



CREEKVIEW

Specific Plan



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Section 1

Introduction

The
Creekview
Specific Plan

(CSP) establishes a comprehensive land use and regulatory framework to guide development of an approximately 501.3-acre site located north and west of the West Roseville Specific Plan, north of the future extension of Blue Oaks Boulevard, in the northwest corner of the City of Roseville. The Specific Plan is within the City's Sphere of Influence and is recognized as a logical growth extension for the City.

1.1 Project Objectives

The ultimate development pattern and urban framework for the CSP are guided by the following objectives:

- ❑ **Complete Comprehensive Planning for the CSP Area:** Formulate a specific plan and related land use planning

documents and regulatory approvals for the CSP as a means of expanding the City in an orderly manner, accommodates Roseville's share of future regional population growth, is compatible with surrounding land uses, complements the pattern and intensity of existing development in the City, and provides new benefits to the City.

- ❑ **Mix of Land Uses:** Create a comprehensively planned, residential-based community with a mix of land uses within the CSP to create a balanced community with approximately 2,000 residential units, commercial and business professional uses, parks and open space and supporting public/quasi-public uses.

- ❑ **Existing Policies:** Satisfy the City policies, regulations and expectations as defined in the General Plan, City/Placer County Memorandum of Understanding (MOU), City/U.S. Fish and Wildlife Service (USFWS) MOU, Growth Management Visioning Committee recommendations, Council Edge Policy, Zoning Ordinance, Improvement Standards, and other applicable plans, documents, and programs adopted by the City.
- ❑ **Blueprint Consistency:** Provide for development which meets the City’s nine identified Blueprint implementation strategies to achieve the Blueprint Principles adopted by the City Council in June 2005. Achieve project design characteristics reflective of the general policy direction embodied in the City’s adopted General Plan and Blueprint Implementation Strategies, including connectivity among neighborhoods, commercial uses, and schools and parks.
- ❑ **Housing Opportunities:** Plan for approximately 2,000 residential units to provide housing choices in varying densities to respond to a range of market segments, including opportunities for rental units and affordable housing consistent with the City’s General Plan.
- ❑ **Regional Housing Needs Allocation:** Aid the City in meeting its obligation to accommodate a percentage of future population growth in the region (as embodied in the Regional Housing Needs Allocation [RHNA] identified by the Sacramento Council of Governments [SACOG] and the California Department of Housing and Community Development [HCD]) by increasing the residential holding capacity in an area identified as appropriate for such development in the City/County MOU, the SACOG Blueprint Project Preferred Alternative (December 2005), and the Creekview Specific Plan Feasibility Analysis (2007).
- ❑ **Community Form:** Shape the physical form and character of development that is functional and creates a sense of place in order to:
 - Create a land use transition and connection from the existing City of Roseville westerly to the Johnson Wildlife Area.
 - Organize neighborhoods to be identifiable and walkable, and to incorporate gathering places such as commercial areas, parks, and schools; and
 - Provide adequate school services to students generated in the CSP area.

- ❑ **Area Roadways:** Provide a safe and efficient circulation system that interconnects uses and promotes pedestrian circulation and alternate transportation options. Create a circulation network which complements north/south and east/west circulation routes.
- ❑ **Pedestrian and Bicycle Connections:** Provide connections via a system of open space, creek crossings, paseos, and Class IA bikeways. Develop a system of Class I and II bikeway facilities to provide an alternative transportation mode and connect with planned City bikeway facilities on adjacent lands.
- ❑ **Public Transportation Options:** Through implementation of City arterial and collector street improvement standards, provide the opportunity to install fixed-route bus stops and transit facilities in support of the City's overall transit planning efforts.
- ❑ **Resource Avoidance:** Design a land use plan where the development footprint avoids impacts to wetland resources to the extent feasible. In consultation with resource agencies, develop a plan that avoids and preserves the highest quality wetland resources on-site.
- ❑ **Resource Management:** Append the CSP to the City's Open Space Preserve Overarching Management Plan to ensure open space preserve areas are managed consistent with the City's strategy.
- ❑ **Contribute to Regional Preserve Planning:** Create open space preserves that provide regional benefit for habitat, resources and open space amenities.
- ❑ **Habitat Conservation & Creation:** Balance development with resource protection, including preservation of the creek corridors, sensitive habitat and wetland resources in an inter-connected, permanent open space. Create multi-functional habitat within the open space corridors which provide on-site habitat and contribute to water quality. Develop the CSP and associated on- and off-site mitigation to complement the Placer County Conservation Plan (PCCP).
- ❑ **Pleasant Grove Creek Enhancement:** Design improvements to the Pleasant Grove Creek corridor to minimize potential for flood damage by providing for the safe movement of floodwaters through the City and preserve, protect and enhance the natural habitat, open space and recreational values found along the City's floodplain and creek environments.
- ❑ **Fiscal Contribution:** Include a mix of land uses and facilities which are fiscally feasible and implement funding mechanisms to maintain a neutral/positive fiscal impact to the City's General Fund.

- ❑ **Long Term Growth:** Plan for long-term growth to be positioned to react to market demand. The CSP is intended to guide development over a 20-year horizon.
- ❑ **Roseville Energy Park:** Orient land uses in the CSP to be compatible with the Roseville Energy Park facilities and other intensive public uses located adjacent to the Roseville Energy Park.
- ❑ **Program-Level Objectives for Urban Reserve Parcel:** The objective for the Urban Reserve (Harris) parcel is to provide a platform for orderly and systematic future development consistent with General Plan policies, Guiding Principles and the natural features of the land. The property is a logical location for future growth as identified in the City of Roseville and Placer County MOU. The program-level analysis in the EIR will provide a basis for the City to carry out a comprehensive planning process to ensure the area ultimately develops to City of Roseville standards. In addition, the inclusion of the Urban Reserve parcel in the CSP will allow the City to adequately plan for and size future infrastructure appropriately. No additional or specific project objectives have been identified for the parcel because there are no specific development plans or proposals for the parcel at this time.

1.2 Specific Plan Tool

A specific plan is a planning and regulatory tool intended to implement a city or county general plan through the development of policies, programs, and regulations which provide an intermediate level of detail between the general plan and individual development projects. The CSP is the primary land use, policy, and regulatory document used to guide the overall development of the site. The CSP establishes a development framework for land use, circulation, utilities and services, resource protection, and implementation. The intent is to promote the systematic and orderly development of the site, consistent with the overarching vision for the community. All subsequent development projects and related activities are required to be consistent with the CSP.

The authority to prepare and adopt specific plans and the requirements for content are set forth in Sections 65450 through 65457 of the California Government Code (Planning and Zoning Law). As a mechanism for the implementation of the goals and policies of the City General Plan, State law stipulates specific plans can only be adopted or amended if they are consistent with the jurisdiction's adopted General Plan. This specific plan is consistent with the policies of the City of Roseville 2025 General Plan, as well as other applicable State and local regulations.

1.3 Specific Plan Organization

The Creekview Specific Plan document is organized into the following chapters:

Chapter 1 Introduction. Summarizes the purpose, organization, authority, and objectives of the specific plan and related documents.

Chapter 2 Context. Describes the site location and setting, and identifies the features and policy objectives which influence the design and location of land uses and project features.

Chapter 3 Vision and Principles. Identifies overarching vision, organizing principles, and community form elements which shape the CSP.

Chapter 4 Land Use Plan. Identifies the land use plan and corresponding land use designations.

Chapter 5 Affordable Housing Plan. Outlines an affordable housing program, identifying the location and distribution of affordable units.

Chapter 6 Circulation Plan. Describes the circulation system for movement of vehicles, pedestrians, bicyclists, and transit.

Chapter 7 Public Services Plan. Identifies public services including parks open space, schools, library, police and fire services.

Chapter 8 Utilities Plan. Describes water, wastewater, recycled water, storm drainage, electric, natural gas, and solid waste services.

Chapter 9 Resource Management. Describes existing resources and approach to protect biological, open space, and cultural resources.

Chapter 10 Implementation. Describes various specific plan-related documents, the phasing plan, financing of public improvements, subsequent approval actions, amendment procedures, and unit and square footage transfers.

Appendix A Development Standards. Describes applicable zoning and development standards for the CSP and identifies residential housing types which could be accommodated in the RS/DS zone.

Appendix B Design Guidelines. Describes design attributes for consistent streetscapes, entry features, walls, fencing, identification signage, and other common landscape elements and other site specific considerations.

1.4 Related Documents

Several documents work in tandem with this Specific Plan to provide policy guidance for implementation of the project. Existing documents including the City's General Plan, Municipal Code, Community Design Guidelines, Design and Construction Standards, Storm Water Design Manual, Open Space Preserve Overarching Management Plan, and various City master plans (i.e., parks, utilities, bikeways, open space preserves, etc.), have been previously adopted by the City and are actively used to plan for, and implement, development projects. In addition, concurrent with adoption of the CSP, General Plan amendments, development agreement, large lot subdivision map, and an environmental impact report, including a mitigation monitoring and reporting plan, were approved, each providing guidance for the ultimate buildout of the CSP.

The application and deviation from these documents and master plans are further discussed in Chapter 10, Implementation.



Section 2 Context

The
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(CSP) is located in southwestern Placer County. The CSP is bounded by the planned extension of Blue Oaks Boulevard (along the Phillip Road alignment) within the West Roseville Specific Plan (WRSP) on the south, the Fiddymont Ranch portion of the WRSP to the east, the Amoruso Ranch Specific Plan to the north, and the City of Roseville's Al Johnson Wildlife Area property to the west. The Roseville Energy Park and the WRSP are located south of the CSP, south of the future Blue Oaks Boulevard alignment. The City of Roseville is located on the Interstate-80 corridor and the CSP is located approximately in the northwest portion of the City, as shown on Figure 2-1, Regional Context and

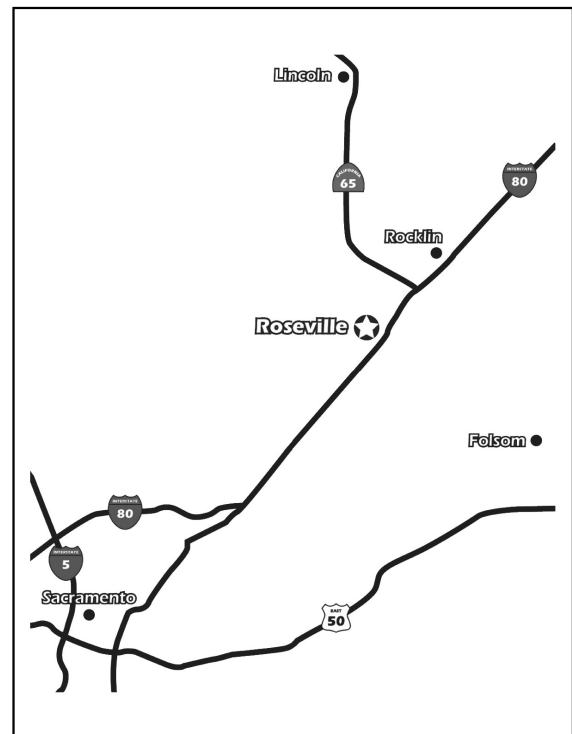


Figure 2-1: Regional Context

Figure 2-2: Plan Area Location

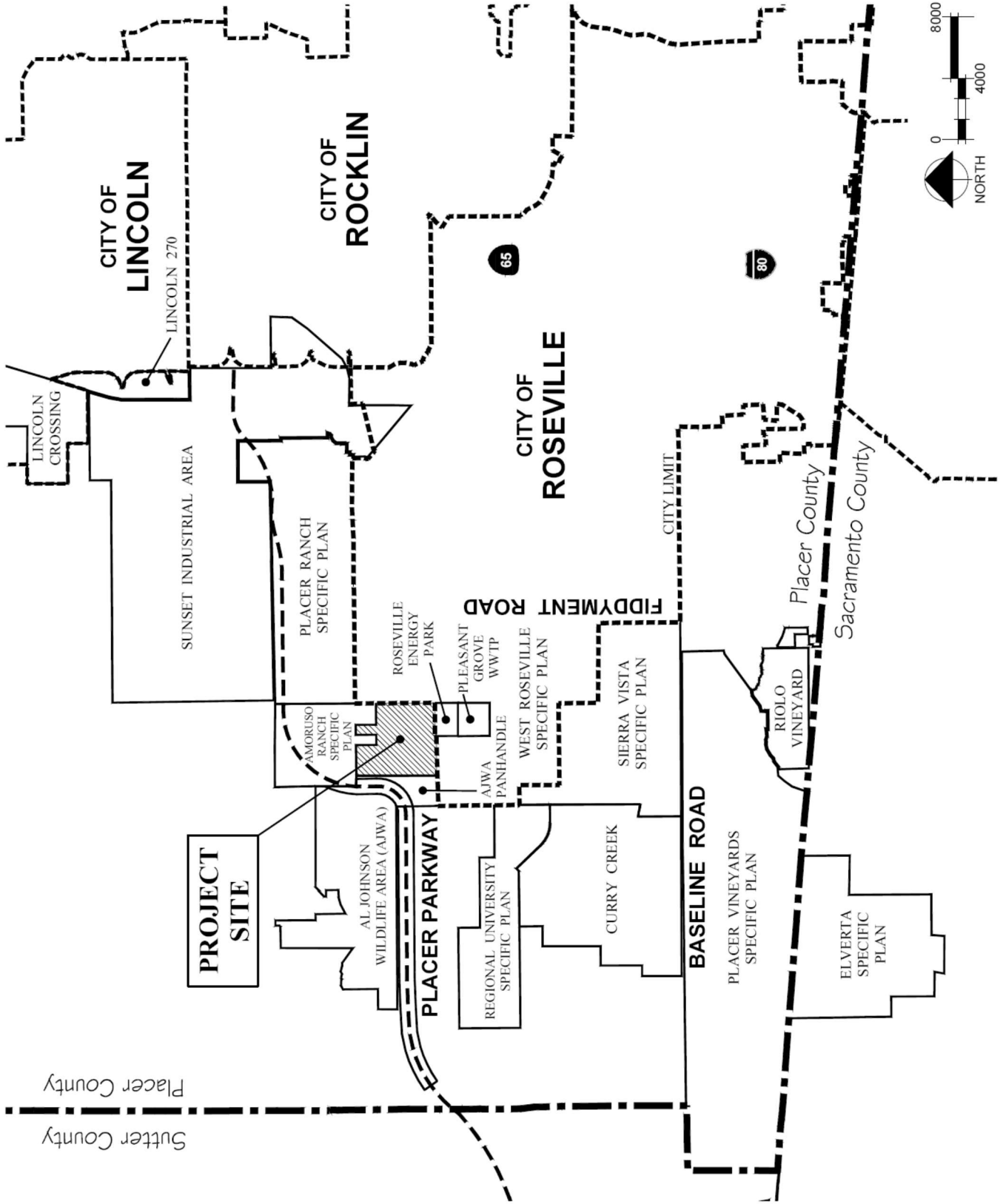


Figure 2-2, Plan Area Location. At the time of specific plan approval, the CSP site was within unincorporated Placer County and within the City of Roseville's sphere of influence.

2.1 Project Setting

A. Regional Setting

During the 1990's and through the mid-2000's, the six-county region including the City of Roseville experienced significant growth. While the pace of new development slowed after 2005, according to the Sacramento Area Council of Governments (SACOG), the region is expected to add over 1-million jobs and 800,000 residential units by the year 2050. A majority of the growth is expected to occur adjacent to existing urbanization, a large portion of which is projected for the cities of Elk Grove, Folsom, Sacramento, and Roseville. As the region grows, there will continue to be strong demand for residential development in the Roseville area, particularly as the City continues its role as a major employment center in the region.

Figure 2-2 shows the location of several other master planned developments in proximity to the CSP. Each development proposal incorporates a mix of land uses, such as residential, commercial, office, park, school, university, and public/quasi-public uses. These include:

- ❑ **Placer Vineyards Specific Plan**, a 5,230-acre project located immediately southwest of Roseville, south of Baseline Road. This project was approved by the Placer County Board of Supervisors in July 2007.
- ❑ **Regional University Specific Plan**, a 1,157-acre project located southwest of CSP, along the planned extension of Watt Avenue/Santucci Boulevard. This project was approved by the Placer County Board of Supervisors in December 2008.
- ❑ **Sierra Vista Specific Plan (SVSP)**, a 2,064-acre project located south of the WRSP, north of Baseline Road and west of Fiddymont Road. The project includes 6,650 units and 215.9 acres of commercial and office uses. The SVSP was approved by the City of Roseville in May 2010.
- ❑ **Placer Ranch Specific Plan**, a 2,213-acre project located north east of the CSP, adjacent to the Roseville City limits and the WRSP area. It will include a new California State University campus and a mix of residential, office and commercial uses.
- ❑ **Amoruso Ranch Specific Plan (ARSP)**, an approximately 695-acre land area located immediately north of the CSP area and west of the proposed Placer Ranch Specific Plan area is a mixed-use project that includes 2,827 residential units and approximately

51 acres of commercial uses. The ARSP was approved by the City of Roseville in 2016 and subsequently annexed in 2018.

Another future project, not yet planned, but included as geographic areas of interest for development include:

- ❑ **Curry Creek Community Plan**, an approximately 4,189-acre land area located in unincorporated Placer County to the west of the SVSP.

In addition to the planned development projects noted above, the WRSP is located west and south of the CSP. The WRSP is a 3,100-acre project with 8,633 units which was approved and annexed by the City of Roseville in 2004 and began construction in 2005. It is partially constructed.

B. Site Conditions and Uses

At the time of CSP approval, the site was primarily undeveloped. The area south of the creek is characterized by flat and open annual grassland areas and north of the creek are grasslands on gently-rolling topography. Pleasant Grove Creek and associated riparian corridor and oak woodland traverse the site diagonally in a northwesterly direction. A tributary of Pleasant Grove Creek, University Creek, is located in the northern portion of the site. Seasonal wetlands, including vernal pools and seasonal drainages are dispersed with a concentration in the northern section of the site.

Trees are concentrated along the Pleasant Grove Creek corridor and scattered in the northern portion of the site near University Creek. Riparian vegetation surrounds Pleasant Grove Creek and native oaks are present along Pleasant Grove and its tributaries. Previous on-site uses consisted of limited agricultural enterprises such as grazing and dry farming. Two residences and out structures associated with past agricultural activities exist on the site, generally in the central portion of the site, accessible from Phillip Road. Two small bridge structures crossing Pleasant Grove Creek are located in the southeast portion of the site. Grass fires have impacted vegetation and structures.

2.2 Factors Influencing the Specific Plan

The CSP development plan was influenced by several factors, which are reflected in the organization and mix of land uses and location of roadways on the land use plan. Some of these factors were physical, with the development plan influenced by existing natural features which create various site constraints or site opportunities. Other factors influencing the Specific Plan were reflective of City policies (General Plan, Blueprint implementation strategies, etc.), and the City and developer's individual objectives. The following subsections summarize the key factors, opportunities, constraints, and regulatory context in which the development plan for CSP was created.

A. Site Opportunities and Constraints

The site's location, natural and man-made features, and proximity to newly urbanizing areas provide significant opportunities for the form and organization of land uses and roadways within the CSP.

- ❑ **Pleasant Grove Creek.** Pleasant Grove Creek transects the property diagonally, through the center of the CSP. The creek corridor is an opportunity to create a linear open space amenity to function as a natural feature and connection through the CSP. The creek corridor provides scenic vistas from adjacent land uses and a sense of openness to adjacent neighborhoods. As a linear feature, the creek corridor is ideal for passive recreation including a pedestrian and bicycle path to connect to the City's existing path system in the WRSP and ultimately to the Al Johnson Wildlife Area, west of the CSP.

Historic farming practices have created a man-made constriction of the creek, immediately downstream of the CSP. The constriction creates a bottleneck in the conveyance of floodwaters that creates a floodplain condition. This setting is an opportunity to reclaim the historic floodplain of Pleasant Grove Creek by constructing a bypass channel immediately adjacent to the creek channel. The bypass channel would improve

stormwater conveyance, provide opportunities for stormwater treatment and enhance existing riparian vegetation within the creek corridor.

- ❑ **Natural Resources.** A variety of wetland types are located on the CSP including vernal pool complexes, drainage swales and stream corridors. The greatest concentration of resources and the highest quality resources are in the northern portion of the site. These features constrain development of some land uses and provide opportunities for other uses – such as open space. Wetland features in the northern portion of the site have been avoided and preserved within the Northern Preserve and create an open space buffer transition along the northern edge of the CSP. The Northern Preserve offers open space amenities, passive recreation and a pedestrian/bike trail. The limits of the Northern Preserve and the northern alignment of Westbrook Boulevard were identified in consultation with state and federal resource agencies.
- ❑ **Al Johnson Wildlife Area.** The City of Roseville's 1,700-acre Al Johnson Wildlife Area (AJWA) property is located immediately west of the CSP. The AJWA property is undeveloped and planned for a regional flood control project as well as compatible recreation and environmental restoration features. The CSP was

designed to relate to planned uses in the AJWA. The CSP includes construction of stormwater conveyance and treatment facilities within the Pleasant Grove Creek corridor which will extend west to AJWA and further the City's overall flood control and restoration goals. Multi-use paths within CSP are located along the creek corridor and streets connect to future path systems in the AJWA. The CSP is the link between existing uses within the City and amenities planned at AJWA. The AJWA will also provide open space along the western edge of the CSP.

❑ **Blue Oaks Boulevard and Westbrook Boulevard Corridors.**

In planning for anticipated growth in western Placer County through the year 2050, Blue Oaks Boulevard and Westbrook Boulevard are components of the area circulation network. Blue Oaks Boulevard is an east/west travel corridor extending from Highway 65, west through Roseville and will ultimately link to future Placer Parkway, west of the CSP. Westbrook Boulevard is a north/south travel corridor extending from Baseline Road, north through the Sierra Vista and West Roseville Specific Plans and through the CSP. The CSP incorporates segments of these corridors and provides land uses and densities compatible with roadways of this scale. The CSP orients higher density and non-residential uses along these

roadways, with an emphasis of high-density residential uses and the commercial/employment node at the intersection of Blue Oaks and Westbrook Boulevards.

❑ **Roadways.** The placement, alignment, and design of roadways within the CSP were influenced by pre-existing conditions. Roadway connections to the CSP respond to existing and planned roadways adjacent to the site, which include Blue Oaks Boulevard, Westbrook Boulevard, Westpark Drive, and Holt Parkway. CSP's major roadways are planned as one component of an overall regional traffic planning solution for western Placer County, enabling future regional connections (i.e. to proposed Placer Parkway) and north/south and east/west links to complete the City's circulation network.

❑ **Adjacent Neighborhoods.** The WRSP area is located on the eastern edge and a portion of the southern edge of the CSP. The eastern edge of the CSP is adjacent to neighborhoods planned within the Fiddyment Ranch portion of the WRSP. Land uses, residential densities and the circulation pattern along the eastern edge of the CSP were influenced by the land use pattern of planned neighborhoods in Fiddyment Ranch. The southern boundary of the CSP is defined by the future extension of Blue Oaks Boulevard. The Westpark portion

of the WRSP and undeveloped properties owned by the City of Roseville are located in the area south of the future extension of Blue Oaks Boulevard.

- ❑ **Roseville Energy Park.** The Roseville Energy Park (REP) is located south of the CSP, south of the planned extension of Blue Oaks Boulevard. The REP is a 160-megawatt power generation facility operated by the City of Roseville. The REP typically provides between 40 and 60 percent of the City's current electricity needs, depending on alternative economic power market opportunities, and is an important part of the City's sustainable infrastructure. The CSP land use pattern was designed with consideration of land uses compatible with the REP. Non-residential land uses (commercial, office, public/quasi-public, open space) are located along Blue Oaks Boulevard to minimize potential incompatibilities.

B. Blueprint

The Sacramento Region Blueprint Transportation Land Use Study was a regional planning effort initiated by the Sacramento Area Council of Governments (SACOG) in 2002 which examined how transportation and land use planning could be better linked to accommodate future growth. Through a two-year process, SACOG, in association with participating jurisdictions in the six-county region

(including Roseville), developed a number of land use scenarios, depicting how the region could accommodate an anticipated additional population of 1.7 million people and associated homes and jobs by the year 2050. The effort culminated in December 2004 when SACOG adopted a "Preferred Blueprint Scenario" for growth in the region's six counties. For Placer County, the preferred scenario anticipated a significant portion of future growth would occur in the western portion of the County's "greenfields," between Roseville's western limits and the eastern edge of Sutter County. SACOG's Preferred Blueprint Scenario included six key growth principles, which directly apply to newly-developing greenfield areas:

- ❑ **Transportation Choices:** To provide alternative modes of transportation to the automobile and create land use patterns to encourage people to walk, ride bicycles, ride public transit, and carpool.
- ❑ **Mixed-Use Developments:** To establish places where mixed-use development can occur in an effort to provide a variety of goods and services in proximity to residential uses, and further, to support alternative transportation modes such as walking and biking.
- ❑ **Compact Development:** To utilize land in a more efficient manner by creating environments that are more compactly built, thereby reducing reliance on the

automobile and encouraging walking, biking, and use of public transit.

- ❑ **Housing Choices:** To provide residents with opportunities for a mix of housing choices, which include apartments, condominiums, townhouses, and single-family detached homes on varying lot sizes, which collectively respond to multiple demographic, pricing, and market segments.
- ❑ **Natural Resource Conservation:** To conserve and preserve natural resource areas, including prominent vernal pool concentrations and drainages, through the designation of permanent open space.
- ❑ **Quality Design:** To foster attractive communities with a strong sense of place, to use land efficiently.

In support of this regional effort, in May 2005, the City of Roseville adopted a set of Implementation Strategies to guide both infill and greenfield development projects in Roseville. These strategies are intended to encourage several “smart growth” development principles which were outcomes of the Blueprint effort. The CSP incorporates elements of these smart growth principles in support of the City’s adopted Blueprint Implementation Strategies. Specifically, the plan offers higher density neighborhoods, fosters transportation choices with provisions for bikeways and commercial corridors in support of transit, and promotes

more compact development with a variety of housing choices for multiple market segments. These strategies are defined in greater detail throughout Chapter 3, Vision and Principles, and Chapter 4, Land Use.

C. General Plan Growth Management Policies

Guiding Principles

The City’s General Plan Growth Management Element includes several “Guiding Principles” to direct the City’s review of new development proposals located outside the City’s corporate boundaries. The intent of these principles is to ensure new development meets or exceeds the City’s existing policies, standards, and expectations, and does not unduly impact services to existing City residents. While some of the Guiding Principles address the City’s governmental services and long-term fiscal sustainability, other principles address matters that guide the physical form of the CSP land use plan. These include provisions to:

- ❑ Maintain the integrity of existing neighborhoods and create a sense of place in new neighborhoods.
- ❑ Aid in regional traffic solutions and in right of way preservation.
- ❑ Incorporate mechanisms to ensure new schools are available to serve the residents and shall not impact existing schools.
- ❑ Include a significant interconnected public open space

component/conservation plan in coordination with the City of Roseville/ U.S. Fish and Wildlife Service Memorandum of Understanding.

Western Edge

The City's General Plan Growth Management Element includes several policies intended to provide for a 'distinctive edge' and 'physical and visual transition area' between the City and County lands to the west. These policies state:

“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 to assure that the identity and uniqueness of the City and County will be maintained.”

“As new development is proposed in City's Sphere of Influence to the west of Fiddymont Road, require project proponents to provide a transitional area between City and County lands, through a system of interconnecting Open Space land areas.”

The CSP supports the City's Growth Management policies related to the Guiding Principles for new development and the creation of a distinctive western edge, which are represented in the final design and form of the new community. The CSP is bound on the west by the City's 1,700-acre AJWA property where the City is undertaking development of a regional stormwater retention project.

In addition, there are future opportunities for recreational uses compatible with the retention basin facility. A separate portion of the AJWA property is used as an environmental preserve. The AJWA property creates a natural, distinctive edge to the west side of the CSP.

D. Growth Management Visioning Committee

The Roseville City Council enacted the Growth Management Visioning Committee (GMVC) in August 2004 to develop a vision to guide the City's growth through the year 2025. The committee was formed partially in response to a growing number of large-scale development proposals being considered in unincorporated land areas adjacent to the City. The goal was to gain a high-level understanding of the potential impacts which planned growth could have on the City's character, quality of life, boundaries, and population. Through extensive public involvement and facilitated meetings, the GMVC developed a vision for Roseville's future. The vision was supported by several growth management policy concepts and action steps recommended to implement the vision. The GMVC's report and recommendations were approved by the City Council in 2005.

E. City/County Memorandum of Understanding

In 1997, the County of Placer and City of Roseville entered into an agreement regarding the future development of a 5,540-acre 'transition area' west of Fiddyment Road and north of Baseline Road, adjacent to Roseville's western city limits in Placer County. The CSP, south of Pleasant Grove Creek, is within the MOU Transition Area. In 2010, the agreement was refined to, among other things, include all of the CSP. This MOU is intended to promote interagency communication and to foster cooperative land use planning within the transition area. The MOU specifies the mutually-agreed-upon requirements for processing development applications within the transition area, and allows development applications to be processed either by the County or the City. Its terms include provisions for City/County consultation and review, application submittal, mitigation of project impacts, and minimum development standards. The CSP was processed in accordance with the City/County MOU.

F. Resource Agency Early Consultation

In August 2000, the City and the United States Fish & Wildlife Service (USFWS) entered into a Memorandum of Understanding (MOU) to prepare a Habitat Conservation Plan (HCP) or equivalent to minimize incidental take of vernal pool species from future City growth. Consistent with this

agreement, the City of Roseville, the CSP Landowners, the USFWS, the US Army Corps of Engineers, and the U.S. Environmental Protection Agency (EPA) conducted an extensive early consultation process. The group met on over fifteen occasions and conducted field trips to review on-site resources and off-site mitigation properties with the following objective: to reach basic agreement on a land use plan and mitigation strategy which could be permitted under Section 404 of the Clean Water Act utilizing a Section 7 Consultation process for Endangered Species Act compliance. Feedback received through this process influenced the land use plan and resulted in additional and expanded avoidance areas.



Section 3

Vision and Principles

The vision for the Creekview Specific Plan

(CSP) is to create a new community that meets or exceeds the City's development standards through amenities and services, and distinguishes itself through an efficient design and development pattern. The CSP is the smallest of the City's specific plans and is designed as a residential community.

The CSP is bound on the west by the City-owned 1,700-acre Al Johnson Wildlife Area (AJWA) property and on the east and south by the West Roseville Specific Plan (WRSP). In this position, the CSP completes the land use pattern and makes connections between existing development in the City and AJWA. These connections include the creation of urban land uses,

expansion of open space preserves, new circulation linkages, and extensions of the City's extensive pedestrian and bicycle network.

Building upon Roseville's established growth patterns, the CSP supports the City's implementation of smart growth principles rooted in SACOG's Regional Blueprint. In addition to advancing the City's efforts to meet its fair share obligation of the region's housing needs, the CSP demonstrates an emerging approach to development which results in a more efficient use of land, with higher densities and significant open space preservation.

The land use plan for CSP includes a diversity of housing types, compact design, a local-serving community commercial node with office and business professional uses, efficient

vehicular, pedestrian and bicycle circulation, resource conservation and proximate access to parks and open space.

3.1 Community Form

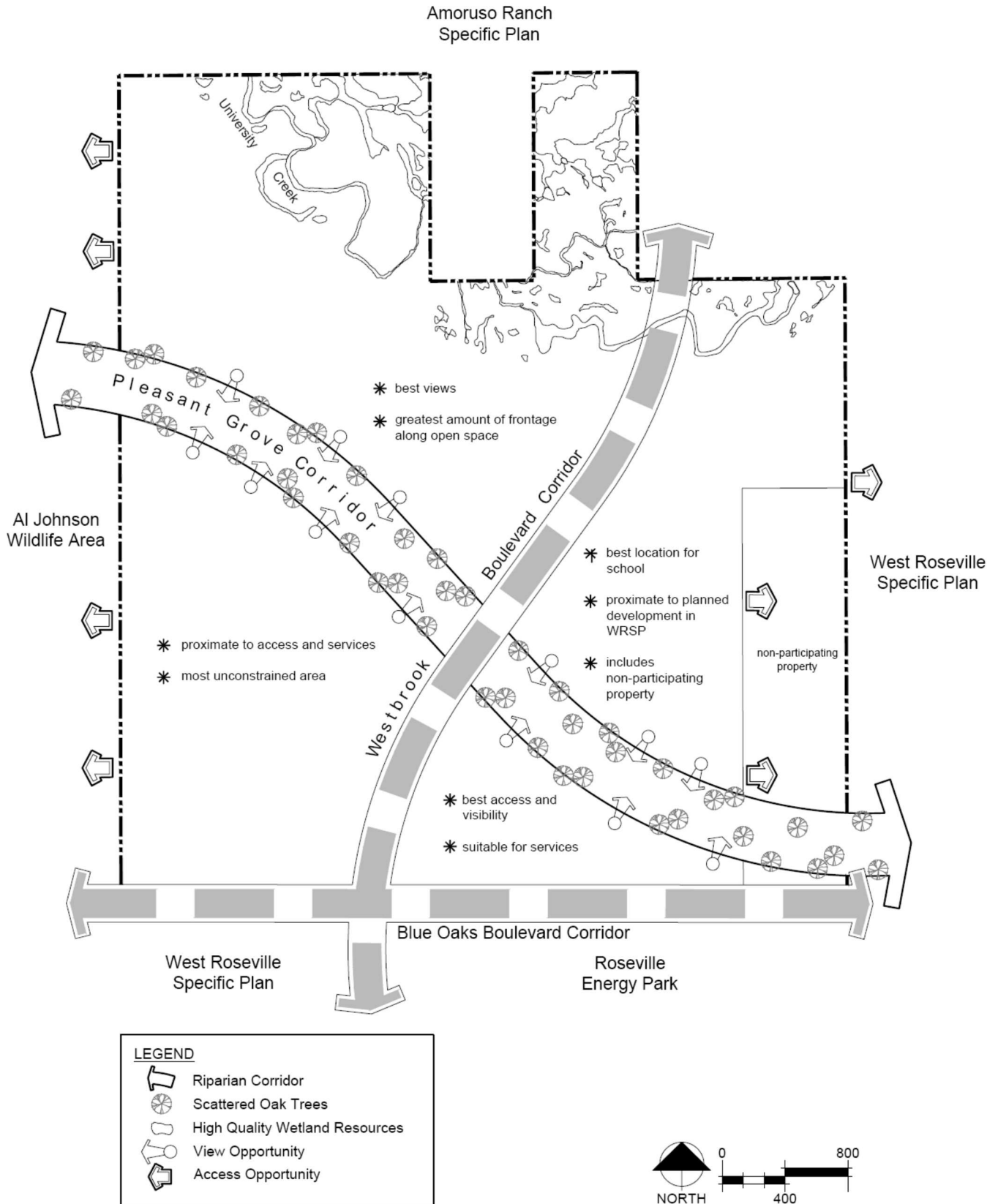
The physical form and development pattern of the CSP is shaped by site opportunities and constraints and policy factors described in Chapter 2, Context. Factors influencing the community's form include existing site features and natural resources (to address feedback from resource agencies regarding resource avoidance), adjacent development patterns and roadways, the City's Guiding Principles for new development west of Fiddymment Road, Blueprint principles, and the Growth Management Visioning Committee's vision.

3.2 Community Form Elements

The overall CSP land use plan is shaped by four overarching form elements. The elements influencing the community form in each of these quadrants are described below and shown on Figure 3-1.

- Blue Oaks/Westbrook Mixed Use Node
- Residential Neighborhoods
- Parks and Open Space
- Circulation Systems

Figure 3.1: Community Form Elements



A. Blue Oaks/Westbrook Commercial

The intersection of Blue Oaks Boulevard and Westbrook Boulevard creates the site's best opportunity for a commercial node featuring commercial and residential uses. The triangular area is bound by Pleasant Grove Creek and Blue Oaks and Westbrook Boulevard – two arterial roadways.

The Community Commercial site will support approximately 100,000 square feet of uses which could include local-serving retail and office uses such as a grocery store, drug store, retail services, restaurants, personal services and professional offices.

Residential uses (Parcels C-16, C-17, and C-43) are adjacent to the community commercial site and together they create a mixed use node where residential uses are proximate to services.

Residents west of Westbrook Boulevard and north of the creek are within a one-quarter mile walk of the commercial area. Neighborhoods in the plan are connected to the mixed use node by a unique system of walking paths and trails, and bridges over Pleasant Grove Creek.

B. Residential Neighborhoods

CSP's residential neighborhoods are a significant element of the community. The design criteria for residential neighborhood development focus on the public realm (the street) and how it relates to the private realm (the home). This is accomplished with a combination of residential development standards, neighborhood design guidelines, and roadway design standards. These standards and guidelines are aimed at achieving the following outcomes in residential neighborhoods:

- ❑ Narrower collector streets with on-street parking, where appropriate, which calm traffic;
- ❑ Opportunities for landscape paseos along collector street edges, planted with trees with tall and wide canopies, which provide shade, define the public realm and create a neighborhood scale for pedestrians;
- ❑ Paseo systems with sidewalks separated from the street with minimal interruptions and provide connectivity among residential neighborhoods;
- ❑ Living spaces and porches which may be oriented to the street and enhance each home's architectural streetscape appearance;
- ❑ Smaller parks within the residential neighborhoods to create places and hubs for activities and gathering;

- ❑ Subdivision walls which open to adjacent streets to allow multiple connections and visual connectivity;
- ❑ Connectivity among all neighborhoods via landscape corridors, paseos, and creek crossings.

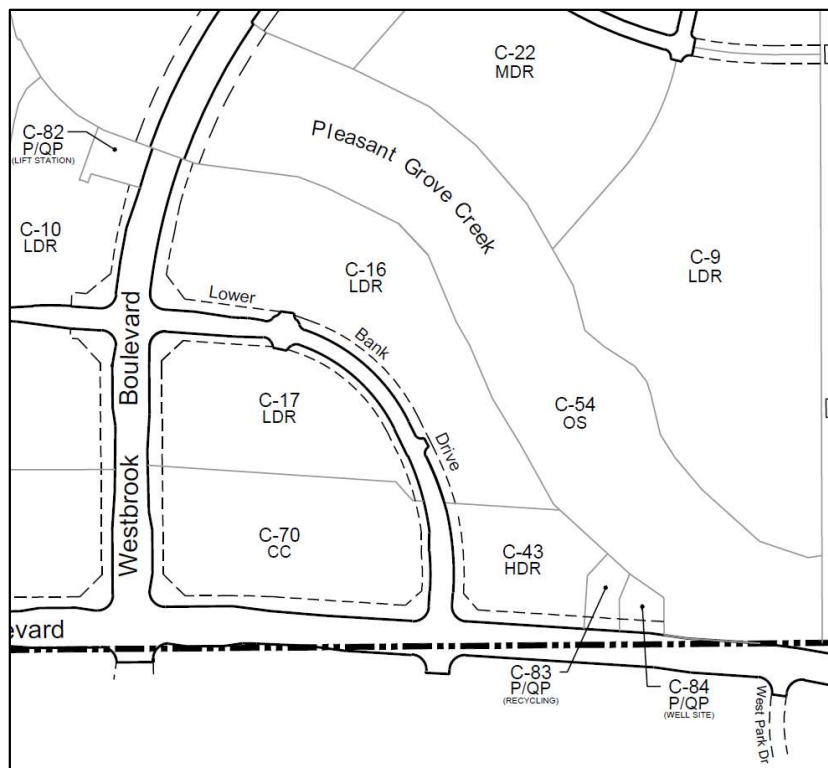
The residential neighborhoods are generally divided by the geography of the site into four irregularly-sized quadrants. Each of the four quadrants has constraints of its own including adjacent land uses, natural resources and circulation requirements.

Southeast Quadrant

The southeast quadrant is bounded by Pleasant Grove Creek open space area, Westbrook Boulevard and Blue Oaks Boulevard which create a triangular-shaped area. Lower Bank Drive provides access to uses in this quadrant.

Land uses in this quadrant benefit from access and proximity to two arterial roadways – Westbrook Boulevard and Blue Oaks Boulevard. Uses in this area were selected and positioned to be compatible with the Roseville Energy Park, which is located south of Blue Oaks Boulevard.

This mixed use area includes low density (C-16 and C-17) and high density (C-43) residential uses in close proximity to community commercial uses. The residential uses are adjacent and oriented to open space with access to the pedestrian/bike trail. A pedestrian bridge crossing creates a link to land uses north of the creek.

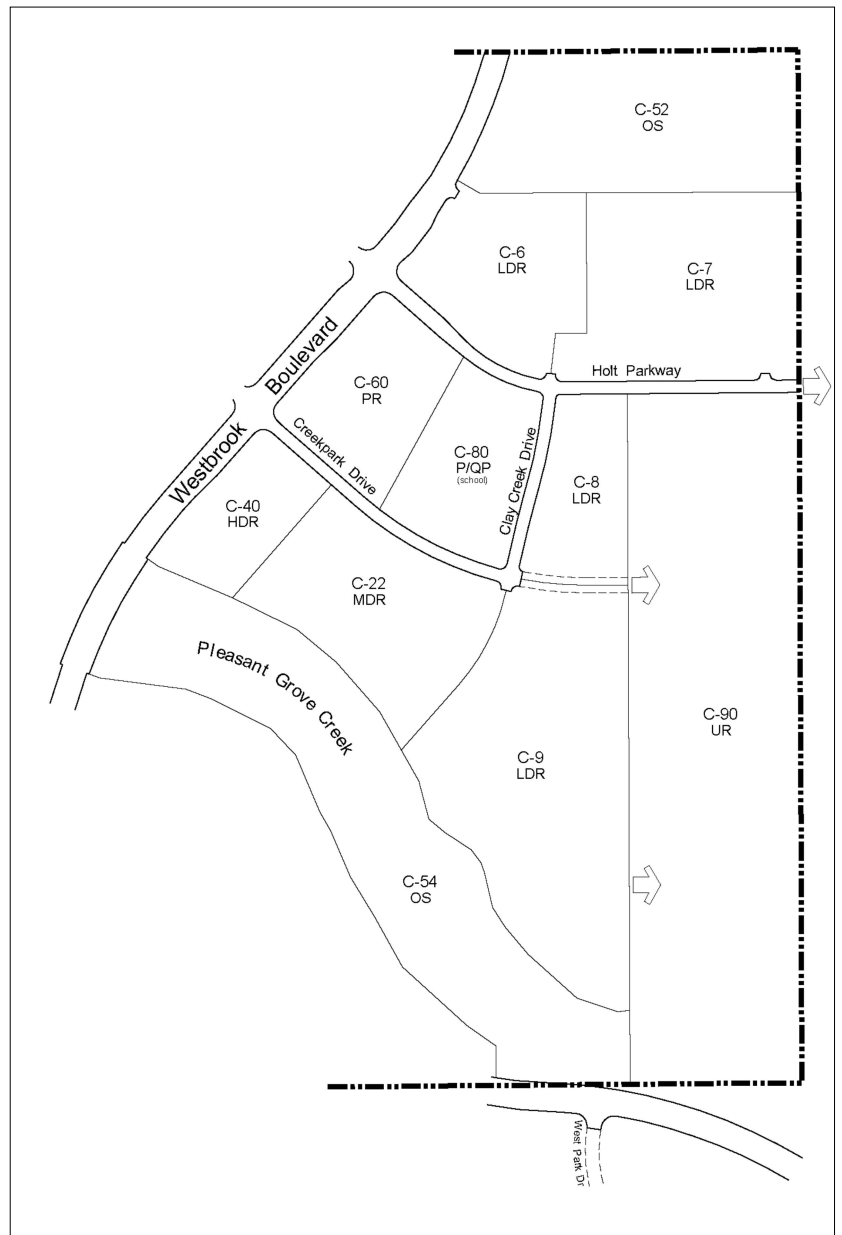


Northeast Quadrant

Most of the eastern portion of the CSP is included in the northeast quadrant. It is bordered by Westbrook Boulevard, Pleasant Grove Creek and the eastern edge of the CSP. The CSP is adjacent to residential uses in the Fiddymont portion of the WRSP and land uses in this area are designed to be compatible. The 39.9-acre Urban Reserve parcel (C-90) is the predominant use along the border of the CSP with Fiddymont and is anticipated to develop in the future with a mix of residential, open space and park uses.

The primary feature is the activity hub created by the elementary school (C-80) and neighborhood park (C-60). The circulation pattern is designed for efficiency as it relates to school and park-related traffic. Access to this portion of the CSP is available from Westbrook Boulevard and Holt Parkway, a limited access collector, which provides access from Fiddymont west to Westbrook Boulevard. Additional connections are made on residential streets.

The northern open space (Northern Preserve) and Pleasant Grove Creek bound this area on the north and south, respectively, and provide opportunities for views and access to open space. The intent is for some single-loaded streets to provide some public views of these open space areas.



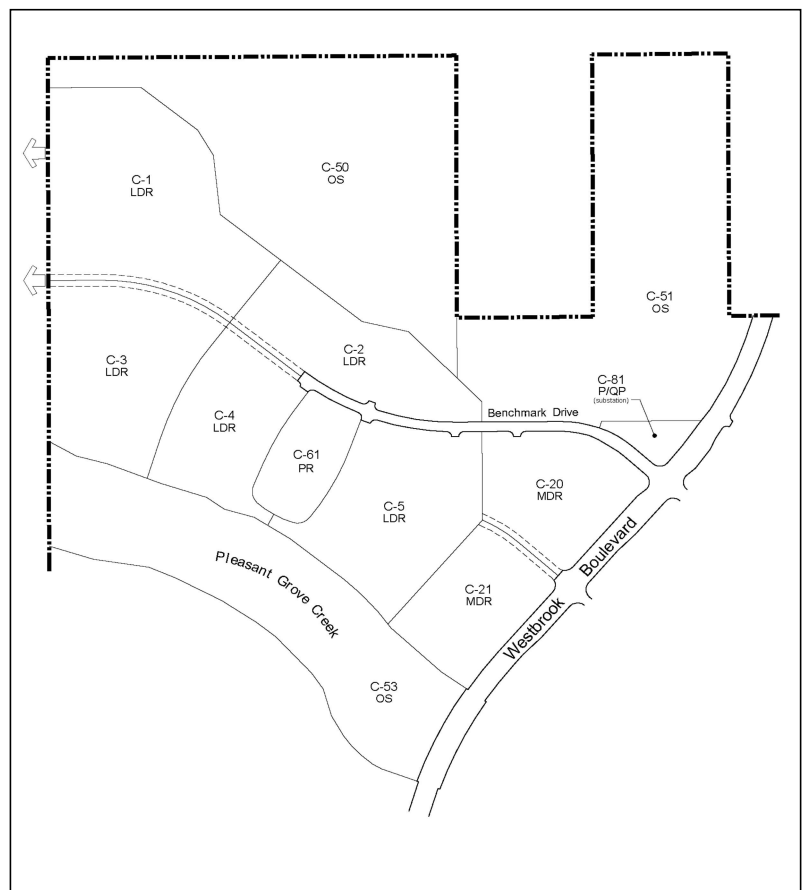
Northwest Quadrant

The northwest quadrant is the largest residential area in the CSP and is predominantly low density residential with two parcels of medium density uses near Westbrook Boulevard and lower densities continuing west.

Located north of Pleasant Grove Creek and Westbrook Boulevard, this area has the greatest frontage along open spaces in the CSP which lends itself to the creation of interesting neighborhoods. Opportunities for views to open space are provided by the Northern Preserve parcels (the largest preserve in the CSP) and Pleasant Grove Creek, as well as the City's AJWA property adjacent to the west of the CSP.

Access to this area is from Westbrook Boulevard and the extension of Parkway One, west of Benchmark Drive. Local circulation will serve residential areas. Low density residential uses along the Northern Preserve will have views of open grasslands with scattered oaks and uses along the creek will have views into the riparian corridor. In addition, incorporation of some single loaded streets will also provide some public views of these open spaces.

A neighborhood park (C-61) north of the creek, south of Benchmark Drive, includes a play field and passive recreation facilities and links to the park (C-62) located south of the creek via a pedestrian bridge crossing of the creek. A pedestrian and bicycle path along the southern edge of the Northern Preserve connects to the AJWA and existing trails in the City.

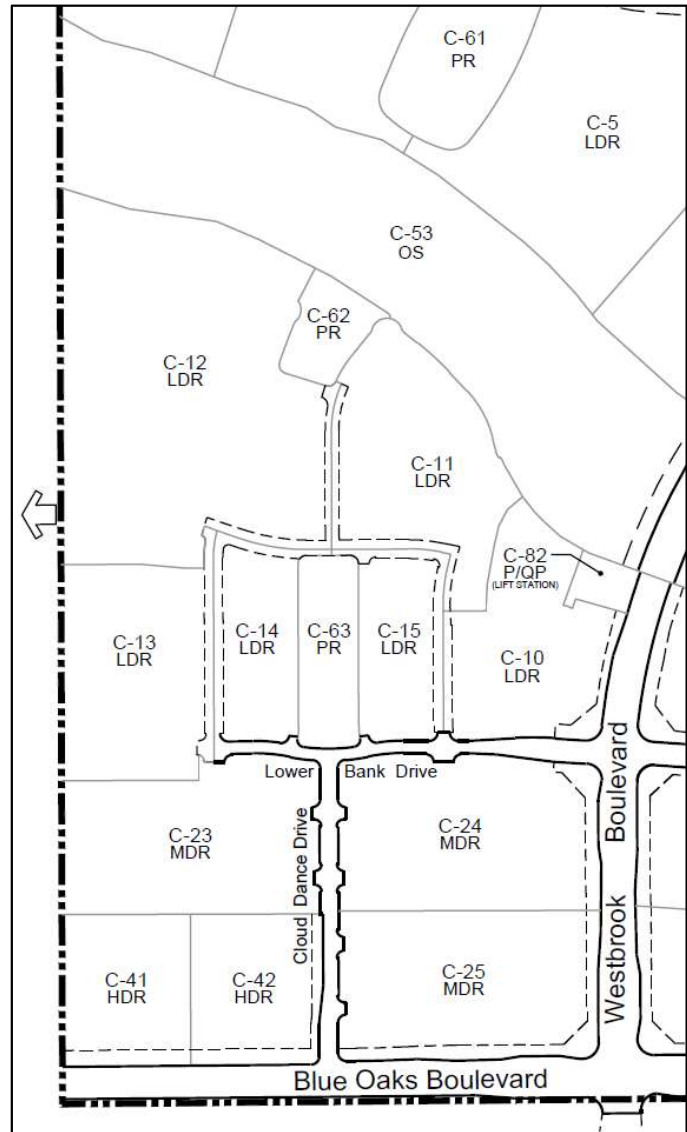


Southwest Quadrant

The southwest quadrant of the CSP is a residential neighborhood and features the highest density mix of residential uses in the Plan Area. Higher density residential uses are located in this area because it is proximate to arterial roadways and commercial and transit uses.

Westbrook and Blue Oaks Boulevards and smaller roadways such as Lower Bank Drive and Grasscreek Drive access this quadrant. Community-serving commercial uses, located east of Westbrook Boulevard, are a short walk away across the signalized intersection at Westbrook Boulevard and Lower Bank Drive.

Two small neighborhood parks provide recreation opportunities. One park (C-62) is south of the creek and features passive recreation and views into the riparian corridor along the creek. A pedestrian bridge links the parks on the north and south sides of the creek which, taken together with the creek, creates the sense of a much larger open space area. A second small park (C-63) is designed with active recreation areas to serve surrounding residential areas. A pedestrian and bicycle path located along the southern edge of the Pleasant Grove Creek open space, connecting to future uses at AJWA and to existing trails in the City.



C. Parks and Open Space

Over thirty percent (30%) of the Plan Area is planned for park and open space uses, which is equivalent to 30 acres of park and open space per 1,000 residents. The open space preserve and park network is the most community-defining element of the CSP, which supports Roseville's long-standing heritage as a City with high-quality parks and open spaces.

The approach for park sites is to include several smaller neighborhood parks ranging from 1.5 to 6.4 acres in size, with the largest park adjacent to the elementary school. The neighborhood parks have been distributed among the four residential neighborhoods and located adjacent to open space where possible to make them feel larger. The park and the school are located adjacent to one another to encourage joint-use which creates efficiencies in design and encourages a broader range of recreational opportunities with the park and school.

Several natural features in the CSP will be within open space areas, including the Pleasant Grove Creek and University Creek corridors and significant, high-quality natural resources within the Northern Preserve. The 87-acre Northern Preserve creates an open space link among the open space preserve in the Fiddymont portion of the WRSP and the AJWA. The open space area along Pleasant Grove Creek will link the on-

site creek corridor upstream in the City with the AJWA.

D. Circulation System

The CSP includes many of the City's Blueprint Implementation Strategies for multi-modal circulation, providing multiple transportation choices to address vehicles, public transit, bicyclists, and pedestrians.

For vehicles, the backbone roadway system includes a combination of arterial and collector streets to provide connections from existing and planned roadways adjacent to the Plan Area. These roadways are designed to accommodate future anticipated local and area traffic demands, with ultimate connections to future planned Placer Parkway and to roadways leading to the City of Lincoln. The design of the backbone roadway system supports the creation of a smaller 'neighborhood' network of local roadways.

Public transit, another transportation choice supported by the plan, may include a combination of bus service systems via Roseville Transit, with connections to Sacramento Regional Transit and Placer County Transit. These services will utilize the CSP's roadway systems to provide local and regional transit connections for community residents. Blue Oaks Boulevard and Westbrook Boulevard are planned to accommodate a future route for bus rapid transit (BRT), which would provide direct regional access from the community to downtown

Sacramento employment centers and other destinations. A bus transfer station is planned adjacent to the community commercial site along Westbrook Boulevard, immediately north of Blue Oaks Boulevard.

The CSP system of pedestrian and bike paths and paseos add to the mix of transportation choices available for residents. Off-street Class I and Class IA bike paths are included in landscape corridors and open space areas. On-street Class II bike lanes are provided on arterials, collectors, and modified collectors. In places, this system of pedestrian paths and bikeways provides off-street linkages, connecting with Roseville's existing facilities, and with AJWA and the Pleasant Grove Creek corridor via planned bikeway facilities in the WRSP. This system of pedestrian and bike paths are enhanced by street design standards which place priority on pedestrian comfort and safety.

Through these circulation elements, CSP's planned transportation systems are intended to provide multiple choices for community residents and employees, in compliance with the City's adopted Blueprint Implementation Strategies for multi-modal circulation.



Section 4

Land Use Plan

The Creekview Specific Plan (CSP) includes

a mix of land uses including low-, medium-, and high-density residential uses; commercial and office uses; public/quasi-public uses for schools and civic facilities; parks and open space uses; and urban reserve land use, which functions as an urban designation for a parcel in the southeastern corner of the CSP.

At buildout, the CSP will provide approximately 2,011 dwelling units, accommodate approximately 5,249 residents and add approximately 100,000 square feet of retail and office uses, and provide approximately 235 permanent jobs.

4.1 Land Use Plan

The CSP land use designations are summarized on Table 4-1 and shown on the Land Use Plan on Figure 4-1.

4.2 Land Use Designations

Land uses within the CSP are implemented through the zoning district applied to each parcel. This includes the application of the Development Standards (DS) and Special Area (SA) overlay zones to provide customized development standards, as allowed by the City's Zoning Ordinance. Specific details related to permitted uses and development standards are included in the City of Roseville Zoning Ordinance. In addition, for projects subject to a Design Review for Residential Subdivision (DRRS) permit, development standards may be defined as part of the City's subdivision review process. The following summarizes the CSP's land use designations, with descriptions for each land use, related density, and applied zoning districts.

Table 4-1: Land Use Summary

Land Use Designation		Applied Zoning District	Acres	% of Total Acres	Units	% of Total Units
Residential						
LDR	Low Density Residential	RS/DS	182.87	36.48%	987	49.08%
MDR	Medium Density Residential	RS/DS	51.51	10.28%	477	23.72 %
HDR	High Density Residential	R3	17.68	3.53%	547	27.20%
<i>Subtotal</i>			252.06	50.28%	2,011	100.00%
Commercial						
CC	Community Commercial	CC	9.22	1.84%		
<i>Subtotal</i>			9.22	1.84%		
Open Space and Public						
OS	Open Space	OS	136.70	27.27%		
PR	Parks and Recreation	PR	15.68	3.05%		
PQP	Recycling Center	P/QP	0.59	0.12%		
PQP	Electric Substation	P/QP	0.90	.18%		
PQP	Elementary School	P/QP	7.60	1.60%		
PQP	Lift Station	P/QP	0.65	0.13%		
PQP	Well Site	P/QP	0.51	0.10%		
UR	Urban Reserve	UR	39.90	7.96%		
ROW	Right of Way		37.49	7.48%		
<i>Subtotal</i>			240.02	47.88%		
Total			501.30	100.0%	2,011	100.0%

Updated August 2021

Figure 4.1: Land Use Map

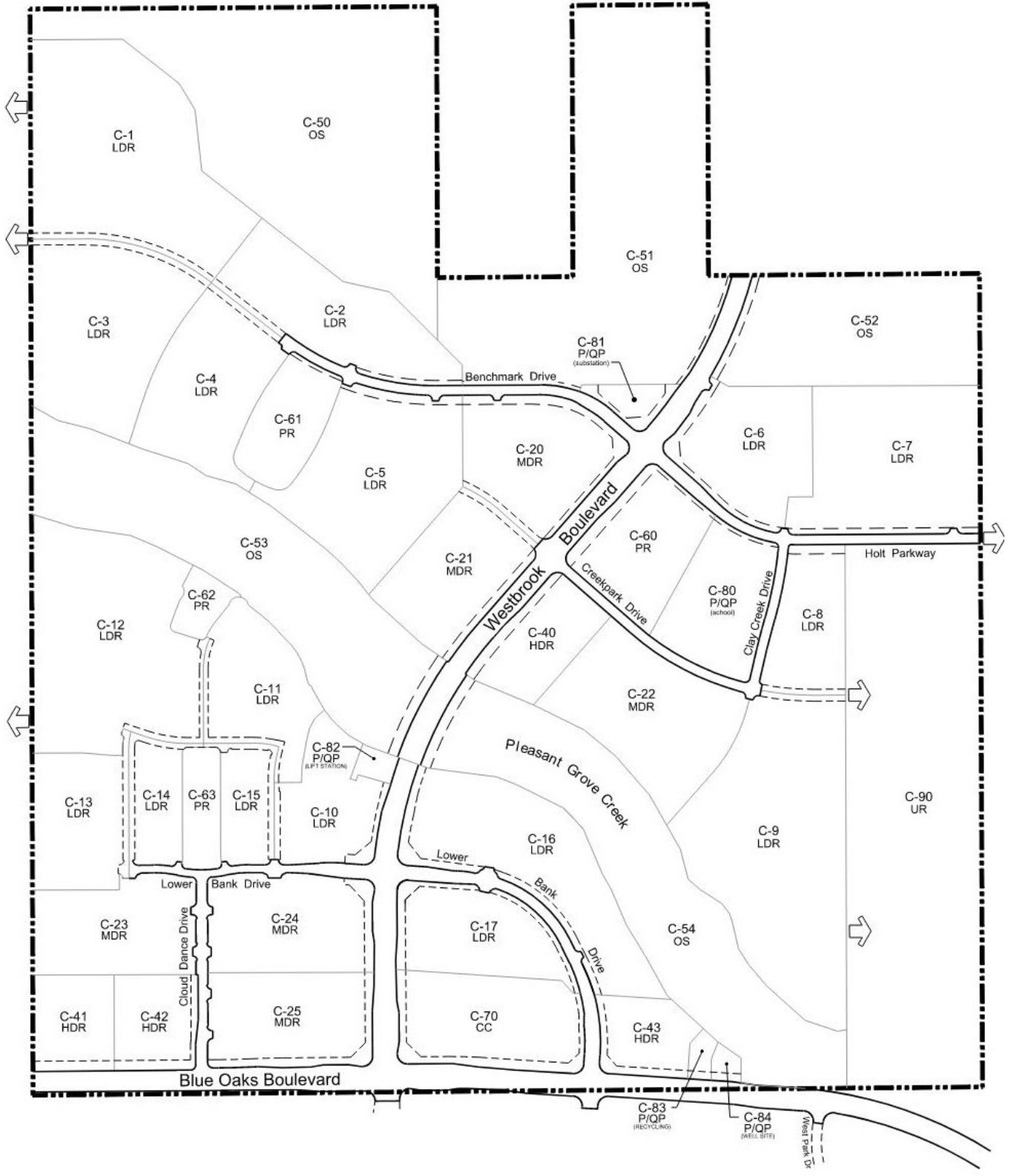


Table 4-2: Land Use, Zoning and Acreage by Parcel

Parcel	General Plan Land Use (Specific Plan Land Use)	Zoning	Acres	Allocated Units	Density
C-1	LDR (Residential)	RS/DS	19.5	100	5.1
C-2	LDR (Residential)	RS/DS	10.0	59	5.9
C-3	LDR (Residential)	RS/DS	13.97	80	5.7
C-4	LDR (Residential)	RS/DS	9.63	61	6.3
C-5	LDR (Residential)	RS/DS	13.43	74	5.5
C-6	LDR (Residential)	RS/DS	8.05	48	6.0
C-7	LDR (Residential)	RS/DS	14.11	74	5.2
C-8	LDR (Residential)	RS/DS	5.70	32	5.6
C-9	LDR (Residential)	RS/DS	21.80	97	4.4
C-10	LDR (Residential)	RS/DS	5.99	36	6.0
C-11	LDR (Residential)	RS/DS	7.54	34	4.5
C-12	LDR (Residential)	RS/DS	18.72	95	5.1
C-13	LDR (Residential)	RS/DS	7.20	50	6.9
C-14	LDR (Residential)	RS/DS	3.72	20	5.4
C-15	LDR (Residential)	RS/DS	3.59	20	5.6
C-16	LDR (Residential)	RS/DS	12.93	71	5.5
C-17	LDR (Residential)	RS/DS	6.92	36	5.2
C-20	MDR (Residential)	RS/DS	8.79	96	10.9
C-21	MDR (Residential)	RS/DS	7.92	95	12.0
C-22	MDR (Residential)	RS/DS	11.30	104	9.2
C-23	MDR (Residential)	RS/DS	8.13	61	7.5
C-24	MDR (Residential)	RS/DS	8.12	59	7.3
C-25	MDR (Residential)	RS/DS	7.25	62	8.6
C-40	HDR (Residential)	R3	5.20	168	32.3
C-41	HDR (Residential)	R3	4.27	127	29.7
C-42	HDR (Residential)	R3	4.33	136	31.4
C-43	HDR (Residential)	R3	3.88	116	29.9
C-50	OS (Open Space)	OS	36.57		
C-51	OS (Open Space)	OS	35.64		
C-52	OS (Open Space)	OS	14.79		
C-53	OS (Open Space)	OS	25.10		
C-54	OS (Open Space)	OS	24.60		
C-60	PR (Park)	PR	6.80		
C-61	PR (Park)	PR	4.81		
C-62	PR (Park)	PR	1.54		
C-63	PR (Park)	PR	2.53		
C-70	CC (Community Commercial)	CC	9.22		
C-80	PQP (Elementary School)	P/QP	7.60		
C-81	PQP (Electric Substation)	P/QP	0.90		
C-82	PQP (Lift Station)	P/QP	0.65		
C-83	PQP Recycling Center)	P/QP	0.59		
C-84	PQP (Well Site)	P/QP	0.51		
C-90	UR (Urban Reserve)	UR	39.90		
C-100	ROW (Right of Way)	ROW	37.9		
TOTAL			501.30	2,011	

A. Residential

The residential component of the CSP utilizes three residential land use designations: Low Density Residential (LDR), Medium Density Residential (MDR), and High Density Residential (HDR). A range of housing densities is planned which will enable a range of housing types. The CSP supports development of LDR conventional-style, single family, detached units on both large and small lots, including provisions for potential gated, executive, and custom home communities. In addition, higher density residential types (MDR and HDR) on smaller lots can be accommodated, which could include detached cluster housing, detached townhomes, and a variety of detached and attached residential units. Residential neighborhoods also include HDR uses which may include unit types such as apartments, townhomes, or condominiums.

The mix of housing types addresses future growth anticipated in the City of Roseville and neighboring regions. Approximately 72% of CSP's units are designated for low and medium densities, and the remaining units, nearly 28%, are planned as high-density units.

Residential neighborhoods are enhanced by access to and views into adjacent open space and small, local parks accessible along pedestrian and bicycle paths through landscape corridors, paseos and other open space linkages.

Neighborhoods are proximate to an elementary school and commercial services.

Residential Unit Transfers

There may be a desire or need to adjust (reduce or increase) the number of units assigned to some large-lot residential parcels. These adjustments may be permitted, pursuant to the provisions outlined in Section 10.7 (Residential Unit Transfers) of this specific plan.

Custom Homes

Custom homes may be designated for construction in any low density residential subdivision in the CSP. Custom homes are single-family residential units with unique exterior styling and individualized interior floor plans, and each home's architectural design is distinct from others in the subdivision. Typically, custom homes have detailed architectural features and upscale amenities which give them an appearance and character similar to, or qualitatively exceeding individually designed homes found in the City's other custom and/or executive housing neighborhoods.

While the CSP does not pre-determine the location of custom home subdivisions, they may be created subject to market demand and economic conditions. If proposed, custom home subdivisions may be approved through the City's tentative subdivision map process.

	Low Density Residential (LDR)	Medium Density Residential (MDR)	High Density Residential (HDR)
Density	0.5 to 6.9 dwelling units per acre	7.0 to 12.9 dwelling units per acre	13.0 dwelling units per acre or greater
Applied Zoning District	RS/DS - Small Lot Residential/ Development Standards Overlay	RS/DS Small Lot Residential/ Development Standard Overlay	R3 Attached Housing
Description	The Low Density Residential (LDR) land use designation supports single-family detached homes on conventional lots within the density range above. Lot sizes range from 3,600 to 7,500 square feet and could be smaller or larger depending on site configuration, features and neighborhood design. A variety of detached, single-family residential housing types are possible in this density range. However, single-family front-loaded housing on conventional lots is anticipated as the primary product type. Half-plexes are permitted.	The Medium Density Residential (MDR) land use designation accommodates both single-family detached and attached residential units. Lot sizes are typically smaller than those in LDR areas. Within this density range, single-family detached housing may be provided on a wide range of lot types including small, standard or alley-loaded lots, courtyard lots, green court lots, auto courts, alley clusters, zero-lot lines, and z-shaped lots. In addition, duet/half-plex homes, townhomes, or condominiums may also be accommodated in MDR areas.	The High Density Residential (HDR) land use designation primarily accommodates attached housing. Depending on the unit type, HDR could also include some detached housing. The types of housing units which could be accommodated in the HDR designation could include, but are not limited to, townhomes, courtyard townhomes, condominiums, garden-style apartments, and podium design apartments or condominiums. Multi-family housing types may be applied to for-sale or rental units. The R3 zone also allows other similar and compatible uses including community care facilities.
Permitted Uses	As specified in the City of Roseville Zoning Ordinance.	As specified in the City of Roseville Zoning Ordinance.	As specified in the City of Roseville Zoning Ordinance.
Development Standards	Development standards as specified in the City of Roseville Zoning Ordinance or established or established by the subdivision map and a Design Review for Residential Subdivision approval. As further described in Appendix A, the RS/DS (Small Lot Residential/Development Standard Overlay) zone district is applied to provide the potential for variation to development standards. Design standards are the Community Design Guidelines and the Creekview Design Guidelines (Appendix B).	Development standards as specified in the City of Roseville Zoning Ordinance or established by the subdivision map and a Design Review for Residential Subdivision approval. As further described in Appendix A, the RS/DS (Small Lot Residential/Development Standard Overlay) zone district provides the potential for variation in development standards. Design standards are the Community Design Guidelines and the Creekview Design Guidelines (Appendix B).	As specified in the City of Roseville Zoning Ordinance, Community Design Guidelines and Creekview Design Guidelines (Appendix B).

B. Commercial

Retail and service uses are planned within the CSP Community. Commercial uses are located in the northeast quadrant of Blue Oaks and Westbrook Boulevards. This location takes advantage of the visibility and access provided by projected traffic volumes along these corridors.

Community Commercial (CC)	
Typical FAR	Up to 0.4 FAR
Applied Zoning District	CC – Community Commercial
Description	<p>The Community Commercial (CC) land use designation provides a broad range of neighborhood serving retail goods and services such as a grocer, drug store, restaurants, cafes, offices, personal services, and shops.</p> <p>One 9.22-acre parcel (Parcel C-70) is planned at the northeast quadrant of Westbrook Boulevard and Blue Oaks Boulevard. Located at the intersection of two arterial roadways, this site is suitable for retail and has excellent access needed for a commercial site. Pedestrians and bicyclists from the north and west can access the commercial site via the Pleasant Grove Creek crossings and paseo system throughout the Plan.</p> <p>Lower Bank Drive creates the northern and eastern edge of the site and provide access to Blue Oaks and Westbrook Boulevard. A transit transfer station is planned along Lower Bank Drive, north of Blue Oaks Boulevard.</p> <p>The site is planned for a commercial center of approximately 100,000 square feet. See Figure B-8 for a concept plan of the CC site.</p>
Permitted Uses	As specified in the City of Roseville Zoning Ordinance.
Development Standards	As specified in the City of Roseville Zoning Ordinance, Community Design Guidelines, and meeting the design concepts identified in Figure B-8 of the Creekview Design Guidelines.

C. Parks and Open Space

Over 30% of the CSP is planned for parks and open space. The CSP features four neighborhood parks and two significant open space corridors which contribute to the regional open space landscape.

The CSP was designed to enhance and maximize views and access to the open space. Open space accounts for one quarter of the CSP.

	Parks & Recreation (PR)	Open Space (OS)
Applied Zoning District	PR – Parks & Recreation	OS – Open Space
Description	<p>The Parks and Recreation (PR) land use designation is applied where formal, developed park facilities are planned. A combination of active and passive recreation facilities is planned within four neighborhood parks.</p> <p>Four neighborhood parks ranging from 1.5 to 6.8 7.4 acres in size are distributed throughout the plan.</p> <p>School Park. The largest park (C-60) is located adjacent to the elementary school to maximize joint-use opportunities for outdoor recreation facilities.</p> <p>Parks Adjacent to Open Space. Two neighborhood parks adjacent to Pleasant Grove Creek complement open space uses along the creek corridor and include viewing opportunities into the open space. A creek crossing links two neighborhood parks located on opposite sides of the Pleasant Grove Creek.</p> <p>Neighborhood Park. The neighborhood park in the southwest quadrant of the CSP is designed to provide additional outdoor recreation opportunities to higher density neighborhoods with residential units with less private yard space.</p> <p>Park sites are linked to other land uses through a system of paseos.</p> <p>Parks and recreation facilities are further described in the Public Services Plan (Chapter 7).</p>	<p>The Open Space (OS) land use designation is generally applied to lands which are environmentally sensitive or otherwise significant due to habitat and floodplain. In the CSP, the OS land use designation is applied to natural features (Pleasant Grove Creek, Northern Preserve) which provide opportunities for views, passive recreation, pedestrian/bike paths, water conveyance and detention, stormwater quality/treatment and resource avoidance and preservation.</p> <p>Northern Preserve. The most significant and highest-quality wetland resources are located in the northern portion of the CSP. The Northern Preserve is a 87.0-acre (Parcels C-50, C-51 and C-52) open space preserve created to avoid impacts to and preserve these features. The Northern Preserve creates a natural edge, a transition to agricultural land uses north of the CSP, and adjoins the open space preserve in the northern portion of the WRSP. It also provides an opportunity to create a bicycle/pedestrian pathway through the northern portion of the CSP. The Northern Preserve is planned for permanent preservation as open space and would complement open space preservation in surrounding areas</p> <p>Pleasant Grove Creek. Pleasant Grove Creek transects the property diagonally, through the center of the site. The creek corridor (Parcels C-53, C-54) is an opportunity to create a heavily wooded, linear open space amenity which offers a bicycle/pedestrian pathway through the CSP connecting the WRSP and the Al Johnson Wildlife Area. In addition to the crossing of Pleasant Grove Creek at Westbrook Boulevard, two additional creek crossings planned within the open space corridor connect the north and south areas of the Plan.</p>
Permitted Uses	As specified in the City of Roseville Zoning Ordinance.	As specified in the City of Roseville Zoning Ordinance.
Development Standards	As approved by the City Council for individual parks. Conceptual park plans are shown in Figures 7-2, through 7-5.	As specified in the City of Roseville Zoning Ordinance.

D. Public/Quasi-Public

Five parcels are designated and sized for Public/Quasi-Public (P/QP) uses, consistent with General Plan policies and standards.

	Public/Quasi-Public (P/QP)
Applied Zoning District	P/QP – Public/Quasi-Public
Description	The Public/Quasi-Public (P/QP) land use designation accommodates public-serving uses and facilities. In the CSP, P/QP is the designation for an elementary school (C-80), electric substation (C-81), sewer lift station (C-82), solid waste recycling center (C-83) and well site (C-84). Municipal services and school facilities are discussed in more detail in Public Services Plan and Utilities Plan (Chapters 7 and 8). Conceptual site plans for Parcels C-81, C-82, C-83 and C-84 are shown on Figures B-10, B-11 and B-12.
Permitted Uses	As specified in the City of Roseville Zoning Ordinance.
Development Standards	As specified in the City of Roseville Zoning Ordinance and the Creekview Design Guidelines (Appendix B).

E. Urban Reserve

One 39.9-acre parcel (C-90), located in the southeastern portion of the CSP, is designated for Urban Reserve.

	Urban Reserve (UR)
Applied Zoning District	UR – Urban Reserve
Description	The Urban Reserve (UR) land use designation is applied to lands anticipated to receive urban land use entitlements in the future. While no development is proposed within the Urban Reserve area, it is anticipated these areas may ultimately develop with land uses and densities similar to the balance of the CSP.
Permitted Uses	As specified in the City of Roseville Zoning Ordinance.
Development Standards	As specified in the City of Roseville Zoning Ordinance and the Creekview Design Guidelines (Appendix B).



Section 5

Affordable Housing Plan

State law
(California
Government

Code Section 65584) requires each city and county plan accommodate a fair share of the region's housing needs through zoning and land use. In urban areas, state law provides for councils of governments to prepare regional housing need allocation plans that assign a share of the region's housing need to each city and county. In the six-county greater Sacramento region, the Sacramento Area Council of Governments (SACOG) is the entity authorized to determine the future housing needs for the region. SACOG adopted the most recent Regional Housing Need Allocation Plan (RHNAP) in February 2008. Each city and county receives a total number of housing units it must plan for within a 7.5 year time frame. Each housing allocation includes a distribution for

housing affordable to very-low, low and moderate income households.

The City of Roseville General Plan Housing Element, which is consistent with the SACOG RHNAP, establishes a citywide goal to provide decent, safe, adequate and affordable housing in sufficient quantities for all economic segments of the community. Given the nature of the housing market in Roseville and the South Placer area, it is a challenge to create housing opportunities affordable to middle-, low-, and very-low income households. Typically, such affordable housing opportunities require market restriction and/or subsidies.

In an attempt to maximize efforts to meet affordable housing needs and to provide a mechanism whereby the City, property owners, and business community can actively work together in developing new affordable housing, the City’s Housing Element specifies an Affordable Housing Goal of ten percent (10%) of all new housing units in the City be affordable to middle-, low- and very-low income households.

Housing in the Creekview Specific Plan (CSP) is planned to have a mix of housing types in low, medium, and high-density residential neighborhoods. Similar to existing low-density residential (LDR) areas of Roseville, it is anticipated the CSP’s LDR neighborhoods will provide market-rate housing affordable predominantly to moderate- and above-moderate income households. The densities in CSP’s medium-density (MDR) and high-density (HDR) residential areas will provide greater opportunities for creating affordable housing for all income ranges. As outlined later in this chapter, the CSP affordable housing plan focuses on HDR parcels, and is structured to be consistent with the General Plan’s affordable housing goals.

5.1 Definition of Housing Affordability

Housing affordability is based on household income categories defined by the U.S. Department of Housing and Urban Development (HUD). These five income categories are used for comparative purposes and are based on a percentage of the county median income, adjusted for household size (Table 5-1).

Table 5-1: Definition of Household Income Categories

Income Category	Percent of Median Income
Very Low-Income	Less than 50% of Median
Low-Income	50% to 80% of Median
Middle-Income	80% to 100% of Median
Moderate-Income	100% to 120% of Median
Above Moderate-Income	120% + of Median

All jurisdictions within Placer County, including Roseville, use the same basic income calculations regardless of actual income level distribution in the community.

Based on sales and rental prices, and the definition of affordability, the City's Housing Element includes the following housing assistance needs identified for each income group:

- ❑ **Very Low-Income Households** not currently owning their own home will not be able to qualify for home ownership without substantial subsidies, unless their incomes rise significantly. Rental subsidies for very-low income households are needed to maintain affordability.
- ❑ **Low-Income Households** not currently owning their own home will require loan subsidies to afford and qualify for homeownership. Rental subsidies for low-income households are needed to maintain affordability.
- ❑ **Middle- and Moderate-Income Households** may require some assistance in purchasing a home, since the price range of new homes in Roseville may exceed their ability to pay. This group is likely to afford rental units without financial assistance.
- ❑ **Above Moderate Income Households** are considered financially able to find affordable units, both for purchase and rent, within Roseville's housing market.

Numerous assumptions are required to translate household income to affordable rental rates and purchase prices. Lenders ultimately determine the actual purchasing power of household income at a given point in time. A household can qualify to purchase a home based on annual income, down payment, level of other long-term financial obligations and interest rates.

For planning purposes, the City of Roseville assumes for rental units, low- and very-low income households should not spend more than thirty percent (30%) of their monthly gross income on housing costs, including utilities. For middle-income households, thirty-five percent (35%) of monthly gross income is used to determine housing affordability. Purchase housing costs include payment of principal, interest, taxes, insurance, and any homeowner's association dues.

It is recognized that various factors which determine affordability continually change, and project-specific affordability standards need to be established and adjusted as development occurs. To that end, the 10% affordable housing goal is calculated for each specific plan area based on the total residential units mapped.

5.2 Affordable Housing Program

to distribute affordable units throughout the CSP.

Consistent with the General Plan affordable housing goal, ten percent (10%) of the units in the CSP have been designated for low- and very low-income households. This includes rental housing affordable to low- and very low-income households, pursuant to the provisions of the Development Agreement.

Fifty percent (50%) of affordable units in the CSP will be affordable to low-income households and fifty percent (50%) to very low-income households. The CSP affordable housing goal is summarized in Table 5-2.

Table 5-2: Affordable Housing Goal

Total Dwelling Units	2,011 units
10% Affordable Housing Goal	201 units
Low-income (rental)	100 units (50%)
Very-Low income (rental)	101 units (50%)

5.3 Allocation of Affordable Housing Units

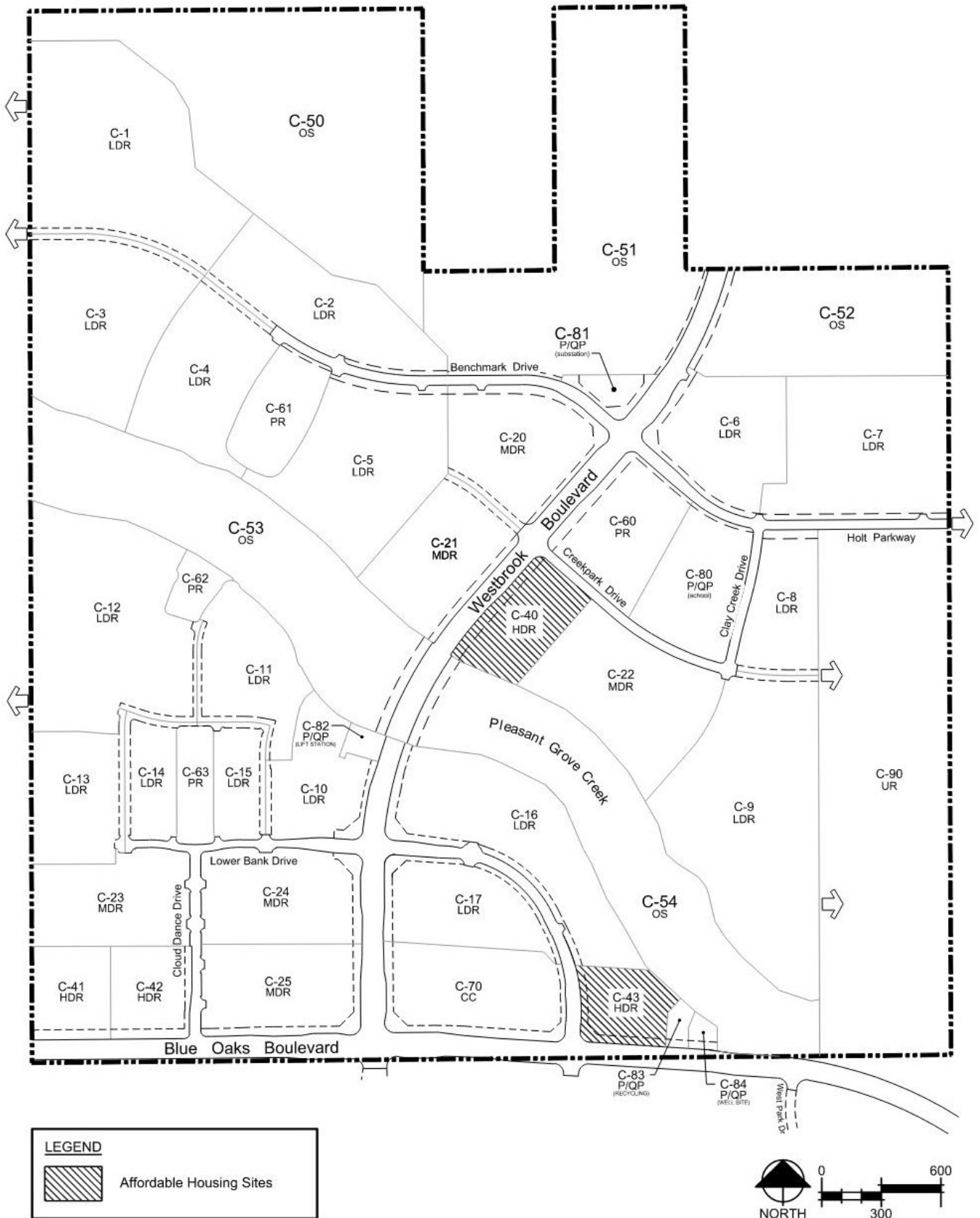
The affordable housing units within the CSP have been allocated to specific MDR and HDR parcels as identified in Table 5-3, with designated parcels reflected on Figure 5-1. The intent is

Table 5-3: Affordable Housing Allocation

Parcel	Land Use	Total Units in Parcel	Total Affordable Allocation	Very Low Income Rental	Low Income Rental
C-40	HDR	168	85	43	42
C-43	HDR	116	116	58	58
Total			201	101	100

Note: The CSP Section 5.4 allows for the transfer of affordable units. Check with the Housing Division to confirm current affordable housing allocations.

Figure 5-1: Affordable Housing Sites



5.4 Administration and Implementation

Residential builders are encouraged to explore creative approaches in providing a range of housing opportunities to meet the needs of middle-, low-, and very-low income households. Over time, housing markets, income categories, funding programs, and other factors change, and it is important to retain some level of flexibility to ensure affordable housing goals are achieved. The City's affordable housing goal is intended to be flexible in recognition of the actual number of affordable units constructed depends on the level of available subsidies.

The options outlined below may be considered to assist in achieving the CSP affordable housing goal. The City reserves the right to consider alternatives to achieve affordable housing within the CSP should the cost of producing the affordable housing preclude the City from accessing federal and state financing programs, or if legislation mandates the City alter its approach to affordable housing.

A. Transfers and Credits

Subject to approval by the director of the City's Housing Division, the affordable housing allocations identified on Table 5-3 may be transferred among parcels within the CSP. In addition, to the extent the number of affordable units produced on a parcel exceeds the number of

affordable units allocated to the parcel, the excess units may be credited toward meeting the CSP affordable housing goal assigned to other parcels. Transfer and/or credits may be approved by the director of the City's Housing Division without the need for amendments to this Specific Plan or related Affordable Housing Regulatory Agreements or Development Agreement if it is determined:

- The transfers/credits are applied to parcels within the CSP and covered by the same Development Agreement; and
- The transfers/credits improve the ability to produce affordable units and achieve the CSP affordable housing goal.

Requests for transfers and/or credits shall include information as deemed necessary by the City to ensure consistency with the CSP's affordable housing program. In addition, a revised affordable housing allocation (Table 5-3) shall be provided reflecting adjusted affordable unit allocations.

The City's Housing Division shall maintain all revisions to Table 5-3 as the official CSP affordable housing allocation record. The affordable housing unit transfer shall be memorialized with a recorded Memorandum of Understanding (or substitute form as specified by the City).

B. Density Bonus

The City may, in accordance with its Density Bonus Ordinance (Zoning Ordinance, Chapter 19.28) assign additional residential units to projects for the purpose of achieving the affordable housing goal. The increase in units provided by a density bonus is intended to reduce average per unit development costs.

In the CSP, a density bonus is implemented by City approval of an Affordable Regulatory Agreement (or substitute form as specified by the City) to individual projects on a case-by-case basis, and may constitute a portion of the subsidy (if required) for the provision of affordable units.

C. In-Lieu Fee

To the extent an in-lieu affordable housing fee is adopted on a citywide basis, a portion of the affordable housing allocations identified on Table 5-3 may be satisfied with an in-lieu fee subject to approval by the director of the City's Housing Division.

D. Affordable Housing Regulatory Agreement

An Affordable Housing Regulatory Agreement (or substitute form as specified by the City) is required for each parcel with an affordable housing allocation to detail and secure specific requirements and obligations. Among other provisions, the Affordable Housing Regulatory Agreement will:

- Specify the number of affordable units to be reserved at each income level.
- Specify the term of the affordability obligation.
- Set initial rent for the designated affordable units.
- Establish criteria and a basis for annual rent increases.
- Provide the City with a mechanism to monitor actual rents paid.
- Identify any City or other subsidies required to assist in meeting the affordability requirement and, if applicable, the basis and terms for refunding such subsidies.

Affordable Housing Regulatory Agreements require City approval prior to the issuance of building permits, or recordation of a final small lot map where a subdivision map is required, for any large-lot parcel with an affordable housing allocation. The total number of affordable units required is to be calculated based on the number of final units mapped.



Section 6

Circulation Plan

The circulation system for the Creekview

Specific Plan (CSP) includes a hierarchy of roadways and other improvements designed to link with existing and planned City and regional facilities. These facilities address mobility within the CSP and include roadways, bikeways, pedestrian paths, and public transit, which, collectively, are intended to provide multiple transportation options and encourage people to rely less on automobile travel.

The design of CSP's mobility systems emphasizes connectivity among uses, transportation choices, and the provision of a safe and efficient circulation system for automobile drivers, bicyclists, and pedestrians.

This chapter discusses each element of the circulation plan including roadways, bikeways, pedestrian paths, paseos, public transit, park and ride lots, as well as other transportation system management tools.

6.1 Roadways

A. Existing System and Connections

At the time of Specific Plan approval, several existing and planned roadways provided access to the CSP. These include:

- ❑ **Westbrook Boulevard.** Westbrook Boulevard is a north/south six-lane arterial roadway. The planned alignment of Westbrook Boulevard begins at Baseline Road and extends north to intersect the future extension of Blue Oaks Boulevard, at the southern boundary of the CSP. Westbrook Boulevard is located between and parallel to Fiddymont Road and the planned extension of Santucci Boulevard.
- ❑ **Blue Oaks Boulevard.** Blue Oaks Boulevard, a six-lane arterial which provides east/west circulation through the City, lies along the southern boundary of the CSP. Existing Blue Oaks Boulevard extends from Highway 65 west to approximately Hayden Parkway.
- ❑ **Phillip Road.** Phillip Road is a paved rural roadway located along the southern edge of the CSP. Phillip Road extends west in unincorporated Placer County and provides another access to the site.

Each of the above-described roadways provides or will provide access to the CSP and demonstrate how the existing circulation systems link to the Plan Area, to Roseville and the western portion of Placer County.

B. Planned System and Improvements

The CSP roadway system includes arterial, collector, and local roadways, which are illustrated on Figure 6-1, with lane capacity, right-of-way, and landscape requirements summarized in Table 6-1. Typical roadway design sections are illustrated in this chapter, with corresponding landscaping standards and related design details included in the CSP Design Guidelines (Appendix B). Construction of arterial and collector roadways will be phased as described in the CSP Development Agreement. All public roads will be constructed to City of Roseville standards.

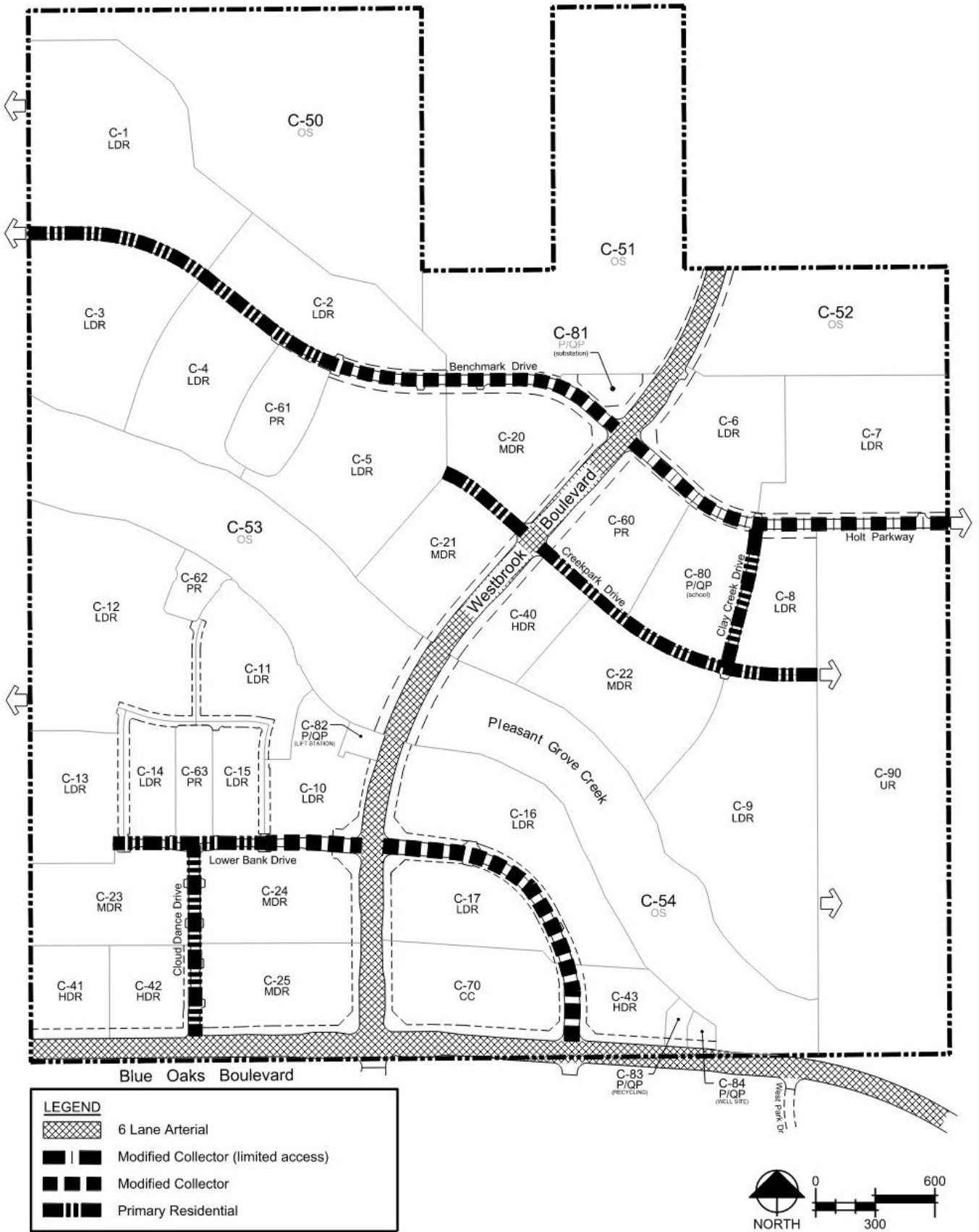
Off-site neighborhood connections (as shown on Figure 4-1, Land Use Plan and Figure 6-1, Roadway System) will be made to the east and west of the CSP. These connections will be further identified and detailed with small lot development in the future.

Table 6-1: Roadway Summary

Roadway Type/Name	Roadway		Landscape Corridor		Landscape Median	Parking	Figure
	Reserved Lane Capacity	Right of Way	Adjacent to LDR & MDR ¹	Adjacent to Other Uses ²			
Arterial Roadways ³							
Blue Oaks Boulevard - East of Westbrook Blvd	6	100'	35'	50'	14'	None	6-2
Blue Oaks Boulevard - West of Westbrook Blvd	6	100'	35'	50'	14'	None	6-3, 6-4
Westbrook Boulevard	6	100'	35'	50'	14'	None	6-5
Westbrook Boulevard - Adjacent to OS (C-51 and C-52)	6		-		8'	None	6-6
Collector Roadways ³							
Holt Parkway	2	48'	30'/45' ⁴	-	14'	None	6-7
Benchmark Drive - West of Westbrook Blvd to C-61	2	48'	25'/45' ⁵	-	14'	None	6-8
Lower Bank Drive West of Westbrook Blvd to East Edge of Park C-63	2	72'	30'/45'	-	10'	None	6-9
Lower Bank Drive Westbrook to Blue Oaks Blvd	2	52'	25'/35'	25'/35'	12'	None	6-10
Local Roadways							
Primary Residential - Attached Walk	2	46'	-	-	-	on street	6-11
Primary Residential - Detached Walk ⁶	2	58'	-	-	-	on street	6-12
Minor Residential - Attached Walk	2	42'	-	-	-	on street	6-13a
Minor Residential - Detached Walk	2	54'	-	-	-	on street	6-13b
Minor Residential - Park Couplet (One-Way)	1	32'	-	-	-	on-street	6-14
Alley	2	22'	-	-	-	Varies	6-15

1. Landscape corridors adjacent to LDR and MDR along arterial and collector roadways will be incorporated within the right of way.
2. Landscape corridors will not be constructed adjacent to parks. Adjacent to open space, a PUE/LSE is provided (width varies) with post and cable fencing constructed 3' from back of walk. At bridge crossings, sidewalk is monolithic. On Blue Oaks Boulevard, adjacent to the WRSP open space preserve (W-81), landscape corridor width varies and street and landscape corridor improvements do not extend beyond the south edge of pavement of existing Phillip Road. See Figure 6-4.
3. Auxiliary lanes, turn lanes, bus turn-outs, and standard tapers are permitted reductions to the landscape corridors (PUE/LSE) or paseos. See Figure 6-16. Minimum landscape corridor width of 20' shall be maintained behind bus shelters.
4. Standard paseo geometry varies at Park (C-60) and School (C-80) to 10' planter and 10' detached sidewalk.
5. On Benchmark Drive west of Westbrook Boulevard at Open Space (C-51) and P/QP-electric substation (C-81) a 10' detached walk will be constructed.
6. Rolled curb and gutter is permitted with detached walks where residential unit driveways access the street.

Figure 6.1: Roadway System



Arterial Roadways

Arterial roadways are primary circulation routes which provide linkages between sections of the City and the regional circulation system. Arterial roadways carry relatively high traffic volumes and do not permit on-street parking. In the CSP, arterials are six (6) lanes and include landscape medians, on-street bike lanes, and adjacent landscape corridors with eight-foot (8') detached sidewalks. The eight-foot (8') sidewalks along arterial streets also function as Class IA paths, which provide an option for bicyclists to ride on a street-separated path versus riding on the street. Figures 6-2 through 6-6 depict CSP arterial roadway design. Where adjacent to LDR and MDR land uses, the right-of-way dedication will include the landscape corridor.

The CSP includes two arterial roadways:

- Blue Oaks Boulevard
Figures (6-2, 6-3, 6-4)
- Westbrook Boulevard
Figures (6-5, 6-6)

❑ **Blue Oaks Boulevard.**

(Figures 6-2, 6-3 and 6-4)

Blue Oaks Boulevard will be constructed and improved in phases, with an ultimate section of six lanes (100-foot right-of-way). Blue Oaks Boulevard includes a 14-foot landscaped median, portions of which can be used for left turn pockets where appropriate. On the north side of Blue Oaks Boulevard, the landscape corridor width is 50 feet. On the south side of Blue Oaks Boulevard, the future landscape corridor is 50 feet east of Westbrook Boulevard, off-site.

Figure 6-2
Blue Oaks Boulevard
East of Westbrook Boulevard

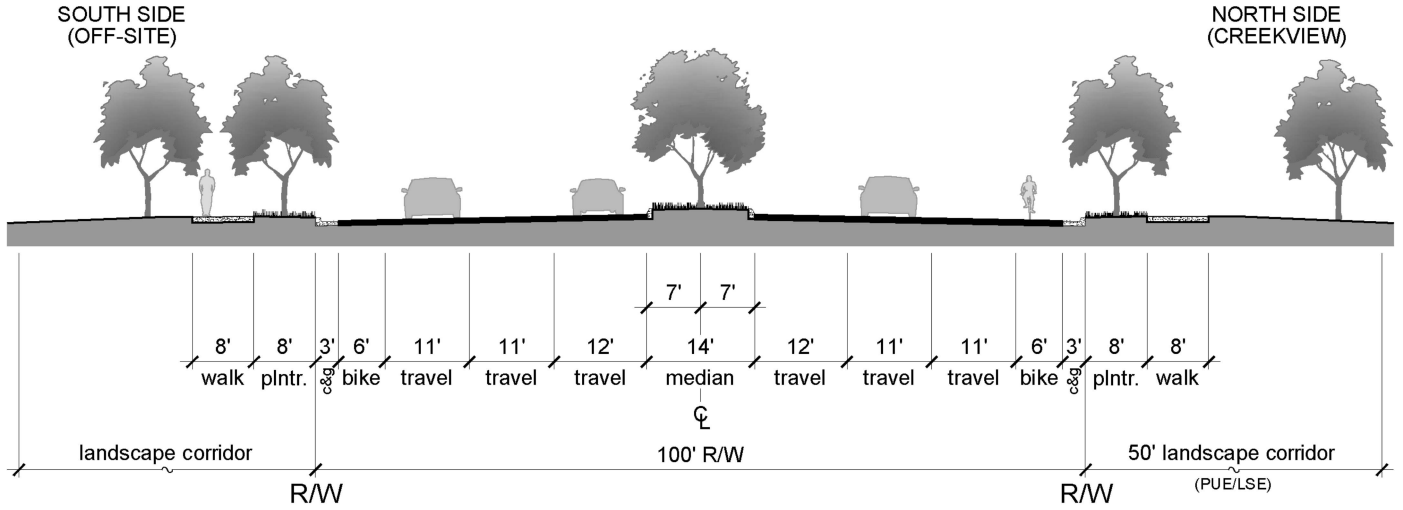


Figure 6-3
Blue Oaks Boulevard
West of Westbrook Boulevard

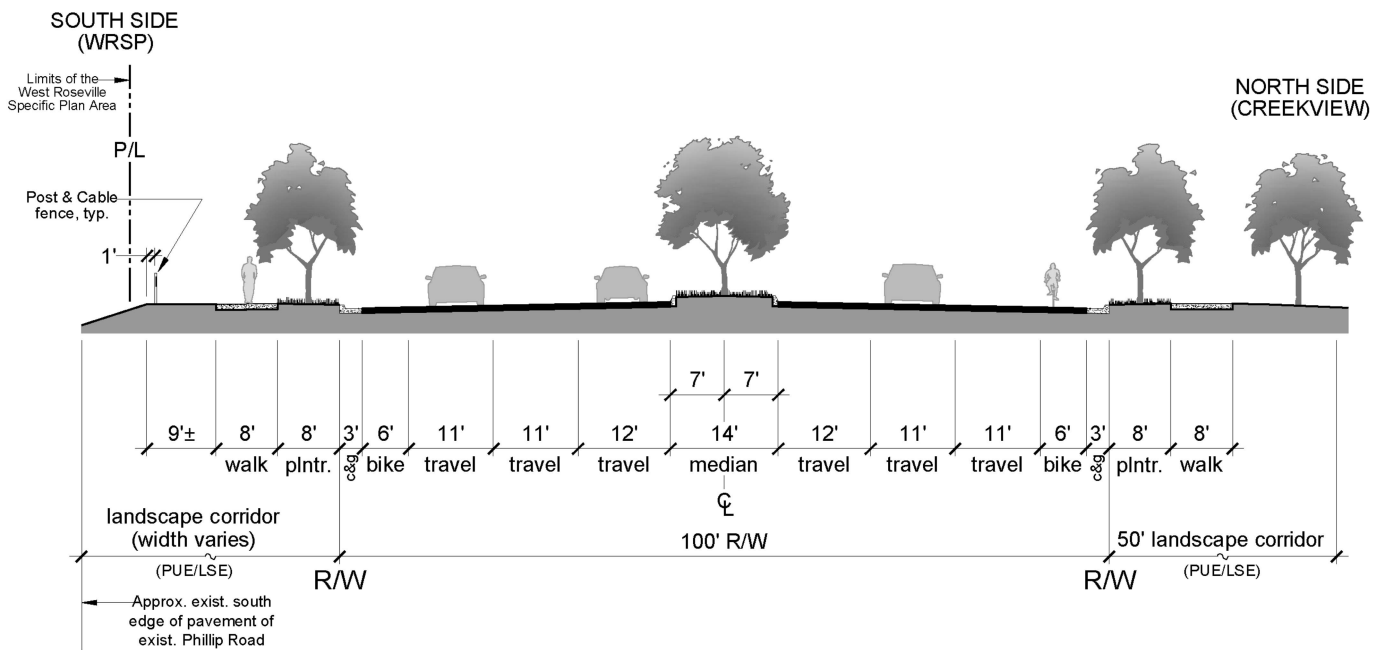
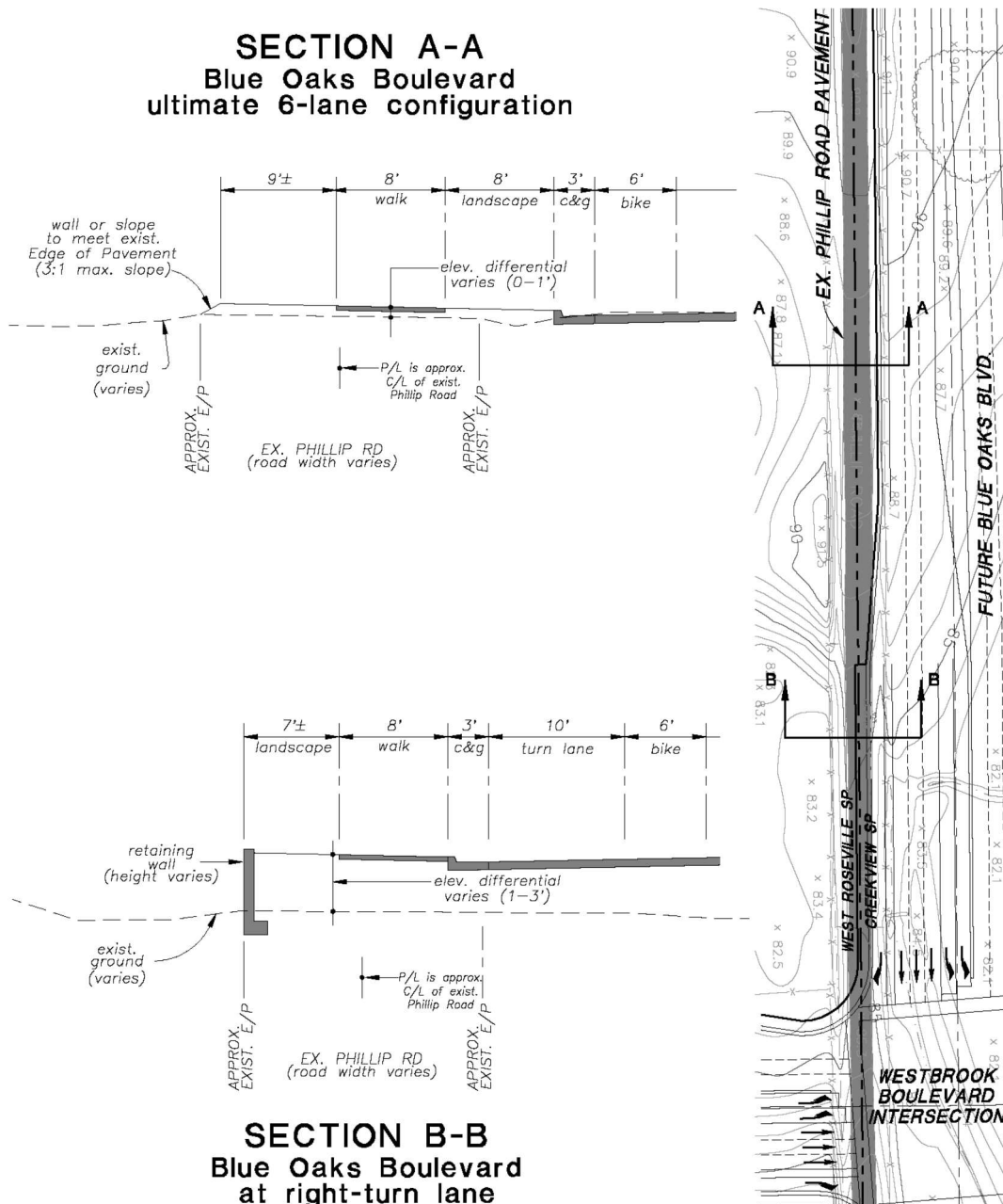


Figure 6-4 illustrates the geometry of the south side of Blue Oaks Boulevard, west of Westbrook Boulevard and adjacent to Open Space Parcel W-81 in the West Roseville Specific Plan. Sections A-A and B-B are relative to the paved portion of existing Phillip Road and the existing conservation easement on Open Space Preserve (Parcel W-81).

Figure 6-4
Blue Oaks Boulevard
 Interface with WRSP Open Space W-81



❑ **Westbrook Boulevard.**

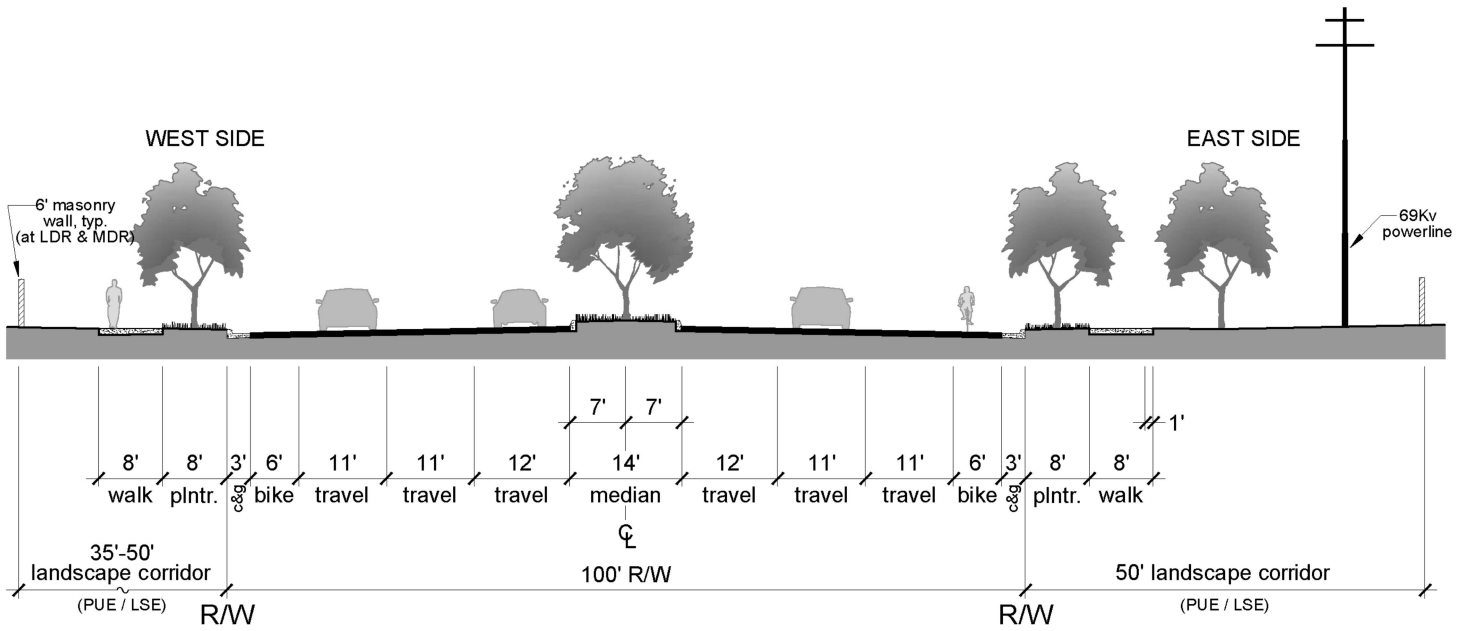
(Figures 6-5 and 6-6)

Westbrook Boulevard will be constructed and improved in phases, with an ultimate section of six lanes (100-foot right-of-way). Westbrook Boulevard includes a 14-foot landscaped median, portions of which can be used for left turn pockets where appropriate. Landscape corridors are located on both sides of the right of way.

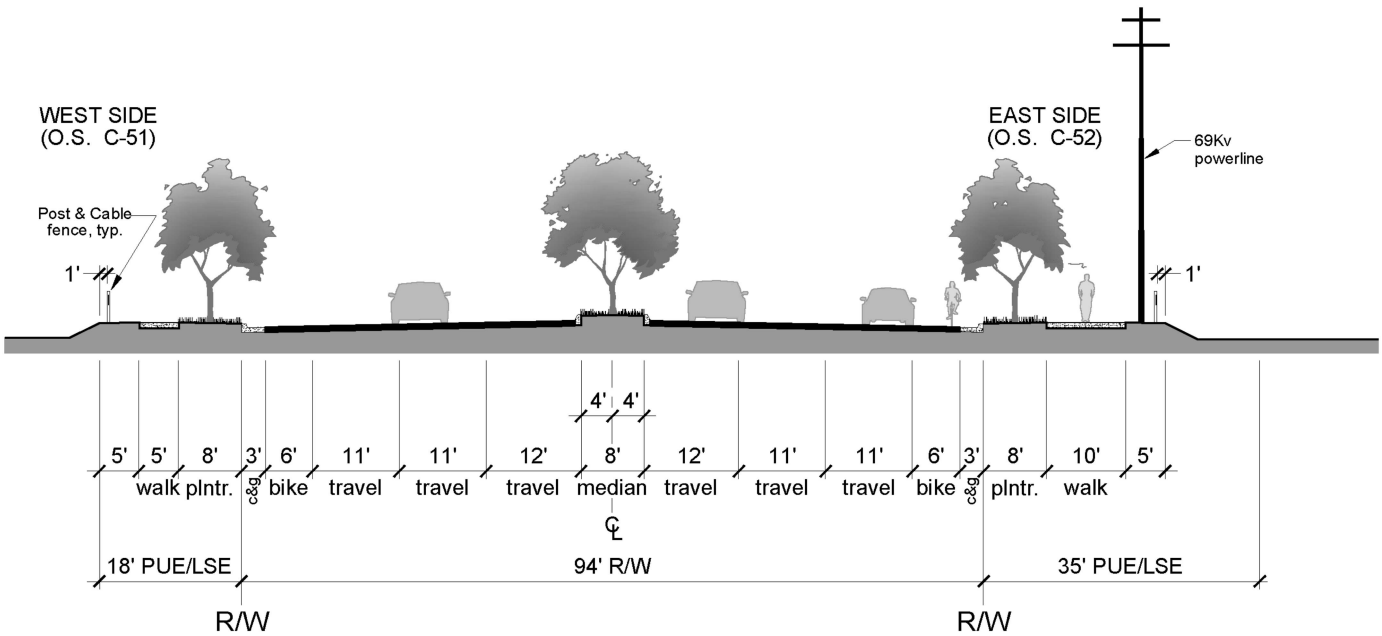
To accommodate 60kV power lines, the landscape corridor on the east side of Westbrook Boulevard will be 50 feet. Where Westbrook Boulevard is located adjacent to or crosses resources, the design shall be coordinated with 404 permit requirements.

At the Pleasant Grove Creek crossing, there is no landscape corridor and an 8-foot (8') walkway is on the bridge structure and the 60kV powerlines are within open space. At the creek crossing, the landscape median is replaced by an opening mid-way on the bridge structure.

**Figure 6-5
Westbrook Boulevard**



**Figure 6-6
Westbrook Boulevard
Adjacent to Open Space Parcels C-51 and C-52**



Collector Roadways

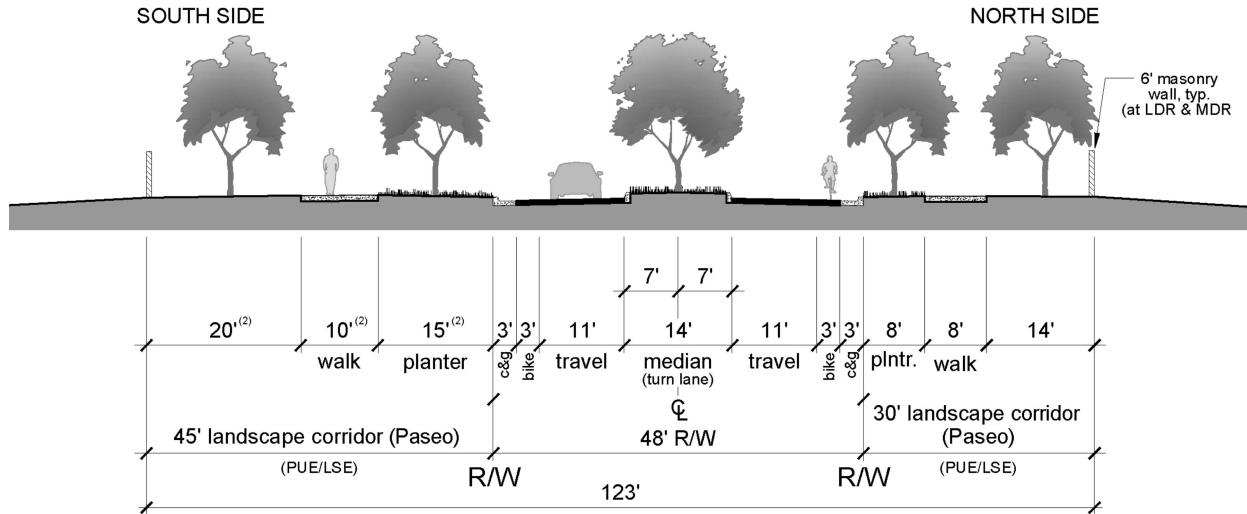
Collector streets are secondary circulation routes which distribute trips from the arterial street system to the local street system. Consistent with the City's improvements standards, collector streets provide two travel lanes and on-street Class II bike lanes. A modification to the City's standard collector street design is incorporated in the CSP, which reduces the pavement and travel lane widths to accommodate neighborhood design objectives.

This modification, in combination with an enhanced landscape corridor (i.e. paseos) is intended to reduce travel speeds and create more walkable street corridors for pedestrians.

Where adjacent to LDR and MDR land uses, the right-of-way dedication will include the landscape corridor. Design standards for collectors in the CSP include paseos along the street edge.

Design standards for each street are illustrated in Figures 6-7 through 6-10.

**Figure 6-7
Holt Parkway**



**Figure 6-8
Benchmark Drive
Westbrook Boulevard to Park (C-61)**

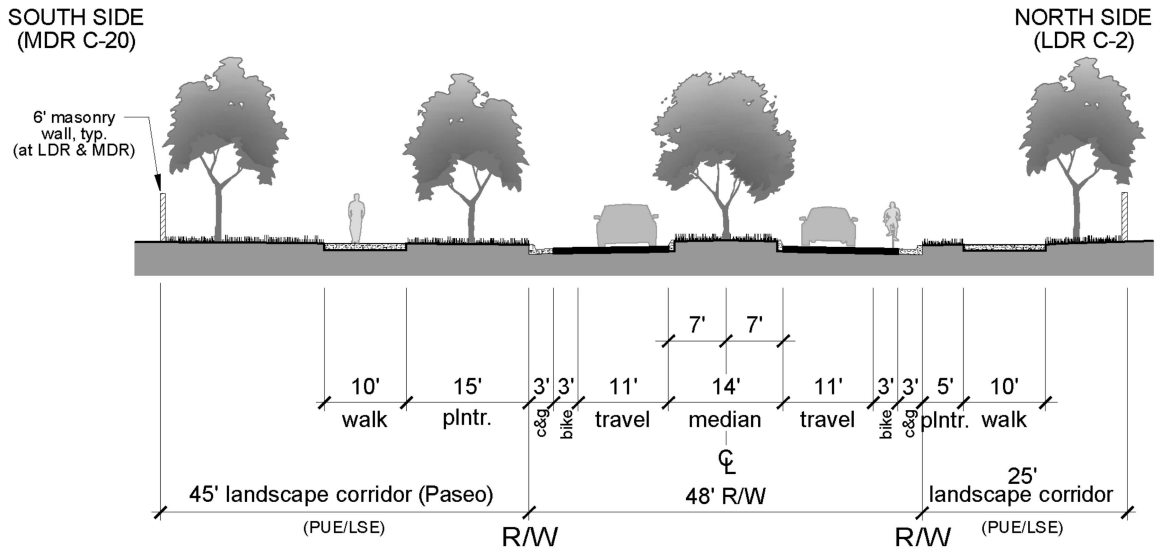


Figure 6-9
Lower Bank Drive
West of Westbrook Boulevard
to East Edge of Park (C-63)

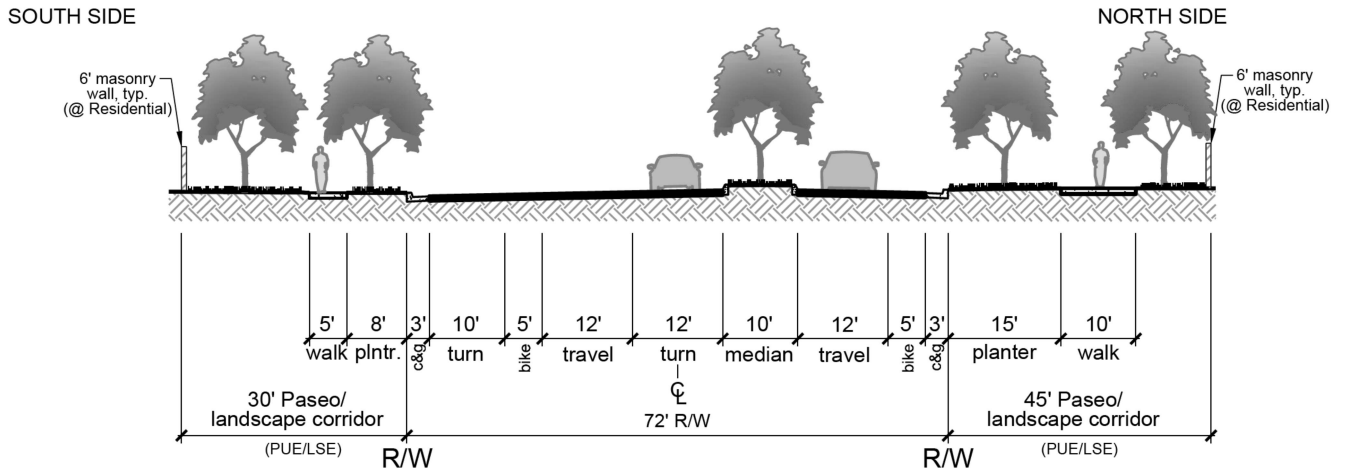
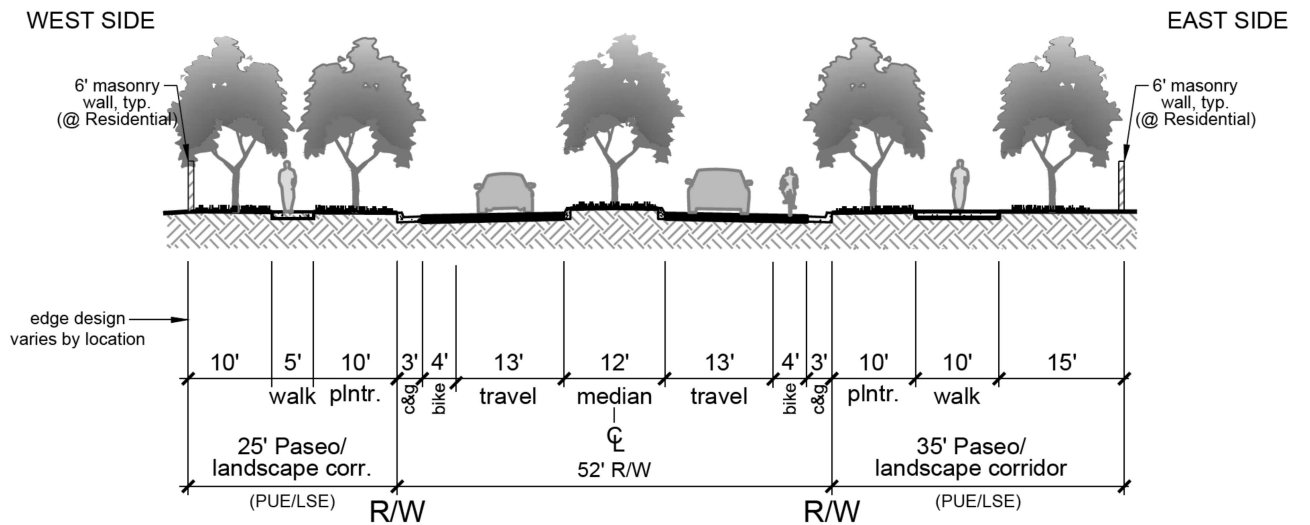


Figure 6-10
Lower Bank Drive
Westbrook Boulevard to Blue Oaks Boulevard



Local Roadways and Alleys

Local roadways provide direct access from collector streets through neighborhoods to residential units. The typical design standards for local streets include two travel lanes with space for on-street parallel parking and an adjacent attached or detached sidewalk. The CSP plans several types of local roadway design standards, depending on the location and desired interface between homes and the street. The CSP provides options for the design of local streets, which allow use of either detached or attached sidewalks. These street types are provided in several classifications as summarized below:

□ Primary Residential Street.

(Figures 6-11 and 6-12) Primary Residential Streets are used to accommodate higher traffic volumes and are placed adjacent to schools and parks, consistent with the City's roadway improvement standards. Type 2 (vertical) curbs are used adjacent to open space areas, schools, and parks. The sections differ in the right-of-way width to accommodate attached and detached sidewalk conditions. The CSP provides two design standards, one with an attached four-foot (4') wide sidewalk, and one with a five-foot (5') wide sidewalk separated from the curb by a five-foot (5') wide planter.

Figure 6-11
Primary Residential Street
Detached Walk

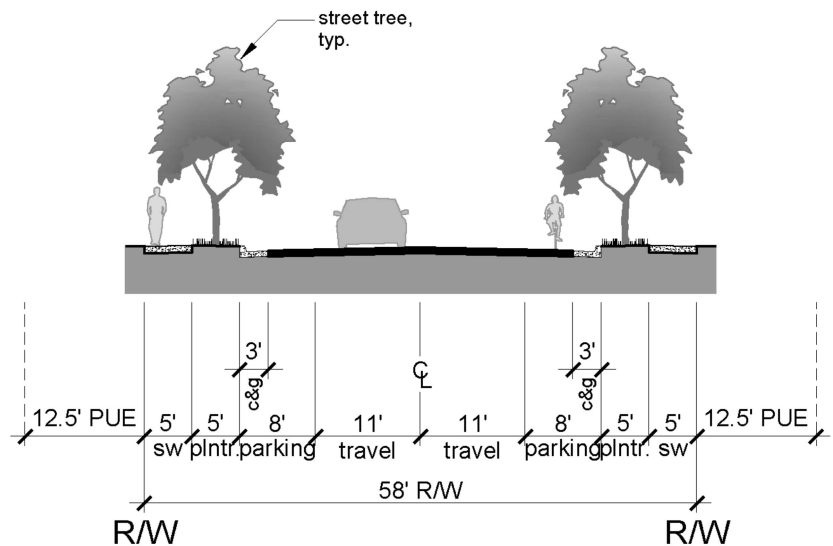
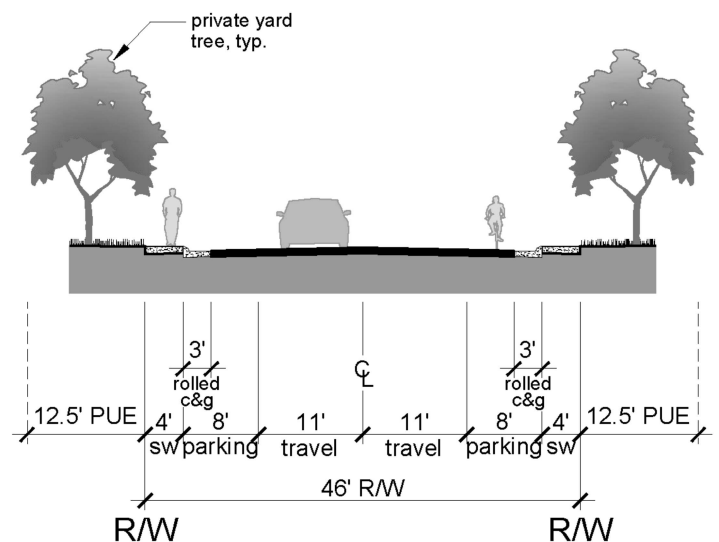


Figure 6-12
Primary Residential Street
Attached Walk



❑ **Minor Residential Street**
(Figures 6-13 and 6-14)

Minor Residential Streets are used to carry lower traffic volumes than Primary Residential Streets, consistent with the City’s roadway improvement standards. Three design sections are provided, two of which include two travel lanes and on-street parallel parking. These sections differ in their right-of-way width to accommodate attached and detached sidewalk conditions. Additionally, a design section for a one-way street at Park Parcel C-63 is included, which includes one travel lane and on-street parking for one side of the street.

The CSP provides three design standards, one with an attached four-foot (4’) wide sidewalk, one with a five-foot (5’) wide sidewalk, separated from the curb by a five-foot (5’) wide planter, and one with a five-foot (5’) wide attached sidewalk along Park Parcel C-63.

Figure 6-13a
Minor Residential Street
Detached Walk

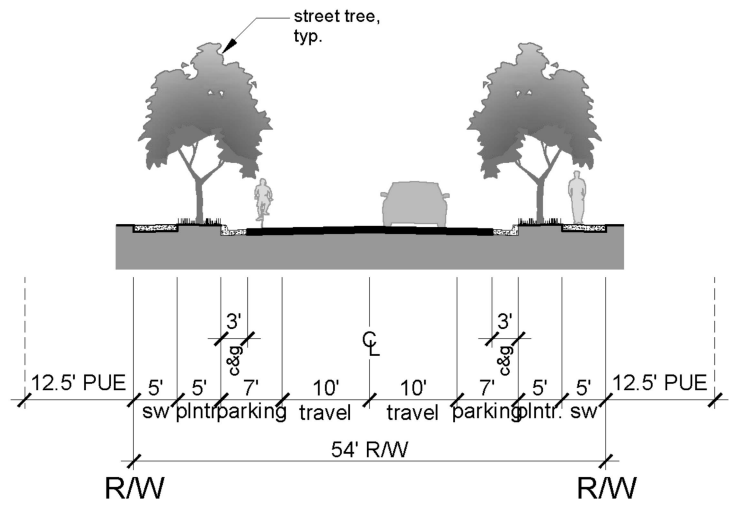


Figure 6-13a
Minor Residential Street
Detached Walk

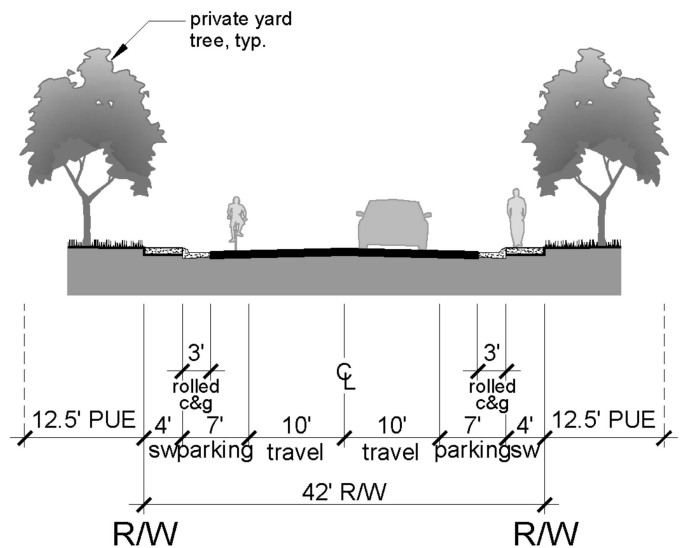
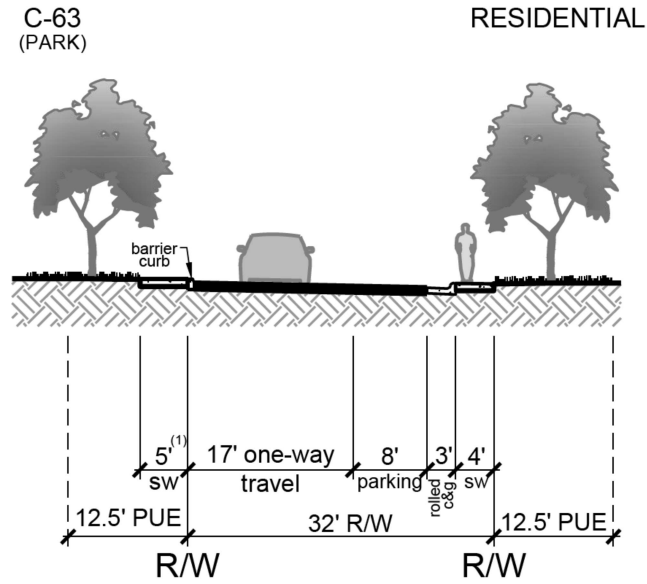
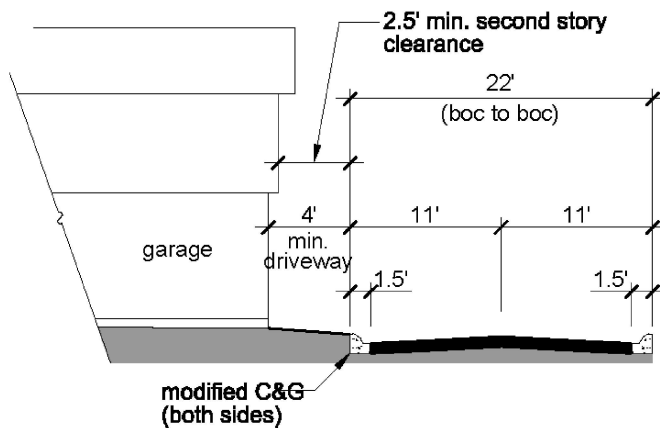


Figure 6-14
Minor Residential Street
Park Couplet (one-way)



- ❑ **Alley.** (Figure 6-15) Alleys are used to provide automobile access and service areas for residential lots with rear-loaded garages. The design standard for this street type provides a 22-foot wide back-of-curb to back-of-curb dimension to allow two-way travel.

Figure 6-15
Alley



C. Additional Street Standards

Intersection Corner Clips

As noted in the design standards for arterial and collector streets, standard City turn lanes such as turn pockets, acceleration/deceleration lanes/tapers, and bus turn outs must be accommodated at street intersections. A design standard for corner clips will compensate for width reduction of landscape corridors at street intersections. The corner clip design accommodates landscaping at major roadway intersections to ensure a high-quality streetscape, while accommodating the additional lanes needed for efficient automobile travel. The minimum design standard for intersections, including a typical design for a corner clip, is illustrated in Figure 6-16.

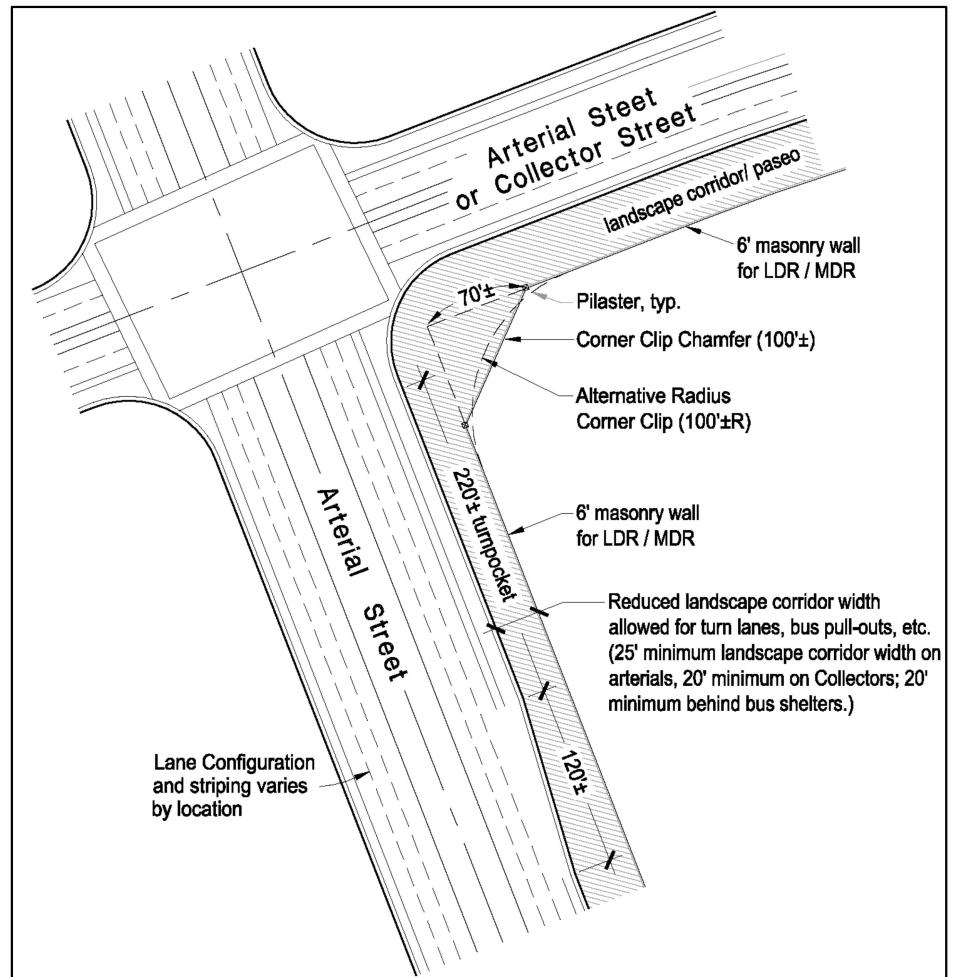


Figure 6-16: Corner Clip Design Standard

Traffic Signals, Roundabouts, and Median Breaks

The arterial and collector roadway circulation system is designed to maximize efficiency for automobiles and enable safe movement for bicyclists and pedestrians. Locations of traffic signals, roundabouts, and median breaks are identified to plan for left turn movements along arterial roadways, thereby enhancing the efficiency of traffic flow and minimizing interruptions to landscaped medians. Additional median breaks may be allowed without amending this Specific Plan subject to approval by the Public Works and Planning Departments. Locations of signals and median breaks are illustrated on Figure 6-17.

6.2 Bikeway and Pedestrian Network

A comprehensive system of multi-use paths and bikeways is planned throughout the CSP, complementing the transportation choices available for residents, employees, and visitors. This network is an important component in providing connectivity for non-vehicular travel within the CSP. The system of bikeways and multi-use paths provides off-street linkages and connects with Roseville's existing facilities, and with facilities planned in the Al Johnson Wildlife Area and with the Pleasant Grove Creek corridor via planned bikeway facilities in the West Roseville Specific Plan.

For the CSP, this network consists of the following components:

- Paseos
- Class IA Paths
- Class I and II Bikeways
- Sidewalks

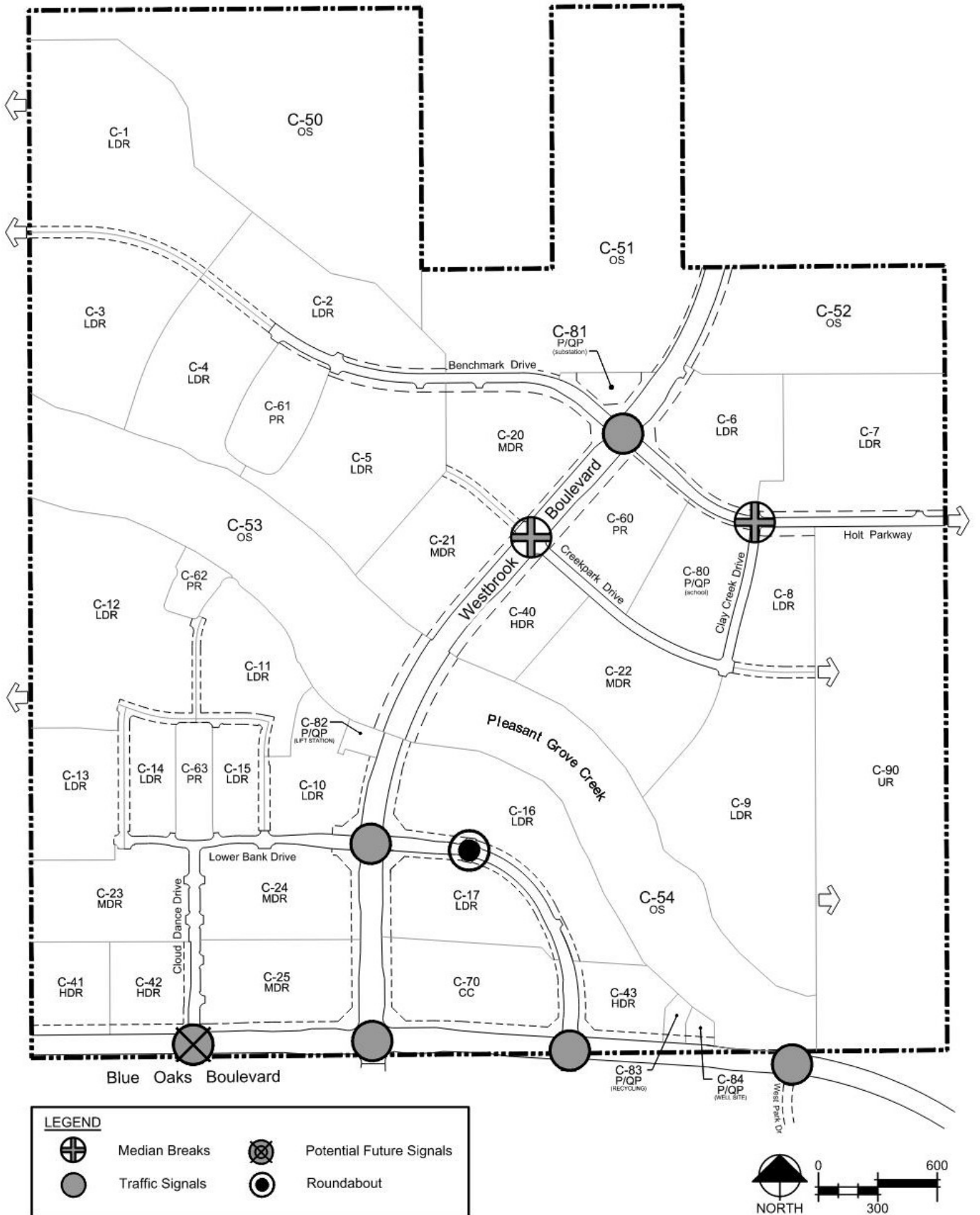
Enhanced pedestrian paths consist of two key elements: the multi-use pathways located in the system of paseos, and Class 1A paths located along arterial roadways. These features are the most prominent elements of the bikeway and pedestrian network, providing street-separated linkages throughout the community.

A. Paseos

Paseos are specially-designed landscape corridors, along key roadways which form a plan-wide network of street-separated pathways for bicycle and pedestrian circulation. Within the paseo corridors, pathways are ten (10') feet wide and serve both bicycles and pedestrians. They are also a significant component of CSP's circulation system which enhances neighborhood design and streetscape and enhances the quality of life for future residents.

Paseos are planned along collector streets and through some neighborhoods along primary residential streets for cross

Figure 6-17: Traffic Signals, Roundabouts, and Median Breaks



connectivity. Neighborhood paseos link to the two pedestrian/bicycle bridges located east and west of the Westbrook Boulevard bridge. Paseos range in width, depending on the location. Improvements typically include water conserving landscaping, recycled water for irrigation, efficient low water use irrigation systems and controls, and security lighting.

Details regarding paseo design and interfaces with residential areas and use application in the CSP are provided in Section B.5 of the CSP Design Guidelines (Appendix B).

B. Class IA Paths

A principal component of the pedestrian path system is the Class IA paths within the landscape corridors of arterial roadways. These pathways typically consist of an eight-foot (8') wide sidewalk and are multi-use, providing connections among parks, schools, open space areas, and residential neighborhoods within the CSP. The Class IA paths also connect to the natural open space areas, linking with the Class I bikeway system to provide enhanced connections among land uses. Class IA paths are illustrated in the various street sections for arterial roadways in Section 6.2.

C. Class I and II Bikeways

The bikeway network consists of approximately 3.5 miles of Class I and Class II bikeways, as shown on Figure 6-18. The bikeway system encourages pedestrian and bicycle

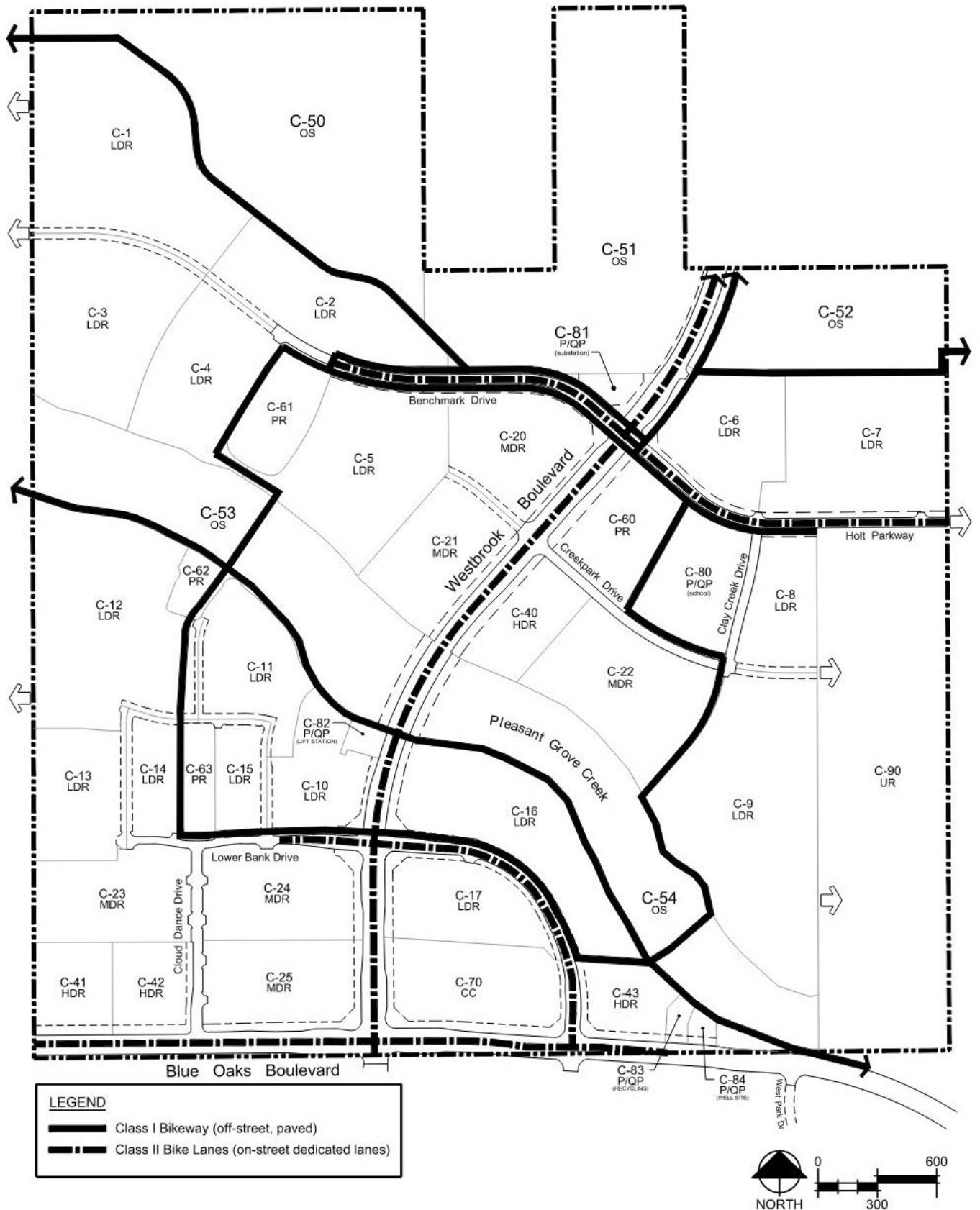
movement within the CSP and provides linkages among land uses and to existing and planned pedestrian and bicycle facilities in the City and region.

The planned network of bikeways consists of two components: Class I bike paths located in or adjacent to open space corridors with no vehicular interruptions, and Class II bikeways within arterial and collector streets. Together, these components provide a comprehensive system of on and off-street bikeways to link all neighborhoods of the community.

Class I bike paths are located along the south side and portions of the north side of the Pleasant Grove Creek corridor and along the south side of the Northern Preserve (Parcels C-50, C-51 and C-52). These corridors provide east/west connections through the CSP which connect on the east with paths in the West Roseville Specific Plan and on the west to future facilities in the Al Johnson Wildlife Area. Per City standards, these facilities typically consist of a ten-foot (10') wide paved path with lane striping and two-foot (2') decomposed granite/gravel shoulders on each side. Where paths are adjacent to resources, the design shall be coordinated with the 404 Permit requirements to avoid resources.

Class II bikeways are designated bike lanes located on arterial roadways and collector streets. The width of these lanes varies depending on the roadway type and bike lanes are delineated with signage and painted

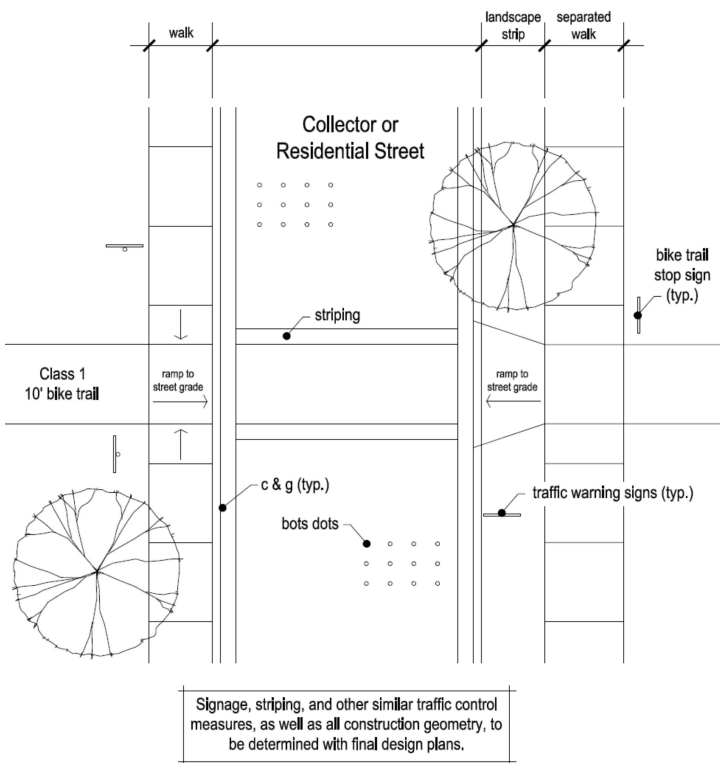
Figure 6-18: Class I and II Bikeways



stripes. Locations of Class II bikeways are identified in street sections on Figures 6-2 through 6-10.

The Class I bikeway system is designed to minimize barriers and reduce potential travel disruptions. At grade crossings of streets will occur where Class I paths intersect at or near signalized intersections. Signage and delineation of bikeway crossings will be provided at these crossings, per City standards, as shown on Figure 6-19.

**Figure 6-19
Bike Path Street Crossing**



The CSP promotes frequent connections between the Class I system and adjacent uses. Where a single loaded street abuts open space, park or paseos, the Class I path

(separated from street) may replace the standard sidewalk on the open space side of the street and paved links to the Class 1 bikeway will be provided. Where a cul-de-sac or loop street, multi-family or non-residential project abuts the Class I path, a paved link may be provided to the path when feasible. The Class I system within an open space area may meander to minimize impacts and to create visual interest.

Barriers (bollards, rail fence, vertical curbs, post and cable, posts, etc.) will be used along bike paths to separate the pathways from open space preserve areas, if required by a Section 404 permit issued under the federal Clean Water Act. Such barriers shall comply with the 404 permit regarding use of the preserve area, and with City design, maintenance and public safety requirements.

D. Sidewalks

Sidewalks are required along all CSP public roadways (except alleys). For local streets, sidewalks consist of either a four-foot (4') wide attached sidewalk or a five-foot (5') wide detached sidewalk. Collector streets include an eight to ten foot (8-10') wide detached sidewalks within landscape corridors. Where a paseo is located along a collector or primary residential street, the sidewalk is ten feet (10') wide and is designed to be shared by pedestrians and bicyclists. (refer to CSP Design Guidelines in Appendix B for more information). The typical eight-foot (8')

wide detached sidewalks within landscape corridors along arterial streets are considered Class IA enhanced pedestrian paths, which are also shared by bicyclists and pedestrians.

6.3 Public Transit

Public transit, another transportation choice supported in the CSP, may include a combination of bus service systems via Roseville Transit with connections to Sacramento Regional Transit and Placer County Transit. These services will utilize CSP's roadway systems to provide local and regional transit connections for community residents.

Roseville Transit provides fixed route and Dial-A-Ride services within the City, as well as fixed route commuter services between Roseville and downtown Sacramento, and between Roseville and the Highway 50 corridor. The fixed route local and commuter systems operate on regularly scheduled routes, with the Dial-A-Ride system providing demand responsive curb-to-curb service. Roseville Transit users connect to Placer County Transit and Sacramento Regional Transit at transfer points at the Roseville Galleria and Orlando Avenue at Louis Street.

Blue Oaks Boulevard and Westbrook Boulevard are planned to accommodate future bus rapid transit (BRT) routes. BRT transit stops are planned at the intersection of Lower Bank Drive and _____

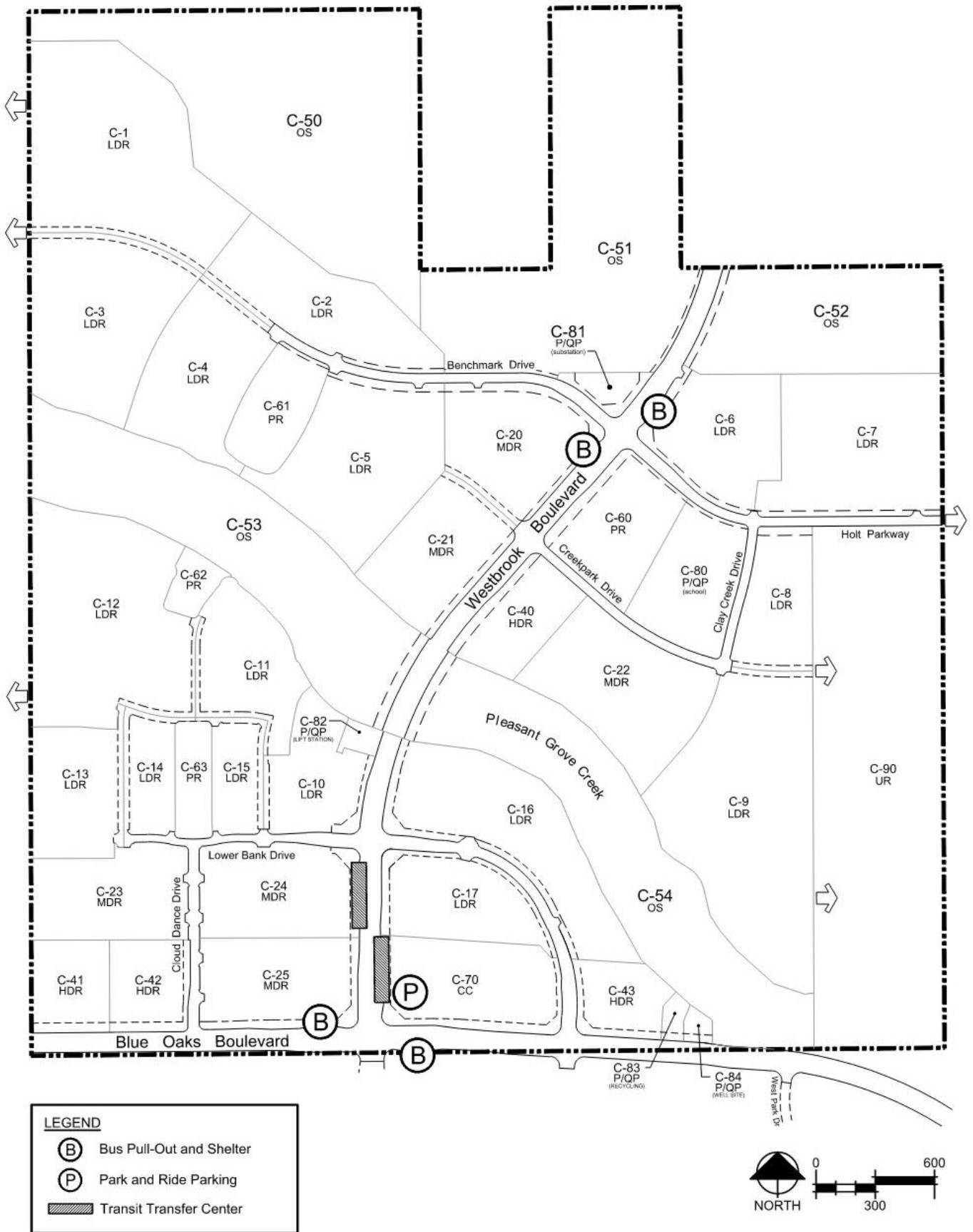
Westbrook Boulevard, as shown on Figure 6-20. BRT would provide an express bus commuter service throughout western Placer County and to downtown Sacramento employment centers. This service would also provide connections to other transit hubs, including light rail facilities in Sacramento County.

To facilitate the expansion and use of transit, higher-intensity land uses are planned near transportation corridors and transit stops. These uses include high density residential and commercial uses located south of the creek.

A transit transfer center is planned on Westbrook Boulevard, between Blue Oaks Boulevard and Lower Bank Drive. The transfer center will include queuing space for buses, a pedestrian shelter area, and other amenities as described in the Development Agreement and show on Figure B-9 of the Creekview Design Guidelines.

The transit transfer center would enable riders of BRT and Roseville Transit to transfer routes. Bus turnouts and shelters will be located and constructed in accordance with City Improvements Standards and as otherwise required by the Public Works Director for specific projects.

Figure 6-20: Transit Facilities



6.4 Park and Ride Facilities

Park and ride lots provide parking for commuters to leave their vehicles to meet carpools, vanpools or access transit services. In the CSP, a park and ride lot is planned at the commercial center (Parcel C-70) located at Westbrook Boulevard and Blue Oaks Boulevard. The park and ride facilities will include twenty-five (25) park and ride spaces of which two spaces will provide electric car charging stations. The site designated to provide park and ride facilities is identified on Figure 6-20.

Park and ride lots are intended to be made available to commuters during normal commute hours on a daily basis. Park and ride spaces will be provided in addition to the minimum required parking spaces for the project development and maintained by the project developer. Additional information regarding the obligations for the construction of park and ride lot, including related facilities, is included in the CSP Development Agreement.

6.5 Transportation Systems Management

Transportation System Management (TSM) measures are designed to reduce the number and length of home-to-work commute trips through actions such as ridesharing, flexible work hours, and support of public transportation. Any project site, common work location, or employer with fifty (50) or more employees is required to comply with the City of Roseville TSM Ordinance and shall incorporate TSM measures to the degree required by the Ordinance.



Section 7

Public Services

The following is an overview of the public

services and facilities required to meet the needs of Creekview Specific Plan (CSP) residents, in accordance with the City's General Plan. Services addressed include parks and recreation, schools, libraries, police and fire protection/emergency services. Phasing and financing obligations relating to public services are outlined in the Creekview Development Agreement and in Chapter 10, Implementation. Table 7-1 summarizes the public service providers to the CSP.

Service	Provider
Parks and Recreation	City of Roseville
Schools	Roseville City School District Roseville Joint Union High School District
Library	City of Roseville
Police Protection	City of Roseville
Fire and Emergency Services	City of Roseville

7.1 Parks and Recreation

The CSP features a system of neighborhood parks and open space which provides active and passive recreation, open space amenities, and pedestrian linkages.

A. Parks and Open Space Requirements

The CSP’s park and recreational facilities as well as open space areas comply with the policies and requirements of the City’s General Plan Parks and Recreation Element.

For new development areas, the General Plan requires nine acres of parkland provided for every 1,000 residents. This requirement is satisfied through three land-dedication components: three acres each of citywide park, neighborhood park, and open space.

Park Type	General Plan Standard	Credited Acreage Required
Citywide Park	3 acres per 1,000 residents	15.7 acres
Neighborhood Park	3 acres per 1,000 residents	15.7 acres
Open Space	3 acres per 1,000 residents	15.7 acres
Total Requirement		47.2 acres

The 2,011 dwelling units in the CSP generate an estimated population of 5,249 residents based on an average household size of 2.61 residents. With this estimated population, the City’s provision of nine acres per 1,000 residents requires 47.2 acres of parkland in the Plan Area. The City’s General Plan parkland dedication requirements are summarized below in Table 7-2.

Parks and Open Space Provided

Over 150 acres of the CSP is designated for neighborhood parks, and open space. Specifically, the CSP designates approximately 15.7 acres for neighborhood parks and 136.70 acres for open space areas. CSP’s parklands are summarized in Table 7-3 and shown on Figure 7-1.

natural features.

Parkland credits for park and open space parcels are outlined in Table 7-3. The credits applied are reflective of each parcel’s recreational value as a park or open space amenity.

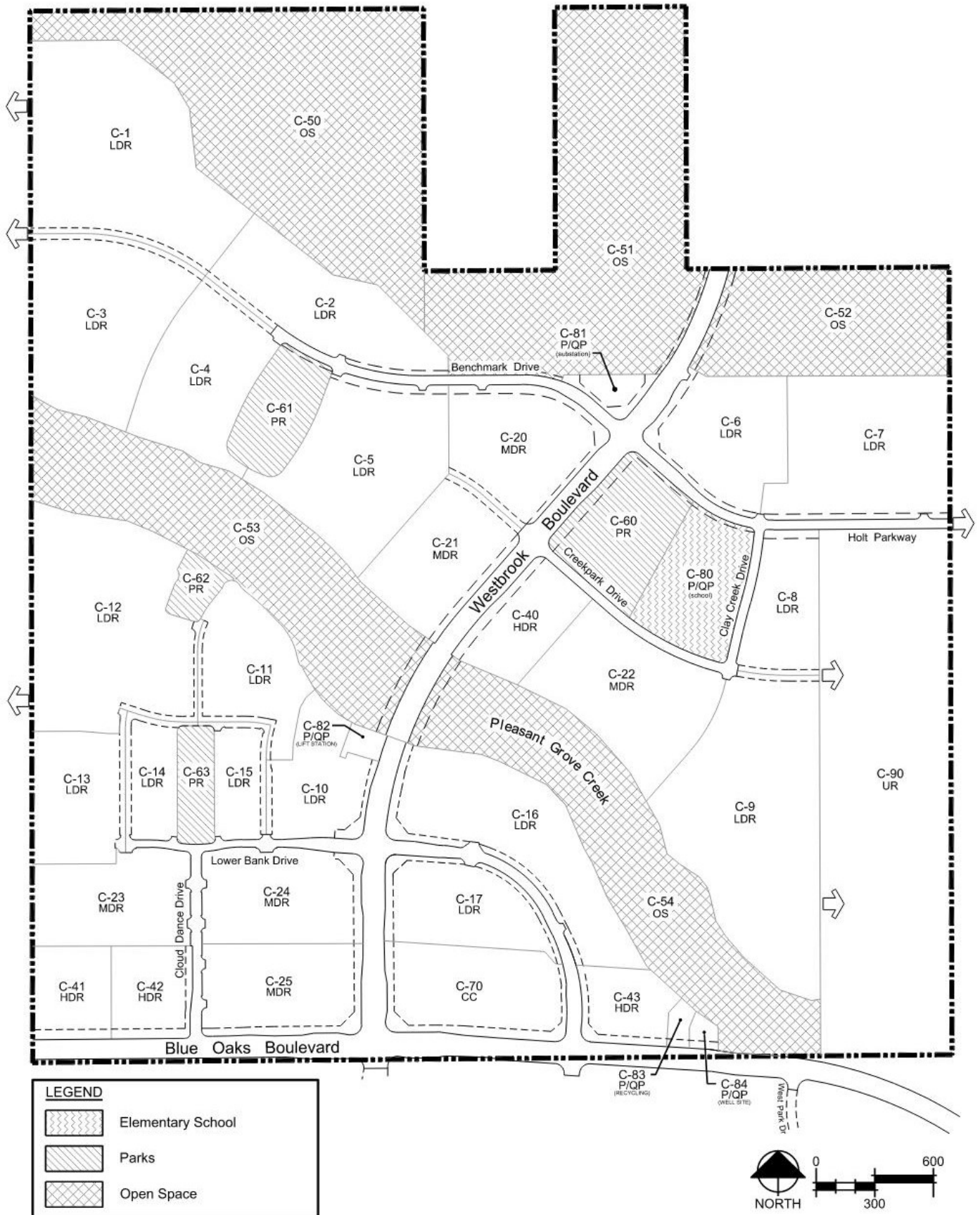
Credited Parks and Open Space

Each acre set aside for active park use is credited as a full acre towards meeting the General Plan park dedication requirement. Depending on the ultimate use, recreational value, or application of CSP’s open space parcels, full or partial credit may be granted for open space land containing informal recreational facilities, open space amenities, or

Table 7-3: Park and Open Space Lands and Credit by Parcel

Parcel	Type	Acreage	Credit Ratio	Credited Acreage
Neighborhood Parks				
C-60	Neighborhood Park (Joint Use)	6.80	1:1	6.80
C-61	Neighborhood Park	4.81	1:1	4.81
C-62	Neighborhood Park	1.54	1:1	1.54
C-63	Neighborhood Park	2.53	1:1	2.53
	Subtotal	15.68		15.68
Open Space				
C-50	Open Space – Northern Preserve	36.57	0.2:1	7.31
C-51	Open Space – Northern Preserve	35.64	0.2:1	7.13
C-52	Open Space – Northern Preserve	14.79	0.2:1	2.96
C-53	Open Space – Creek Corridor	25.10	0.5:1	12.55
C-54	Open Space – Creek Corridor	24.60	0.5:1	12.30
	Subtotal	136.70		42.25
	Total	152.38		57.93

Figure 7-1: Parks, Open Space and School Site



As shown on Table 7-4, CSP satisfies the City’s open space and neighborhood parkland dedication requirements. The Citywide parkland dedication requirement will be satisfied using the City’s park in-lieu fee, pursuant to General Plan policy and the In-Lieu Park Fee Ordinance.

Park Type	Credited Acreage Required	Total Acreage Provided	Credited Acreage Received	Surplus/ Shortfall
Citywide	15.7 acres	Satisfied through in-lieu Citywide park fees for land dedication		
Neighborhood	15.7 acres	15.7 acres	15.7 acres	0 acres
Open Space	15.7 acres	136.7 acres	42.3 acres	+26.6 acres

In addition to park and open space areas, the CSP includes a comprehensive system of paseos. Paseos are landscaped features with walkways and bike paths in an enhanced pedestrian environment. The portions of paseos in excess of landscape corridor requirements are eligible to receive a 1:1 acre open space parkland credit. The CSP includes adequate open space to meet the General Plan open space parkland requirement. Paseos are described in Chapter 6, Circulation and in the Creekview Design Guidelines (Appendix B).

B. Park and Open Space Concept Plans

CSP’s park and open space system is designed to provide linkages and recreational opportunities within proximity to all residents and employees. Park designs include reduced turf areas as a water conservation consideration focused on active recreational uses. Park designs target a 60% turf goal based on total park acreage in the CSP. Park

designs will increase the use of water conserving landscapes, utilize recycled water for irrigation, and include water efficient irrigation systems and controls.

Neighborhood Parks

CSP’s park system features four neighborhood parks, responsive to the recreational needs of the neighborhoods in which they are located. All of the parks are linked via the planned system of paseos and open space corridors which enhances pedestrian and bicycle access through the CSP and provides connections to existing and planned facilities throughout the City. Neighborhood parks range in size from 1.5 to 6.8 acres. All parks will incorporate water conservation measures including turf limitations (60% on average), recycled water use for irrigation, low water use plantings and smart irrigation systems or centrally controlled irrigation systems. Below are conceptual plans for each of the park sites. The park plan concepts are subject to change based on funding, environmental conditions or other factors.

Neighborhood Park/School Parcel C-60

The largest neighborhood park is the 6.8 acre park (C-60) adjacent to the elementary school on the southwest corner of Holt Parkway and Westbrook Boulevard. School adjacency allows joint-use opportunities for outdoor recreation facilities.

Facilities in the park include active ball fields for baseball and soccer as well as a turfed play area, play structure and seating areas. Pedestrian and bicycle paths will connect through the park.

Although Park C-60 and the adjacent elementary school are located at the intersection of Westbrook Boulevard and Holt Parkway, vehicular access will be provided from Creekpark Drive on the south side of the park. Parking will be shared by the park and school.

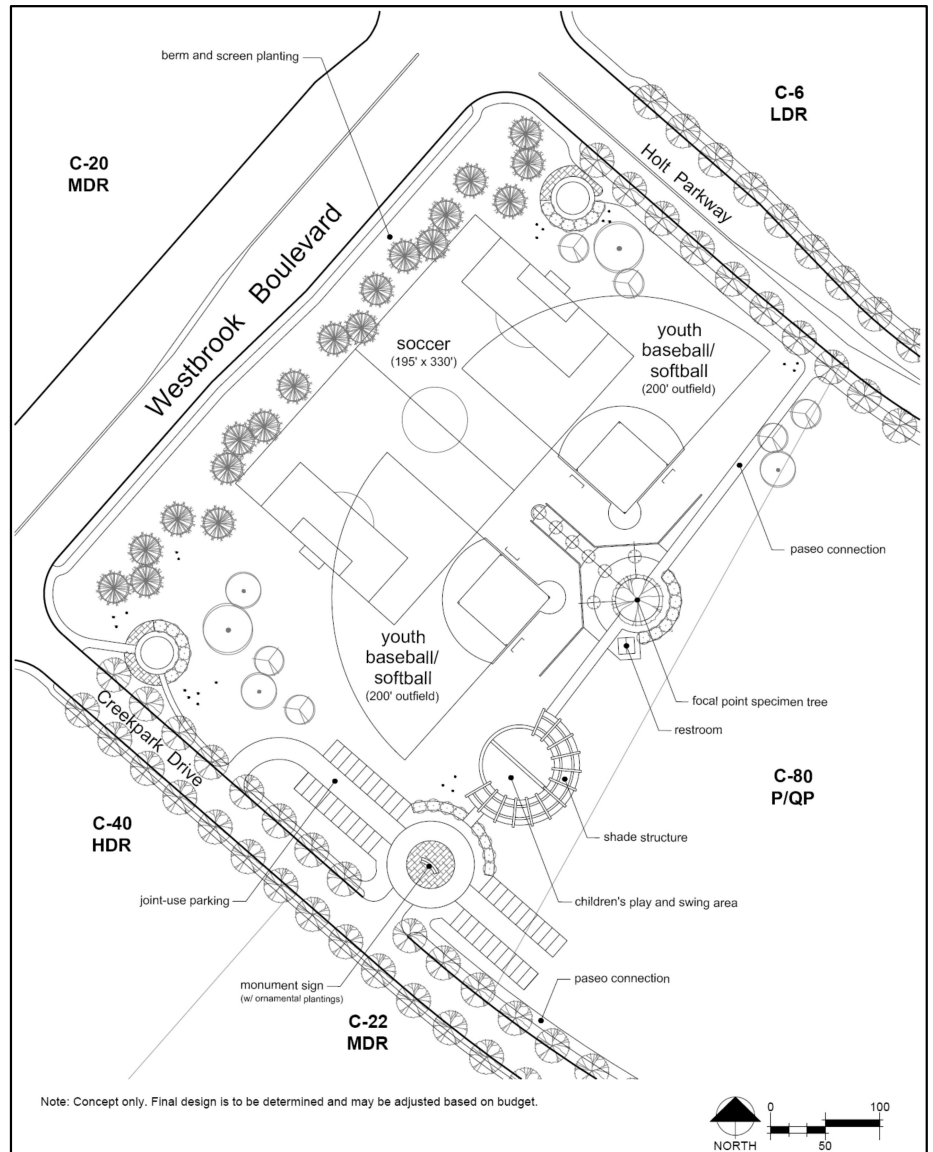


Figure 7-2: Concept Plan for Neighborhood Park/School (C-60)

The park is accessible from surrounding residential neighborhoods. Berms and screen plantings are planned along the western edge of the park to screen Westbrook Boulevard, creating a barrier to the street. Final park design may change based on the available funding and costs.

Neighborhood Park Parcel C-61

The second largest park (C-61) is 4.8 acres, located north of the creek and south of Benchmark Drive, in the western portion of the CSP.

The park is intended to serve the northwest quadrant of the CSP. The park is accessible to adjacent neighborhoods via Benchmark Drive and from the south by way of the pedestrian and bicycle crossing of Pleasant Grove Creek. Parking for the park will be on-street. A soccer field is the primary feature in this park as well as a play structure and seating areas.

Pedestrian and bicycle paths will extend into the park from the bridge crossing, through the park to the paseo on Benchmark Drive.

Where the creek crossing enters the park, a hardscape feature will create a viewing area for seating and vistas to the creek. Final park design may change based on available funding and costs.

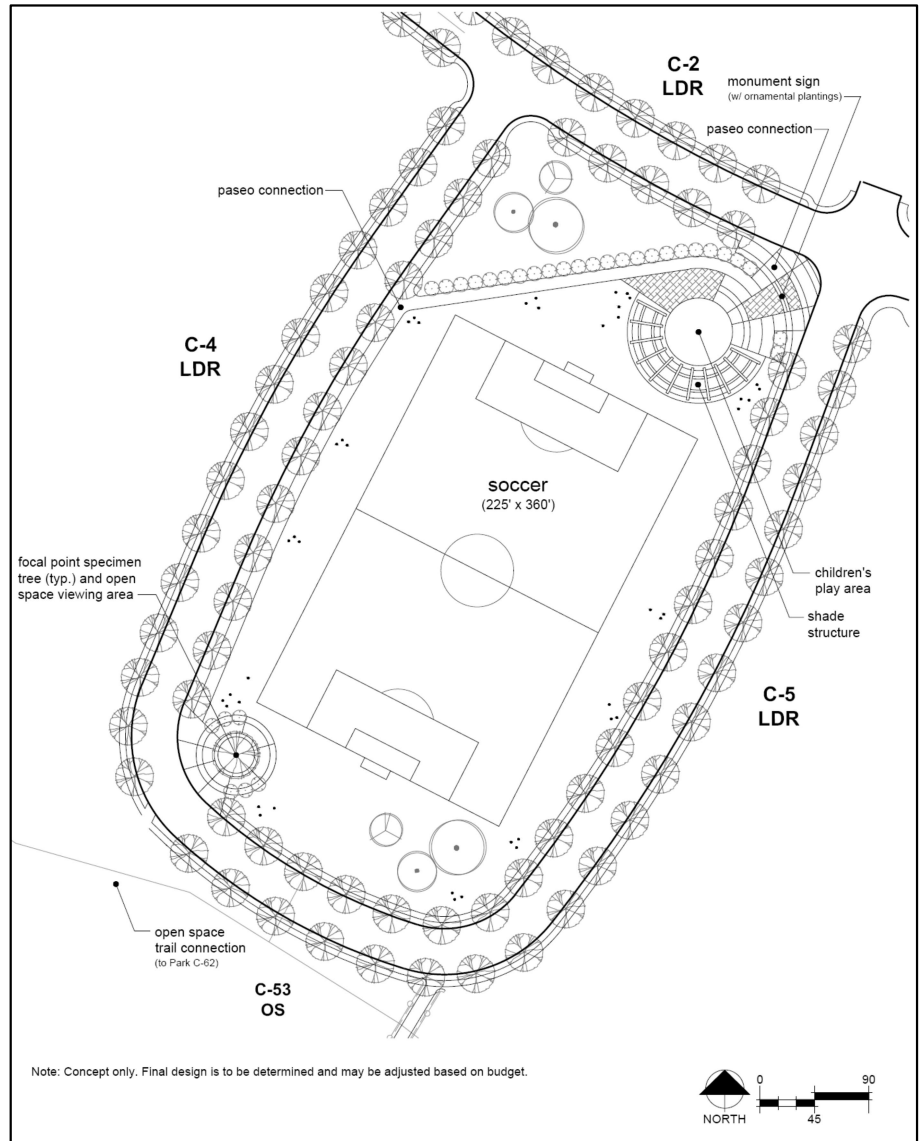


Figure 7-3: Concept Plan for Neighborhood Park (C-61)

Neighborhood Park Parcel C-62

In the southwest quadrant of the CSP, a small, 1.5-acre park (C-62) is planned south of the creek. It will connect to the Pleasant Grove Creek open space and to the park (C-61) north of the creek via the pedestrian/bicycle creek crossing.

Park C-62 is planned with informal recreation facilities oriented toward the creek. Facilities will include a multi-use turf area, children's play area, shade structures and seating areas. Where the creek crossing enters the park, a hardscape feature will create a viewing area for seating and vistas to the creek.

The park is accessible from adjacent residential neighborhoods south of the creek. Pedestrian and bicycle paths will connect through the park and on-street parking will be available. Final park design may change based on the available funding and costs.

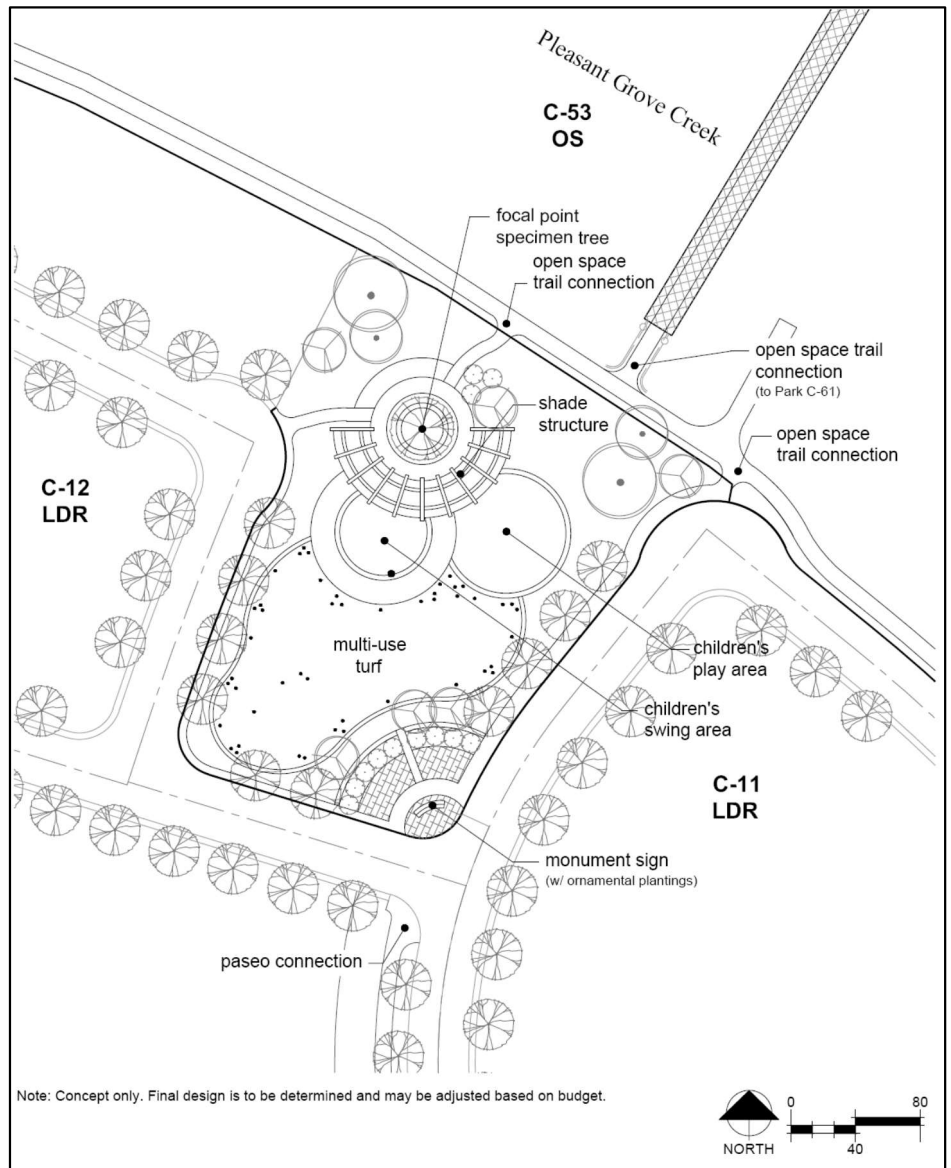


Figure 7-4: Concept Plan for Neighborhood Park (C-62)

**Neighborhood Park
Parcel C-63**

A 2.5-acre park site (C-63) is located north of Lower Bank Drive in the southwest quadrant of the CSP.

This neighborhood park is intended to provide recreation facilities in the portion of the Plan Area where residential densities are the highest and active play areas may be of greater demand. The park is accessible to adjacent neighborhoods from Lower Bank and Grasscreek Drives. Parking for the park will be on-street.

Active recreation facilities are planned such as sand volleyball courts and half-courts for basketball. A children’s play area, shade structure and seating areas are also provided. Pedestrian and bicycle paths will extend through the park to link adjacent paseos. Final park design may change based on the available funding and costs.

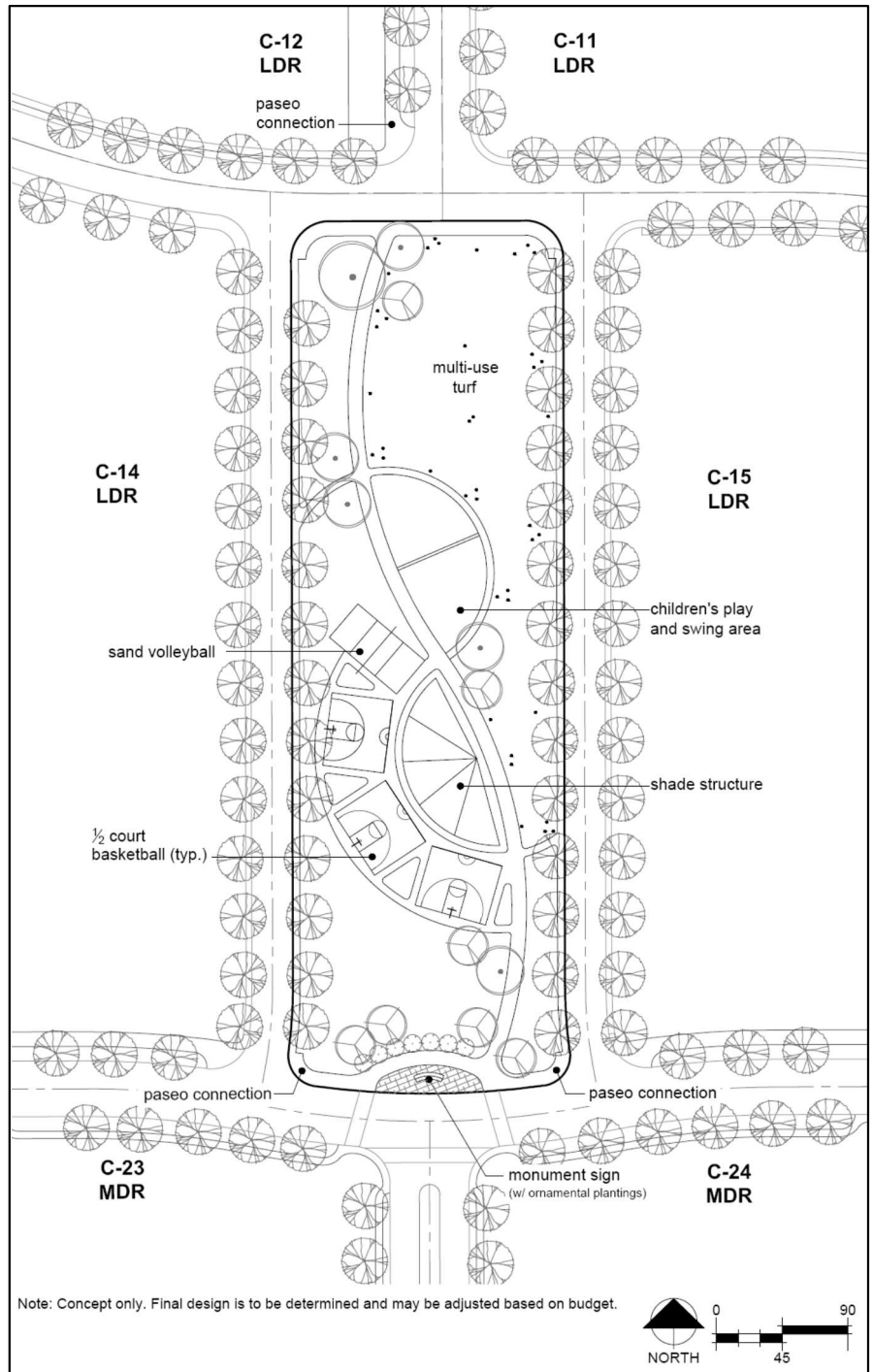


Figure 7-5: Concept Plan for Neighborhood Park (C-63)

Open Space Areas

Open space areas within the CSP total approximately 136.7 ~~acres~~, nearly thirty percent (30%) of the CSP. In general, environmentally sensitive or significant land due to the presence of habitat, resources, natural features, or man-made features is designated as an open space preserve. The CSP open space system was planned and designed in consultation with state and federal resource agencies. The open space system consists of two main components: the Northern Preserve and the Pleasant Grove Creek Corridor. Both the Northern Preserve and Pleasant Grove Creek Corridor provide opportunities for scenic vistas, passive recreation, pedestrian/bike paths, water conveyance and retention, stormwater quality/treatment, and resource avoidance and preservation.

The most significant and highest-quality wetland resources are located in the northern portion of the CSP. The Northern Preserve is an 87-acre (Parcels C-50, C-51 and C-52) open space preserve created for impact avoidance and preservation of wetland resources. The Northern Preserve includes scattered oak trees and a small tributary of Pleasant Grove Creek, known as University Creek, runs from east to west, near the southern edge of the Northern Preserve. The Northern Preserve creates a natural edge to the CSP and transition to agricultural land uses north.

The Northern Preserve is planned for permanent preservation as open space.

Open space parcels C-51 and C-52 of the Northern Preserve are separated by the Westbrook Boulevard corridor, including the roadway and landscape corridor. Bicycle and pedestrian pathways are planned on the southernmost edge of the Northern Preserve to connect east and west of the site. The Northern Preserve will contribute to a much larger regional open space area when combined with open space at the Al Johnson Wildlife Area, open space parcels preserved within the West Roseville Specific Plan (WRSP) and open space opportunities north of the City.

The second component of the CSP's open space system is the Pleasant Grove Creek corridor (Parcels C-53 and C-54). Pleasant Grove Creek transects the property diagonally, through the center of the site. The creek flows in a northwesterly direction continuing through the Al Johnson Wildlife Area, west of the site. The creek is a riparian corridor, lined with trees, including oaks. Flood control improvements planned for the project will create additional riparian habitat opportunities.

The creek corridor creates a linear open space amenity which functions as a natural feature and connection for a bicycle/pedestrian pathway through the CSP. The bicycle trail will be grade separated as it crosses under Westbrook Drive. In addition to the Westbrook Boulevard crossing of Pleasant Grove Creek, two pedestrian/bicycle creek crossings are planned within the open space corridor. Management of open space areas is discussed in Chapter 9, Resource Management.

7.2 Schools

A. School Requirements

The CSP is located within the Roseville City School District (RCSD) and Roseville Joint Union High School District (RJUHSD). The RCSD serves students in grades K-8 and the RJUHSD serves students in grades 9-12. At buildout, the CSP generates an estimated 605 elementary school (K-5) students and 207 middle school (6-8) students in the RCSD, and 259 high school (9-12) students in the RJUHSD, as shown on Table 7-5.

B. School Facilities Provided

The number of elementary school students (K-5) generated creates sufficient demand for one elementary school in the CSP. One 7.6 acre elementary school (Parcel C-80) is planned in the northeast quadrant of the CSP. The school is located south of Holt Parkway, east of Westbrook Boulevard, and adjacent to a neighborhood park site to create opportunities for joint use of recreation facilities. The school site will be accessed from the southerly or easterly directions on Clay Creek

Drive or Creekpark Drive, respectively, with access prohibited from Holt Parkway. The school is planned to be a two-story facility. Students in the CSP in grades K-5 will attend the elementary school within the CSP. The elementary school site is shown on Figure 7-1.

Middle school students in the CSP will attend RCSD middle schools outside of the CSP, such as Cooley Middle School or Chilton Middle School. High school students will attend the RJUHSD high school planned in the WRSP, on Hayden Parkway. The elementary school site within the CSP is reserved for the RCSD. Facility planning and the timing of development of the site will be determined by the RCSD.

The CSP is required to enter into mutual benefit impact fee agreements and to fully mitigate school impacts in accordance with the Creekview Development Agreement and funding agreements with the respective school districts.

Table 7-5: Student Generation

	LDR/MDR Factor	HDR Factor	Students Generated	School Capacity	Schools Required
Roseville City School District					
Grades K-5	0.3620	0.1365	605	600	1.01
Grades 6-8	0.1247	0.0407	207	1,000	0.21
Roseville Joint Union High School District					
Grades 9-12	0.161	0.036	259	1,800	0.14

7.3 Library

The City of Roseville operates a public library system consisting of three individual facilities. The City's original main library is located in the downtown Roseville area, a branch library facility is located in Maidu Regional Park and the Martha Riley Community Library is located at Mahany Park. The libraries provide print and online access library services to all City residents. The Martha Riley Community Library is a joint-use facility which includes a community TV studio and Utility Exploration Center.

7.4 Police Protection

The Roseville Police Department serves the CSP. The Police Department provides all operations and patrols out of its central station located on Junction Boulevard, approximately four miles from the CSP's eastern boundary. The CSP will comply with City of Roseville Police Department requirements regarding safety and security.

7.5 Fire and Emergency Services

The Roseville Fire Department provides fire protection, suppression, emergency medical services, and hazardous materials management to the CSP. Fire Station #9 on Hayden Parkway and Fire Station #5 on Sun City Boulevard, both located southeast of the CSP, will provide primary and secondary response.



Section 8 Utilities Plan

The Creekview Specific Plan (CSP) includes

utility infrastructure required to serve the Plan. Each component of the utility infrastructure system is designed to accommodate build out of the CSP. Phasing of infrastructure improvements and funding obligations are detailed in the Specific Plan Development Agreement. Table 8-1 summarizes the utility providers to the CSP. Utility infrastructure will be constructed, dedicated, and easements provided consistent with this Specific Plan, the CSP Development Agreement, and other applicable standards and requirements of the City of Roseville.

Table 8-1: Utility Providers

Service	Provider
Potable Water	City of Roseville
Wastewater	City of Roseville
Recycled Water	City of Roseville
Drainage and Flood Control	City of Roseville
Electric Service	City of Roseville
Natural Gas	Pacific Gas & Electric
Communications	AT & T Surewest Comcast Wave Broadband
Solid Waste Disposal	City of Roseville

8.1 Potable Water

The City of Roseville will provide potable water service (supply, treatment, and conveyance) to the CSP. Water will be delivered to the site via the City's backbone system at connection points along Blue Oaks Boulevard and Westbrook Boulevard.

A. Water Supply and Demand

Water demand for the CSP is approximately 1,102 acre feet per year (AFY). Water demand is reduced to 898 AFY through the implementation of water conservation measures described in Section B. Water demand, after conservation measures, will be satisfied with a combination of both potable and non-potable (recycled) water sources. The recycled water component will be utilized for irrigation purposes as outlined in Section 8.2, Recycled Water. The City identified a strategy to reliably supply water to the CSP. The City's existing water supply is sufficient to serve the CSP. To supplement water supply during "dry" years when the City's contracted surface water may be reduced, the CSP includes provisions for one on-site groundwater well on Parcel C-41. The well will be capable of providing up to 1,800 gallons per minute (gpm).

B. Water Conservation Measures

The CSP includes significant water-saving measures aimed at reducing overall water demands for potable and/or recycled water to the extent

feasible and practicable. The following water conservation measures will be implemented in the CSP in an effort to reach the City's water conservation goals:

- ❑ **Turf Reductions in Residential Areas.** This measure involves limiting the amount of turf in the front yards of residential properties and using a higher percentage of low-water use plant species in lieu of turf. Typically, about 70% of a total residential front yard is assumed to consist of landscaping, with the balance consisting of driveways, planter, or walkways. For the CSP, limitations will be placed on the landscaped portion of each front yard, allowing up to 42% of the total landscaped area to be turf, with the remaining landscaped area comprised of low water use plant species which use between 65-75% less water than an average lawn.
- ❑ **Turf Reductions in Parks, Paseos, and Landscape Corridors.** This measure involves limiting the use of turf on non-residential parcels, with a focus on water efficiencies at parks, paseos, and landscape corridors. For these areas, landscape design will reduce the area of turf and increase the area of low-water-use plant species, as compared to the design of these features in other specific plan areas. To achieve the desired water conservation, the following criteria will be implemented:

- **Parks.** It is assumed approximately 80% of a typical park’s square footage consists of turf. The CSP parks will have a maximum aggregate turf area of 60%, with the remaining 20% area comprised of low water use plant species. Less than 60% turf is acceptable provided it is compatible with the amenities planned for the park.
- **Paseos and Landscape Corridors.** It is assumed paseos and landscape corridors are typically comprised of 80% turf area. The CSP paseos and landscape corridors will have a maximum of 30% turf area, with the remaining 50% of the area comprised of low water use plant species.
- ❑ **Smart/Centrally Controlled Irrigation Controllers.** Smart and centrally controlled irrigation controllers restrict irrigation to times and water application rates necessary to maintain landscaping. They account for changes in the demand for water, which varies with weather patterns and seasonal influences. In the CSP, smart irrigation controllers will be required for residential, commercial, and quasi-public parcels subject to turf reduction measures, and centrally controlled irrigation controllers for larger commercial and publicly maintained parcels.
- ❑ **Re-circulating Hot Water Systems.** Re-circulating hot water systems feature a pump on a

residential hot water line system which reduces time necessary to receive hot water at any hot water faucet. This type of system will be included on all residential units to generate additional water conservation.

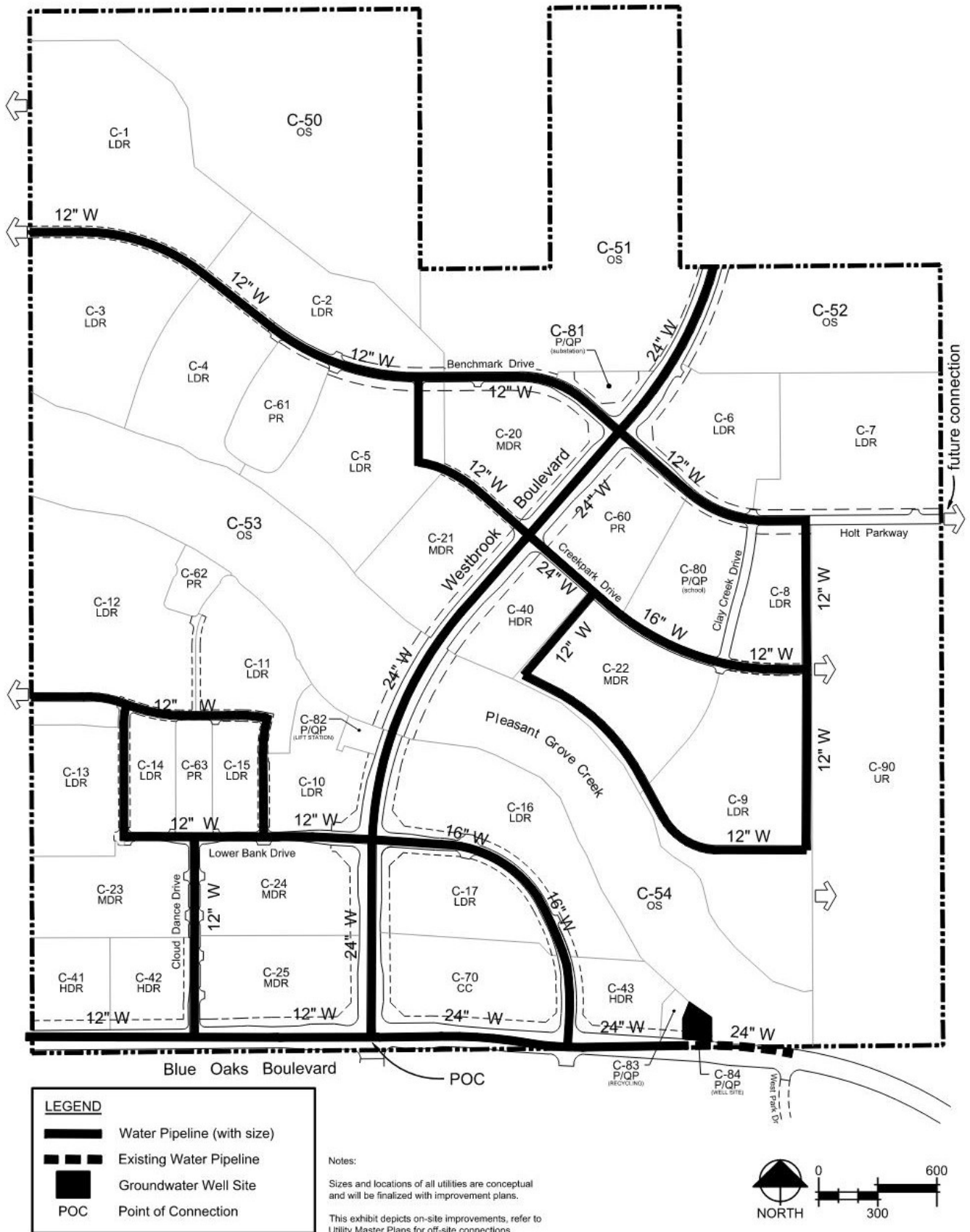
With full implementation, the water conservation measures outlined above will reduce the CSP’s overall water demand by approximately 204 AFY.

C. Water Transmission System

The CSP will tie into the City’s existing Pressure Zone 4 for potable water. Pressure Zone 4 includes the Del Webb – Sun City area, the North Roseville Specific Plan, the West Roseville Specific Plan (WRSP), Sierra Vista Specific Plan and areas west of the pressure-reducing valves connecting Pressure Zones 1 and 4. Zone 4 has an approximate elevation range of 75-140 feet, and includes the CSP.

The City distribution system will supply water to the CSP through connection points with Pressure Zone 4 at various locations needed to provide a reliable water network. These planned connections include 24-inch mains in Blue Oaks Boulevard and Westbrook Boulevard, immediately south of the site, and a 12-inch main in Holt Parkway, east of the CSP. The planned water transmission system is shown on Figure 8-1.

Figure 8-1: Water Facilities



Water will be distributed within the CSP via looping systems which parallel collector and arterial roadways on a transmission main grid. The transmission and distribution system consists of 12 to 24-inch diameter mains, as illustrated on Figure 8-1.

All water improvements will be constructed to the City's standards using a phased approach. The CSP includes one groundwater well (Parcel C-41) which will provide the City with a backup water supply during dry years or during emergency conditions.

Water storage for the CSP will be located within the WRSP at the City's planned Westside Tank and Pump Station site, south of the CSP on Westpark Drive. The storage tank will serve the CSP during high flow periods (i.e. peak hour) and emergency fire flow demand periods and will refill during periods of low demand.

Details regarding the water facilities are contained in the CSP Master Water Study on file with the City.

8.2 Recycled Water

The City will ultimately provide the CSP with recycled water from the Pleasant Grove Wastewater Treatment Plant (PGWWTP). The CSP will use recycled water to irrigate landscaping at parks, schools, commercial, business professional, and multi-family projects, as well as publicly landscaped areas (including roadway landscape corridors and medians). The

estimated annual recycled water demand in the CSP is 182 AFY. Through implementation of water conservation measures described in Section 8.1B, this demand is reduced by 73 AFY to 109 AFY (182 AFY – 73 AFY). The use of recycled water for irrigation purposes offsets potable water demand typically needed for irrigation.

Recycled water will be supplied to the CSP by expanding the WRSP distribution system to include the CSP. This would be accomplished by adding storage and pumping capacity at the existing WRSP recycled water storage tank and pump station site, and connecting the WRSP to the CSP at the 36-inch transmission main planned on Blue Oaks Boulevard.

During the initial phases of development, the CSP, with approval from the City, may utilize potable water on an interim basis for irrigation. As the CSP develops and recycled water infrastructure is added to the system, landscape areas which may utilize potable water will be transitioned to recycled water.

The planned distribution system within the CSP will be a looped system, with interties to the recycled water system within the WRSP. Pipelines in the CSP, ranging in size from 6 to 16 inches, are planned in roadways with pipes extending to parcels requiring recycled water service.

An additional 0.56 million gallons of storage is necessary for the CSP and can be accommodated at the existing WRSP storage tank site, located south of the CSP. The recycled water backbone distribution system is illustrated on Figure 8-2.

All recycled water improvements will be constructed to the City's standards using a phased approach. Specific details regarding the recycled water facilities and supplies, including technical analysis, are contained in the CSP Recycled Water Study on file with the City.

8.3 Wastewater

Sanitary sewer service will be provided by the City of Roseville with treatment at the Pleasant Grove Wastewater Treatment Plant (PGWWTP). This facility is located south of the CSP adjacent to the WRSP area. The CSP is estimated to generate approximately 0.36 million gallons per day (mgd) average dry weather wastewater flow.

The backbone wastewater collection system is illustrated on Figure 8-3. Wastewater flows from the CSP will be directed to the PGWWTP by a network of pipes installed within street rights of way or easements. Sewer collection pipes will range in size from 8 inches to 15 inches. The sanitary sewer system will require one lift station (Parcel C-82) in the southwestern portion of the CSP, west of Westbrook Boulevard. A conceptual plan of the lift station site is shown in Figure B-11.

All sewer improvements will be consistent with the South Placer Regional Wastewater and Recycled Water Systems Evaluation and will be constructed to the City's standards using a phased approach. Details regarding the sanitary sewer system are contained in the CSP Sanitary Sewer Master Plan on file with the City.

Figure 8-2: Recvcd Water Distribution

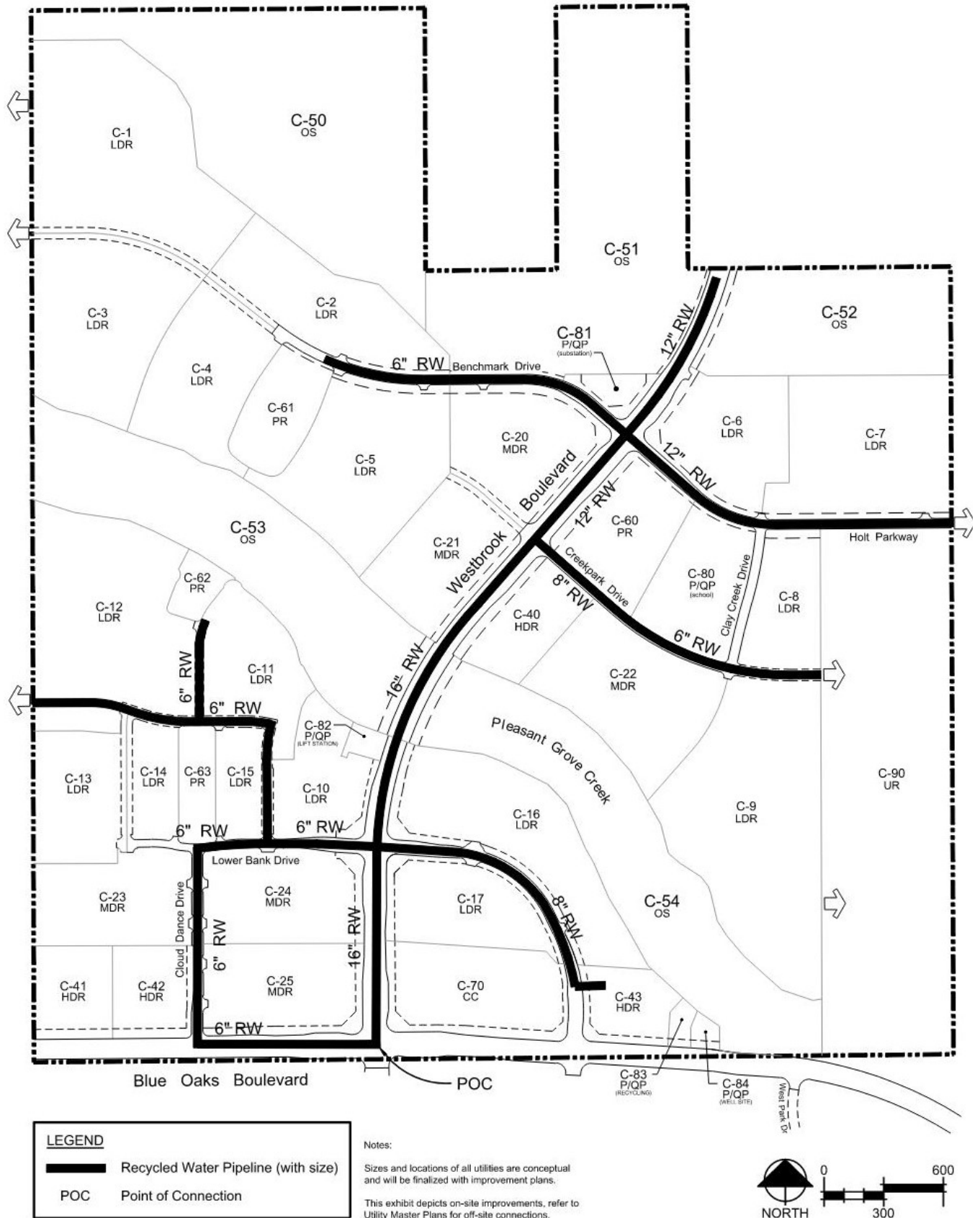
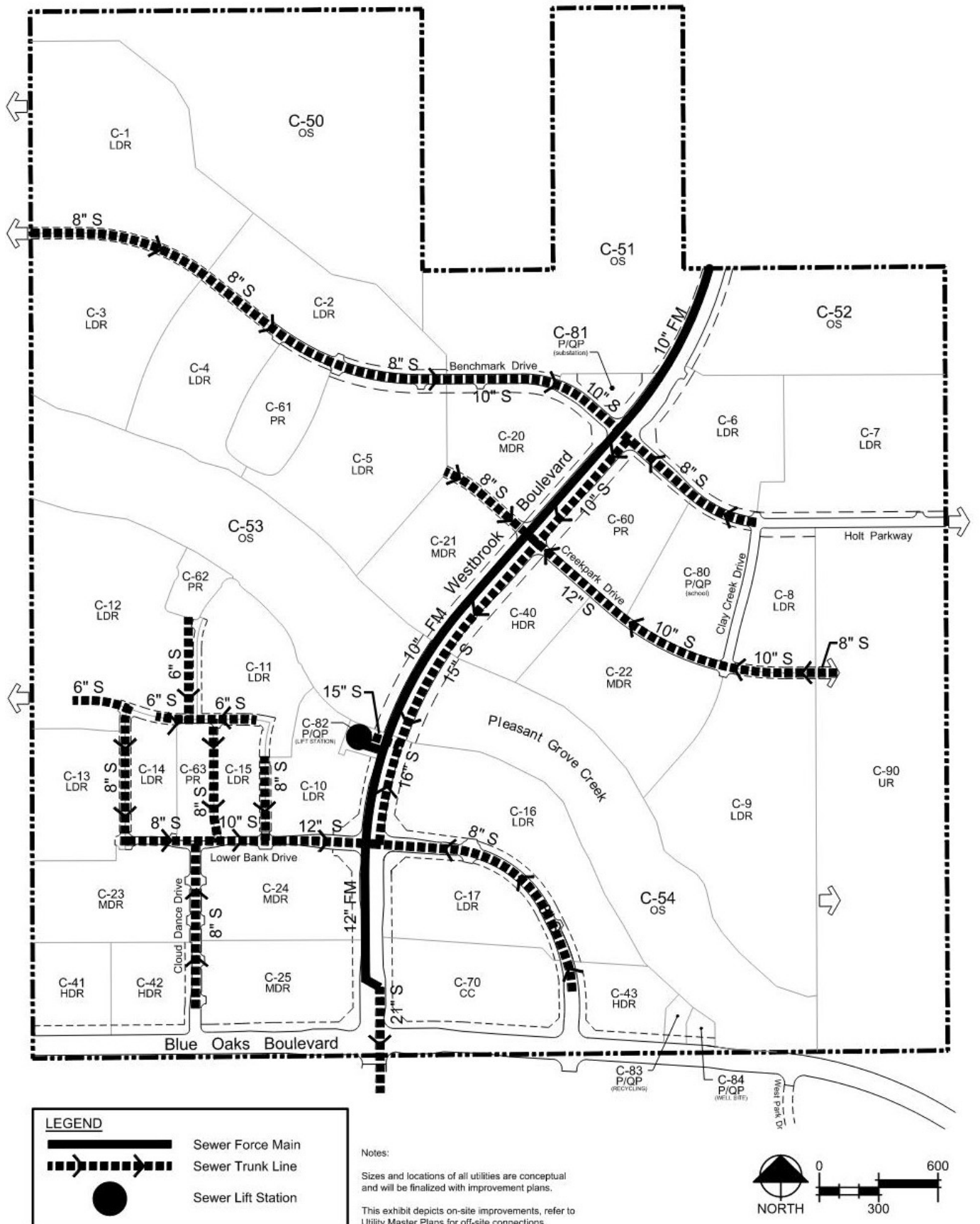


Figure 8-3: Wastewater Collection



8.4 Drainage and Flood Control

The CSP is wholly contained within the Pleasant Grove Creek watershed, which is located within the larger Natomas Cross Canal watershed of northwestern Placer County and southeastern Sutter County. The Pleasant Grove Creek watershed drains to the Pleasant Grove Canal, to the Natomas Cross Canal, and then to the Sacramento River.

Pleasant Grove Creek, a perennial stream, traverses the site diagonally, entering in the southeast corner and extended northwesterly to the western edge of the CSP. The reach of Pleasant Grove Creek within the CSP flows year-round. Most of the CSP drains to Pleasant Grove Creek by overland flow or through the few wetland swales and ephemeral drainages on the site. The existing Pleasant Grove Creek floodplain extends nearly 1,500 feet south of the creek in the southwest portion of the CSP. Within the CSP, the main channel of Pleasant Grove Creek is within open space parcels C-53 and C-54.

The northern bank of Pleasant Grove Creek through the CSP is steep and extends well above the 100-year floodplain through most of the project reach. The southern bank is laid back at a gentle slope, allowing floodplain to extend in a southerly direction in several areas.

University Creek, an intermittent stream tributary to Pleasant Grove Creek, enters the site in the northeast corner and

extends westerly through the northern portion of the CSP, joining the main branch of Pleasant Grove Creek west of the CSP. University Creek is currently channeled with little riparian vegetation. The floodplain of University Creek is shallow and extends approximately 100 feet onto the northwestern corner of the CSP.. The northern third of the CSP drains toward University Creek. Within the CSP, University Creek is located in open space parcels C-50, C-51 and C-52.

In the pre-project condition, immediately downstream of the CSP on the Al Johnson Wildlife Area (AJWA) property, the Pleasant Grove Creek and University Creek channels narrow abruptly because of past farming practices and land leveling from decades ago.

This constriction creates a bottleneck which restricts the downstream conveyance of floodwaters resulting in an unnatural expanded 100-year floodplain on the CSP and raises water surface elevations higher than the historic floodplain conditions.

A. Pleasant Grove Creek Bypass Channel

The CSP includes construction of a bypass channel adjacent to Pleasant Grove Creek to provide additional conveyance and floodplain storage capacity through the CSP. The system, created by the bypass channel and Pleasant Grove Creek together, will function to reclaim the historic floodplain of the Pleasant Grove Creek

within the CSP area and remove developable lands from the 100-year floodplain. The bypass channel will be constructed with inlet and outlet gates but will function as a passive improvement requiring no manual operation to divert a portion of the high water flows from Pleasant Grove Creek upstream of the major channel constriction, and re-introduce the flows back into the existing channel downstream of the constriction.

The bypass channel would be constructed generally parallel to and south of the southern bank of the main channel of Pleasant Grove Creek. In the CSP, the bypass channel would be located within open space corridor (parcels C-53 and C-54). The bypass channel would begin at a point east of the Westbrook Boulevard crossing of Pleasant Grove Creek (north of parcel C-40) and continue west, off-site, onto the AJWA property where it will rejoin Pleasant Grove Creek downstream, as shown on Figure 8-4.

The bypass channel improvements include construction of a concrete inlet and outlet structure at either end of the bypass channel and six intermediate, soft-armored weir connections along the extent of the main Pleasant Grove Creek channel to enable transfer of stormwaters to and from the main channel. Within the bypass channel, a low flow channel will transfer low flows introduced from the CSP. Disturbed riparian habitat will be restored and new riparian habitat will be created.

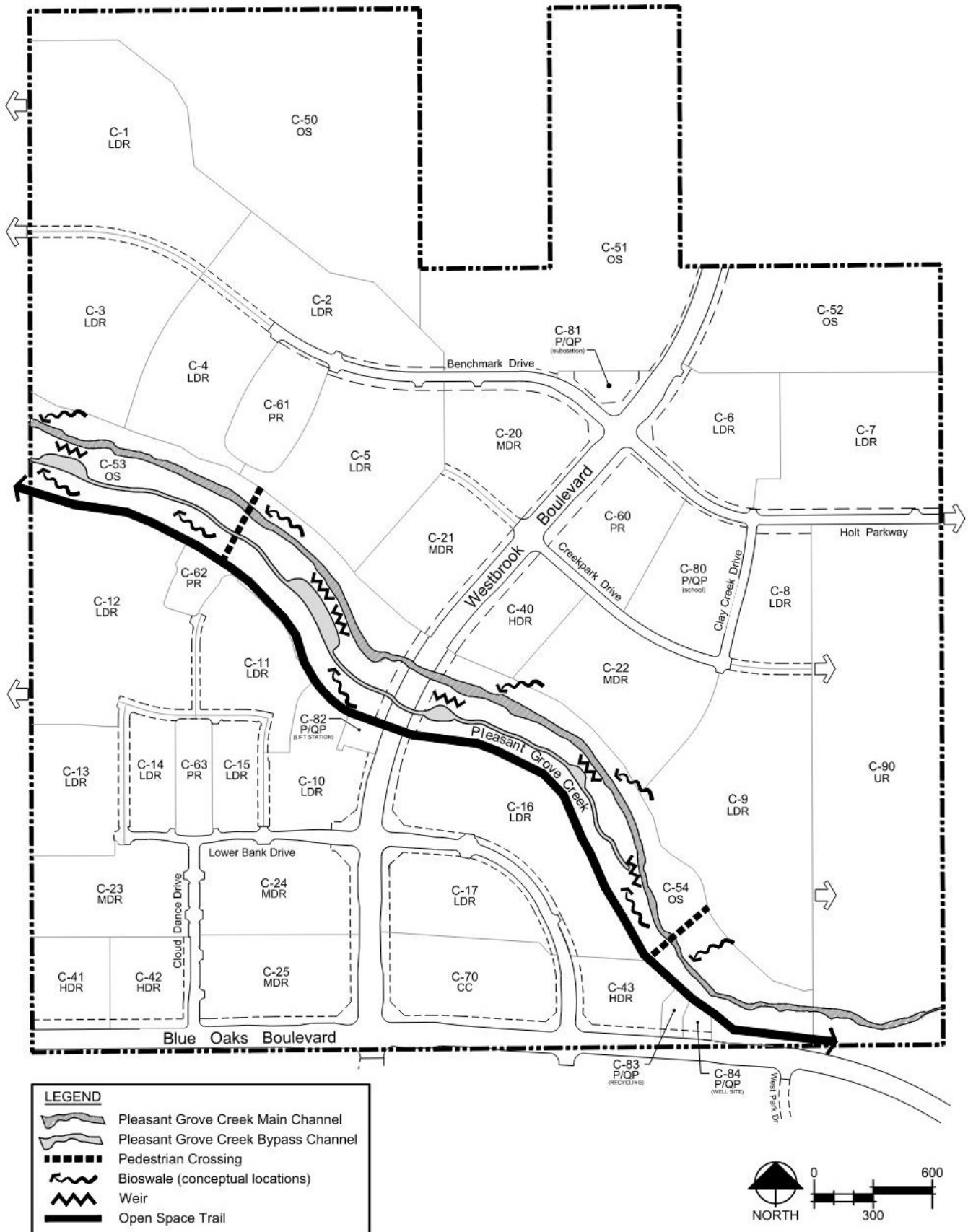
The floodplain improvements, including construction of the bypass channel and associated improvements will not adversely impact the proposed operation of the AJWA flood control facilities or reduce the available storage within the AJWA retention basin.

B. University Creek Channel

Similar to Pleasant Grove Creek, in the pre-project condition, the University Creek channel narrows abruptly, immediately downstream of the CSP on the AJWA property. The narrowing is the outcome of past farming practices resulting in a man-made constriction which restricts downstream conveyance and affects flooding conditions on the CSP site.

To address this condition on University Creek, the CSP will create a modified channel within the northwest portion of Open Space parcels C-50. The area around the channel will be enhanced with riparian plantings which will result in an enhanced environment over the pre-project condition. In the northwest portion of the CSP, University Creek would be restored to a more natural sinuous stream course with an adjacent floodplain.

Figure 8-4: Pleasant Grove Creek Bypass Improvements



C. Drainage System

Peak flow rate increases which would result from proposed development will be mitigated through attenuation features including the creation of wetland habitat areas, vegetated treatment swales and creation of additional conveyance with the overbank areas of Pleasant Grove Creek created by the bypass channel improvements. The bridge at Westbrook Boulevard and the western creek crossing of Pleasant Grove Creek will be utilized to constrict peak flows and increase the storage characteristics of the creek by metering downstream flows. Traditional permanent detention basins for peak stormwater flow-attenuation are not planned.

The attenuation enhancement features will provide adequate mitigation to reduce peak runoff rates exiting the site without increasing the 100-year hydraulic grade line elevations at the Plan boundaries and offsite. Onsite drainage improvements and open space corridors are shown on Figure 8-5.

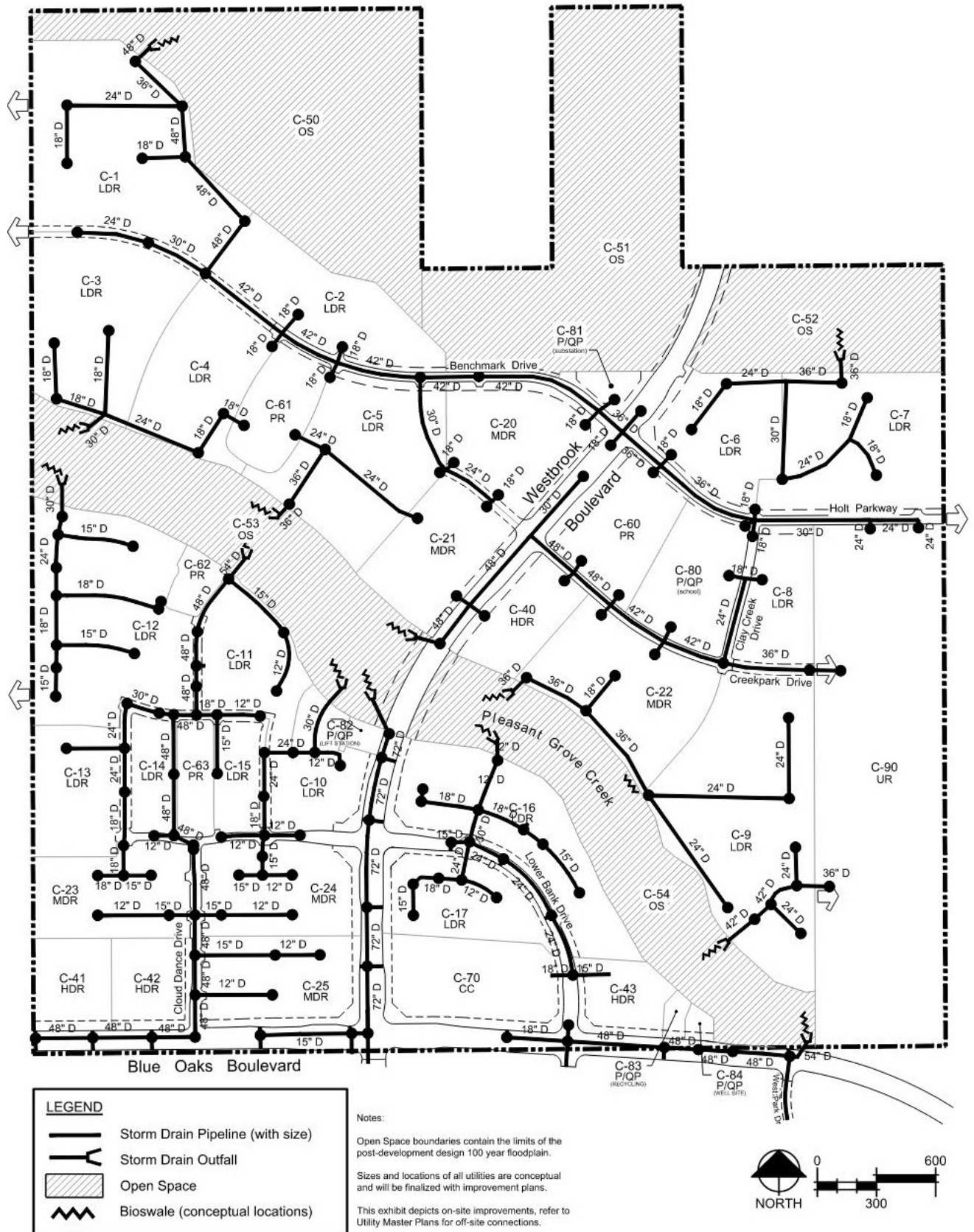
In addition to detention of peak flood flows within the Pleasant Grove Creek watershed, the CSP will contribute toward construction of the Reason Farms Retention Basin project (on the AJWA property) through payment of a Pleasant Grove Watershed Mitigation Fee. This regional stormwater retention facility provides a volumetric mitigation for waters entering the Sacramento River Basin and is located

on the City's AJWA site, immediately west of the CSP.

On-site drainage improvements consist of a combination of conventional subsurface and surface drainage systems, construction of pipe conveyance systems, and construction of culverts and bridges at roadway and trail crossings of creeks and tributaries. Stormwater will be discharged through outfalls into open space corridors. Vegetated swales, soft armoring, mechanical storm filters, structural interceptors and other best management practices will be utilized at pipe outfalls or other appropriate locations for water quality management, and to convey stormwater runoff to receiving waters while minimizing impacts to open space resources. Where applicable, outfall structures will be extended past any planned bikeway alignments in the open space areas.

The number and locations of outfalls shown on Figure 8-5 are based on the best available information and is subject to refinement during the subdivision map and improvement plan approvals, as well as state/federal permitting. Drainage facilities will be designed and constructed in conformance with the City of Roseville Improvement Standards, the City's Stormwater Quality Design Manual, the Placer County Flood Control Agency's Stormwater Management Manual, and the Open Space Preserve Overarching Management Plan required by the Clean Water Act 404 permit.

Figure 8-5: Drainage Improvements



The City's Open Space Preserve Overarching Management Plan includes requirements to minimize erosion and direct drainage away from vernal pool habitat by employing conceptual drainage improvements such as swales, outfalls, energy dissipation, and erosion control measures. The CSP will append to the City's Overarching Plan of Roseville Preserve Area Overarching Management Plan. Specific detail regarding the drainage system is contained in the CSP Drainage and Storm Water Master Plan on file with the City.

8.5 Stormwater Quality

The CSP provides a comprehensive plan for the management of urban runoff for flow control and water quality improvement. The integrated stormwater management system plan is reflected, in part, in specific design criteria contained in this section. The objectives of the CSP Stormwater Management Plan (SWMP) are intended to fulfill the requirements of the City's National Pollutant Discharge Elimination System (NPDES) Phase II Permit, as issued by the State Water Resources Control Board, and to minimize the effects of urban stormwater runoff on the natural open space areas, including wetland areas and principal drainage corridors.

The CSP SWMP will be in accordance with permit criteria applicable at the time of development. The SWMP provides the framework for stormwater

treatment during two components of the development process. First, during the construction phase while infrastructure is being built to support the community, and, then during the post-construction phase which will be part of the improvements that make up the community and continue to protect the natural resources in perpetuity.

A. Stormwater Management During Construction Activities

The release of on-site stormwater runoff during construction activities is regulated by the State General Construction Permit issued by the Regional Water Quality Control Board for all construction sites greater than one acre. The General Construction permit requires a Storm Water Pollution Prevention Plan (SWPPP) address how stormwater from the construction site will be maintained and treated prior to being discharged from the site. The SWPPP is an evolving document which changes with the dynamics of the site development. The use of Best Management Practices (BMPs) during the construction process will generally incorporate erosion controls and sediment controls. Erosion and sediment control BMPs include such things as applying straw mulch to disturbed areas, the use of fiber rolls and silt fences, sedimentation basins, drain inlet protection, stabilized construction accesses, and material management. The final sizing and selection of non-mechanical BMPs will consider requirements specific to the Pleasant Grove watershed and proposed developed activities.

B. Post Construction Stormwater Management

Post construction stormwater management is intended to treat the urban runoff generated on-site in perpetuity. The BMP techniques within the site will reduce and/or eliminate the pollutants from the urban stormwater runoff and prevent the contamination of receiving waters.

The CSP will work with the permit criteria applicable at the time of development and in conformance with the City of Roseville Improvement Standards, the City's Stormwater Quality Design Manual, the Placer County Flood Control Agency's Stormwater Management Manual, and the City's Open Space Preserve Overarching Management Plan, to design and address post construction stormwater treatment.

Post construction stormwater treatment is composed of three general elements: source control, runoff reduction and treatment of runoff. All three elements will be used in the CSP SWMP. The basic practice of source control is to minimize the potential for constituents to enter runoff at the source. Low Impact Development (LID) measures are the main tool the CSP will employ for runoff reduction.. Implementation of LID includes construction of decentralized small-scale improvements to provide local infiltration and treatment opportunities to reduce the quantity of runoff entering the storm drain systems during a rainfall event. LID will be

implemented to offset runoff increases which occur with the development as a matter of the conversion of native ground surfaces to impervious cover. Additional Treatment control BMPs may be located at the end of the pipe and provide further treatment of the stormwater before it enters into the natural creek system.

Low Impact Development (LID)

Low impact development (LID) is an approach to stormwater management emphasizing the use of small-scale, natural, constructed and proprietary drainage features integrated throughout the city to capture urban runoff and precipitation. LID measures can slow, clean, and infiltrate runoff, improving the quality and reducing the quantity of urban runoff entering the city storm drain systems. The added opportunities for infiltration offered by the use of LID can add water to local aquifers, increasing water reuse. It is a sustainable practice which benefits water quality protection, stream stability and can contribute to water supply.

The intent is to incorporate the systems of natural processes into the built environment. In addition to traditional stormwater management, which collects and conveys stormwater runoff through storm drains, pipes, or other conveyances to a centralized stormwater facility, LID within the CSP will take a different approach by using site design elements, LID and stormwater management to minimize

changes to the site's predevelopment runoff rates and volumes.

Key principles of low impact development include:

- Decentralize and manage urban runoff to integrate stormwater management throughout the watershed.
- Preserve the ecosystem's natural hydrological functions and cycles.
- Account for a site's topographic features in its design.
- Reduce directly connected impervious surfaces to slow runoff and provide additional infiltration opportunities.
- Reduce impervious ground cover and maximize infiltration on-site.

As the CSP develops, specific LID techniques, tools, and material, specified in construction documents, will control the amount of impervious surface, increase infiltration, and improve water quality by reducing runoff from the developed sites. The CSP Master Drainage Study accounted for the percent of runoff reduction expected with the implementation of these LID practices.

Additional project design elements within the open space areas will also provide hydrograph modification benefits. The created swale and riparian elements will provide additional floodplain storage capacity which is factored into the project hydrology analysis. The created

swales also provide LID and treatment potential which has not been factored into the project mitigation, which include: added infiltration opportunities, evapo-transpiration opportunities, nutrient uptake, biological filtering, and stream buffers. LID elements may be implemented into development plans with CSP to achieve an overall reduction in stormwater runoff. The selection and use of these elements may vary by development project, depending on the runoff reduction needed. The various LID options may include, but are not limited to, the following:

- Disconnected roof drains;
- Disconnected and separated pavement;
- Bio-retention facilities, rain gardens, and bioswales;
- Tree Planting;
- Grass swales and channels;
- Curb cuts and vegetated filter strips;
- Impervious surface reduction – permeable pavements and porous pavements;
- Stream Buffers;
- Soil Amendments; or
- Pollution prevention and good housekeeping practices.

End of Pipe Stormwater Treatment Control

In addition to the implementation of the above-referenced LID measures, the storm drain system will be designed to provide additional protection of the natural environment and receiving water of Pleasant Grove Creek and University Creek by providing non-mechanical end of pipe treatment techniques. This element adds to the treatment train and consists of final treatment elements such as grass treatment swales.

Special consideration will be taken to capture, convey and release the urban stormwater to the creek system. The treatment and conveyance of storm runoff in and through the open spaces will be made part of the Corp of Engineers 404 permitting process. Standard practices include the use of headwall structures, directly at the outfall location, to stabilize and protect the outlet pipe, surrounding topography and aid in velocity attenuation while minimizing future maintenance costs. Conveyance “grassy swales” which direct stormwater from the pipe outlets to receiving waters and avoid sensitive habitat while distributing concentrated pipe flows will be used at every outfall. Depending on the size of and frequency of particular storm events, and the actual drainage area being conveyed, the conveyance swales will be armored with geo-synthetics to minimize the potential for future erosion and rilling of the open space. Soft-armoring will provide opportunities

to create grassy swales and additional wetland habitat to aid in stormwater filtration and infiltration. Based on the LIDs planned, the need for additional filtration units is not anticipated. However, additional structural BMPs can be added to the treatment train and end of pipe treatment if needed. These may include such devices as:

- Installation of “fossil filter” or equivalent petroleum absorbing insert assemblies in the project drop inlets;
- Trash screen vaults; or
- Other structural BMPs as approved by the City.

The final selection of BMPs will consider requirements specific to the Pleasant Grove Creek watershed and proposed development flows. Other BMPs will involve prompt re-vegetation of disturbed areas and proper erosion protection per the NPDES permit during construction.

8.6 Dry Utilities

A. Electric Service

Roseville Electric, the City's electric utility, will provide electric service to the CSP. Roseville Electric operates the Roseville Energy Park (REP), a 160-megawatt natural gas-fired, electric power plant, which uses state-of-the-art equipment to locally generate approximately half of the City's electricity needs. The Roseville Energy Park is located south of the CSP. Additional electricity resources needed to serve CSP, including state and federal mandated renewable electricity resources, will be purchased from outside sources or generated by new Roseville-owned generating facilities. As required by state regulations, Roseville will use energy efficiency programs and initiatives to meet electricity demand, before acquiring new electricity sources.

Electric Energy Efficiency and Conservation

The CSP includes implementation of cost-effective energy efficiency, load management, and renewable energy programs to meet electricity demand, before new electricity sources are acquired.

Peak Electric Demand and Distribution

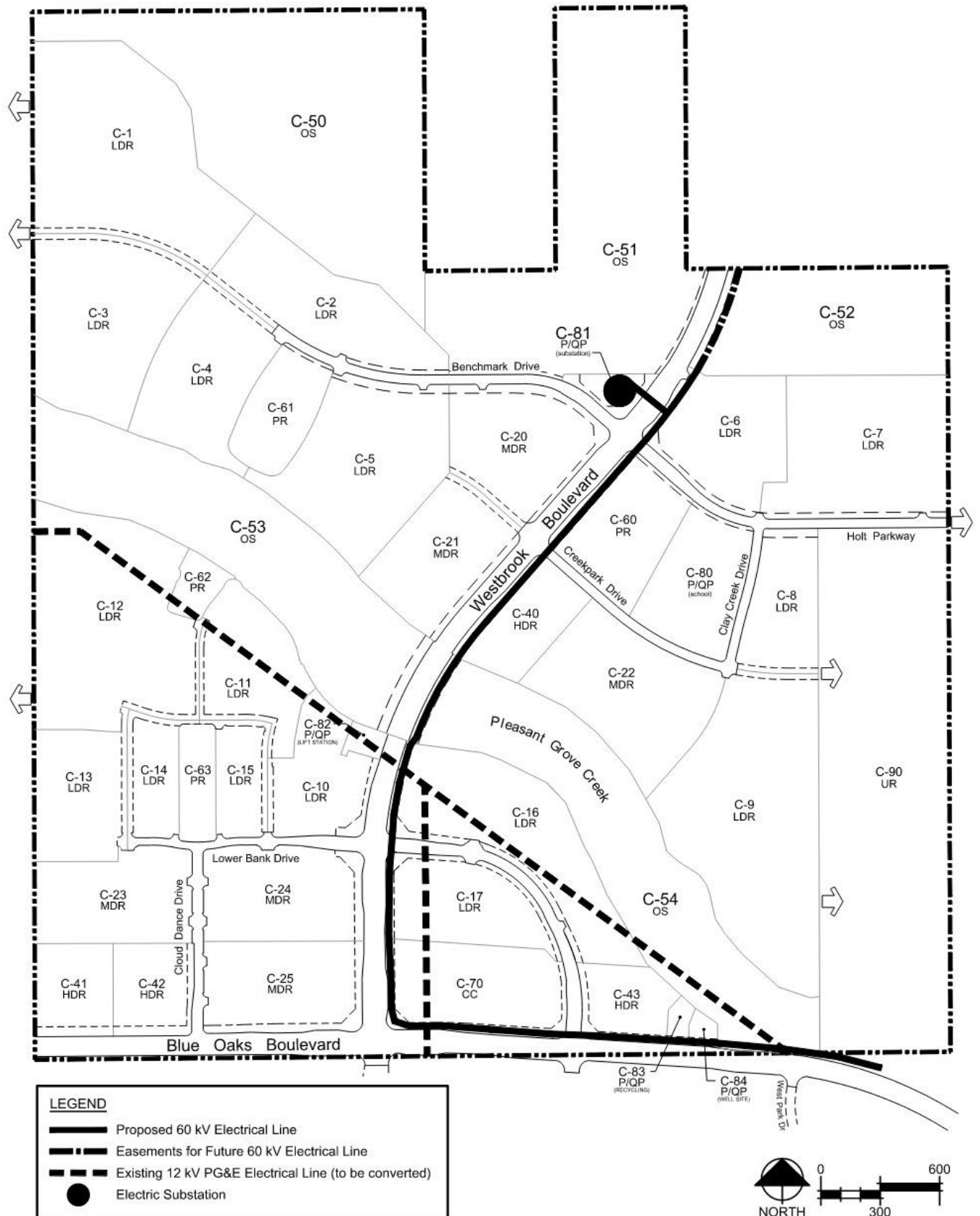
Peak electric demand for electrical service is estimated to be 11.7 Mega volt amps (MVA) within the CSP. Planned electric backbone facilities

include a substation and a 60kV transmission line corridor. The CSP provides a 0.9-acre site (Parcel C-81) for a substation, west of Westbrook Boulevard, south of the open space preserve (Parcel C-51), in the northern portion of the site. This substation will connect with Roseville Electric's existing 60kV overhead transmission lines which extends through the CSP, to complete a loop in West Roseville and provide connections to the REP switchyard and the substation in the WRSP. A conceptual plan of the substation site is shown in Figure B-10.





60kV power lines will be extended into the CSP from the east. The 60kV line is planned on the north side of Blue Oaks Boulevard to Westbrook Boulevard. The line continues north, on Westbrook Boulevard and will connect to the substation near Holt Parkway. The location of the electric substation and conceptual alignment of the 60kV power line are shown on Figure 8-6.

Underground electrical distribution will be extended to individual parcels in conjunction with roadway improvements or as phasing requirements dictate. In addition, street lighting will be provided along all public streets as part of the roadway frontage improvements. All electric and street light facilities will be constructed to the City's standards at the time of construction.

Figure 8-6: Electric Facilities



LEGEND

-  Proposed 60 kV Electrical Line
-  Easements for Future 60 kV Electrical Line
-  Existing 12 kV PG&E Electrical Line (to be converted)
-  Electric Substation

NORTH



B. Natural Gas

Pacific Gas & Electric Company (PG&E) will provide natural gas upon request and in accordance with the rules and tariffs of the California Public Utilities Commission. PG&E's long-range plans provide for availability of gas service to accommodate increased demand. Service will be provided to the CSP from existing infrastructure adjacent to the site on Blue Oaks Boulevard. Delivery of gas service to individual projects in the CSP will be reviewed by PG&E at the time of proposal.

C. Communication

The CSP is within the service areas of Surewest Communications, AT&T, Comcast, and Wave Broadband. Together, these providers offer both voice and data communication services. Distribution lines to individual parcels will be extended from existing infrastructure adjacent to the CSP in accordance with the infrastructure Phasing Plan for dry utilities. The providers will review delivery of telephone, cable television, and high-speed data line services to individual projects in the CSP at the time of proposal.

8.7 Solid Waste

The City of Roseville will provide solid waste services to the CSP. Solid waste will be collected and delivered to the Western Placer Waste Management Authority facility located north of the City at Athens Avenue and Fiddymont Roads. The Authority owns a Material Recovery Facility (MRF) that receives, separates, processes, and markets recyclable materials removed from the waste stream. Residual waste is transferred to the Authority's Western Regional Sanitary Landfill located on the same site for disposal.

At full buildout, the CSP is anticipated to generate approximately 8,017 tons of solid waste annually. A 0.6-acre solid waste recycling area is planned within the CSP on Parcel C-83. This site will provide residents with a location to off-load recyclable materials. Vehicular access to this site is provided from Blue Oaks Boulevard and from within the adjacent commercial center, as shown on Figure B-12.



Section 9

Resource Management

The natural undeveloped character of the Creekview Specific Plan (CSP) area consists of relatively flat to gently rolling terrain situated at an elevation of approximately 75 to 95 feet above mean sea level. Historic use of the site included ground disturbance associated with agricultural operations and minimal disturbance through structural development and associated grading activities.

Annual grasslands and a valley oak riparian corridor are the dominant vegetation communities with herbaceous weed species interspersed with the non-native annual grasses. Wetland features are dispersed throughout the site. Pleasant Grove Creek flows from east to west, entering the site from the southeast, then continuing diagonally

through the Plan Area. University Creek, a small tributary of Pleasant Grove Creek, is located in the northern portion of the site. A number of trees are present in the southwest portion of the site, primarily within the Pleasant Grove Creek corridor and adjacent to University Creek.

The CSP is consistent with the goals of City of Roseville General Plan Open Space and Conservation Element. The CSP establishes contiguous open space areas formed to protect some of the most prominent natural resource areas. The form of CSP's open space plan and the resource preservation areas within it, were guided by input received during early consultation with federal and state resource agencies. The resource management approach is designed to be consistent with the Pleasant Grove Wastewater Treatment Plant (PGWWTP)

Memorandum of Understanding (MOU) between the City and U.S. Fish and Wildlife Service (USFWS) from May 2000, which addresses annexation projects proposed on the City’s western boundary, such as the CSP. To this end, the CSP will append to the City’s Open Space Preserve Overarching Management Plan for management of on-site open space areas.

The CSP and related off-site preservation and restoration efforts are intended to complement larger-scale regional conservation strategies, such as the proposed Placer County Conservation Plan, the County’s proposed habitat conservation plan. Coordination with other agencies and conservation efforts is a fundamental principle and key objective of the CSP resource management approach. In addition to resource protection, the open space areas help define the visual character of the site and provide for passive recreation opportunities, pedestrian and bike access, storm water drainage and treatment, flood water conveyance, utility infrastructure, and land use buffering.

Based on the characteristics of the site, the resource management approach in the Specific Plan focuses on wetland resources, vegetation and wildlife, trees and cultural and historic resources. Additional resources are further addressed in the CSP EIR.

9.1 Wetland Resources

A. Pre-Development Conditions

Several types of wetland features exist in the pre-development condition of the CSP site. The most prominent of these are wetland swales which are found throughout the site and carry water briefly during winter rainfall. The second greatest wetland type by size is Pleasant Grove Creek a perennial drainage which flows year round as a result of upstream urban runoff. Seasonal wetlands, vernal pools and a seasonal marsh are found primarily within grassland areas. A total of 33.83 acres of wetlands and other waters of the United States occur within the CSP in its pre-development condition, as listed on Table 9-1.

Table 9-1: Jurisdictional Wetland Summary

Wetland Type	Pre-Development Acreage	Impacted Acreage	Preserved Acreage
Vernal Pool	1.75	1.28	0.47
Seasonal Wetland	7.43	4.68	2.75
Wetland Swale	14.42	5.15	9.27
Seasonal Marsh	2.70	2.70	0
<i>Total Wetlands</i>	26.30	13.841	12.49
Ephemeral Stream	0.08	0.04	0.04
Intermittent Stream	1.77	0	1.77
Perennial Stream	5.68	0.32	5.36
<i>Total Waters</i>	7.53	0.36	7.17
Total	33.83	14.17	19.66

B. Avoidance and Mitigation Strategies

Avoidance

The CSP development plan is the result of extensive planning and its design is influenced by the desire to reduce impacts on wetlands and habitat for endangered species. The Open Space Plan, as illustrated on Figure 9-1, is configured to minimize impacts on Pleasant Grove Creek, to create an extensive open space preserve in the northern portion of the site and to provide buffers for habitat protection. The system is designed to avoid impacts to resources to the fullest extent feasible. Most of the avoidance occurs in the open space preserve (Northern Preserve) along the northern edge of the site and the corridor surrounding Pleasant Grove Creek. A minimum of 19.66 acres of in-kind wetland habitat will be preserved on-site resulting in a ratio of approximately 1.39 acres of wetlands preserved for each acre of wetland impacted. Information regarding impacted and avoided wetlands, including mitigation strategies, is provided in the CSP Environmental Impact Report.

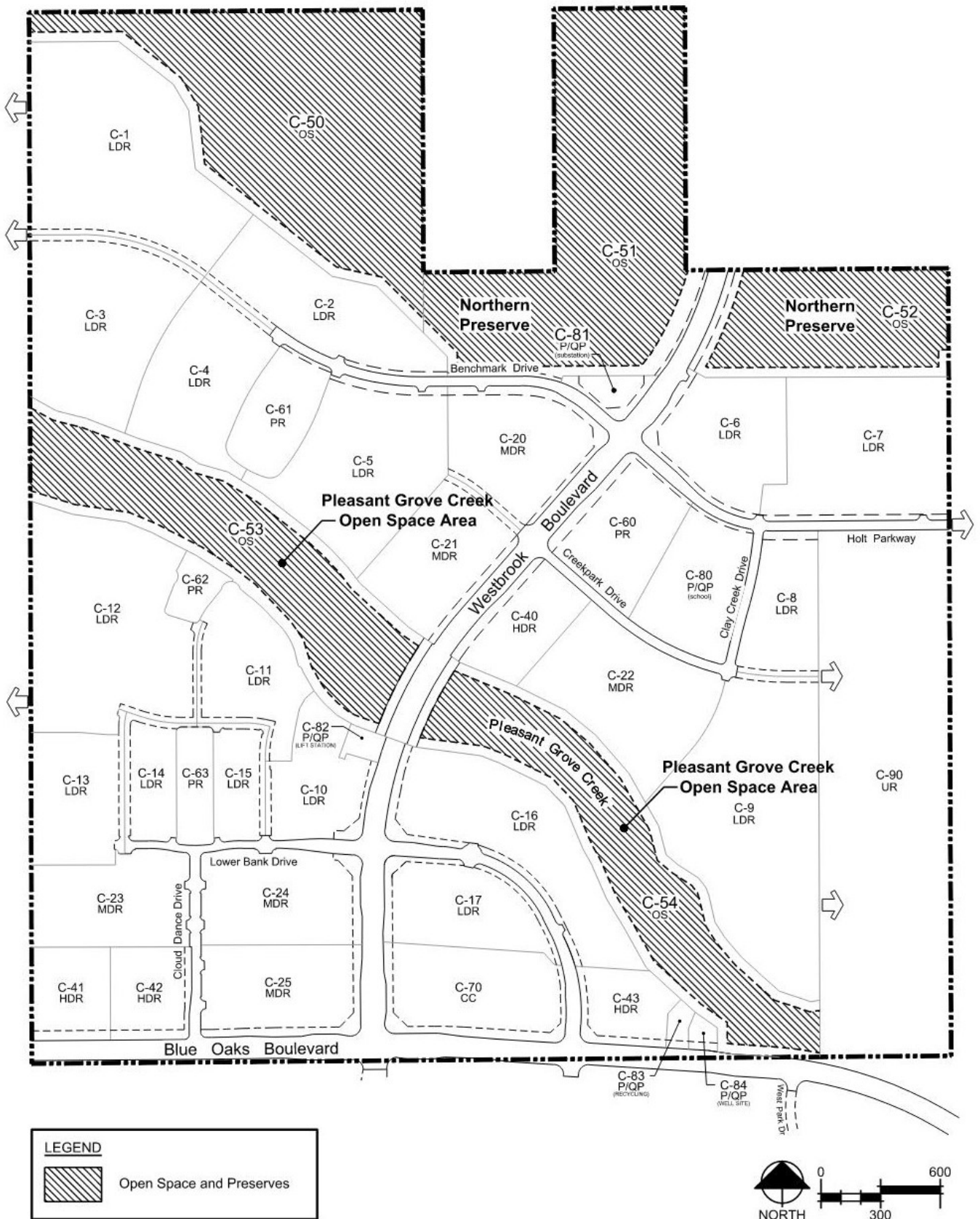
Development of the CSP will be subject to approvals from state and federal resource agencies including the U.S. Fish & Wildlife Service (USFWS), U.S. Army Corps of Engineers (USACE), the California Regional Water Quality Control Board (CRWQCB) and California Department of Fish and Game (CDFG). Prior to

submission of an application for the CSP, the City and Applicant worked extensively with representatives of various federal and state agencies to arrive at a design to minimize impacts to resources, create open space preserves of regional benefit and preserve the highest quality wetland resources on the site. The CSP open space preserve design involved extensive early consultation with the resource agencies to ensure compliance with the Clean Water Act and Endangered Species Act.

On-Site Resource Preservation and Enhancement

Wetland features and habitat within the CSP open space system will be preserved within on-site preserves and open space areas, and ultimately will be dedicated to the City for management and maintenance. Two preserve areas will be created: The system includes a 49-acre open space area (C-53 and C-54), which includes Pleasant Grove Creek and associated riparian corridor, and a 87.2-acre open space preserve (C-50, C-51, C-52) in the northern portion of the CSP known as the Northern Preserve. Within the Northern Preserve, there are opportunities for vernal pool and seasonal wetland restoration. In addition, the areas adjacent to Pleasant Grove Creek provide opportunities for riparian enhancement and creation.

Figure 9-1: Open Space and Preserve Areas



To ensure these open space features are maintained, grading and drainage plans in development areas will be designed to minimize impacts on the existing hydrology. Long-term maintenance and management of the preserves in the CSP will be conducted in accordance with the City of Roseville Open Space Preserve Overarching Management Plan, discussed further in Section 9.3 below.

Off-Site Mitigation

Where biological resources cannot be avoided and preserved within the CSP open space preserves (14.17 acres of resources), off-site mitigation is required to provide wetland habitat and land to offset the loss of property designated within and/or proximate to the Vernal Pool Recovery Plan designated Core Area in Western Placer County. To meet the resource preservation objectives outlined above, the CSP mitigation program includes the preservation of resource areas on off-site lands and the use of approved mitigation banks. Mitigation sites have been identified in Western Placer County and are described in the 404 permit application. These sites will provide areas for preservation, restoration, and creation of wetland features. In addition, some mitigation will be provided as habitat credits in previously established and agency-approved mitigation banks located in Placer County. The use of off-site lands and habitat credits as mitigation to satisfy the on-site impacts on wetland resources will be assessed by

the appropriate federal and state resource agencies and subject to various permit approvals prior to development activity within the CSP.

9.2 Vegetation and Wildlife

Annual grasslands and a valley oak riparian corridor are the two primary biological communities present within the CSP. Annual grassland is the dominant vegetation community within the CSP. It is comprised primarily of non-native annual grasses and herbaceous weed species. The most common species found within CSP include soft chess, riggut brome and wild oat. Other non-native herbaceous species include yellow star thistle, filaree, Fitch's tarweed, and tarplant. Wetland features such as emergent marsh, wetland swales, vernal pools and seasonal wetlands and streams are embedded in the grassland habitat. The riparian corridor along Pleasant Grove Creek is dominated by valley oak. Himalyan blackberry is common and forms a shrubby understory along with willows and an occasional white alder tree. In more open areas, the understory consists of nonnative annual grasses and forbs.

CSP's biological communities support wildlife species. These include waterfowl, wading birds, shorebirds, and several amphibian species which use the wetland areas in the winter and spring. In addition, the grassland habitat supports several raptor species, including Swainson's hawk, by providing foraging habitat.

Swainson's hawk is a state-listed threatened species and is protected pursuant to the California Endangered Species Act. One nest is documented in the southwestern portion of the CSP. Several prey species have also been documented on the site including jackrabbit, gopher and meadow vole.

Grassland habitat and valley oak riparian corridor habitat will be preserved as part of the CSP open space preserve system. Active management of grasses by mowing, harvesting, discing, or grazing is anticipated to provide prey opportunities for wildlife species. Preservation and management of the grassland areas and valley oak riparian corridor will be regulated by the Operations and Management Plan, as outlined in sub-Section 9.3.

9.3 Operations and Management Plan

An Operations and Management Plan (O&M Plan) will be implemented in accordance with the applicable 404 permits to continually monitor, report, and correct disturbance, if any, to the open space/preserve areas. This document will ultimately be approved by the regulatory agencies and will specify the permitted activities and features within the CSP preserves. For the CSP, preserve and open space areas will be managed in accordance with the City of Roseville Open Space Preserve Overarching Management Plan. The Preserve Overarching Management Plan

governs management of other City-owned preserve areas and provides mechanisms for consistent application of preserve management strategies throughout the City. At minimum, preserve management strategies will address fire/fuel modification zones, mowing activities, grading and construction activities, pedestrian and bikeway paths, storm drainage systems (including outfall locations and the treatment and transfer of stormwater to receiving waters), utility crossings, and other permitted and prohibited activities. In addition, standards will be established to minimize potential future impacts on vernal pools from sources of pollution, including urban runoff and neighboring land uses. Following habitat creation and completion of success monitoring by the applicant, on-site open space preserves will be dedicated to and managed by the City in accordance with the Preserve Overarching Management Plan. Funding for the management of on-site preserve and open space areas will be provided by an annual tax levy via creation of a Community Facilities District (or other funding mechanism).

9.4 Trees

Riparian and oak woodlands are found in the central portion of the CSP generally along Pleasant Grove Creek and in the northern open space. Limited woodlands exist outside of these corridors. The riparian woodland occurs immediately adjacent to the creeks and includes valley oak,

cottonwood, alder, willow, ash and other species. The oak woodland occurs upland and adjacent to the riparian woodlands and creek channels, and consists primarily of blue oak, with small amounts of interior live oak and valley oak. Both the riparian and oak woodlands are an important habitat for a variety of wildlife species, and a significant visual amenity. The portion of University Creek in the northwest corner of the CSP supports approximately thirty (30) mature valley oak trees along its upper bank. There are 458 native oak trees on the CSP site, totaling 9,522 aggregate diameter inches. Nearly 90% of the oak woodlands will be preserved in the CSP within open space areas or park sites.

Development in the CSP and impacts to trees as a result of public and private improvements is subject to the City of Roseville Tree Preservation Ordinance. Regulated activities within the protected zones of native oaks, and proposed tree removals, are subject to approval of a tree permit by the City. The Tree Ordinance requires trees approved for removal be compensated on an inch-for-inch basis either through regeneration/replanting or payment of mitigation fees. Oak woodland compensation on-site in the CSP will occur within the Pleasant Grove Creek corridor and/or in the northern open space preserve. A regeneration/replanting receiving area will be adjacent and connected to preserved woodland areas. Tree

mitigation plans are coordinated through the City's Urban Forester for planting specifications, locations and monitoring.

9.5 Cultural and Historic Resources

Most of the CSP site surface was modified in the past to accommodate agricultural activities which suggest a relatively low sensitivity for surviving cultural resources. Two resources were identified as part of this analysis. The first is an agricultural feature including a residence, barn and corn crib (1981) used to store corn. The residence and barn have been destroyed and the concrete corn crib remains on the site. The second feature is a residence, dating to the 1950s or 1960s which has been completely destroyed.

Structures and deposits in the CSP do not appear to be eligible for the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR). The CSP EIR provides a detailed analysis of the site's cultural and historic resources, including mitigation and direction for further analysis of project-related impacts on cultural and historic resources, and how to proceed if any previously undiscovered or subsurface archaeological artifacts or historical sites are discovered.



Section 10 **Implementation**

Government
Code Section
65451 requires

every specific plan include a program of implementation measures necessary to carry out its proposed land uses, infrastructure, development standards, and criteria.

Implementation of the Creekview Specific Plan (CSP) is to be administered by the City of Roseville and carried out in accordance with the terms and conditions of several related and approved development agreements, phasing plans, a financing plan, and an environmental impact report, which augment the policies and regulations set forth in the City's General Plan and Municipal Code.

Implementation would also be consistent with State and Federal permit conditions and the federal environmental review document. Implementation of the CSP is intended to result in the systematic and orderly development of the CSP.

The Specific Plan includes a conceptual program for the phasing of units to support financing, and construction of public improvements, review of individual development projects, transfer of residential units, and process for Specific Plan amendments/minor modifications. These programs are summarized in this chapter, with details and specific requirements included in the above-referenced documents.

10.1 Relationship to City Plans and Policies

A. General Plan

The City of Roseville General Plan serves as the long-term policy guide for the physical and economic development of the City. The City's core values are the foundation of the General Plan and the underlying basis for its vision and direction.

The CSP implements the goals and policies of the City's General Plan, and augments these goals and policies by providing specific direction to reflect conditions unique to the CSP. At the time of Specific Plan approval, the City's General Plan and incorporated documents were amended to reflect CSP's land uses and development program. The CSP is consistent with the City's General Plan and incorporated documents as amended.

B. Municipal Code

The Roseville Municipal Code is one of the primary tools for implementing the General Plan. For new development areas, the Municipal Codes' key components are the City's Zoning Ordinance, Subdivision Ordinance, Storm Water Ordinance, Grading Ordinance and Tree Ordinance, which are used in tandem with this Specific Plan to implement the development program. Development standards contained in the City's Zoning Ordinance apply to the CSP. The CSP Development Standards (Appendix A)

identify potential housing variations in the MDR density range and acknowledge the need to define custom development standards as part of tentative map processing for these projects. Where this Specific Plan is silent, the Zoning Ordinance's regulations prevail.

10.2 Specific Plan Related Documents

A. Environmental Impact Report

An Environmental Impact Report (EIR) was certified concurrent with approval of the CSP. The EIR, prepared in accordance with the California Environmental Quality Act (CEQA), examines the potential direct and indirect environmental effects associated with development of the CSP and identifies appropriate mitigation measures to reduce impacts determined to be significant. The EIR analyzes the CSP at a project level, and serves as the base environmental document for purposes of evaluating subsequent CSP-related entitlements. The EIR evaluates the Urban Reserve parcel at a program level.

B. Development Agreement

The property owners within the CSP have executed a development agreement with the City of Roseville to vest the development rights of their properties. The development agreement was approved by the City in accordance with applicable State and local codes, and as such, functions as

legal and binding contracts between the City of Roseville, the property owners, and their successors-in-interest. The development agreement outlines the specific development rights, establishes obligations for infrastructure improvements and land dedications, secures the timing and methods for financing improvements, and specifies other performance obligations for development of the CSP.

C. Development Standards and Design Guidelines

Concurrent with the approval of the project, the Creekview Development Standards (Appendix A) and Creekview Design Guidelines (Appendix B) were approved by the City of Roseville. The Development Standards reference applicable zoning regulations for the CSP and describe a process to achieve a development pattern which would not be otherwise permitted by standard application of the City's Zoning Ordinance. For matters where the Development Standards are silent, the City's Municipal Code prevails.

The Creekview Design Guidelines work in tandem with the City's Community Design Guidelines to provide additional detail in the design, review, and approval of individual projects within the CSP. Elements addressed include subdivision and site design, architecture, landscaping, streetscapes, entries, lighting, signage, and low impact development concepts. All development within the CSP is required to comply with the Creekview Development Standards and Creekview Design Guidelines.

10.3 Phasing Plan for Public Facilities

The CSP provides for a comprehensively planned infrastructure system with coordinated phasing and construction of facilities. Three infrastructure construction phases (Phases A, B and C) are anticipated as the CSP builds out. The boundary of each phase is reflected on Figure 10-1, with residential unit and land use allocations by phase summarized in Table 10-1.

In general, the phasing plan is structured to ensure the improvements in each phase can support its respective development in compliance with City policies and standards, and the development in each phase can support the costs of the required improvements.

Infrastructure phases identified in the phasing plan may be modified at the discretion of the City, in consultation with all affected City departments.

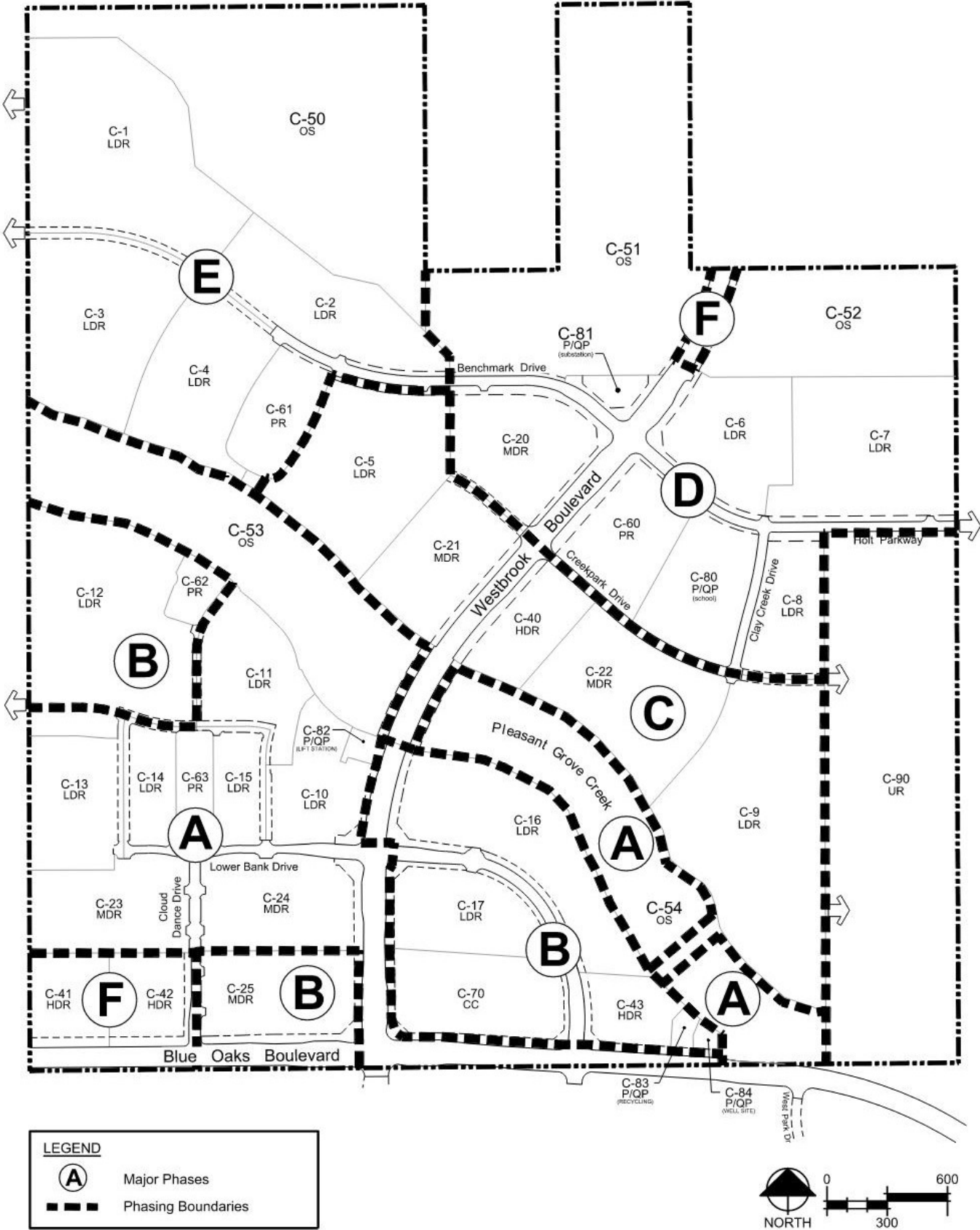
The infrastructure requirements for each phase of development include all on-site backbone infrastructure and off-site facilities necessary for the build out of each phase as described in the CSP Development Agreement.

These include roadways, sewer, water, recycled water, storm drainage, dry utility, paseos, schools, parks, and other facilities and improvements. All in-tract sewer, storm drain, water, dry utilities, and recycled water (if applicable) will be installed as part of local project improvements.

Table 10-1: Land Use and Residential Units by Phase

Phase	A	B	C	D	E	F	Total
LDR	28.0 ac 160 du	38.6 ac 202 du	35.2 ac 171 du	27.9 ac 154 du	53.2 ac 300 du	-	182.9 ac 987 du
MDR	16.3 ac 120 du	7.3 ac 62 du	19.2 ac 199 du	8.8 ac 96 du	-	-	51.6 ac 479 du
HDR	-	3.9 ac 116 du	5.2 ac 168 du	-	-	8.6 ac 263 du	17.7 ac 547 du
Comm	-	9.2 ac	-	-	-	-	9.2 ac
PR	2.6 ac	1.5 ac	-	6.8 ac	4.8 ac	-	15.7 ac
OS	49.7 ac	-	-	50.4 ac	36.6 ac	-	136.7 ac
P/QP	0.7 ac	1.1 ac	0.9 ac	7.6 ac	-	-	10.3 ac
Total	97.3 ac 280 du	61.6 ac 380 du	60.5 ac 538 du	101.5 ac 250 du	94.6 ac 300 du	8.6 ac 263 du	424.0 ac 2,011 du

Figure 10-1: Conceptual Phasing Plan



10.4 Financing of Public Improvements

Construction of public improvements to serve the CSP will be funded by a variety of mechanisms including establishment of one or more Community Facilities Districts (CFD), City impact fees, school impact fees, developer financing and other methods. The CSP Financing Plan, hereby incorporated by reference, demonstrates feasibility and financing mechanisms which could be used to construct the CSP’s public facilities. These financing mechanisms are summarized in Table 10-2.

For specific details on financing, refer to the CSP Financing Plan, available at the City of Roseville Finance Department.

- ❑ **Developer Financing.** Direct developer/merchant builder financing may be used to contribute toward backbone improvements and facilities, shortfall financing, and in-tract subdivision improvements.
- ❑ **City Impact Fees.** The City of Roseville adopted a set of development impact fees to finance capital improvements. The fee structure requires the payment of fees prior to issuance of a building permit. The City collects park fees, drainage fees, sewer connection fees, solid waste fees, water connection fees, traffic mitigation fees, and public facilities fees.

- ❑ **Community Facilities District.** One or more Community Facilities Districts (CFD) may be established to help fund the construction and/or acquisition of backbone infrastructure and facilities to serve the CSP. The 1982 Mello Roos Community Facilities Act enables cities and other entities to establish a CFD to fund various facilities and services.

The proceeds of the Mello-Roos special tax can be used for direct funding of facilities and/or to service debt. A separate CFD for Services will be established for maintenance of certain facilities which provide special benefit to the CSP. Such facilities may include landscape corridors and medians, open space preserves, paseos, bike paths, bus stops and shelters, drainage and storm water treatment facilities and neighborhood parks. In addition, the CFD for Services may be used to fund governmental services which directly benefit residents of the CSP, including police, fire, library and other governmental services.

- ❑ **School Impact Fees.** The various school districts have established fees, in accordance with Section 17620 of the California Education Code, to be used to construct school facilities. Pursuance to Section 65995 of the California Government Code, these school impact fees will be collected by the school district prior to issuance of a building permit.

As noted, other financing mechanisms may be utilized, including creation of private districts or associations to fund maintenance of certain facilities within the CSP. Specific financing requirements, improvement obligations, fees, reimbursements, land and easement dedications and conveyances, maintenance, and other financing and improvement related obligations are detailed in the development agreement.

Table 10-2: Public Improvement Financing Mechanisms

Improvement/Facility	Financing Options
Roadway Improvements	CFD/Traffic Fees/Developer Financing
Storm Drain Infrastructure	CFD/Developer Financing
Water Infrastructure	CFD/Water Connection Fee/Developer Financing
Sewer Infrastructure	CFD/Sewer Connection Fee/Developer Financing
Recycled Water Infrastructure	CFD/Developer Financing
Electric Facilities	CFD/Utility Rates/Developer Financing
Parks	Park Fees/Developer Financing
Paseos	Paseo Fees/CFD/Developer Financing
Bike Trails	Bike Trail Fee/CFD/Developer Financing
Open Space Amenities	CFD/Park Fees/Developer Financing
Library	Public Facilities Fee
Schools	School Impact Fees/State Funding
Other City Facilities	General Fund/CFD/Developer Financing
County Facilities	County-Wide Facilities Fee
Maintenance Services ¹	General Fund/CFD
Governmental Services ²	General Fund/Public Facilities Fee/CFD

1 Landscape corridors and medians on roadways, parks and related facilities, paseos, open space areas, bike and pedestrian paths and/or trails, bus stops and shelters, detention and storm water treatment facilities.

2 Police, fire, library, or general governmental services.

10.5 Subsequent Entitlements and Approvals

A. City Processing

Individual development projects within the CSP are subject to review and approval of subsequent permits and entitlements by the City of Roseville (e.g. subdivision review, design review, conditional use permits, variances, and/or other permits). Application and processing requirements shall be in accordance with the City's Zoning Ordinance and other regulations, unless otherwise modified by this Specific Plan.

All subsequent development projects, public improvements and other activities shall be consistent with this Specific Plan and accompanying Development Standards and Design Guidelines, the development agreement, applicable City of Roseville policies, requirements and standards and all State and Federal permit conditions and environmental review documents (CEQA and NEPA). In acting to approve a subsequent project or permit, the City may impose conditions as are reasonably necessary to ensure the project is in compliance with the Specific Plan and all applicable plans and regulations.

B. Environmental Review

Each subsequent development project shall be reviewed to ensure compliance with the California Environmental Quality Act (CEQA).

The Creekview Specific Plan Environmental Impact Report (EIR), certified concurrent with approval of the Specific Plan, serves as the base environmental document for subsequent entitlements. Development applications will be reviewed on a project-by-project basis to determine consistency with the EIR.

In general, if a subsequent project is determined to be consistent with the Specific Plan and within the scope of the EIR, further environmental review may not be necessary. Section 65457(a) of the California Government Code and Section 15182(a) of CEQA provide no EIR or negative declaration is required for any residential project undertaken in conformity with an adopted Specific Plan for which an EIR has been certified. If it is determined a development application is inconsistent with the Specific Plan and/or substantial evidence exists to support the occurrence of any of the events set forth in CEQA Guidelines Section 15183, a determination will be made as to the appropriate subsequent environmental document.

A mitigation monitoring program has been adopted with the CSP EIR in accordance with Public Resources Code 21081.6 to help ensure implementation of EIR mitigation measures.

C. Approvals from Other Agencies

Appropriate Local Agency Formation Commission (LAFCO), state, and federal approvals and permits are required prior to any development activity within the CSP. Plan implementation would be carried out consistent with all applicable permit conditions and the federal environmental review document.

10.6 Amendments and Minor Modifications

Proposed changes to a specific plan typically require approval of a Specific Plan Amendment (SPA). Specific Plan Amendments are processed in the same manner as the initial Specific plan adoption, requiring review by the Planning Commission and action by the City Council.

However, because the CSP will build out over several years, it is anticipated the Specific Plan may need to respond to changing market conditions and City expectations during the course of buildout. To provide a degree of flexibility in responding to changing conditions, the CSP allows for administrative approval of Minor Revisions to the Specific Plan, including the Creekview Development Standards and Creekview Design Guidelines in Appendices A and B. The Development Services Director, or designee, shall determine whether a proposed revision is minor, and may act upon a minor revision to the

Specific Plan and appendices administratively, as specified below.

A minor revision to the Specific Plan may be processed and acted on administratively if determined by the Development Services Director to be in substantial conformance with:

1. The overarching vision and community design principles intended for the Creekview Specific Plan, including applicable development standards and design guidelines;
2. The Specific Plan development agreement(s);
3. The City of Roseville General Plan; and
4. The Specific Plan Environmental Impact Report.

Examples of minor revisions to the CSP include, but are not limited to:

- The addition of new or updated information which does not substantively change the Specific Plan.
- Minor adjustments to land use boundaries of residential, commercial, or park parcels, to open space edges between developable and non-developable land, or to street alignments, where the general land use pattern is maintained.
- Minor modifications to, and interpretations of, the development standards, as permitted by Section 19.74.020 of the Roseville

Municipal Code for Administrative Variances, if it is determined such changes are equal to or better than the original intent of the CSP.

- ❑ Changes to the provision of public infrastructure and facilities do not impact the level of service provided or affect the development capacity in the CSP.
- ❑ Modifications to the Design Guidelines (such as revisions to design treatments or changes in specified plant materials, alterations of site concept plans, etc.) if it is determined design intent is maintained.
- ❑ Modifications to the provisions for infrastructure and construction timing which do not change the ability to provide adequate infrastructure for the development.

Any proposed minor revision to the CSP may, at the sole discretion of the Development Services Director, be referred to the Planning Commission and City Council for action.

Determinations and actions by the Development Services Director may be appealed to the Planning Commission.

If the Development Services Director determines a proposed amendment does not meet the above criteria, a Specific Plan Amendment (SPA) shall be required.

10.7 Minor Residential Unit Transfers

The large lot parcels on Creekview's land use plan are assigned a residential dwelling unit allocation, with associated gross land use density. These assignments were made at the time of Specific Plan approval based on an assessment of the constraints and opportunities of each large-lot parcel and anticipated long-term demand for various housing types. As individual residential small-lot parcel maps are processed over time, a more detailed assessment of site, market, and other conditions will occur. It is anticipated this process may result in the need to adjust (reduce or increase) the number of units assigned to some large-lot residential parcels.

This Specific Plan includes a provision which allows the City to approve minor residential density adjustments and permit the transfer of residential units between large lot parcels. The Development Services Director may administratively approve a residential unit transfer/density adjustment between any Specific Plan large lot parcels provided the following conditions are satisfied:

1. The transfer and receiving parcels are located within the Creekview Specific Plan and are subject to a development agreement;
2. The transfer of units does not result in a change to the land use designation, specifically, the transfer does not: (a) reduce the number of units from the

- transfer parcel below the minimum number of units allowed by the applicable land use designation; or (b) increase the number of units to the receiving parcel above the maximum number of units allowed by the applicable land use designation;
3. The transfer of units does not result in increased impacts beyond those identified in the Specific Plan EIR and does not preclude the ability of the parcels to conform to the applicable standards or regulations contained in this Specific Plan and related Development Standards and Design Guidelines;
 4. The transfer of units does not adversely impact planned infrastructure, roadways, schools, or other public facilities, or fee programs and assessment districts;
 5. The cumulative increase or decrease in units resulting from the adjustment does not change the unit allocation by more than 20% of the units to either the transfer or receiving parcel, as established at the time of the original approval of the specific plan;
 6. HDR units designated as affordable units may be transferred administratively until such time they are encumbered by an Affordable Housing Regulatory Agreement (or other form as approved by the City); and
 7. For HDR parcels, unit transfers may be approved between HDR parcels administratively, provided the resulting density of an affected HDR parcel does not fall below 20 units per acre.

The transfer of residential units, if consistent with the above criteria, is administrative in nature, is contemplated by and within the intent of this Specific Plan and the Specific Plan EIR, and will not require an amendment to the Specific Plan, zoning, the development agreement, or the City General Plan.

To request a residential unit transfer, the owner or owners of both the transfer and receiving parcels shall submit a complete Administrative Permit application to the Development Services Director which (a) identifies the affected parcels; (b) designates the number of units being transferred; (c) provides other documentation as required by the Development Services Director to determine compliance with the above unit transfer criteria; and (d) includes a revised Specific Plan Table 4-1, Plan Area Land Use Summary and Table 4-2, Land Use, Zoning, & Acreage by Parcel, reflecting the adjusted unit counts and densities. The revised table will be the official record tracking unit allocations to each large lot residential parcel.

If the Development Services Director determines the residential unit transfer is not consistent with the above criteria, the residential unit transfer may be denied or may be referred or appealed to the Planning Commission and/or City Council for action. Any determination of consistency may, at the discretion of Development Services Director, be forwarded to the Planning Commission for review. The applicant

may request density adjustments which do not comply with the above criteria. Such requests shall require an amendment to the Creekview Specific Plan.

All unused units must be transferred prior to the City's approval of the last small lot final map or Design Review Permit for any residential large lot parcel within the CSP. Any units assigned to a large lot parcel which are not used by a tentative map/Design Review Permit or are not approved for transfer, shall revert to the City and landowners shall have no subsequent claim to such units.



Appendix A

Development Standards

A.1 Applicable Zoning and Development Standards

Zoning and development standards for the CSP residential parcels are referenced in the Creekview Specific Plan (CSP) document and included in the City of Roseville Zoning Ordinance. Figure 4-1 and Table 4-1 in Chapter 4, Land Use, of the CSP document identify zoning districts applied to the CSP parcels. For residential areas, these include RS/DS and R3, consistent with the Zoning Ordinance's districts and definitions for residential zones.

A.2 RS/DS Development Standards

Where applied, the RS/DS (Small Lot Residential/Development Standard Overlay) zone district establishes the development standards for both LDR and MDR densities. The RS/DS zone district allows a range of housing types and lot sizes to respond to different household needs and market segments.

RS/DS development standards for single family residential units are listed in Table A-1.

A Design Review for Residential Subdivision (DRRS) consistent with the City's Community Design Guidelines is also required for housing product in the RS/DS zoning district that is greater than seven (7) dwelling units per acre.

A.3 Residential Product Types in the RS/DS Zone

The types of residential products which could be accommodated in the RS/DS zone are illustrated on the following pages. The samples of housing types shown herein illustrate the design flexibility permitted in a RS/DS zone to accommodate compact residential densities. Other housing types, not yet contemplated, may also be permitted with approval of a DRRS. Implementation of these housing product types may require defining new development standards, in support of the specific design characteristics, through the City's DRRS process. The City encourages a variety of housing types in the RS/DS district.

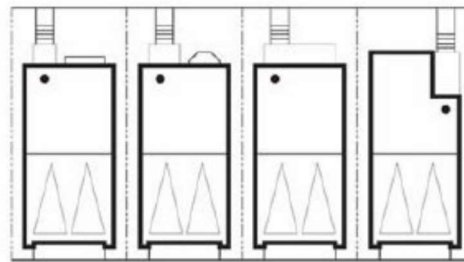
Table A-1: RS/DS Development Standards

	Single Family with Attached Sidewalk ⁴	Single Family with Separated Sidewalk ^{2, 4}
Lot Size (minimum)		
Area, Interior Lot	<i>2,800 square feet</i>	<i>2,800 square feet²</i>
Area, Corner Lot	<i>3,300 square feet</i>	<i>3,000 square feet²</i>
Width, Interior	35 feet	35 feet
Width, Corner	<i>42.5 feet</i>	<i>42.5 feet</i>
Permitted Density (maximum per lot)		
Residential Density	1 dwelling; 1 second unit	1 dwelling; 1 second unit
Setbacks (minimum)		
Front ³	<i>14 feet to living space or side wall of garage;</i> 18 feet minimum driveway depth with roll-up garage door	<i>9 feet to living space or side wall of garage;</i> 18 feet minimum driveway depth with roll-up garage door
Sides ^{3, 5}	5 feet interior side 12.5 feet street side on corner	5 feet interior side <i>7.5 feet street side on corner</i>
Rear	<i>10 feet to first story wall</i> <i>15 feet to second story wall</i>	<i>10 feet to first story wall</i> <i>15 feet to second story wall</i>
Coverage (maximum)		
Site Coverage	None and <i>no minimum usable open space required</i>	None and <i>no minimum usable open space required</i>
Height (maximum)		
Height	35 feet	35 feet
Other Provisions		
Front Yard Stagger	None required, but optional per unit design	None required, but optional per unit design
Second story wall separation	10 feet	10 feet
Two-story unit mix	No limit	No limit
Stagger for third car garages	2 feet between third car bay and two-car garage	2 feet between third car bay and two-car garage

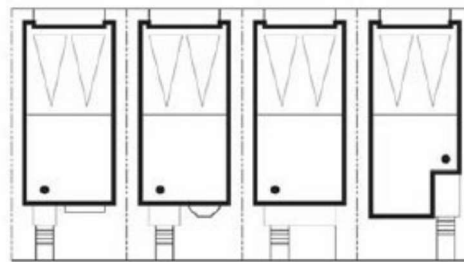
1. Items in *italics* represent modifications to City Zoning Ordinance standards.
2. Sidewalk separated from back of curb by 5-foot planter strip.
3. Front setback (and side setback where adjacent to street) measured from back of walk. If no sidewalk is present, setbacks are measured from back of curb. Minimum separation between two-story elements shall be 10 feet.
4. A DRRS permit (required for subdivisions greater than 7 units per acre) is required for compliance with the standards above.
5. Fence side yard setback is 5 feet from back of walk where facing a street with an attached sidewalk. Fence side yard setback is 2.5 feet from back of walk where facing a street with a detached sidewalk.

Sample Housing Types

Detached Townhomes



Drive Aisle



Neighborhood Street



Source: The KTG Group, Inc.

Sample Housing Types

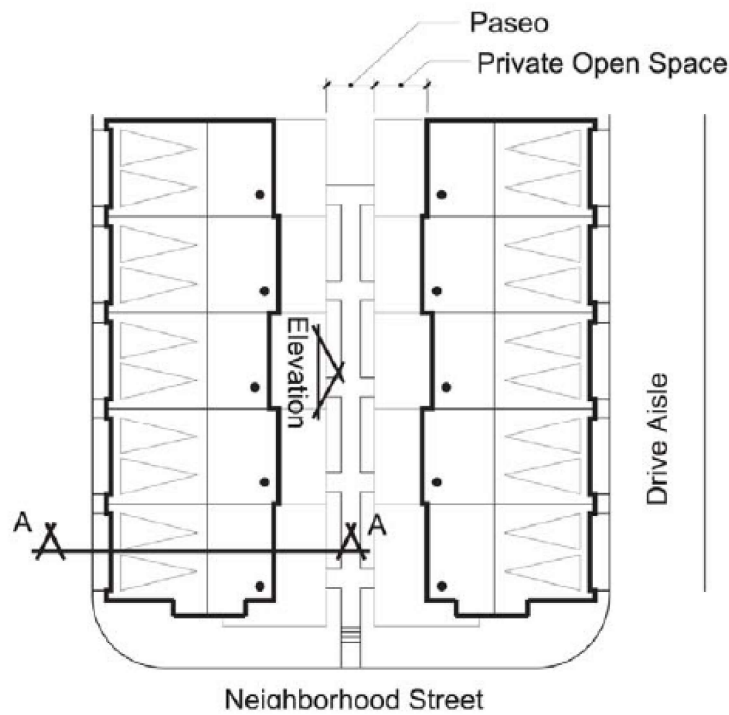
Green Court Cluster Homes



Source: The KTG Group, Inc.

Sample Housing Types

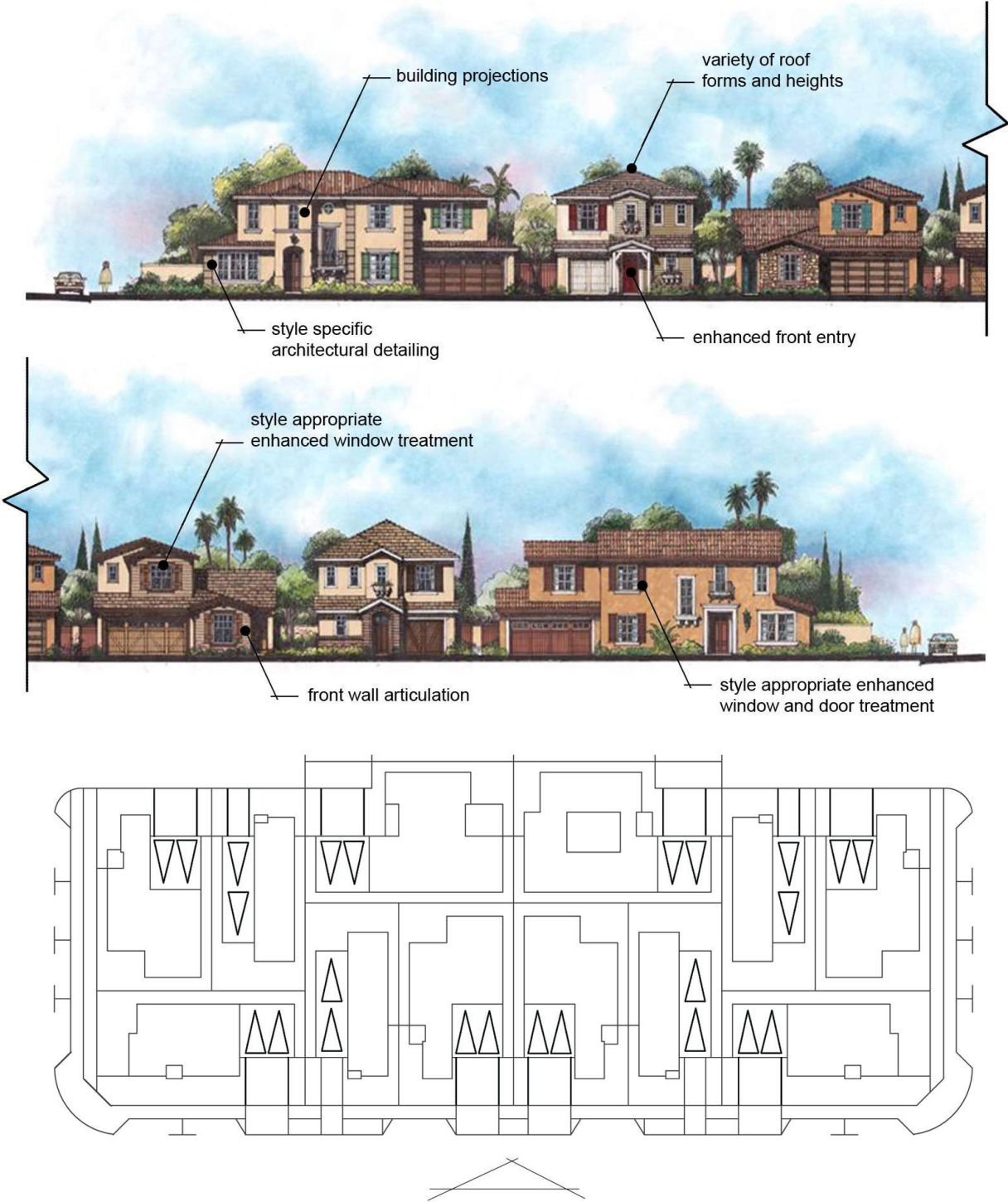
Attached Townhomes



Source: The KTG Group, Inc.

Sample Housing Types

Cluster Product



Source: *Danelian Associates
Architecture + Planning*



Appendix B

Design Guidelines

These design guidelines are an appendix to the Creekview Specific Plan (CSP) and supplement the City's Community Design Guidelines. They are intended to provide design guidance for the physical form and visual character of the CSP.

This chapter should be used in conjunction with applicable development standards in Appendix A, the Community Design Guidelines, design specifications approved for development projects via the City's DRRS process, as well as the various regulations and policy guidance provided throughout the Specific Plan. These elements are to be considered by City staff, Planning Commission, and City Council in their review of individual development projects.

The guidelines are intended to encourage quality and creativity for individual development projects in CSP. They are not to be applied as strict standards recognizing there are several design options which can achieve the desired intent. In addition, graphics, photos, and other imagery are used to help illustrate the successful application of guidelines, and do not dictate specific styles or architectural character.

Through these guidelines, the intent is to allow the community, commercial, neighborhood, and home design elements to respond to market conditions, site constraints and opportunities, and other factors. While flexibility is needed, application of these guidelines is important to achieve the quality community described in Chapter 3, Vision and Principles.

Relationship to City Documents

Other standards and guidelines applicable to the CSP are set forth in the following documents, which should be referenced in the design of all uses in the Plan Area:

- Roseville Municipal Code-Title 19, Zoning Ordinance
- Community Design Guidelines
- Roseville Sign Ordinance
- Roseville Water Efficient Landscape Ordinance
- Roseville Design and Construction Standards
- Roseville Parks Construction Standards
- Roseville Subdivision Ordinance
- Stormwater Quality Design Manual

Modifications to CSP Guidelines

These Design Guidelines are intended to help direct the design of CSP's community design elements. It is expected the Plan Area will build out over several years, and conditions may change. The City recognizes the need for flexibility in the implementation of these Guidelines and new conditions affecting the appropriateness of some of the Guidelines may arise. The Specific Plan provides for the administrative approval of minor modifications to these Design Guidelines. For administrative approval of minor modifications, requested deviations must be determined to be consistent with the spirit and intent of the design guidelines. Please refer to Section 10.6, Amendments and Minor Modifications, of Chapter 10, Implementation, for additional information regarding modifications.

B.1 Landscape Architecture

The guidelines for landscaping establish a basic landscape theme. The guidelines for landscaping unify elements of the CSP, reinforcing the sense of place envisioned for the planned community. Landscape plans prepared for roadway corridors, entrance gateways, and open space edges should conform to these guidelines. Landscape design should be appropriate for the local climate and soil conditions, use of water-conserving plant species whenever possible, utilize recycled water irrigation systems, install water efficient, low volume irrigation systems and controls, harmonize with the native vegetation, and provide an appropriate transition between the formal landscaping in developed areas and the natural character of the open space areas.

This section outlines landscape themes and street tree planting concepts.

A. Overview and Approach for Landscaping

The planting approach for CSP incorporates a hierarchy of trees, shrubs, and groundcovers to define the public realm. Along streetscapes, the landscape architecture should utilize a consistent application of plantings from the plant palette, with trees which hold a strong street edge and create an intimate environment for the pedestrian experience. In larger

landscaped areas, such as entrance gateways, landscape concepts should reinforce the landscape theming concepts, with a diversity of trees, groundcovers, and shrubs used to visually punctuate these areas and make them distinct features in the landscape. Along Open Space preserve interfaces, the landscape design approach should enhance the Plan Area's existing setting by incorporating native plant species which create a visual transition from the developed environment.

Landscaping should utilize water-conserving plant species to the extent needed to comply with the Water Efficient Landscape Ordinance (WELo), recognizing groundcovers may be used in many areas and turf in select areas. Water-conserving plants should be selected on their ability to thrive without the use of spray irrigation when established.

Throughout the Plan Area, irrigation should be consistent with the requirements of the City's adopted Water Efficient Landscape Ordinance. In addition, water conservation standards are provided in Section 8.1 of Chapter 8, Utilities.

B. Planting Concept for Streetscapes (Major Roads)

Landscape corridors and medians (where applicable) on arterial and collector streets should be landscaped with a combination of trees, shrubs, and groundcover consistent with the following guidelines:

Primary Street Trees

Primary Street Trees should be planted between the street edge and sidewalk or in a front yard, as appropriate per each street design standard. Consistent application of a primary street tree will provide a scale to each street, helping define its form and visual character. Special consideration should be given to tree types in special places, such as entrance gateways or near the Westbrook/Blue Oaks Commercial Center, where a deviation in tree type will visually distinguish these features from the balance of the streetscape.

Primary street trees shall be:

- Large-scale, single-trunk trees, primarily deciduous, with high canopies growing over the roadway.
- Selected from the City's Tree List.
- Spaced 30-feet on center.
- Planted from a minimum 15-gallon container.
- Planted in a regular linear fashion, set back from the curb far enough to accommodate ultimate growth. Root barriers and deep root irrigation shall be installed on trees planted within 5-feet of a curb, paved surface, sidewalk or wall.

Secondary Street Trees

Where appropriate, secondary street trees should be used as background trees in the landscape corridors to add contrast to the linear plantings of primary street trees. Median trees are also considered secondary trees, and may duplicate the

primary street trees or provide contrast in the median to reinforce a street's landscape theme.

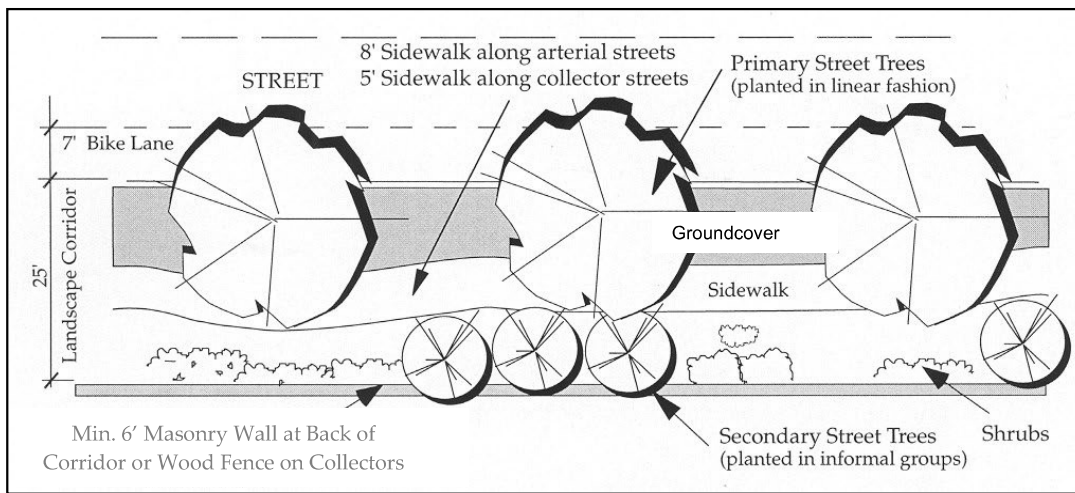


Figure B-1: Typical Landscape Corridor Street Planting Concept

Secondary trees should also be used to provide color and accents at neighborhood entries and at points of interest along the streetscape.

Secondary trees shall be:

- ❑ Planted in informal fashion as determined by space and tree species in landscape planter.
- ❑ Selected from the palette in Appendix B-1.
- ❑ Distinctive in form and/or color.
- ❑ Complementary to the form of the primary street tree.
- ❑ Planted from a minimum 15-gallon container.
- ❑ Spaced an average of 30-feet on center, or in equivalent quantities if planted in clusters in landscape planters.
- ❑ Utilize recycled water for irrigation and water efficient irrigation systems and controls.
- ❑ Spaced at an average of 30-feet on center in medians.

Shrubs

Shrubs should be used in landscape corridors and medians to provide a visual barrier to fences, walls, and utility equipment, soften the ground plane, and visually link all landscape materials. Shrubs should be:

- ❑ Planted from a minimum one- to five-gallon container.
- ❑ Selected according to size, color, texture, water use, and seasonal interest.

- ❑ Placed to not obstruct important pedestrian or vehicular sight lines or threaten the safety of pedestrians.

Groundcover

Along major roadways including arterials and collectors, groundcover should be planted in all portions of landscape corridors, entrance gateways, and/or medians not planted with shrubs. Selection of plant material should also consider the pedestrian use of a particular area. High-activity areas such as parks and pedestrian corridors should be strategic in the use of turf in order to maximize water conservation. Groundcovers, particularly those utilizing drip or other low-volume irrigation, should be used in low-activity areas along arterials and collectors.

Utilization of groundcover should consider the following:

- ❑ Turf should be used sparingly in planter strips between the sidewalk and curb along arterial and collector streets. Usage should be consistent with the City's Water Efficient Landscape Ordinance.
- ❑ Non-turf groundcover (or a combination of turf and non-turf groundcover) is preferred behind the back of sidewalks on major roadways.

- ❑ Other non-living materials such as bark and boulders may be combined with ground-cover to add variety to the landscape.
- ❑ Hydroseeded areas should have strict weed-abatement measures implemented.
- ❑ Turf may be installed in areas with a maximum 4:1 slope. Non-turf groundcovers should be used on slopes steeper than 3:1.
- ❑ Drought-tolerant or water-conserving groundcover species requiring low-water usage and low flow irrigation are encouraged.

C. Street Tree & Groundcover Palettes (Major Roads)

Street trees and groundcover for landscaping along major roadways shall be consistent with the City's Tree List. The City's tree list includes groups of tree species based on their appropriate planter size, and should be used accordingly to select trees for various streets within the community.

A small, but consistent palette of trees should be selected from the Creekview Plant Palette (Appendix B-1) and applied uniformly throughout the Plan Area in order to create a strong, unified landscape framework. As described above for the application of primary and secondary street trees, proper use of this palette will help define CSP's character. Other plant species may be considered to augment this palette, subject to review and approval by the City.

D. Unique Landscape Design Considerations

Powerline Corridor on Westbrook and Blue Oaks Boulevards

In addition to the landscape guidelines noted above, the following additional standards shall apply to the portions of landscape corridor adjacent to Westbrook and Blue Oaks Boulevards within the powerline easement.

- Landscaping within the power line easement is restricted to shrubs, groundcover, turf, and low-growing trees, subject to review and approval by Roseville Electric.
- No permanent structures other than electric utilities may be placed within the electric easement.
- Lighting structures and landscaping within the powerline easement should not exceed 15-feet (at maturity) above ground elevation, and should not be within 25-feet of the nearest high-voltage transmission line conductor.
- Berms should not be placed next to the base of powerline poles.
- All grading, landscape structures (including lighting and fencing) and landscaping on a public-utility easement or near a public utility are subject to final approval by the City.

Median Breaks

Median breaks on arterial streets are limited to those shown on Figure 6-17 in Chapter 6, Circulation. The purpose of controlling the number and location of these breaks, in addition to controlling traffic movements, is to ensure a strong, continuous street tree and landscape treatment can be provided along the streetscape. On a limited basis, additional median breaks may be considered on a case by case basis. The following standards shall apply to median breaks:

- ❑ Additional median breaks will be considered when a demonstrated benefit is shown to increase the level of service of an otherwise already degraded signalized intersection adjacent to the location of the desired breaks.
- ❑ Median breaks along arterial streets should be spaced to allow for standard turn pocket and taper lengths.
- ❑ Breaks should be spaced to provide a sufficient area for median landscaping and to prevent small islands which cannot be landscaped due to size constraints.
- ❑ Median design should avoid creating conditions where hardscape must be installed in lieu of landscaping due to site distance requirements.
- ❑ A minimum of five (5) trees, spaced at maximum intervals of thirty feet (30') on-center, shall be provided in any one section of median.

- ❑ Special cases deviating from these standards may be considered at the discretion of the City Engineer on a case by case basis.

E. Landscape Guidelines for Residential Streetscapes

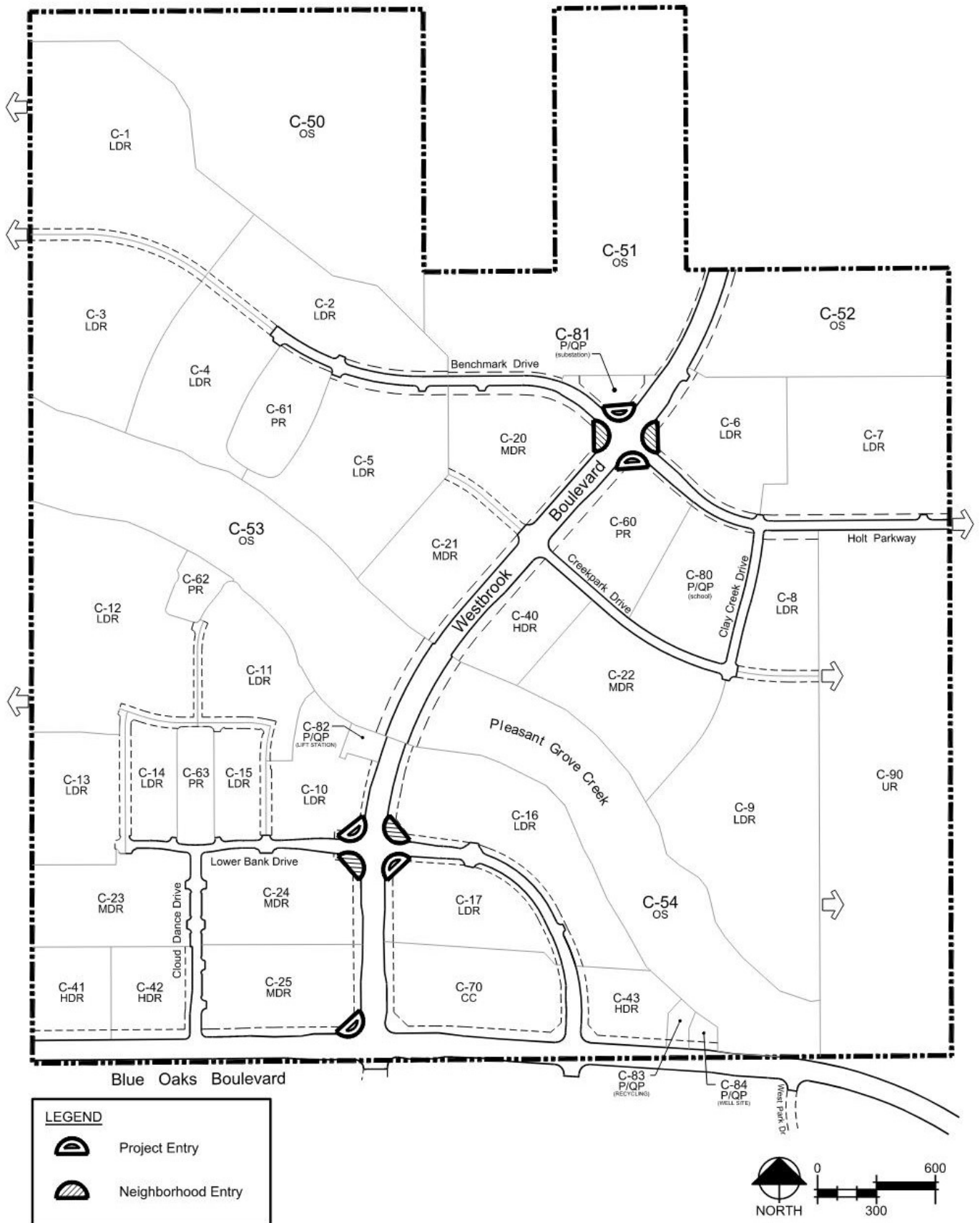
Front yard landscaping in residential areas (including planter strips between curb and sidewalk, where present) is subject to the provisions of the City's Water Efficient Landscape Ordinance (WELO) and the CSP Water Conservation Plan. The CSP encourages the use of water conserving plant species and selected use of turf and groundcovers. In instances where the WELO applies, landscaping and irrigation systems along residential streetscapes should comply with the following guidelines:

- ❑ When separated sidewalks are used within residential subdivisions, turf should be encouraged in planter strips between the sidewalk and the curb, provided the irrigation system complies with the City's Water Efficient Landscape Ordinance (WELO).
- ❑ Where turf is not feasible, other walk-on groundcovers may be used as specified in the Plant Palette (Appendix B-1).
- ❑ Front yard landscaping should be consistent with the guidelines for plan-wide water conservation, as outlined in Section 8.1 of Chapter 8, Utilities.

B.2 Entry Features and Signage

Entrance features are visually prominent elements of the public realm which create a sense of arrival into both the City and CSP. Sited at key locations, these features should have a unified application of hardscape elements, project icons, landscaping, and accent materials to define CSP's visual character. Through repetition of a consistent application of hardscape and landscape elements, the overall design theme of the public realm is reinforced. Two types of entry features are planned including Project Entries and Neighborhood Entries. Figure B-2 illustrates the location of project and neighborhood entry features described below:

Figure B-2: Entry Feature Locations



A. Project Entries

Project entries are elements which visually reinforce the streetscape theme within the Plan Area and announce arrival to the project. Project entries are intended to be more prominent in scale compared to neighborhood entries.

Project entries are planned at the entries to the project at Westbrook Boulevard/Blue Oaks Boulevard and Westbrook Boulevard/Northern Preserve Open Space (Parcels C-51 and C-52), along arterial roadways. The Westbrook Boulevard/Blue Oaks Boulevard entry will be most significant entry feature. The application of landscape and hardscape materials may vary between the two entry features, however the intent is for the appearance of both features to complement one another.

Project entries will be located in the landscape corridor within the right of way at the corners of intersections, typically where a corner clip is provided in the adjacent residential neighborhood, which creates an enlarged landscape corridor along the street. Elements of the project entry feature may be located in the median near the entry, subject to review by Public Works.

The design characteristics of project entry features shall be directed by the following guidelines:

- ❑ Large-scale iconic hardscape elements, such as masonry walls, pilasters, or obelisks, which flank each side of the roadway to visually demark entry into a neighborhood. Materials shall be natural and non-painted.
- ❑ Hardscape features should include iconic elements, such as monuments, walls, pilasters, raised planters, plazas, and/or architectural elements, derived from a common palette of materials, colors and exterior finishes.
- ❑ Low walls with decorative caps, used in conjunction with pilasters at street edges, reinforcing the sense of arrival.
- ❑ Hardscape elements clad with stone or other natural materials, which complement the streetscape design theme and reinforce the character of the landscape.
- ❑ Identification signage, if provided, incorporated into the design of hardscape features in a subtle manner, monolithic, bolt-in and non-metallic, as permitted by the Roseville Sign Ordinance.
- ❑ Landscape materials shall utilize water-conserving species and incorporate accent trees, shrubs, and groundcovers which harmonize with the overall landscape theme of CSP, visually punctuating the gateway as a significant element of the public realm.

- ❑ Indirect above-ground accent lighting incorporated with concealed fixtures to provide a subtle lighting wash across hardscape and landscape elements during nighttime hours.
- ❑ Evergreen and deciduous accent trees are selected and incorporated to further define the design and physical form of the entry feature, sized to complement hardscape elements and reinforce the sense of arrival.
- ❑ Water-conserving accent plants and groupings of shrubs and groundcovers to add color and variety to the entry.



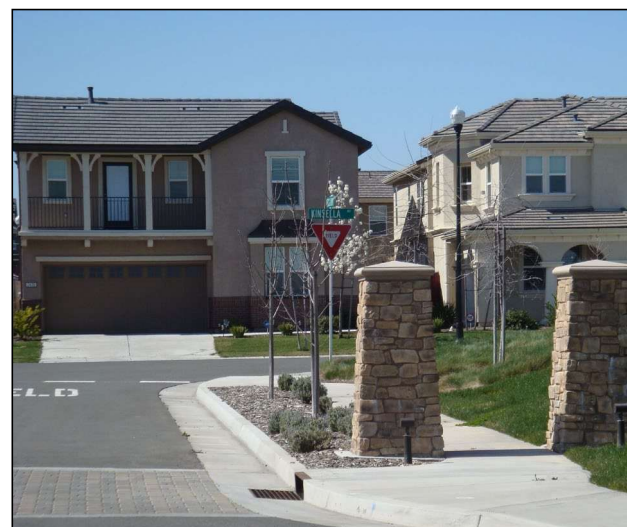
B. Neighborhood Entries

Neighborhood entries are entry features which create or enhance a formal entrance into a subdivision. Neighborhood entries are intended to be smaller in scale than a Project Entry.

The design of neighborhood entries should utilize the same palette of materials, colors, and exterior finishes of the corresponding project entry, which may vary throughout the CSP. The overall appearance should be complementary to one another in order to maintain the overall visual character of CSP. The design characteristics of these features should be directed by the following guidelines:

- ❑ Typically located at a subdivision entrance, either in an entrance median or along each side of the street, at the primary access point from an arterial or collector street.
- ❑ Thematic wall or other hardscape features (such as trellises, raised planters, pilasters, etc.) consistent with the overall design theme established for the subdivision. Materials to be natural and non-painted.
- ❑ Subdivision identification signage incorporated into the design of hardscape features in a subtle manner, as permitted by the Roseville Sign Ordinance. Subdivision identification signage shall be monolithic, bolt-in and non-metallic.

- ❑ Iconic emblems, logos, or symbols used to identify the subdivision, which reinforces the streetscape theme.
- ❑ Features shall be monolithic, bolt-in and non-metallic.
- ❑ Design in a manner which does not impact site distance requirements for automobiles.
- ❑ The number, height, and size of all signs shall be consistent with the requirements of the Roseville Sign Ordinance.



C. Site Design for Entry Features

City gateways and project entry features should be located in “corner clips” (triangular landscape corridor enlargements at street intersections). The following parameters should be used to guide the site design and landscape/hardscape elements for all entrance features located at intersections:

- ❑ Where fencing is provided at the rear of corner clips, the fencing should consist of a masonry wall (with pilasters or columns) to match or accent the adjacent masonry wall.
- ❑ Improvements within corner-clip areas should allow adequate vehicular lines of sight at intersections.
- ❑ Corner-clip offset from the edge of the required landscape corridor should be consistent with the design standard in Figure 6-16, in Chapter 6, Circulation. Non-triangular corner clips are permitted (i.e., curved, stepped, etc.) provided they do not encroach into the minimum offset area.
- ❑ Corner clips should be landscaped in a manner compatible with the adjacent landscape corridors, and shall include accent plantings.
- ❑ Accent light fixtures should be an above-ground design.

D. Signage on Entry Features

Identification signage is permitted on entrance features, consistent with the Roseville Sign Ordinance. Sign text is permitted to identify CSP or specific community (i.e. Creekview or XYZ Communities) at project entries. Signage may also be used to identify subdivisions at neighborhood entrances.

Signage should utilize high-quality materials which will endure outdoor seasonal conditions and resist vandalism. Signs and sign lettering are encouraged to be monolithic or panels/plaques, versus individual letters, such as those listed below. All signs are subject to review and approval by the Parks and Recreation Department and subject to provisions in the Roseville Sign Ordinance.

Entry feature signage should feature the following types of characteristics:

- ❑ Flush mount channel letters
- ❑ Flush mount masonry Cast concrete signage

All sign elements on pilasters or walls shall use mounting hardware securely embedded into the surface onto which it is affixed. Salvageable materials (metals) shall be avoided. No epoxy-mounted elements are permitted. Where signs and monuments are to be up-lit, such lighting equipment shall be approved by the City.

B.3 Street Lighting

Themed street lighting may be used within the development to help establish an overall design theme for the Plan Area. Where desired, decorative, “acorn” fixtures may be used on collector and residential streets. Decorative light fixtures are also encouraged on private streets and on major driveways within medium-density and high-density residential developments.

All street lighting shall meet the street lighting standards established by Roseville Electric, including illumination standards and fixture style. Figure B-3 illustrates a City-approved design detail of an acorn-style light fixture.



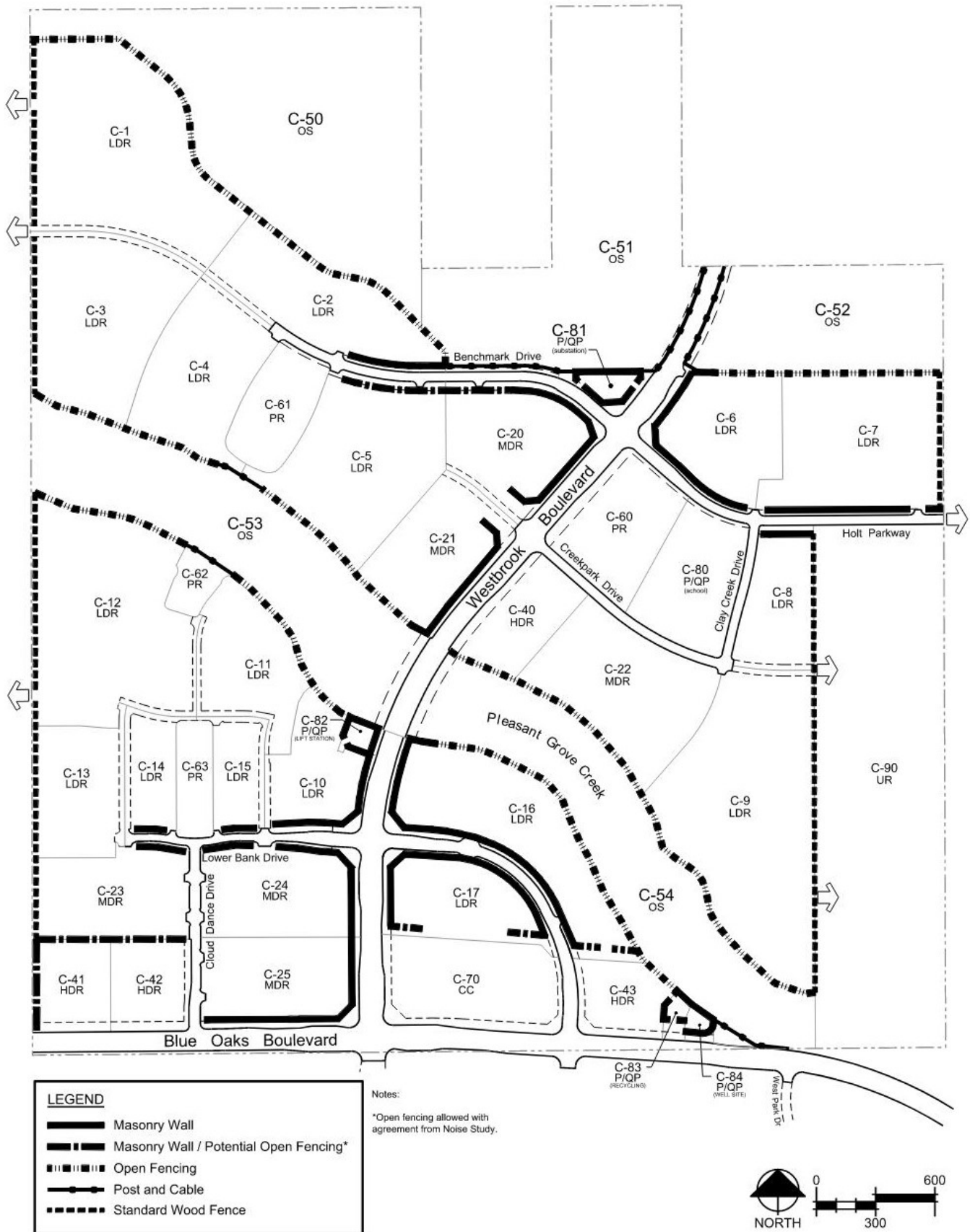
Figure B-3: Acorn-Style Street Light

B.4 Walls and Fencing

Walls and fences throughout the CSP are intended to provide screening to land uses, create a transition between developed areas and open space, secure off-site edges from public access, and provide privacy and security for private property. Design and material for walls and fencing varies throughout the Plan Area, depending on the specific purpose.

The location of each wall and fence type is shown on Figure B-4. Several wall and fence types are specified for use in CSP, with the general design characteristics for each specified below. Fence and wall types for individual uses shall be determined with Design Review Permits.

Figure B-4: Wall and Fence Locations



A. Masonry Walls

Masonry walls are intended to provide security, screening, privacy, and/or sound attenuation where appropriate along roadways or between differing land uses. The typical application of masonry walls is on arterial roadways, along the back edge of the landscape corridor where needed for sound attenuation, as illustrated on Figure B-4.

The guidelines below outline the key design requirements and common applications for masonry walls in the Plan Area:

- ❑ Masonry walls along public streets should be placed to avoid blocking views to the open space corridors and should not obstruct underground or above-ground electric, telephone, cable, water, or sewer services or equipment.
- ❑ Walls should be a minimum of 6'-high along arterial roads, or higher if necessary to meet the requirements of a site specific noise analyses. For walls higher than 6' in height, designs should be encouraged for walls to be constructed atop low earthen berms.
- ❑ Opportunities for wall openings between land uses should be included where appropriate to encourage and facilitate pedestrian connection/access between land uses (i.e. between residential and commercial sites and between residential neighborhoods to provide connectivity thought the plan).
- ❑ Wall materials shall have a textured face such as cast patterns, split-faced on the side facing the street or public view and include a trim cap which adds color and texture change and visual interest.
- ❑ Pilasters shall be used at each side of neighborhood vehicular and pedestrian entrances to define openings, and at each angle point or change in direction to enhance wall aesthetics.
- ❑ Continuity in theme and materials shall be incorporated among walls including design, color, block style, trim style, and cap style.



- ❑ Landscaping in front of the wall shall include shrubs close to the wall to break up any stretches of wall not interrupted by columns.
- ❑ Multiple pilasters at neighborhood entries are encouraged.
- ❑ Pilasters should have sufficient bulk and dimensions to appear in proportion to the height and mass of the wall. Pilasters and columns may not be less than 18” in any dimension at the base, and may be circular or square.
- ❑ Where adjacent to LDR and MDR neighborhoods, the maintenance obligation of the wall is the responsibility of the Community Facilities District (CFD).

B. Wood Fencing

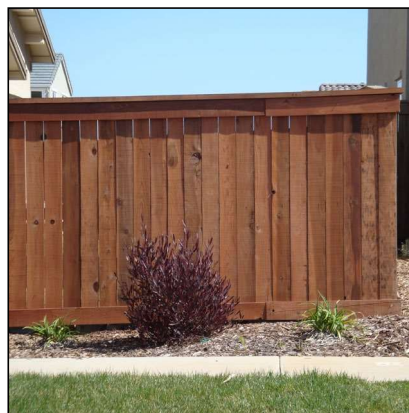
Two types of wood fencing are specified for use in the Plan Area – Standard and Good Neighbor. Both fence types are intended to provide security, screening, and privacy. Standard wood fences are typically located along roadways where facing or abutting a residential street. Good Neighbor wood fences are located in areas not visible from public view, such as between residential properties.

Standard Wood Fence

Standard wood fences have a consistent architectural design appearance on each side and incorporate decorative top rails. This fence type is typically located adjacent to parks and paseos or on lots which back or side to a residential street, where a masonry wall is not required.

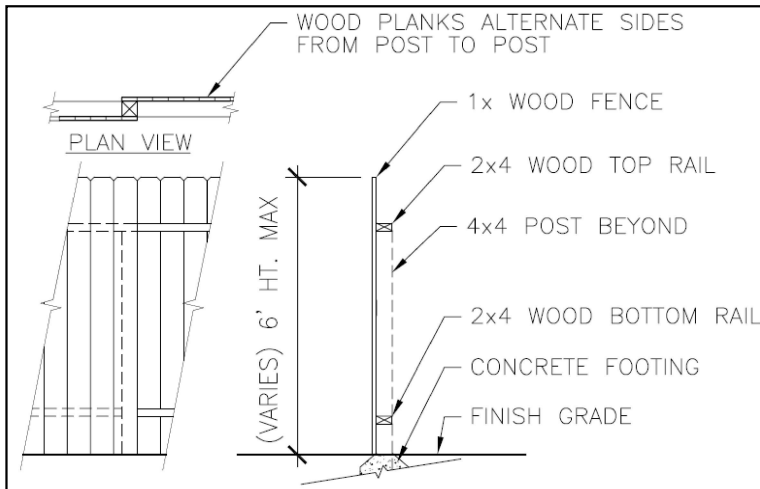
Guidelines for standard wood fences are:

- ❑ Minimum height of solid wood fence along all residential streets within neighborhoods is 6’.
- ❑ Fence sections may be 8’ to 10’ in length supported by 4-by-4 posts.
- ❑ Are to be of redwood construction and painted or stained in an earth tone color.
- ❑ A 6’-high standards wood fence should be constructed where residential lots back up to schools.
- ❑ Minimum solid-wood fence height adjacent to parks is 6-feet.



Good Neighbor Wood Fence

Good neighbor wood fencing does not incorporate decorative top rails. It is intended to provide privacy and security between residential units. This fence type is typically located between private residential lots.



C. Open Fencing

Open fences are intended to provide a visually transparent barrier at developed edges adjacent to open space parcels and include materials such as wrought iron and tubular steel. Depending on the interface, open fencing may be used between open space areas and the rear and side property line of residential parcels, along a street adjacent to open space, or along pedestrian pathways at the edges of open space parcels. Open fences may also be used to separate different functions within landscape corridors (for example, to restrict access of dirt bikes and motorized vehicles) and at other miscellaneous locations within the Plan Area.

Open fencing is preferred fencing type adjacent to open space, where a single-loaded street is not located adjacent to open space.

The following guidelines should be used to direct the design and application of open fencing throughout the CSP, as appropriate for each location.

Fencing between Residential and Open Space

- ❑ Open fencing should be four to six feet in height and constructed of tubular steel or wrought iron and black or dark green in color.
- ❑ Brick or other masonry pilasters or columns may be used as an optional detail with tubular steel or wrought iron fences.
- ❑ Both sides of fencing are to be addressed aesthetically if they are visible from streets.
- ❑ Where residential lots back up to open space open fencing will be used. Open fencing at open space edges may incorporate masonry knee walls.

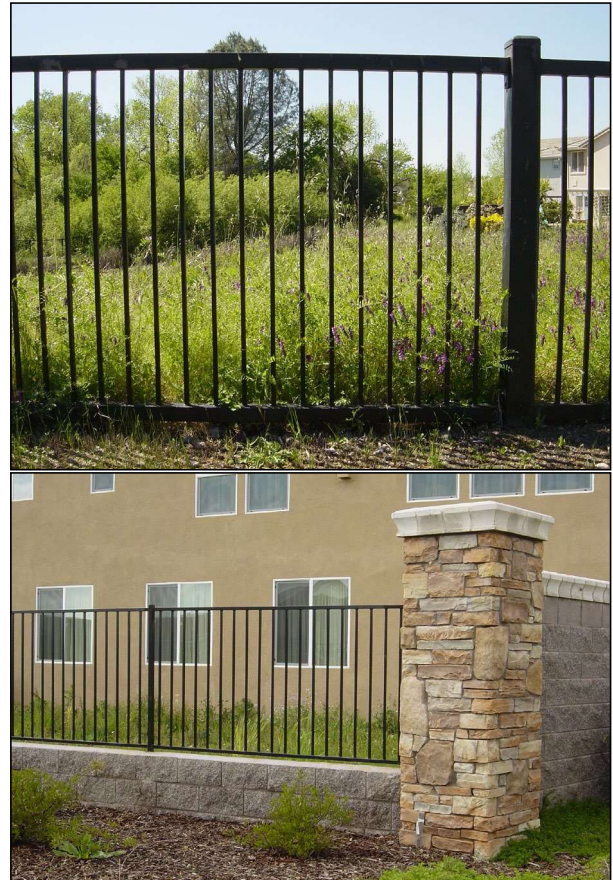
Other Fencing Conditions at Open Space

- ❑ Concrete rail or post-and-cable fencing should be used along the street edge adjacent to open space preserves to define the landscape edge and discourage access of dirt bikes and motorized vehicles.

Open Space Fencing at Parcels C-16 and C-43

- ❑ For Parcel C-16, rear yard fencing for residential lots adjacent to OS Parcel C-54 shall be open fencing.
- ❑ For Parcel C-43, fencing adjacent to OS Parcel C-54 shall be open fencing. Open fencing is permitted between Parcels C-43 and C-16 provided it does not encroach into

the paseo that links Lower Bank Drive with OS Parcel C-54.



B.5 Paseos

As described in Section 6.2, paseos are a key element which provide pedestrian and bikeway linkages throughout the CSP. Paseos are intended to be active, useable areas which encourage pedestrian activity, interaction among residents and connectivity between neighborhoods. See Figures B-5 and B-6 for Paseo Plan and Paseo Details.

The following design criteria apply to ensure paseos are adequately connected with adjacent neighborhoods to provide pedestrian/bicycle access:

- ❑ Where a subdivision edge adjoins a paseo along a public street, connections from the subdivision to the paseo shall be provided on an average of every 600 feet. Connections between a paseo and residential neighborhood may be achieved via roadways, live-end cul-de-sacs, sidewalk pass-throughs, or a combination thereof.
- ❑ Residential driveways shall not cross the paseo where MDR parcels abut a paseo adjacent to a public street. In addition, front doors of residential units should orient toward the paseo.
- ❑ It may not be possible or desirable, in all cases, to orient front doors of all residential units toward paseos. In such cases, other lotting design techniques may be utilized including, but not limited to, lots siding onto paseos. Where houses do not front the paseo, the location of fences,

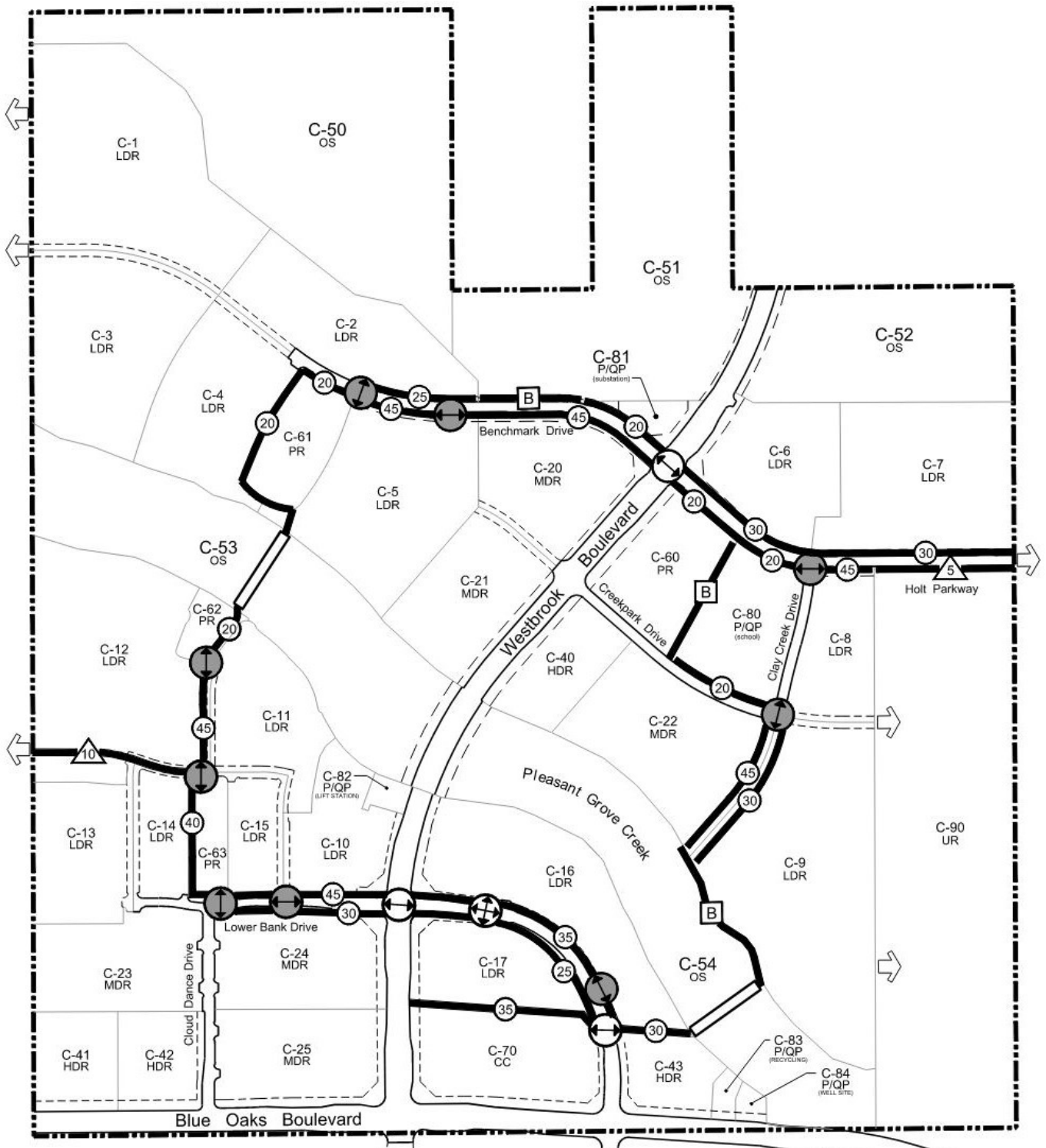
enhanced landscape treatments, pedestrian connections, and cul-de-sac openings shall be consistent with Figures B-5 and B-6. Final design of lotting configurations relative to adjacent paseos will be reviewed and approved in conjunction with the approval of the tentative map and the compact residential review for such units.

The CSP features various paseo designs based on location. Landscape designs for paseos shall be consistent with those outlined in the landscape design guidelines noted in Section B.1.

- ❑ **Collector Street Paseos.** Collector street paseos are located adjacent to collector roadways and include a widened landscape corridor along the street edge on both sides of the street. For this paseo type, homes will generally back or side to the paseo edge, with regular connection points provided between the paseo and adjacent neighborhood (per spacing requirements noted above).
- ❑ **Residential Street Paseos.** Residential street paseos are located internal to residential neighborhoods, generally between or on the edge of large lot parcels, as designated on Figure B-5.

Residential street paseos feature a 10-foot wide sidewalk and a landscape strip along one street edge. For this paseo type, homes immediately adjoining the paseo

Figure B-5: Paseo Plan



LEGEND

Class	30' paseo	12' wide pedestrian bridge
5' or 10' walk	35' paseo	stamped and colored concrete at-grade crossing (with direction)
20' paseo	40' paseo	at-grade crossing (with direction)
25' paseo	45' paseo	

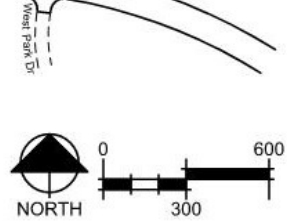
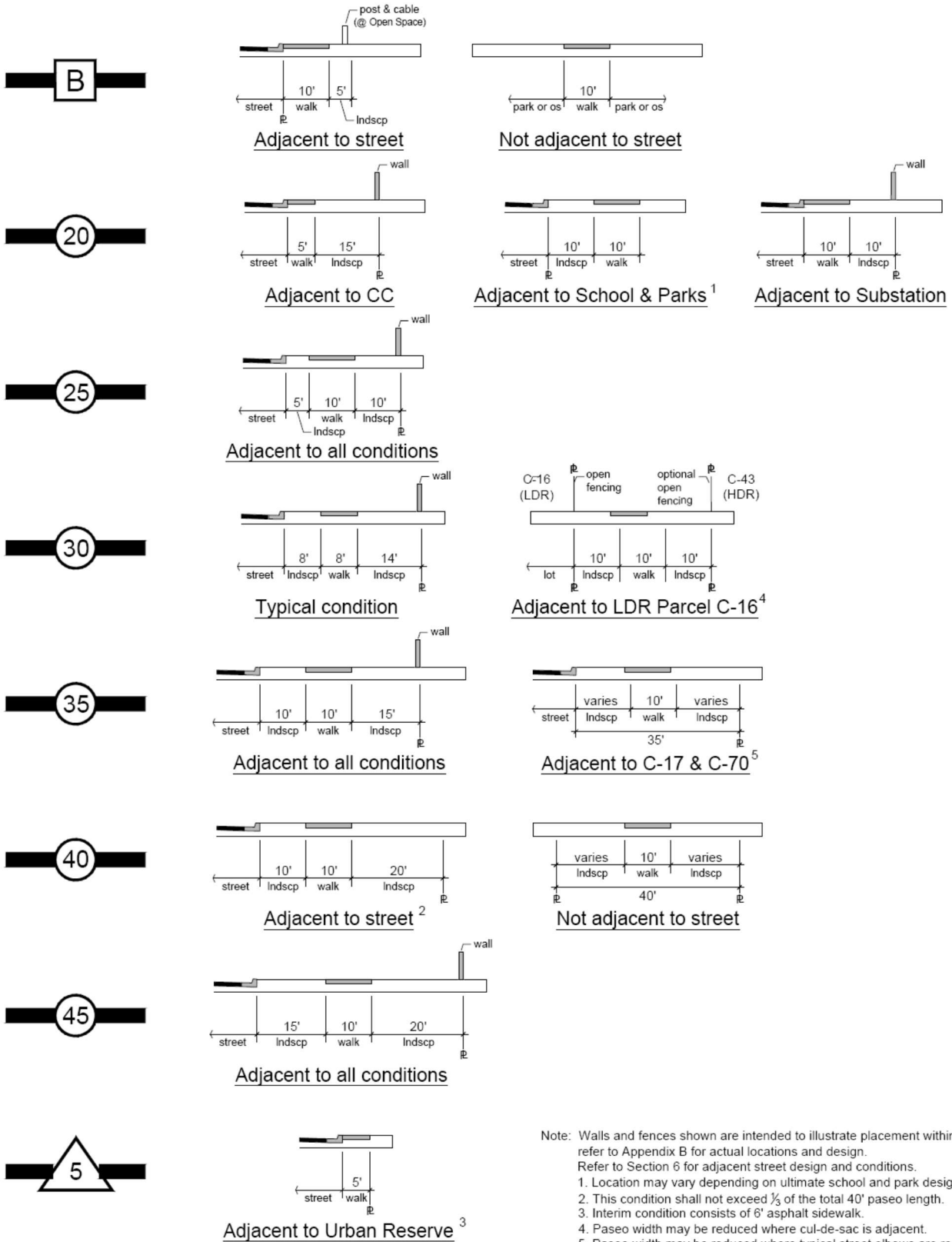


Figure B-6: Paseo Details



- Note: Walls and fences shown are intended to illustrate placement within the paseo, refer to Appendix B for actual locations and design. Refer to Section 6 for adjacent street design and conditions.
1. Location may vary depending on ultimate school and park design.
 2. This condition shall not exceed $\frac{1}{2}$ of the total 40' paseo length.
 3. Interim condition consists of 6' asphalt sidewalk.
 4. Paseo width may be reduced where cul-de-sac is adjacent.
 5. Paseo width may be reduced where typical street elbows are required.

edge either front or side on to the paseo, and for MDR parcels, individual driveway cuts for each home are not permitted to cross the paseo.

- ❑ **Paseo Connections at School and Park Sites.** Where paseo linkages are planned at school and park sites, connections are provided via a sidewalk along the street edge matching the sidewalk width of the adjacent paseo. Pedestrian and bikeway linkages are made through park sites.

B.6 Residential Subdivision Design

Residential subdivisions are subject to design requirements of the City's Subdivision Ordinance. To ensure neighborhoods provide cross connectivity for automobiles, bicyclists, and pedestrians, subdivision design should be guided by the design goals in this sub-section. The intent is to design individual subdivisions that appear seamless and are well-connected.

While connectivity is desired, some neighborhoods may be gated provided they do not limit access to open space, trails, paseos, parks, or schools.

A. Neighborhood Connectivity

The compact design of the CSP encourages highly-connected residential neighborhoods. It is a design challenge to create neighborhood connectivity across hard

edges such as arterial roadways, open space preserves, and other site features. Where large lot parcel edges are between subdivisions and the types of hard edges described above do not exist, providing connectivity between subdivisions is encouraged. This type of connectivity is typically achieved through street connections between residential subdivisions and can also be provided via pedestrian connections.

The exact locations of street connections will be determined through small lot subdivision design. If subdivisions for adjacent large lot parcels are processed at separate times, the first subdivision to be processed by the City will establish the location for cross connection points.

Guidelines to enhance the connectivity of neighborhood units are outlined below:

- ❑ To minimize barriers between neighborhoods and to enhance connectivity, street patterns should be encouraged to allow connection points between neighboring subdivisions.
- ❑ Paseos access should be used as a means for integrating multiple subdivisions, consistent with the Paseo Plan in Figure B-5.

B. Gated Subdivisions

Residential subdivisions may be planned as gated subdivisions during small lot subdivision design.

Residential parcels may be determined appropriate for a gated subdivision if it can be demonstrated the gates will not preclude adequate through-access for pedestrians, cyclists, or automobiles. Large lot parcels adjacent to parks, open space or paseos are not eligible for gating as to maintain public access to these amenities. Gating of subdivisions may be considered on a case-by-case basis, subject to approval by the Development Services Department.

C. Edge Conditions

Where residential neighborhoods have an interface with an edge, such as an open space preserve or a park, design techniques should be employed to provide neighborhood access and visibility to these features. This will enhance the level of connectivity in the CSP. Guidelines for the various edges within the CSP are provided below:

Guidelines for Edges along Parks and Open Space Areas

The following guidelines apply to the design of neighborhoods adjacent to park and open space features:

- ❑ Where applicable, neighborhoods should provide access, for service and fire protection, to adjacent parks, natural creek corridors,

pedestrian parkway corridors, or paseos. Locked gates into subdivisions are not permitted where they would preclude public access to a City park or open space area.

- ❑ Along open space parcels, frontage landscaping shall be native plants, as approved by the City.
- ❑ A subdivision's internal street system shall be designed to allow residents to walk easily to nearby parks.
- ❑ Residential units should be oriented toward (facing) parks, rather than backing up to them.
- ❑ Neighborhood parks should front on two single-loaded residential streets to provide visibility, create open access for residents, and incorporate the amenity into the surrounding neighborhood.
- ❑ Residential subdivisions located adjacent to open space areas shall provide visual and physical access to the Open Space.
 - Residential streets should provide views into open space areas at selected locations by providing opportunities for homes to front or side on to open space. This can be accomplished in a number of ways including single-loaded streets, loop streets, or live end cul-de-sacs.
 - Low and medium-density large lot residential parcels adjacent to Pleasant Grove Creek may utilize single-loaded streets adjacent to the open space edge to enhance public

view and access to open space. Single-loaded streets adjacent to open space are required in the locations shown on Figure B-8.

- Where residential lots back up or side onto the open space areas, the use of open-style fencing is appropriate. However, where privacy, security, or noise attenuation is of concern (such as adjacent to public trails), solid fencing may be used between residential lots and open space (subject to Fire Department standards).
- Where residential lots back or side onto an open space area, multiple connection points shall be provided, via live-end cul-de-sacs, paseos, or other means. Connection points should be provided.
- Pedestrian connection points to park and open space features should be easy to find within neighborhoods, along designated pedestrian/bicycle routes with high visibility to residents.
- Where residential lots side onto a bike trail access point and where small areas are formed in the open space parcel due to the trail connection, groundcover shall consist of grouted cobble.
- On HDR Parcel C-43, a connection shall be made to the trail in OS Parcel C-54 and the paseo trail along the southern edge of LDR Parcel C-16.

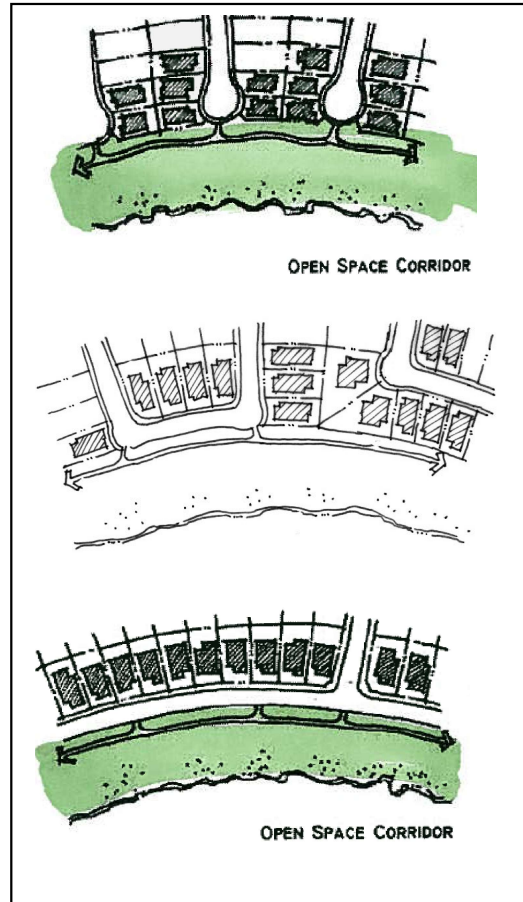
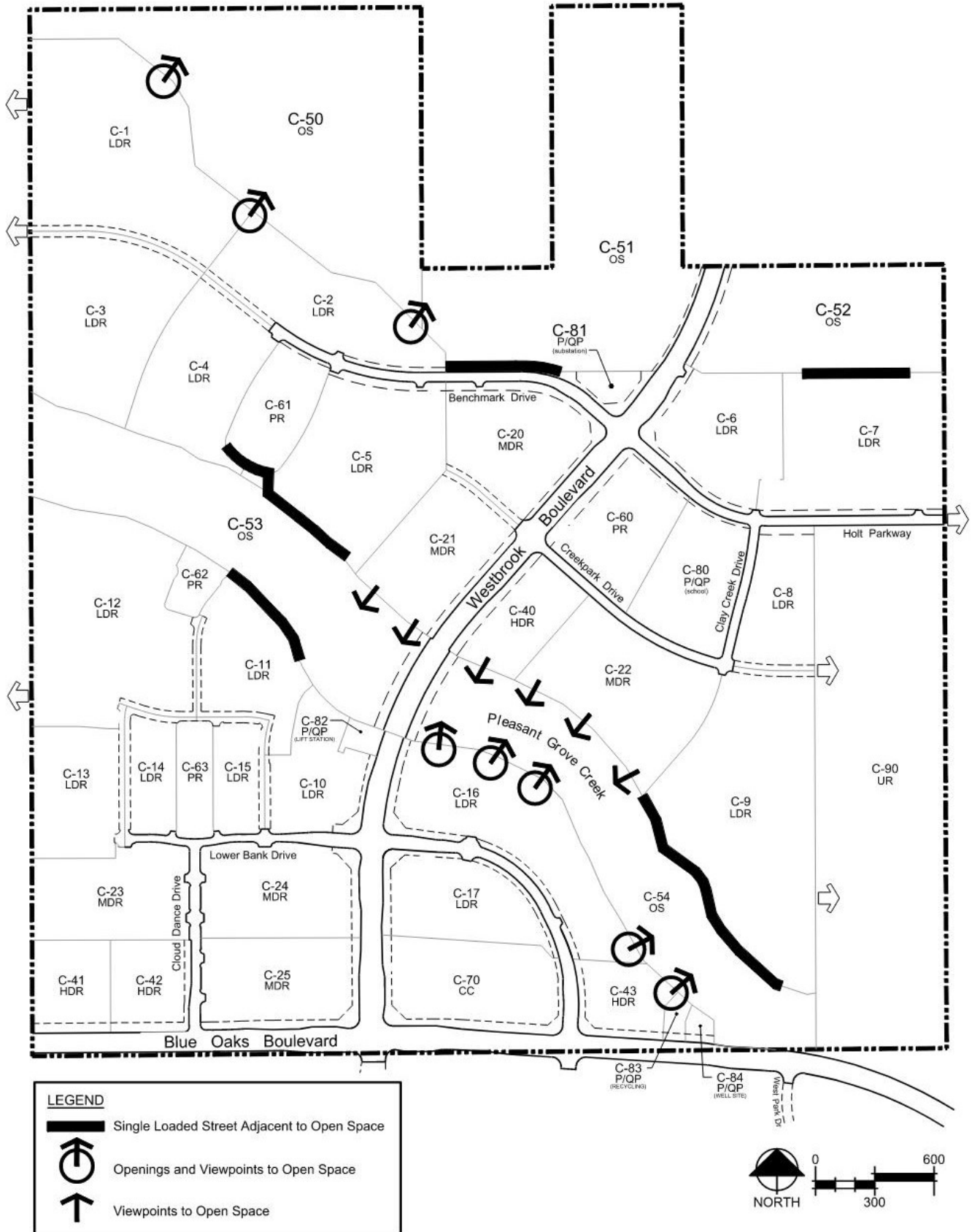


Figure B-7: Street Interface Options at Open Space Edges

Guidelines for Edges Along Paseos

As applicable, ensure subdivision design provides the proper interface with, and designs for, any prescribed paseos. Refer to the comprehensive Paseo Plan (Figure B-5) and Paseo Details (Figure B-6). Where paseos are not adjacent to a street, they must be open on one side at all times to prevent a tunnel effect and create security concerns.

Figure B-8: Open Space Frontage Treatments



B.7 Blue Oaks/Westbrook

Commercial Site Design

Parcel C-70 is located at the northeast corner of Blue Oaks Boulevard and Westbrook Boulevard and is planned for Community Commercial (CC) land uses.

The 9.2-acre CC site (Parcel C-70) is planned for a neighborhood serving retail center. When developed this parcel can support approximately 100,000 square feet of commercial and office uses.

Given the commercial site's visibility at the project entry and access to adjacent arterial roadways, Parcel C-70 can support neighborhood retail uses such as a market, drug store, bank, restaurants and shops.

A 35-foot paseo is planned between Parcel C-70 and LDR Parcel C-17 and will include a 10-foot wide pedestrian walkway and landscaping extending from Westbrook Boulevard east to the crossing of Lower Bank Drive at the eastern entrance of the commercial site. The pedestrian walkway within the paseo will link to paseos west and east of the site and provide pedestrian access to shops, cafes, and restaurants within the planned commercial center as well as a providing a linkage for access to bus and transit.

A 20-foot landscape planter is planned on the north side of the CC site which, together with the 35-foot paseo, will create a 55-foot landscaped feature

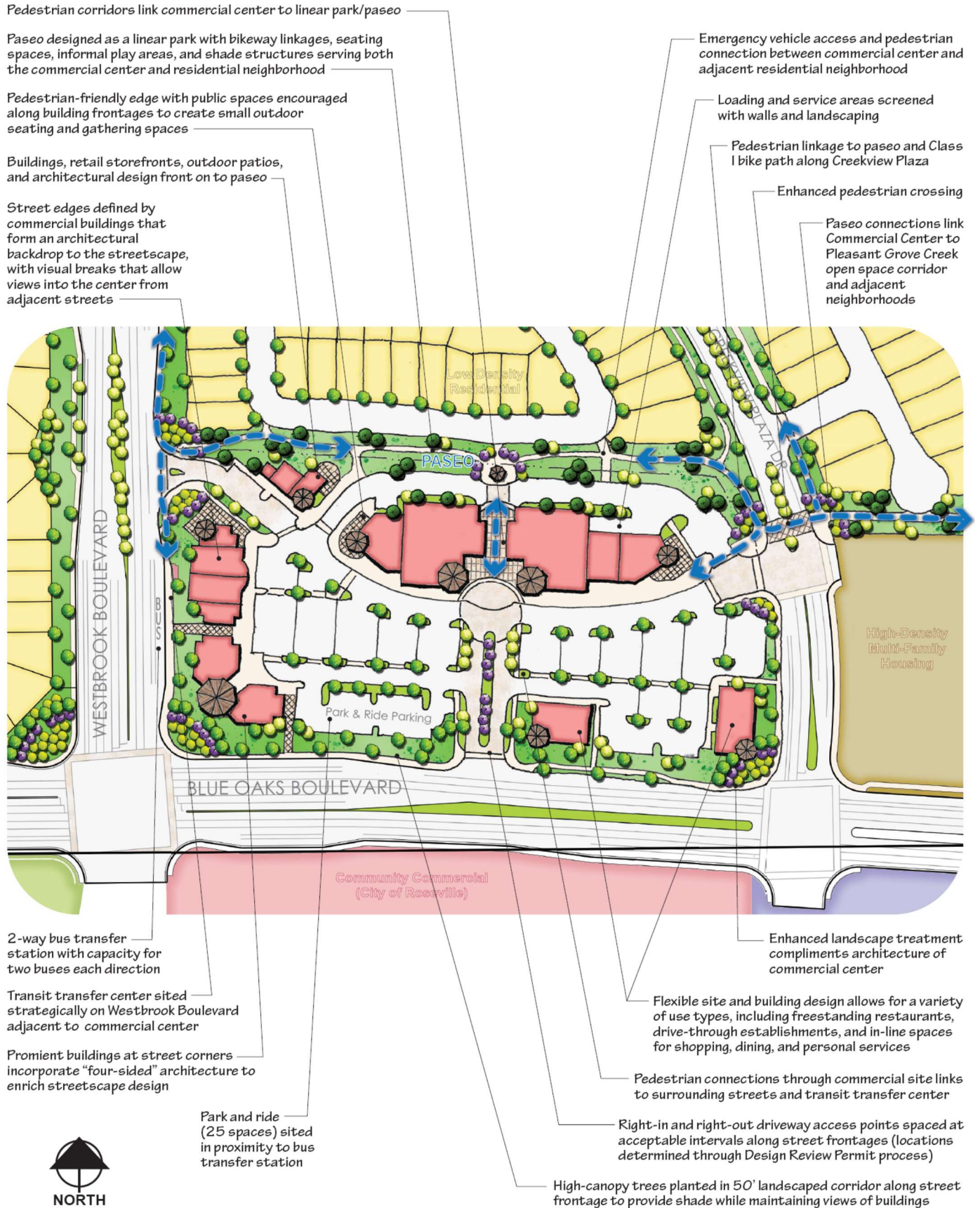
between the CC site and adjacent LDR neighborhood (Parcel C-17). A conceptual site plan for the Community Commercial site (C-70) is shown in Figure B-9 that illustrates a conceptual layout for the commercial site and the design interface between Parcels C-70 and C-17. The concepts and guidelines in this illustrative are intended to augment the Community Design Guidelines.

The design of Parcel C-70 shall include the features identified on Figure B-9, including:

- ❑ Enhanced pedestrian at-grade roadway crossing on Lower Bank Drive at the east entrance. Enhancement shall include a stamped and colored roadway surface.
- ❑ Enhanced pedestrian walkway through commercial site from bus transfer station on Westbrook Boulevard to the east driveway on Lower Bank Drive.
- ❑ Enhanced pedestrian walkway from corner of Westbrook Boulevard/Blue Oaks Boulevard into the site.
- ❑ Pedestrian features within the commercial center including enhanced walkways, seating areas, benches, enhanced landscape areas, trellis features with vines and other interest-creating features.
- ❑ Prominent architecture on corners, near road intersections.

The CC site will accommodate a park and ride lot for 25 vehicles and a transit transfer center is planned immediately west of the site.

Figure B-9: Community Commercial Conceptual Site Plan (Parcel C-70)



B.8 Transit Transfer Center

A transit transfer center is planned north of the Westbrook Boulevard and Blue Oaks Boulevard intersection, west of the CC parcel (Parcel C-70), shown in Figure B-10.

The transfer center will feature bus bays on each side of Westbrook Boulevard, with capacity for two buses in each direction. The transfer center will feature bus shelters and benches for riders.

Figure B-10: Transit Transfer Center



B.9 Utility Sites Concept Plans

Four parcels are designated P/QP for the construction of utility infrastructure facilities to serve the CSP. These include:

- Electric Substation (Parcel C-81)
- Sewer Lift Station (Parcel C-82)
- Solid Waste Recycling Center (Parcel C-83)
- Groundwater Well Site (Parcel C-84)

Concept plans for each of these sites are provided in Figures B-11 to B-13. They are concept plans; actual design may vary depending on improvement needs at the time of construction. The concept plans should be used as a guide in the final design of each facility as backbone infrastructure improvement plans are prepared.

Figure B-11: Electrical Substation Concept Plan (Parcel C-81)

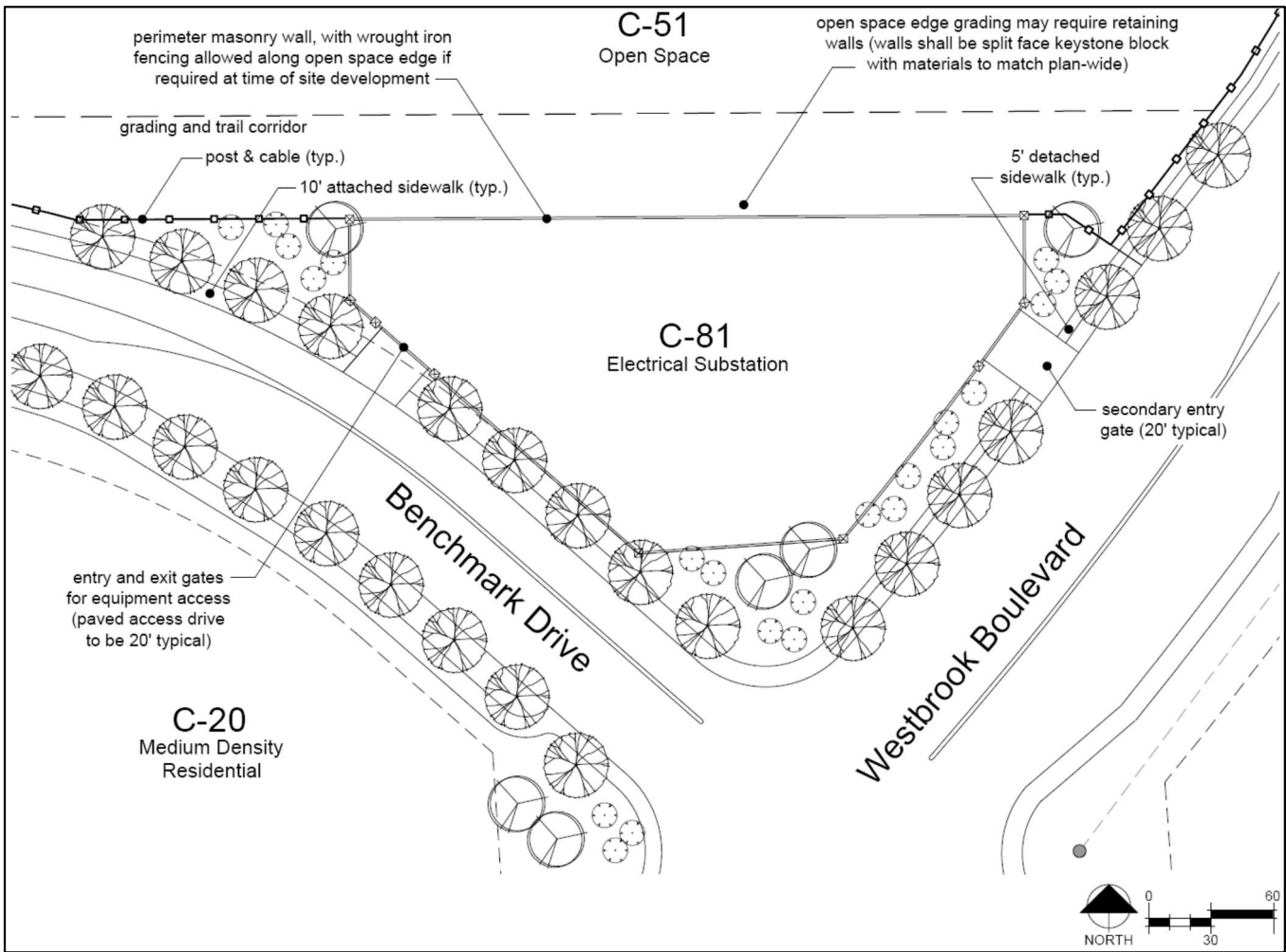


Figure B-12: Sewer Lift Station Concept Plan (Parcel C-82)

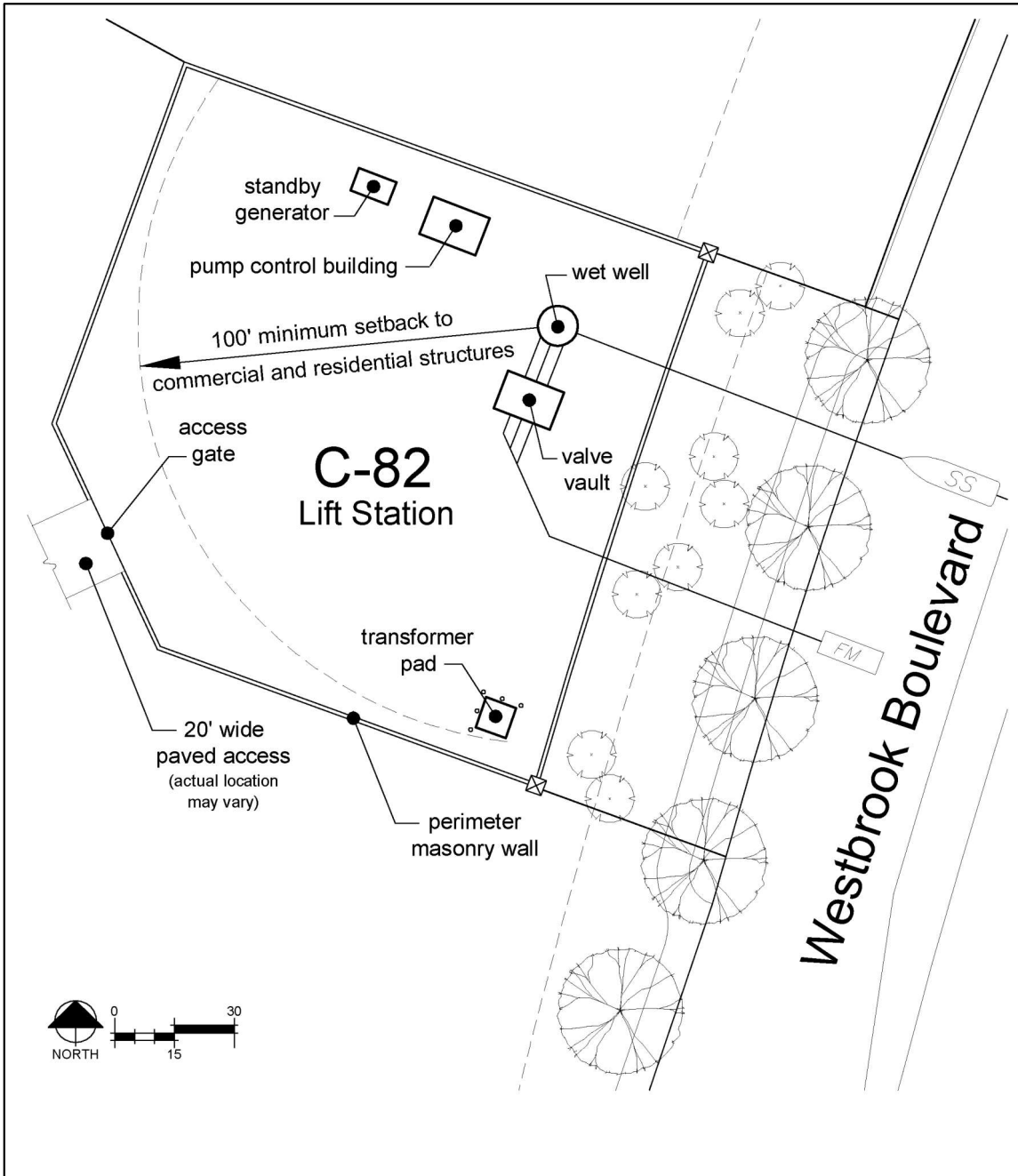
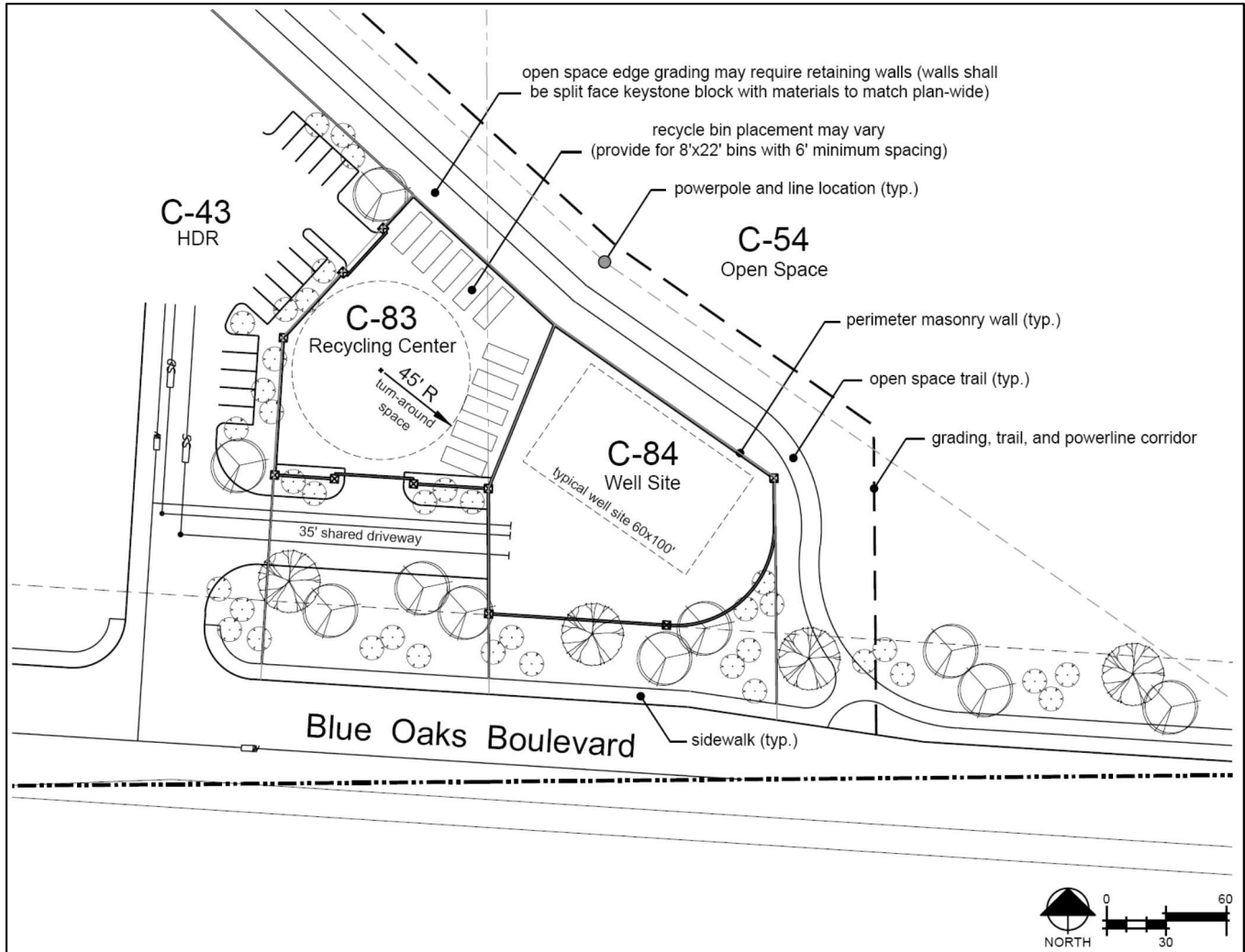


Figure B-13: Recycling Center (Parcel C-83) and Well Site (Parcel C-84) Concept Plan



Appendix B-1 Plant Palette

Trees for Three-Foot Planter or Larger

Strawberry Tree	Arbutus unedo
Western Redbud	Cercis occidentalis
Eastern Dogwood	Cornus florida
Washington Hawthorn	Crataegus phaenopyrum
Goldenrain Tree	Laburnum anagyroides
Crape Myrtle	Lagerstroemia hybrids
Bechtel Crabapple	Malus ioensis 'Plena'
Crabapple 'Prariefire'	Malus ioensis 'Prariefire'
Japanese Snowdrop	Styrax japonicus
Fragrant Snowbell	Styrax obassia
English Hawthorn 'Paul's Scarlet'	Crataegus laevigata 'Paul's Scarlet'

Trees for Four-Foot Planter or Larger

Trident Maple	Acer buergerianum
Hedge Maple	Acer campestre
Japanese White Birch	Betula platyphylla japonica
European Hornbeam	Carpinus betulus 'Fastigiata'
American Hornbeam	Carpinus caroliniana
Eastern Redbud	Cercis canadensis
Golden Flame Tree	Koelreuteria bipinnata
Goldenrain Tree	Koelreuteria paniculata
Southern Magnolia 'St. Mary'	Magnolia grandiflora
Kobus Magnolia	Magnolia kobus
Saucer Magnolia	Magnolia x soulangeana
Tupelo / Sour Gum	Nyssa sylvatica
Japanese Red Pine	Pinus densiflora
Chinese Pistache	Pistacia chinensis
Carolina Laurel Cherry	Prunus caroliniana
Purple Leaf Plum	Prunus cerasifera
Ornamental Pear 'Capital'	Pyrus calleryana 'Capital'
Ornamental Pear 'Chanticleer'	Pyrus calleryana
Ornamental Pear 'Redspire'	Pyrus calleryana
Japanese Blueberry	Eleocarpus decipiens

Trees for Six-Foot Planter or Larger

Japanese Maple
Red Maple
Common Horsechestnut
Kentucky Coffee Tree
Grecian Laurel
Tulip Tree
Canary Island Pine
Douglas Fir
Blue Oak
Holly Oak
Burr Oak
Pin Oak
Willow Oak
Cork Oak
Japanese Pagoda Tree
Black maple

Acer palmatum
Acer rubrum
Aesculus hippocastanum
Gymnocladus dioica
Laurus nobilis
Liriodendron tulipifera
Pinus canariensis
Pseudotsuga menziesii
Quercus douglasii
Quercus ilex
Quercus macrocarpa
Quercus palustris
Quercus phellos
Quercus suber
Sophora japonica
Acer nigrum

Trees for Eight-Foot Planter or Larger

Incense Cedar
Atlas (Blue) Cedar
Deodar Cedar
Carob
Arizona Cypress
Ginkgo Biloba (Male Only)
Honey Locust (thornless)
Italian Stone Pine
Sycamore
Valley Oak
Interior Live Oak
Western Red Cedar
Zelkova
Purple Robe Locust

Calocedrus decurrens
Cedrus atlantica
Cedrus deodara
Ceratonia siliqua
Cupressus arizonica
Ginkgo biloba
Gleditsia triacanthos
Pinus pinea
Platanus species
Quercus lobata
Quercus wislizenii
Thuja plicata
Zelkova serrata
Robinia pseudoacacia

Trees for Twelve-Foot Planter or Larger

Southern Magnolia
Chestnut-Leafed Oak
Red Oak
Coast Redwood
California Bay

Magnolia grandiflora
Quercus castaneafolia
Quercus rubra
Sequoia sempervirens
Umbellularia californica

Groundcover between Curb and Sidewalk

Low water using turf (tall fescue blends)

Walk-on ground covers including:

- Creeping Thyme
- Blue Sedge
- Chamomile
- Fogfruit
- Asiatic Jasmine
- Blue Fescue
- Horseshoe Vetch
- California Fescue
- Dwarf Oregano
- Manzanita groundcovers
- Creeping Barberry

