plan is subject to Federal Emergency Management Agency (FEMA) review and certification every five years.

POLICE SERVICES

POLICE DEPARTMENT POLICY (ONGOING)

Continue to emphasize the use of modern technology in providing effective law enforcement for the community. The Police Department sets a response goal of three minutes or less for 90 percent of all emergency calls. Additionally, timely response to routine calls and the high visibility of patrol service strengthens security within the community.

DEPARTMENT TRAINING PLAN (ONGOING)

Continue to maintain, update, and implement a training plan for all Police Department employees. The program stresses current law enforcement standards and techniques to ensure that employees have the skills necessary to accomplish their mission.

COMMUNITY SERVICES DIVISION (EXISTING)

Continue to provide exceptional prevention programs and community partnerships. Examples include police officers assigned as liaisons to all neighborhoods; police officers stationed on high school campuses for security, as well as youth mentorship and education; Citizen's Police Academy; police department volunteers; proactive outreach to youth through programs such as Roseville Police Activities League; and, providing counseling and referrals for troubled families.

PARKS DESIGN PROCESS (ONGOING)

The Parks, Recreation & Libraries Department should continue to consult with City law enforcement officials in the design of City parks to ensure ease of surveillance. The park design should also consider visibility within the neighborhood for added security.

DEVELOPMENT REVIEW PROCESS (ONGOING)

Refer all development proposals to the Roseville Police Department for review and comment. Police Department staff will review plans for building safety and other crime prevention considerations. =

INTERAGENCY AND INTERAGENCY COORDINATION (ONGOING)

Continue coordination between the Police and the Parks, Recreation & Libraries Departments in ensuring park patrol and security, and in coordinating outreach, recreation and prevention programs for youth and the community. Continue to work with the City's Traffic Engineering Division to review traffic collision data and formulate ongoing plans for traffic safety. In addition, the Police Department should continue its mutual aid relationships with other law enforcement agencies, including the California Highway Patrol and Union Pacific Railroad's private police department.

FIRE PROTECTION

FIRE PREVENTION PROGRAMS (ONGOING)

Continue to pursue and promote the following fire prevention programs:

- Regular inspection and code enforcement
- Fire-safe roofing
- Adequate access to and fire breaks adjoining open space areas
- Early warning devices, such as automatic detection and reporting devices and smoke detectors
- Automatic fire suppression systems, such as fire sprinkler systems
- Public education and information
- Code and ordinance development
- Training and planning
- Fire investigation and data analysis
- Hazardous materials process and inspection

DEVELOPMENT REVIEW PROCESS (ONGOING)

Refer all development proposals to the Roseville Fire Department for review and comment. Consider the Department's comments during review of the proposed project. The review process shall consider the provision of access to lands for firefighting purposes, street access to all structures, fire prevention programs, and the enforcement of building and fire codes and City ordinances.

CALIFORNIA BUILDING CODE (EXISTING)

Enforce the California Building Code specifications and standards for building safety. Roofing and building materials, construction techniques, wiring standards, and fire detection/warning devices are defined and enforced to minimize risk of structural fire damage.

CALIFORNIA FIRE CODE (EXISTING)

The State Fire Code (California Code of Regulations, Title 24, Part 9) provides specifications and standards for fire safety. Early warning devices, such as automatic sprinkler systems, automatic detection and reporting devices, and smoke detectors are required as preventative measures to reduce risk of fire. The Code also specifies the quantity of water needed for fire protection.

WEED ABATEMENT ORDINANCE (EXISTING)

Continue to enforce the City's Weed Abatement Ordinance. This Ordinance specifies that weeds be eradicated from residential areas to prevent their becoming fire fuel. Additionally, proper implementation of this Ordinance will ensure accessibility of fire fighters to open space areas and creation of firebreaks that slow the spread of fire.

SPECIFIC PLANS (ONGOING)

Ensure that Specific Plans specify anticipated need for additional fire services based on land use designations within the plan area. The location and size of fire facilities shall be described so that the Fire Department may more effectively meet the level of service specified in the City's Standards of Cover document. Require that each Specific Plan provides a fire facilities phasing plan and require that funding be available at the time of development.

CAPITAL IMPROVEMENT PROGRAM (EXISTING)

Continue to utilize the City's CIP as a source of funding for capital improvements for fire stations and facilities equipment. Providing adequate levels of firefighting capacity will help to improve the City's ISO rating, as determined by the Insurance Services Office.

FIRE SERVICE CONSTRUCTION TAX (EXISTING)

Explore ways to utilize funding strategies, such as the Fire Service Construction Tax and development agreement provisions as a source of revenue to pay for new fire facilities and equipment, as long as funding is available. Pursue alternative funding sources in the future.

DEDICATIONS, FEES, AND EXACTIONS (EXISTING)

As appropriate, require, as a condition of project approval, dedication of land or payment of appropriate fees and exactions to help offset municipal costs for fire-related facilities and services. As growth occurs, this measure will help to ensure continued provision of adequate services at required levels of service.

WATER SYSTEM MASTER PLAN (EXISTING)

Continue to cooperate with the Environmental Utilities Department to maintain and update the Water System Master Plan. The Plan shall specify objectives and standards that permit effective monitoring of water needs. The Plan shall address adequate provision of water sources, quantities, and water pressure, along with an emergency back-up system to ensure maximum firefighting capacity.

INTERAGENCY AGREEMENTS (ONGOING)

Continue to participate in the statewide mutual aid agreement, whereby the Fire Department will respond to any other department or district when the need arises. In addition, the Department should continue its mutual aid arrangements with other agencies, including that through the Office of Emergency Services (OES) Region IV, Placer County Operational Area.

ANNUAL REPORT (ONGOING)

Continue to prepare Fire Department annual reports. These reports provide the Fire Department with a means of monitoring service levels and addressing problems before they become serious. This annual evaluation shall include the establishment of goals and objectives, formulation of key indicators relating to

activities/efficiency that can be monitored through the year, and a line-item cost for each program or objective. The annual report shall include a review of fire service levels and departmental goals, as adopted by City Council.

TECHNICAL TRAINING PROGRAM (ONGOING)

Continue to develop and expand the Fire Department‘s technical training program to ensure that its personnel are properly trained and updated as new techniques and equipment become available.

PROGRAM OBJECTIVES

- To meet Occupational Safety and Health Administration (OSHA) mandated training requirements
- To meet State and local Emergency Medical Services (EMS) agency requirements
- To meet Insurance Services Office (ISO) fire training requirements
- To provide professional development to meet organizational needs

FIRE INVESTIGATION PROGRAM (ONGOING)

Fires within the City of Roseville are investigated by Roseville Fire Department investigators. The Fire Department's program will ensure proper investigation of the cause, origin, and circumstances of each fire; collect and preserve evidence; coordinate with authorities in detection, apprehension, and prosecution of arsonists; and pursue each investigation to its conclusion. Adequate information is submitted to the State Fire Marshal for compilation into their annual report.

EMERGENCY OPERATIONS PLAN (EXISTING)

Through the Roseville Fire Department, maintain and update the State-required Emergency Operations Plan that describes response strategies for all types of emergencies. The Plan addresses interagency cooperation, emergency functions, continuity of government, and public awareness. In addition, the Plan provides for the operation of police, fire, and health services, as well as transportation alternatives, in the event of an emergency. City evacuation procedures are submitted to the State Office of Emergency Services (OES) for approval.

NATIONAL FIRE INCIDENT REPORTING SYSTEM (EXISTING)

Continue to develop and expand upon the National Fire Incident Reporting System structured database for capturing essential fire service information. Performance indicators are routinely reviewed to evaluate capability and coverage, demand for service, and trends. Key components of the system include Geographical Information Systems (GIS) and mapping, fire incident reporting, emergency medical management, personnel and training management, inspection management, and equipment and supplies inventory management. Fire Department incident data is computer captured and submitted to the State Fire Marshal’s Office.

STANDARDS OF COVER (EXISTING)

Continue to respond to calls and meet level of service requirements to emergency and non-emergency calls as outlined by the Standards of Cover. The Standards of Cover document contains minimum requirements relating to the organization and deployment of fire operations, emergency medical operations, and special operations to the public by the Fire Department. Standards of cover are distribution, concentration, response reliability, and station location efficiency. These are measures used to objectively and quantitatively analyze the relationship between existing or new fire station locations, equipment and the fire department’s capacity and capabilities. The Standards of Cover systems approach consists of the following eight components: Existing Deployment, Risk Identification, Risk Expectations, Service Level Objectives, Distribution, Concentration, Performance and Reliability, and Overall Evaluation.

HAZARDOUS MATERIALS

HAZARDOUS MATERIALS LISTING (ONGOING)

Continue to require the submittal of lists of hazardous materials used in existing and proposed industrial and commercial businesses by those businesses. This list shall be maintained by the Fire Department and updated through periodic review.

DEVELOPMENT REVIEW PROCESS *(ONGOING)*

Refer any development proposal that may be impacted by, or cause an impact related to, the storage, handling, or disposal of hazardous materials to the Fire Department and other appropriate agencies responsible for hazardous materials. Consider input from the Fire Department and other agencies in the development review process.

Continue to require Hazardous Materials Management Plans and, where necessary, Risk Management Prevention Plans pursuant to state law. The use of toxic or hazardous materials requiring the filing of a business plan for emergency response pursuant to Section 25503.5 of the California Health and Safety Code, or materials identified in Section 5194, Title 8 of the California Code of Regulations, shall be critically analyzed by the City when considering any use. All users shall submit a list of hazardous and toxic materials with a qualified discussion of potential chronic and acute long-term health hazards and toxicological effects, including those on children, from acute short-term or chronic long-term exposure.

EMERGENCY PREPAREDNESS

Through the City's Emergency Management Team, ensure that the City is prepared to respond to disasters, including earthquakes, floods, major power outages, major fires, radiological accidents/attacks, chemical accidents/attacks, and biological accidents/attacks. Maintain day-to-day operation of disaster preparedness and readiness, and when a disaster occurs, prioritize and develop strategies to handle the disaster incident.

INTERGOVERNMENTAL COORDINATION (ONGOING)

Work cooperatively with other local and State agencies in a coordinated effort to inform and educate the public regarding the storage, handling, and disposal of household hazardous materials.

HAZARDOUS WASTE PICKUP (ONGOING)

Continue the City's hazardous waste pickup program. This includes periodic drop-off and pickup programs for hazardous materials.

INTERAGENCY COOPERATION (ONGOING)

Respond, in accordance with the Emergency Operations Plan, to hazardous materials emergencies. Both the California Highway Patrol (CHP) and the City of Roseville have developed plans that discuss the participants, responsibilities, organization, and operation to be complied with in the event of a hazardous materials emergency, including clean-up and de-contamination procedures.

HAZARDOUS WASTE DISPOSAL PROGRAMS

Continue the Environmental Utilities Department's hazardous waste program for paint, batteries, electronics, sharps medications, and other relevant materials to ensure appropriate collection and disposal.

HEALTH SERVICES

PUBLIC/PRIVATE COOPERATION (ONGOING)

Continue City policy of cooperation with health care providers who accept their “fair share” of medically indigent patients and increase efforts to assist others to adopt this policy.

PUBLIC EDUCATION AND INJURY PREVENTION (ONGOING)

Continue to explore opportunities to educate the public in accident prevention and Emergency Medical Services. Communicate with other agencies that have the same concerns and develop coalitions to create strategies of implementation.

FIRE INCIDENT REPORTS AND EMERGENCY MEDICAL SERVICES STANDARDS OF COVER (EXISTING)

Continue to monitor private agencies that provide emergency medical service within the City’s service delivery boundaries. Continue to report statistical incident data related to emergency medical service through the Fire Department Records Management System. Continue to monitor and update the standards for emergency medical service response times.

NOISE ELEMENT

MAXIMUM ALLOWABLE NOISE EXPOSURE FOR TRANSPORTATION SOURCES (ONGOING)

The City shall use the noise level standards contained in Table IX-1 for reviewing new development of noise-sensitive uses exposed to transportation noise sources. These standards are also to be used for evaluating new proposed transportation noise sources and the impacts from the noise sources upon nearby noise-sensitive uses.

Where a noise-sensitive land use is proposed near an existing or future transportation noise source, such as a highway, arterial, airport, or railway line, noise measurements will be performed to determine whether existing and/or future noise levels due to that source will exceed the standards of Table IX-1 at the outdoor activity areas of the proposed use. Similarly, where a highway, airport, railroad line or other transportation noise source is proposed near existing or future noise-sensitive uses, a noise analysis will be prepared to ensure that the noise produced by that source will not exceed the standards of Table IX-1 at the outdoor activity areas of noise-sensitive uses.

DEVELOPMENT REVIEW PROCESS (ONGOING)

Continue the City's existing development review process, in accordance with the requirements contained in such documents as the Noise Ordinance, Zoning Ordinance, Building Code (including Chapter 35), State Noise Insulation Standards (Title 24), Community Design Guidelines, the Specific Plans and their design guidelines, the California Environmental Quality Act, and other statutes.

Acoustical analysis, where required, shall be included in the environmental review for projects. Such analysis shall include identification of noise impacts and potential mitigation measures. Where feasible, mitigation should focus on site planning and project design solutions rather than the creation of noise barriers. Analyses shall include an assessment of potential construction noise impacts, as needed. In general, acoustical analyses should:

A. Be the responsibility of the applicant for private development projects.

B. Be prepared by a qualified person experienced in the fields of environmental noise assessment and architectural acoustics.

C. Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions and the predominant noise sources.

D. Estimate existing and projected (20 years) noise levels in terms of Ldn or CNEL and compare those levels to the adopted policies of the Noise. Element.

E. Recommend appropriate mitigation to achieve compliance with the adopted policies and standards of the Noise Element. Where the noise source in question consists of intermittent single events, the report must address the effects of maximum noise levels in sleeping rooms in terms of possible sleep disturbance.

F. Estimate noise exposure after the prescribed mitigation measures have been implemented.

G. Describe a post-project assessment program that could be used to monitor the effectiveness of the proposed mitigation measures.

Develop and employ procedures to ensure that the adopted noise mitigation measures identified pursuant to acoustical analyses are implemented in the project and building permit processes. Develop and employ procedures to monitor compliance with the standards of the Noise Element after completion of projects where noise mitigation measures have been required.

NOISE LEVEL CONTOUR MAPS (ONGOING)

To generally evaluate the potential for noise conflicts associated with new development and projects, refer to the official Roseville Noise Level Contour Maps maintained by the Planning Division. Noise level contours have been prepared for existing and future transportation-related noise sources within the Planning Area.

The contour maps show generalized locations of the noise contours associated with the various noise sources. The contour maps can be used as a tool for evaluating the potential for a proposed noise-sensitive land use to be exposed to noise levels that may exceed the Noise Element standards. Because local topography, vegetation, or intervening structures may significantly affect noise exposures at a particular location, the noise contours should be considered generalized and not site-specific.

NOISE ORDINANCE (ONGOING)

Continue to implement the City's Noise Ordinance to ensure compliance with the goals, policies, and standards contained in the Noise Element.

CALIFORNIA VEHICLE CODE (EXISTING)

Continue to enforce the California Vehicle Code sections relating to adequate mufflers and modified exhaust systems.

INTERAGENCY COOPERATION (ONGOING)

Work in cooperation with Caltrans and the Union Pacific Railroad to explore mitigation solutions for noise impacts resulting from existing and proposed highway and railroad facilities. Efforts should focus not only on impacts to new development projects, but also on pursuing solutions to reduce impacts on existing development exposed to "unacceptable" noise levels.

NOISE LEVEL PERFORMANCE STANDARDS (ONGOING)

The City shall use the Noise Level Performance Standards contained in the Noise Element reviewing new development of noise-sensitive uses exposed to fixed noise sources. These standards are also to be used for evaluating potential impacts of proposed new fixed noise sources upon nearby noise-sensitive uses.

Where a noise-sensitive land use is proposed near a fixed noise source, such as an industrial facility, noise measurements will be performed to determine whether existing and/or future noise levels due to that source will exceed the standards of the Noise Element within the property line of the proposed use. Similarly, where a fixed noise-producing use such as an industrial facility is proposed near an existing or future noise- sensitive use, a noise analysis will be prepared to ensure that the noise produced by that use will not exceed the standards of the Noise Element within the property line of the noise-sensitive use.

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