

**NORTHWEST ROSEVILLE SPECIFIC PLAN
FINAL ENVIRONMENTAL IMPACT REPORT**

**FEIR SUMMARY TABLE
COMMENTS AND RESPONSES FROM PUBLIC MEETINGS**

**PREPARED FOR
CITY OF ROSEVILLE
MAY 10, 1989**

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- V. OTHER DOCUMENTS

In addition to this document, the Northwest Roseville Specific Plan Final Environmental Impact Report includes the following three documents, all of which are incorporated by reference and available from the Roseville Planning Department:

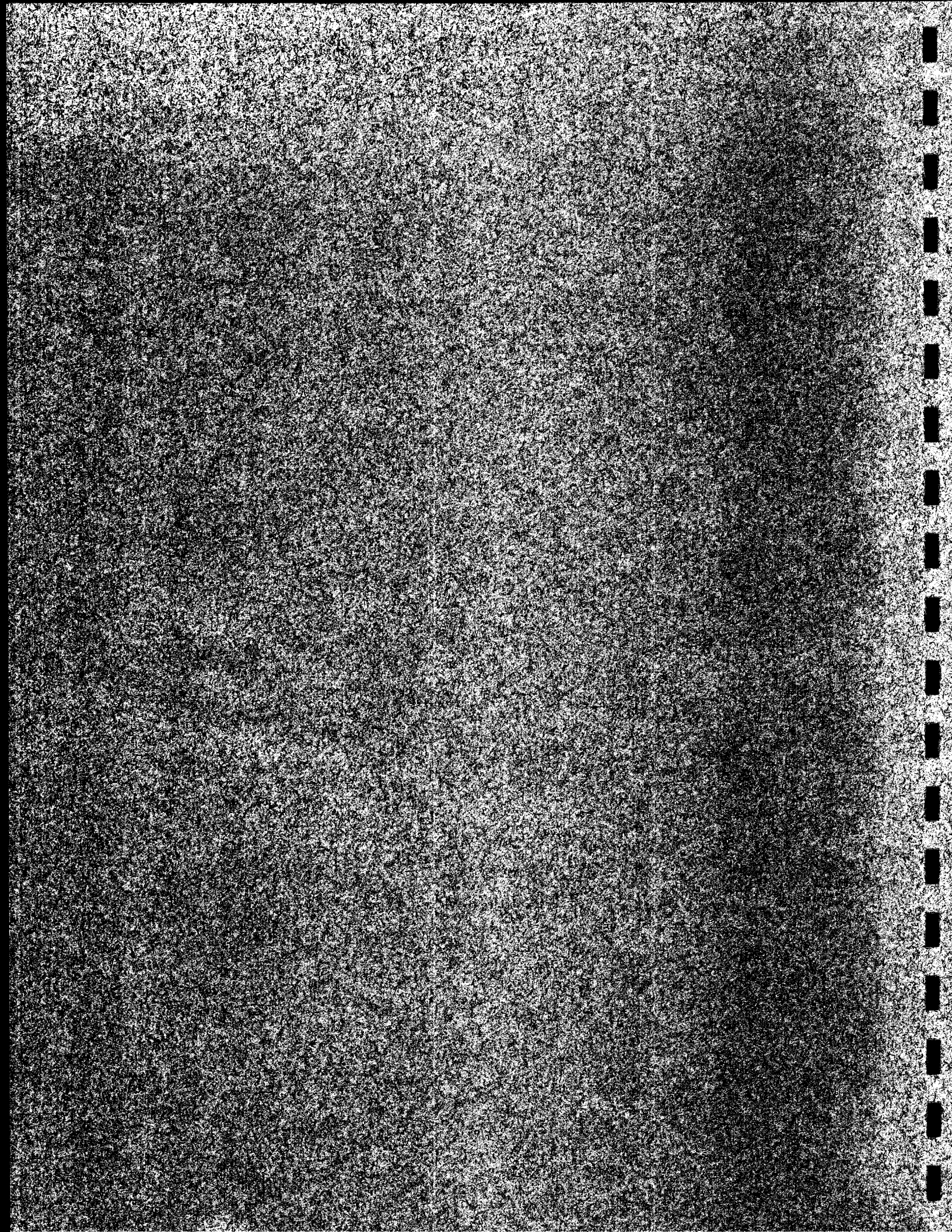
- Northwest Roseville Specific Plan Draft Environmental Impact Report, dated August 2, 1988.
- Northwest Roseville Specific Plan Draft Environmental Impact Report, Technical Appendix, dated August 2, 1988.
- Northwest Roseville Specific Plan Draft Environmental Impact Report and Technical Appendix, Comments and Responses Document, dated October 21, 1988.





**MEMPHIS MASSVILLE SPREADING AND
ENVIRONMENTAL IMPACT REPORT**

FOR COUNCIL ACTION



SUMMARY TABLE

Findings of significance for specific and cumulative impacts are presented in the following Summary Table. As noted below, this table includes changes in the findings which occurred during the public hearing process. Further information and detail regarding these subjects is presented in the respective sections of the Draft EIR, Comments and Responses document, and this document. Impacts are identified in the Summary Table as follows:

- L Less than Significant Impact
- M Mitigated to Less than Significant Impact
- S Significant Impact

In accordance with CEQA Guidelines Section 15126 (a), all of the impacts examined in detail in the body of the Draft EIR are potentially significant. However, the Guidelines (CEQA Sections 15064, 15382 and CEQA Appendix G) require a very specific examination of significance in light of mitigation measures which can be utilized to reduce the impact. The Draft EIR identified project specific impacts in the subject areas of water quality, localized carbon monoxide generation, vegetation and wildlife, and visual and aesthetic resources as significant. However, discussion presented during public review resulted in significant findings for project specific impacts in four additional subject areas: Growth Inducement, Affordable Housing, short term noise, and Solid Waste.

Subject areas in which significant cumulative impacts are identified in the Draft EIR include hydrology and water quality, vegetation & wildlife, air quality, land use, and visual/aesthetic resources. Discussion presented during public review resulted in identification of significant cumulative impacts in three additional subject areas: Growth Inducement, Affordable Housing, and Solid Waste.



FEIR SUMMARY TABLE
Summary of Suggested Impacts and Mitigation Measures

<u>Description of Impact</u>	<u>Plan Specific Impact/Mitigation</u>	<u>Cumulative Impact/Mitigation</u>
Geology, Seismicity, and Soils		
	L	L
The project will increase persons and property subject to groundshaking. The chance of seismic activity in the plan area will not be impacted.	Adherence to the Uniform Building Code and the City of Roseville building standards which take into consideration the seismic nature of the region.	Conformance to State and local building codes is suggested to reduce mitigate cumulative impacts.
	M	L
Development will produce topographic changes. The chance of erosion and silta-tion will increase in areas of grading and trenching.	Topographic impacts will be minimized by design of individual projects to conform to site conditions. Tentative maps will be subject to review by staff. The Plan includes measures to minimize grading and soil impacts.	The project will not add to a significant cumulative erosion impact.
	M	L
Soils in the plan area pose several development con-straints including a clay hardpan, steep-ness of slopes, high shrink swell poten-tial, slow permeabil-ity and frequent flooding.	Mitigation has been identified for all of the constraints. Measures will be identified on tenta-tive maps prior to project approval. All projects will have a geotechnical analysis prepared.	Project specific mitigation for soil constraints will eliminate potential cumulative impacts.



HYDROLOGY

The net impact to groundwater cannot be determined.

L
Impervious surface area will reduce the surface water infiltration. Conversely, the year round presence of water will increase the amount of water available for infiltration.

L
Soils in the area exhibit limited permeability. Runoff may increase.

Construction will produce a short term increase in the sediment load of area waterways.

M
Erosion control and topsoil conservation mitigation measures will be implemented in all projects.

L
Construction is considered a short term activity and will not generate cumulative impacts.

Urban development of the plan area will contribute to the level of urban pollutants in area waterways and increased runoff.

S
This is an unavoidable impact associated with urban development.

A hydrologic study and a master drainage plan will be prepared for the plan area prior to review of individual projects.

S
Long term mitigation might include public education on pollutants. Manufacturing processes should be altered to utilize materials which are less hazardous to the environment.

Surface runoff can be conveyed from the plan area via the designated drainages. However, additional flows to Sutter County is suggested to be significant.



VEGETATION & WILDLIFE

Construction will temporarily displace wildlife from areas of the site and increase the potential for erosion and siltation of area waterways.

M

Erosion control measures, pursuant to those listed in the Geology and Hydrology sections of this report will be utilized.

The Plan includes specific policies for the preservation of quality open space, parkland, oak woodland and vernal pools as habitat.

S

Development of the plan area will result in a reduction of available habitat and the disruption of the existing natural communities.

Complete mitigation of this impact cannot be achieved.

M

Overwatering, mismanagement, or abuse by future residents will contribute to the loss of some of native trees.

Public awareness programs should be initiated for residents.

Chemical compound use by future residents of the area represents a potential hazard to wild life, natural communities and aquatic habitat within the Plan area.

L

Construction is a short term activity. Mitigation measures required for each individual project should eliminate cumulative impacts.

S

Long term maintenance of quality natural areas within the Plan area will require City action.

M

Measures in the plan include those which relate to the protection and preservation of open space and natural areas.



AIR QUALITY

Emissions from motor vehicle operations are anticipated to be the greatest long term air quality impact associated with development of the plan. Even though mitigation is identified in the plan to minimize project impacts, the project will add to regional pollutant levels. Because of the non-attainment status of the region, this contribution will be cumulatively significant.

Short term impacts include generation of dust associated with construction operations.

S

The NW plan area is mostly residential and located adjacent to major employment areas. This should shorten trips and allow for alternative transportation use. Pedestrian and bicycle pathways are included.

The City has an extensive TSM ordinance which requires major employers within the City to implement specific measures which encourage ridesharing, bicycling, and other alternative methods of transportation.

Even with implementation of these measures, CO levels at the major intersections are predicted to exceed the ambient standards.

M

Mitigation measures are proposed to minimize dust generation. All measures will be implemented consistent with the requirements of the Placer County APCD.

S

The NW Specific Plan will be subject to the policies of the new Air Quality Plan once adopted by the City. If necessary, the Specific plan will be revised to conform with the new Air Quality Plan.

L

Urban areas typically generate high levels of particulates. Measures to reduce dust generation will be implemented.



Carbon monoxide concentrations at major intersections within the plan area are predicted to exceed the ambient eight hour standard.

M Proposed locations of bus stops and transit facilities are identified in the specific plan.

Air Quality analysis will be submitted for individual projects as they are proposed.

Car pooling should be encouraged and park and ride lots should be incorporated into the plan.

S Motor vehicle emission impacts are being mitigated on a regional scale.

Measures to improve traffic flows can be considered as long term mitigation.

Means for financing of equipment and stations for air quality monitoring should be developed.

Recommendations by the Cleaner Air Partnership should be reviewed by policy makers and City staff.

NOISE

Construction will generate short term noise impacts, varying from 88 to 95 decibels.

Residents in the initial homes in the plan area will be exposed to construction noises in addition to "heavy" construction activities associated with on going building.

S Even though construction noise is a short term impact, it has the potential to be significant in this instance because many homes within the Plan area are already occupied, and could be exposed to construction generated noise associated with continued development. These impacts will be reduced to some degree by limiting working hours, types of equipment and work areas. All equipment used will utilize noise abaters.

M Although short term violation of the noise standards could occur, enforcement of the existing nuisance ordinance can be utilized to control isolated disturbances which may arise as development continues throughout the plan area.

Developers of individual residential units will be required to include construction techniques which reduce interior noise levels to the State standard of less than 45 dB.

Long term noise will be generated. Traffic represents the most likely source for future noise violations within the plan area.

Traffic noises are predicted to range between 65.8 and 73.6 dB L_{dn} at major intersections within the plan area.

LAND USE

Implementation of the plan will change the area from mostly agricultural uses to an urban environment supporting residential and commercial land uses.

Continued development of commercial and business professional uses in the outlying areas of the City could contribute to the continued loss of such business to the downtown.

M Truck routes will be designated to minimize truck traffic in or adjacent to residential areas.

L Traffic noises can be mitigated by common measures such as: setbacks, sound walls, berms, and dense landscaping.

L Based on the limited agricultural potential of the soils and the presently idle condition of the land, conversion of the plan area to urban land uses is considered to be less than significant.

S The change in land use will result in substantial physical change to the plan area. Although this change is consistent with the existing General Plan, it is suggested to be significant.

L The plan includes commercial and business professional land uses in accordance with the policies of the Land Use Element of the Roseville General Plan. The economic health of the City should be evaluated prior to approval of commercial projects larger than that recognized as neighborhood type.

L As provided by the redevelopment plan, incentives programs should be offered to developers for implementation of projects in the downtown area.



Development of urban land uses in close proximity to electrical transmission facilities will result in exposure of persons to electromagnetic fields.

M

The potential adverse impacts can be mitigated through the provision of adequate separation of land uses from the powerline. The Specific Plan includes distances and use of the easement consistent with existing practices.

M

The seriousness of exposure is not understood, nor is there adequate evidence to support or reject the inferred relationship between exposure and development of cancer.

Schools will be setback 150 feet from the boundary of any powerline easement to meet State standards for placement adjacent to power line easements.

POPULATION, EMPLOYMENT, AND JOBS/HOUSING BALANCE

Buildout of the NW Specific plan area will support 19,355 residents.

L

The number of households proposed is consistent with the General Plan.

L

It is recognized that a job housing imbalance is predicted to occur, and that this imbalance will represent a significant cumulative situation. However, this project will improve the situation rather than add to it, and consequently, the cumulative impact of this project is suggested to be less than significant.

Land uses in the Plan area are predicted to create approximately 5,519 jobs.

There is a predicted regional imbalance of 1.67 jobs for every employable person. As the plan area will provide more employees than jobs, it will assist in correcting the imbalance.

Build out of the plan area will generate approximately 1.75 persons for every job created.

AFFORDABLE HOUSING

Development of the Specific Plan will result in construction of 8,194 housing units.

Without implementation of affordable housing measures, all of these homes will be priced beyond the range of Very Low Income Families.

There will be a greater number of families desiring to purchase homes costing less than \$100,000 than are available in this price range.

TRANSPORTATION

Development of the specific plan will result in the generation of additional vehicular trips on area roadways, and create a need for improvements to existing roadways and construction of new roadways in the City.

[S]

Plan area developers are agreeable to the recommendations of the Affordable Housing Task Force; 15% of the dwellings in the plan will be in the affordable housing range. However, even with implementation of affordable housing measures, the NWRSP will create a disproportionate number of homes costing in excess of the price that a large portion of the existing Roseville population will be able to afford.

[S]

Observance of the recommendations by the Affordable Housing Task Force will continue to make affordable housing available to the Very Low and Low income families within the Plan area. However, even with implementation of affordable housing measures, the NWRSP will create a disproportionate number of homes costing in excess of the price that a large portion of the existing Roseville population will be able to afford.

[M]

Specific mitigation for the roadways in the plan are listed in the traffic section of this report.

The Plan includes development of a bicycle/pedestrian pathway system.

The residential character of the plan area will yield a community in close proximity to work destinations, thus reducing commute lengths.

[M]

The Plan provides a balance of land uses which will reduce the need for residents to travel beyond the area itself.

The City is involved in planning for the extension of the Light Rail system, has an aggressive ridesharing ordinance and encourages the use of TSM measures.



WATER SERVICE

Build out of the Plan area is predicted to require approximately 17 million gallons per day.

Development will require construction of infrastructure to provide water service to the plan area.

M Mitigation measures include low flush volume toilets and flow restricted faucets, drought resistant landscaping species and automatic drip irrigation systems.

M Formation of an Assessment District is proposed to finance necessary improvements to the City wide water distribution system as well as throughout the plan area.

Individual projects will include design and construction of infrastructure to standards specified by City ordinance.

WASTEWATER DISPOSAL

Build out of the plan area will result in a projected increase of approximately 3.8 million gallons of wastewater from the Plan area.

Development will create the need for construction of infrastructure to serve the plan area.

M The volume is consistent with the proposed capability of the City's treatment facilities. Sewage volume will be reduced by the use of low flush volume toilets and restricted faucets.

A master sewer plan to serve the area has been completed. In accordance with City policy, individual projects will be required to install on site sewer facilities to standards required by City ordinance.

M Formation of an Mello-Roos or similar assessment district, or other appropriate financing mechanism, is proposed to facilitate extension of sewer facilities to the plan areas. The financing mechanism must be identified prior to approval of additional projects within the plan area.



NATURAL GAS

Development of the Plan area is predicted to create a demand for approximately 470 MCF/hr of natural gas and will potentially impact existing gas transmission facilities.

M Transmission main capabilities are adequate to serve the projected additional load.

Developers will be required to provide adequate easements for all utility facilities within their developments.

Homes should be constructed with energy efficient heating and cooling systems.

M Developers will be encouraged to consult with PG&E early in the planning process to ensure compatibility between projects and facilities.

ELECTRIC SERVICE

Development within the Plan area is predicted to increase the electrical load of the City by approximately 30 megawatts, and require additional transmission facilities and substations.

M The City has contracts in place which are expected to provide adequate sources of power for the City.

Project proponents will bear the costs of installation of required distribution facilities in the Plan area.

Construction of well insulated, quality homes will reduce the demand for energy.

M Developers will be encouraged to incorporate passive solar measures into structures whenever feasible and provide assistance to home buyers interested in incorporating more extensive energy alternatives.

Public utilities will be encouraged to provide programs for conservation of electricity, gas, and water. This could include low interest financing for energy conservation home improvements.



TELEPHONE SERVICE

Development of the plan area will require installation of facilities to provide telephone service to future residents of the plan area.

M

Proponents of the specific plan will cooperate with the Roseville Telephone Company for development of necessary facilities for the provision of service to the Plan area. Easements for new telephone lines will be identified on tentative maps.

L

No cumulative impacts are anticipated with provision of telephone service to the plan area.

POLICE PROTECTION

Development will require an increase in law enforcement services of approximately 25 additional officers to continue service at its present level.

M

Municipal services are funded through tax revenues. Taxes will be assessed to new plan area residents to finance expansion of law enforcement services.

M

Home construction within the plan area will utilize quality hardware. Some residents may choose to install alarm systems.

All projects will be reviewed by the Police Department to identify safety and crime prevention measures.

Neighborhood watch programs are recommended.

FIRE PROTECTION

Buildout of the plan area is expected to generate approximately 1,350 alarms per year and generate the need for increased fire and emergency services.

SOLID WASTE

Buildout of the plan area is predicted to generate approximately 40 tons of solid waste per day. This volume will add to the need to expand the regional landfill.

M

The Plan includes the construction of the new fire station on Junction Blvd, which has already occurred.

Municipal taxes will fund the expansion of the fire and emergency services.

M

All projects will be constructed to meet applicable fire codes and will be reviewed by the Fire Department.

Hydrants will be provided at the time of project development per approval by the Fire Dept.

S

Impacts in the area of solid waste are considered significant because there of the limited capacity of the existing regional landfill. Implementation of the NWRSP will generate waste which will shorten the usable life of the already limited landfill.

S

Impacts in the area of solid waste are considered significant because there of the limited capacity of the existing regional landfill. Implementation of the NWRSP will generate waste which will shorten the usable life of the already limited landfill.



HAZARDOUS MATERIALS

Development of the plan area to urban land uses carries with it the use of hazardous materials by homeowners and businesses alike. Some hazardous materials will likely be released into the environment.

M Hazardous material use is regulated at all levels of government. Local enforcement of hazardous waste regulations is the responsibility of the City and is handled by the City Fire Dept.

M Prior to permitted use of hazardous materials within the City, the nearest fire station will acquire proper equipment and personnel will undergo training to handle emergencies involving the materials in use.

Transportation of hazardous waste will be along designated routes outside of residential areas.

SCHOOLS

Based on the yield rates provided by the various school districts, development of the plan area is predicted to generate approximately 5,265 students and will create a need for new facilities.

At the time the DEIR was prepared, financing of school facilities was envisioned to include AB2926 fees and formation of a Mello-Roos District. Since that time, the ballot measure to form a Mello-Roos District was defeated.

S The Plan includes a 41.6 acre site to serve the Roseville Joint Union High School District; a 12.1 acre elementary school site to serve the Roseville City School District; a 10 acre elementary school site and an 18 acre intermediate school site to serve the Dry Creek Elementary School District. As a result of defeat of the envisioned Mello-Roos District, financing for these facilities has not been identified, and consequently, this impact is considered significant.

S An additional site will need to be designated in the urban reserve portion of the plan to accommodate the numbers of students full build out of the plan area will generate.

Even though developers included in the Specific Plan are cooperating with the School Districts to identify an alternate financing mechanism, voter rejection of the proposed Mello-Roos District requires that this impact be considered significant until an alternate financing mechanism is identified.

PARKS AND RECREATION

Development of the plan area will generate the need for open space and park area and facilities, and for additional park staff to patrol the new areas.

M
The specific plan designates approximately 131 acres of parks in 11 neighborhood and one community park. In addition a 30 acre site is been identified adjacent to the community park, and development of a bicycle/pedestrian pathway is proposed. Developers will pay the assessed fee.

M
Adherence to the City park dedication standards and continued collection of park fees, will ensure that an adequate amount of park and facilities are developed as the City grows.

LIBRARIES

Development of the Plan area will create the need for a branch library.

M
A branch library is included in the Plan and will be located in the Community Park.

L
No mitigation is required on a cumulative basis.

VISUAL AND AESTHETIC RESOURCES

As development progresses in the plan area, the semi-arid open landscape will be replaced with an urban environment dominated by residential and commercial land uses. Landscaping and irrigation will produce green vegetation year round.

S
It is not feasible to reduce the changes in the aesthetic environment to less than significant levels.

The specific plan identifies and preserves the more outstanding natural features of the area.

S
Creation of landscaped corridors along roadways, implementation of design and landscape guidelines, grading standards, tree preservation programs and scenic views are proposed to create an attractive character throughout the plan area.



FISCAL

Once built out, the specific plan area is predicted to generate approximately \$9,325,400 annually. The area will require \$7,659,200 annually for expenditures.

Based on the present development impact fee schedule, development of the plan area is predicted to generate approximately \$102,162,400 in one-time fees.

[L]

Implementation of the plan will produce a \$1,666,200 surplus.

[L]

No negative cumulative fiscal impacts are anticipated from buildout of the plan area.

ARCHAEOLOGY AND HISTORY

No significant archaeological or historic sites have been identified in the plan area. Development may result in the discovery of as yet unrecorded cultural resources and subsurface deposits.

[L]

In the event any historic surface or subsurface archaeological features or deposits are uncovered during construction, work in that immediate area will halt immediately and the State Historic Preservation Officer in Sacramento will be contacted for determination of resource significance. Finds will be given to the Maidu Park Native American Center.

[L]

The practice of conducting archaeological and historic surveys prior to development provides the opportunity to identify and protect potentially significant sites. The implementation of mitigation for discovered sites constitutes cumulative mitigation.



GROWTH INDUCING

Development of the plan area will require extension of public services and utilities, and upgrading of infrastructure outside of the plan area.

Approval of the plan will result in rural areas becoming contiguous with approved development and could contribute to the cessation of some agricultural activities in the vicinity.

Predictions indicate that buildout of the Roseville General Plan will produce a greater number of jobs than residents to fill available positions, creating a high demand for employees.

S Regardless of consistency with the General Plan, the NWRSP will promote continued growth in the western portion of the City, including sites north and west of the specific plan area.

L The Northwest Plan area is predominantly residential and will generate more employees than jobs, thus contributing to a reduction of the predicted jobs/housing balance.

S Regardless of consistency with the General Plan, the NWRSP could promote continued growth in the western portion of the City and in the adjacent portion of Placer County.

L It is recognized that a job/housing imbalance is predicted to develop which will be a significant cumulative situation. However, this project will improve the situation rather than add to it, and consequently, the cumulative impact of this project is suggested to be less than significant.





MEMORANDUM FOR THE RECORD

DATE: [Illegible]

SUBJECT: [Illegible]

[Illegible]

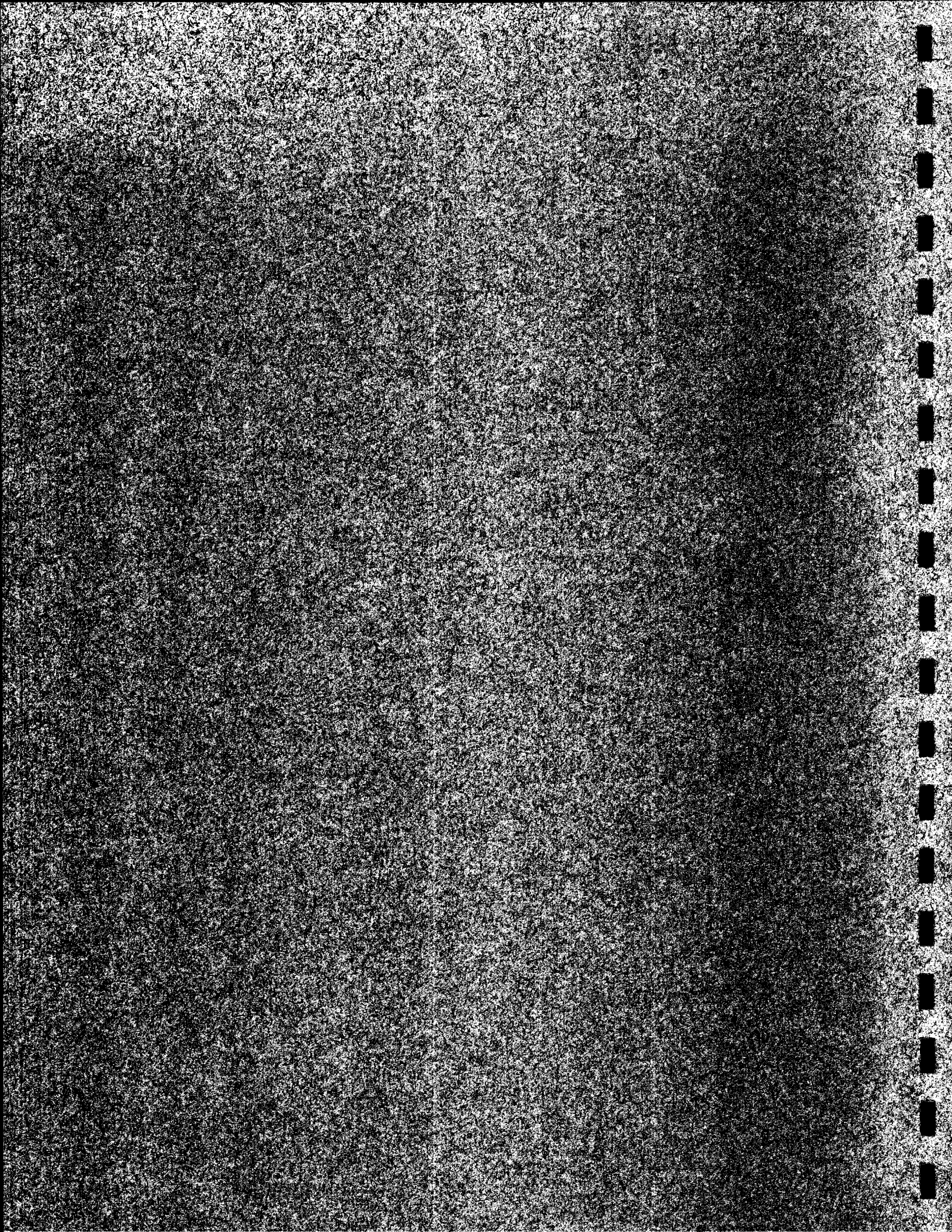
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**NORTHWEST ROSEVILLE SPECIFIC PLAN
DRAFT ENVIRONMENTAL IMPACT REPORT**

**COMMENTS AND RESPONSES
CITY COUNCIL MEETING OF FEBRUARY 22, 1989**

An overview of the Northwest Roseville Specific Plan was presented to the Council as an introduction to the project. The intent of this presentation was solely to familiarize the Council with the Plan prior to formal review which was scheduled to begin at the April 6, 1989 Council meeting.

Kandace Kost-Herbert, representing the West Placer Citizens Committee addressed the Council and voiced concerns with extension and widening of Cook-Riolo Road and suggested offsetting and renaming the road. the group does not object to widening of Walerga Road. She expressed concern that development would preclude equestrian use along area creeks. Placer County is in the processes of expanding an equestrian trail system which includes facilities both west and east of Roseville. However, the pathway system being developed in Roseville does not permit equestrian use, and thus separates the County system.

**NORTHWEST ROSEVILLE SPECIFIC PLAN
DRAFT ENVIRONMENTAL IMPACT REPORT**

**COMMENTS AND RESPONSES
CITY COUNCIL MEETING OF APRIL 6, 1989**

This was the initial review of the Northwest Roseville Specific Plan by the Roseville City Council. The meeting was constrained by conflicting use of the Council chamber at 7:00 pm. Consequently, the scope of this hearing was limited to topics which could be addressed between 5:00pm and 6:45pm.

For orientation, Dave Wade presented an overview discussion of the entire Northwest Roseville Specific Plan and accompanying Draft Environmental Impact Report. The order that subjects were addressed by the Council followed that presented in the NWRSP document. To facilitate orderly examination of both documents, a cross reference of the Specific plan document and the Draft EIR was provided.

The initial section for City Council review was the Land Use Element of the Specific Plan. Discussion focused on the overall "neighborhood concept" proposed by the Plan, and evolution of the Plan which had occurred in response to concerns raised during Planning Commission review. During review of the NWRSP by the Planning Commission, several residents of Placer County voiced concern that high density residential and commercial/BP land uses were being proposed along Baseline Road, and that these uses were incompatible with the rural residential atmosphere which dominates the Placer County area south of the roadway. Several of these residents reiterated these concerns to the Council.

COMMENT: Fred Yeager of the Placer County Planning Division expressed two principal concerns with development of the NWRSP as proposed. The first concern regarded the urban nature of development along Baseline Road, and the potential for land use compatibility conflicts with the predominantly rural residential land use south of the plan area. A reorientation of the land uses from along Baseline to Junction Boulevard was suggested.

RESPONSE: As discussed in the Comments and Responses document prepared for the Planning Commission hearings, the Draft EIR recognizes the potentially incompatible land uses which exist. Mitigation included in the Specific Plan includes construction of sound walls between proposed residential development and the roadway, which would also provide separation between residential land uses in the NWRSP and Placer County; development of a landscaped corridor between the sound walls and the roadway, which would further visually shield Placer County from land uses in the NWRSP; and implementation of design guidelines which would specify the building architecture, landscaping, screening/fencing, lighting, and other amenities along Baseline be developed with consideration for the nearby rural residential land use.

However, it must be recognized that these measures cannot fully mitigate the unavoidable change in character that will accompany urban development of the area. As suggested, switching of the commercial/BP land uses along Baseline with the proposed High School and park sites along Junction could provide a more compatible transition from the urban character of the plan to the rural land use south of Baseline Road. Roseville City staff and proponents of the project indicated that such a shifting of land uses would be evaluated. From an environmental perspective, the overall impacts predicted to occur with implementation of the plan would not substantially differ if such a land use trade were implemented. It is assumed that appropriate safety measures would be implemented to separate the school or park sites from undesirable exposure to Baseline Road.

COMMENT: Fred Yeager expressed concern that the proposed traffic circulation pattern (as it related to land use) was not entirely consistent with that desired by the County, i.e. the County favored emphasis of Junction Boulevard in order to minimize impacts to the rural residential land use south of Baseline Road and along Cook-Riolo Road in the County. It was suggested that Cook-Riolo Road within the Plan area be narrowed to two lanes south of Junction Boulevard thus diverting traffic onto Junction. Junction Boulevard should be considered for westward extension

into Placer County ultimately connecting to Fiddymont Road which would convey traffic south/north to/from Sacramento County via Walerga Road.

RESPONSE: City staff examined the feasibility of shifting land uses in the southwestern portion of the site as requested by Placer County. Their conclusions are presented in a Council Communication dated April 12, 1989, a copy of which is appended to this document. In summary, their overall conclusions are that the requested shift could be feasible, but would introduce a number of potentially significant complications into the current process. Had such a request been presented to the City in a more timely manner, the identified concerns could have been addressed in plan development.

The most notable complication posed by the requested shifting of land uses evolves around relocation of the high school site. The Roseville Joint Union High School District strongly opposes relocation of the currently proposed site. They are satisfied with the currently proposed site and have received tentative approval from the State as to its location. Relocation of the school site would require additional District analysis and necessitate new State approval. This approval is essential to the District's ability to secure funding for future facility development.

Recognizing the School Districts position, a reasonable alternative to the request could entail shifting of only the commercial and office uses away from Baseline Road. However, this alternative also poses a number of concerns related to location of the high school. As a policy, the School District opposes the location of commercial uses immediately adjacent to school facilities. Such juxtaposition of uses creates an "attractive nuisance" situation in that the adjacent commercial sites become popular gathering places for students, both during and after school hours.

In addition to the concerns of the school district, relocation of the commercial sites within the Plan at this time could introduce the need for supplemental environmental analysis, most notably in

the subject area of traffic circulation. Similarly, such a modification of the land uses would require restructuring of the financing districts proposed in the plan area.

Based on the above considerations, as well as the stage of the review process, it is conceivable that the presently proposed land use configuration may be the most desirable from the City's standpoint.

The remainder of the City Council hearing focused on implementation of the Housing Element, specifically affordable housing, within the Specific Plan. As discussed in the Draft EIR, affordable housing is proposed consistent with the adopted Roseville Affordable Housing Element. Concerns related to the allocation of affordable housing requirements among the various property owners in the Plan area, and the concept of "floating units" as proposed by the PAMA Development Company. No concerns as to the adequacy of the Draft EIR as it related to housing were raised, and no request for further environmental analysis was made.

**NORTHWEST ROSEVILLE SPECIFIC PLAN
DRAFT ENVIRONMENTAL IMPACT REPORT**

**COMMENTS AND RESPONSES
CITY COUNCIL MEETING OF APRIL 10, 1989**

The City Council meeting of April 10, 1989 was the second Council hearing which addressed the Northwest Roseville Specific Plan. The previous hearing (April 6, 1989) included an overview of the entire Plan and in depth discussion of the Land Use and Housing Elements. Consequently, the hearing of April 10, 1989 began with the Transportation Element of the Plan. Since review of the NWRSP at the Planning Commission level, there has been considerable concern that implementation of the NWRSP would be the impetus for widening of South Cirby Way to 6 lanes, and that such a widening would include taking of yards, swimming pools, etc. along the roadway. Although the traffic analysis has consistently indicated that such widening would be required with or without the NWRSP, the roadway widening and the NWRSP became inextricably entangled with one another, constituting a major issue of discussion at several of the public hearings addressing the NWRSP. Because the issue had not been clearly resolved, it was the major topic of discussion at the City Council meeting of April 10, 1989, as documented below.

COMMENT: Councilman Chambliss asked what would be the impacts of traffic generated by the NWRSP on the intersection of South Cirby Way and Riverside, and what would happen if the roadway were maintained at four lanes?

RESPONSE: Jack Peers indicated that NWRSP traffic would represent approximately 9% of the traffic on Cirby Way between Foothills Boulevard and Riverside Boulevard, and less than 1% of the traffic on South Cirby Way east of Riverside. If Cirby Way west of Foothills were maintained at four lanes, future operating conditions would be LOS E. This LOS would equate to a ± 1 to $\pm 1\frac{1}{2}$ hour period of peak operating conditions.

COMMENT: Councilman Ozenick asked in proposed improvements to Roseville Road in Sacramento County would alleviate any of this congestion? What about the potential for development of a new interchange to I-80 between Riverside and Antelope Road.

RESPONSE: Jack Peers indicated that such improvements could help in the short term, but that the improvements are proposed to serve anticipated growth in the Antelope area and would probably not afford a reasonable alternative as development continues. Further, the Federal Highways Administration has been strongly opposed to increasing access to the Interstate system when such interchanges would interfere with traffic flow. As a guideline, new interchanges are not considered at location less than a minimum of one mile from existing interchanges. Although Jack Peers did not know the actual distance between the Riverside and Antelope Road interchanges, he did indicated that the distance is marginal and considering the level of congestion currently experienced on the Interstate it is not likely that a new interchange would be permitted.

COMMENT: Councilman Ozenick inquired whether any additional connections between Foothills Boulevard and Riverside had been analyzed.

RESPONSE: Jack Peers indicated that other potential routes were examined as a part of the analysis performed by CH2MHill in conjunction with revision of the **General Plan** in 1982. None of the examined alternatives were found to not be feasible and the existing connection resulted from that analysis.

COMMENT: The council requested that staff discuss plans for the widening of Cirby Way.

RESPONSE: Larry Pagel presented a discussion of a plan which was recently developed by staff to facilitate the proposed widening of the roadway to 6 lanes. Implementation of the plan would not require the City to take property from residences.

COMMENT: John Krogsrud from the Placer County Department of Public Works indicated that traffic modelling prepared by the County supports Jack Peers findings regarding future use of Cook-Riolo as the shortest travel route between the south Placer area and Sacramento County. Consequently, the County considers the Draft EIR and accompanying traffic analysis to be adequate. However, the County requests that future emphasis on traffic circulation be directed away from Cook-Riolo and onto Fiddymont and Walerga in order to avoid existing rural residential land uses, and that the City consider/adopt future westward extension of Junction Boulevard and Pleasant Grove Boulevard as ultimate connections to the west Placer/Antelope area.

RESPONSE: The Council expressed consensus with the notion that the City and County should continue to work together to efficiently plan development in western Roseville and the adjoining portion of Placer County.

In opposition to the County position, several Placer County residents expressed concern with future traffic volumes which will result from growth in Roseville and Placer County.

COMMENT: Don Harland of the Roseville Transportation Commission presented several concerns to the City Council. These included:

1. The current Rideshare Ordinance does not contain and mandate a sufficiently aggressive program to result in attainment of traffic mitigations stated in the Environmental Impact Report.
2. We were unable to substantiate the probability of attaining the estimated reduction of traffic volume achievable with TSM measures given current lack of mandatory compliance and enforcement levels.
3. The report states several facts and draws several conclusions that would lead one to believe that serious flaws exist in the traffic volume projections reflected in the report.

4. The necessity for separated grade "Urban Interchanges" or other mitigation measures in addition to TSM is understated.
5. The mitigation measures proposed and addressed in the plan will not result in sufficient traffic volume reduction to maintain Level of Service (LOS) C on city streets and intersections.

The full text of the Transportation Commission comments and discussion is appended to this document.

RESPONSE: Jack Peers met with the Transportation Commission at their meeting on April 18, 1989, and provided responses to the concerns identified above, as well as additional concerns raised at that hearing. The responses to the above concerns have been prepared in writing and are appended to this document.

Following discussion of the Transportation Element, City Council examined the remainder of the Specific Plan/Draft EIR including information pertinent to the Open Space and Resource Element, Public Facilities and Services Element, Implementation Element, and the Urban Design Element. Notable discussion in these areas included preservation policies for vernal pools in the Plan area and the provision of public access, action required to facilitate financing for the Dry Creek School District, development of a detention basin within the golf course to mitigate hydrologic impacts, and development of park facilities through the proposed lighting and landscape district. No changes were made to the proposed Plan, no subjects requiring additional environmental analysis were identified, and no concerns relating to the adequacy of the Draft EIR were raised in these areas.

NORTHWEST ROSEVILLE SPECIFIC PLAN
DRAFT ENVIRONMENTAL IMPACT REPORT

COMMENTS AND RESPONSES
CITY COUNCIL MEETING OF APRIL 19, 1989

The Northwest Roseville Specific Plan was only briefly discussed during this meeting. Issues which are outstanding included:

- completion of the Development Agreement,
- negotiations regarding development of the golf course,
- timing requirements of the Dry Creek School District.

Kelvin Lee, Superintendent of the Dry Creek Elementary School District, discussed with the Council District concerns relating to the time constraints faced by the District in acquisition of State funding. In order to be eligible to apply for funding within the present fiscal year, the District must have an adopted EIR in the near future.

Tim Terran, representing Elliott Homes and the SAMMIS Company, requested that an agreement on the golf course issues be reached prior to the May 3rd Council meeting.

All concerns were verbally responded to by Council, staff, and/or consultants. None of the issues required further analysis.

**NORTHWEST ROSEVILLE SPECIFIC PLAN
DRAFT ENVIRONMENTAL IMPACT REPORT**

**COMMENTS AND RESPONSES
CITY COUNCIL MEETING OF MAY 3, 1989**

Staff recommended a continuance to May 10, 1989.

Kandace Kost-Herbert, representing the West Placer Citizens Committee, addressed the Council on open space proposed in the Specific Plan, requested that an offset of Cook-Riolo Road be considered, and expressed concern on growth issues, including schools, infrastructure, and water supply.

Janice Palmer of the West Placer Citizens Committee addressed the Council on auto and truck traffic, impact on existing schools, residential density, drainage, requested a buffer zone along Baseline Road, and referred to the findings of a sewer plant study by Placer County.

All concerns were verbally responded to by Council, staff, and/or consultants. None of the issues required further analysis.



**NORTHWEST ROSEVILLE SPECIFIC PLAN
DRAFT ENVIRONMENTAL IMPACT REPORT**

**COMMENTS AND RESPONSES
CITY COUNCIL MEETING OF MAY 10, 1989**

Richard Roccucci referred to his letter relative to the adverse impacts of the 10% growth rate, especially as related to schools, electricity costs, traffic congestion, pressures on surrounding areas, urban reserve, and air quality. He also questioned Main Street and Cirby Way widenings.

Larry Builta addressed the council on impacts on sewer capacity, air quality, urban reserve areas as related to build out figures.

Jim Bush, representing the Roseville Joint Union High School District addressed the Council on funding and stated that the High School District is in agreement with the Plan as presented.

Greg Pickard, representing John Mourier Construction, requested that the proposed R-10 zoning for their parcel be changed in the Specific Plan to Commercial. Staff indicated this request would have to be presented at a later date.

Janice Palmer of the West Placer Citizens Committee addressed the Council on proposed development, increased flows from the sewer treatment plant, and proposed that water be diverted to rice growing properties and holding ponds. She objected to the proposed extension of Cook-Riolo Road.

All concerns were verbally responded to by Council, staff, and/or consultants. None of the issues required further analysis.

Council voted to certify the EIR.

MINUTES OF THE CITY COUNCIL MEETINGS



CITY OF ROSEVILLE
CITY COUNCIL MEETING
MINUTES
FEBRUARY 22, 1989 - 4:00 P.M.

An adjourned meeting of the City Council was called to order by Mayor Bill Santucci on Wednesday, February 22, 1989 at 4:00 p.m. in the Council Chambers of City Hall.

ROLL CALL: The following Councilmembers were present: Phil Ozenick, John Byouk, Mel Hamel, and Mayor Bill Santucci; absent Councilmember: Tom Chambliss

ORDINANCE:

1. Appointed Officers Salary Increase-Memorandum from City Attorney Michael F. Dean with ORDINANCE NO.2190 SETTING SALARY FOR THE APPOINTED OFFICERS, AND REPEALING ORDINANCE NO.2105, TO BE IMMEDIATELY EFFECTIVE AS AN URGENCY MEASURE, adopting a Salary Plan which reflects necessary and proper changes in pay and benefits for the City Attorney and City Manager, for introduction and adoption.

Motion by Ozenick, seconded by Byouk that benefits contained in the "Terms, Conditions and Understandings of Compensation and Employment for Management/Confidential Employees" be granted to the City Attorney and City Manager and ORDINANCE NO. 2190 be introduced and adopted.

Roll call vote: Ayes: Ozenick, Byouk, Hamel, Santucci

Noes: None

Absent: Chambliss

PRESENTATION:

2. Northwest Roseville Specific Plan (N.W.R.S.P.) Overview-Memo from Associate Planner Daniel E. Dameron with background information and general overview presentation from Plan Consultant David Wade; formal review of the Plan should begin in mid-March, (Council Communication No.8531).

Planning Director Steven H. Dillon addressed Council, stating that the E.I.R. and Plan Document hearings before Council will begin the later part of March. He discussed the Planning Commission review of the Plan and stated the Commission will begin hearings on the Development Agreement in mid-March.

David Wade, Consultant, 2140 Professional Drive, Roseville, presented an overview of the Plan using video, display maps and slides.

Councilmember Chambliss arrived at 4:17 p.m.

Mr. Wade reviewed the Environmental Setting, Plan Area Background, Specific Plan Land Use, Specific Plan Circulation, Open Space and Resource Management, Public Facilities and Services, Implementation Element and Urban Design Guidelines.

Kandace Kost-Herbert, 9211 Billy Mitchell Boulevard, representing West Placer Citizens Committee, addressed Council and voiced concerns with extension and widening of Cook-Riolo Road and suggested offsetting and renaming road. The group does not object to widening of Walegra. She expressed concern with the creek being segmented due to limitation on animal movement.

ORAL COMMUNICATIONS:

3. None

FILED

MAR 16 1989

CITY OF ROSEVILLE
BY _____

REPORTS/COMMENTS/COUNCIL/STAFF:

4. None

CLOSED SESSION:

5. Mitigation/Personnel/Labor Relations-None

ADJOURNMENT:

6. Motion by Ozenick, seconded by Byouk that the meeting be adjourned. The next regular meeting will be held on Wednesday, March 1, 1989 at 7:00 p.m. in the City Hall Council Chambers.
Vote: All ayes

BILL M. SANTUCCI, MAYOR

HELEN FLORANCE, CITY CLERK

CITY OF ROSEVILLE
CITY COUNCIL MEETING
MINUTES

APRIL 6, 1989 - 5:00 P.M. TO 6:45 P.M.

An adjourned meeting of the City Council was called to order by Mayor Bill Santucci on Thursday, April 6, 1989 at 5:00 p.m. in the Council Chambers of City Hall.

THE PLEDGE OF ALLEGIANCE was led by Councilmember Hamel.

ROLL CALL: The following Councilmembers were present: Tom Chambliss, Phil Ozenick, John Byouk, Mel Hamel, and Mayor Bill Santucci.

Mayor Santucci announced that the meeting will go no later than 6:45 p.m. due to a Project Review Commission meeting scheduled for 7:00 p.m.

PUBLIC HEARING:

1. Northwest Roseville Specific Plan-Memo from Associate Planner Daniel Dameron and Planning Director Steven H. Dillon with:
 - (a) Council Communication on the Plan and EIR dated March 21, 1989, (Council Communication No.8575);
 - (b) Revised Specific Plan document dated March 21, 1989;
 - (c) The EIR and technical appendix documents dated August 2, 1988;
 - (d) Circulation related correspondence;
 - (e) Supplemental memo from the Planning Department dated March 30, 1989;
 - (f) Comments and responses document dated October 21, 1988 prepared by R.C. Fuller Associates;
 - (g) Comments and responses generated during Planning Commission review of the Northwest Plan dated March 9, 1989;
 - (h) Annotated index to the Specific Plan and draft EIR; and
 - (i) Comments and recommendations relating to the NWRSP submitted by the Transportation Commission dated March 21, 1989.
- (j) Letters from local residents.

Mayor Santucci opened the public hearing.

Mr. Dillon addressed Council on the review of the Plan, documentation and listed the order in which the elements will be discussed with the Land Use Element being the first to be heard this evening. He stated the Circulation Element will be discussed on April 10, 1989, at 6:00 p.m.

Mr. Dameron referred to the introduction to the Plan and some of the larger facilities included in the area. He reviewed major areas discussed by the Planning Commission in the Land Use Element, such as overall density and density ratios, intensity of development in the woodland areas, flexibility provisions, Parcel 22 and the transfer of units concept. He spoke on impacts addressed in the E.I.R., mitigation measures, and significant impacts not mitigated.

Fred Yeager, Placer County Planning Director, addressed Council on County concerns on impacts on County residents. He suggested moving some or all of the commercial and business/professional uses further north of the Baseline/Cook-Riolo intersection to reduce impacts on the rural area in the County. He spoke on proper buffering of urban reserve areas and the need for transitioning land uses between City and County areas.

Mr. Dillon and Mr. Yeager responded to questions on the City's sphere of influence and Council reaffirmed the City's policy on annexation.

Lauren Bergeron, 105 Cirby Way, questioned the numbers on housing units approved for build-out in previous and current General Plans.

Mr. Dillon and Mayor Santucci clarified the numbers.

Mike Jameson, 2829 Baseline Rd., requested high density uses be moved away from Baseline to reduce impacts on existing residents on the south side.

Council consensus was to request staff to explore the possibilities of moving the business/professional and commercial land uses and the high school site further north in the Plan.

Kandace Kost-Herbert, 9211 Billy Mitchell Blvd., representing the West Placer Citizens Committee, reiterated the concern regarding the commercial area at Cook-Riolo and Baseline and voiced concerns on the fragmenting of the eco-system along the creek areas. She spoke on open space amenities, incompatibility of sound walls with a rural atmosphere, suggested an equestrian trail along Baseline and other buffering possibilities, use of drought resistant plants in landscaping plans and voiced concern on quality of water from the sewer pond into Dry Creek.

Mr. Dillon and Mr. Dameron responded to concerns in those areas.

Mr. Dameron addressed Council on the Housing Element, stating that the affordable housing program included in the Specific Plan is consistent with the recently adopted Housing Element of the General Plan.

Housing and Redevelopment Manager John Sprague addressed Council on the main points of the Element and how the 10% affordable goal is to be achieved, identified particular parcels and spoke on subsidizes and participation.

Council discussed the goals and methods for achieving them and questioned the time-frame and PAMA property units.

Mr. Sprague will be presenting a financing plan to Council before the end of 1989.

Mayor Santucci continued the public hearing to April 10, 1989.

ORAL COMMUNICATIONS:

2. None

REPORTS/COMMENTS/COUNCIL/STAFF:

3. None

CLOSED SESSION:

4. Litigation/Personnel/Labor Relations-held on pending litigation.

ADJOURNMENT:

5. Motion by Chambliss, seconded by Ozenick, that the meeting be adjourned to a Closed Session on pending litigation and then to Monday, April 10, 1989, at 6:00 p.m. in the Council Chambers of City Hall.

Vote: All ayes

BILL M. SANTUCCI, MAYOR

HELEN FLORANCE, CITY CLERK

John Krogsrud, Placer County Department of Public Works - regarding concerns on Cook-Riolo widening and development in Northwest Roseville and Sacramento County North Antelope area. He stated that with the additional information by Peers, the environmental document is now adequate. He suggested that the improvement to the Wallergera and Fiddymont corridor needs to be more formalized in the areas of number of lanes, phasing and cost sharing between the City and Counties of Placer and Sacramento. He requested emphasis on Wallergera and Fiddymont with the two of them becoming a direct connection and a westerly extension of Junction Blvd. and Pleasant Grove Blvd. to Fiddymont through the urban reserve areas.

Council and staff discussed the proposal.

Ray Cervantes, 908 Fawn Court - spoke on the problem of making a left turn onto Cirby from Marlin Drive and showed a video.

Victoria Widener, 8281 Cook Riolo Rd., member of the West Placer Citizens Committee - submitted a letter and spoke in opposition to the 4 lanes on the north side of Baseline to be called Cook-Riolo, stating it would lead to the widening of existing Cook Riolo and adversely impact their property. She urged working with the County on biketrails and other transportation management systems.

Don Harlan, 1704 Oakwood Drive, representing the Roseville Transportation Commission - submitted a report, "Comments and Recommendations" and spoke on the charge to review the Northwest Plan and the current Ride Share ordinance. He reviewed the Commission's position and concerns and offered 5 recommendations.

Mr. Peers is preparing a written response to the Commission and offered to meet and discuss the items with the Commission.

Scott Slavensky, 903 El Rancho Court - requested assurance that residents will have input at the time Cirby Way is widened, that an EIR be done for the portion to be widened to 6 lanes, and in favor of a traffic light at Coral Drive. He stated that when a General Plan calls for widening a road it should be made known to future residents, spoke on the sound wall issue and the light rail being extended to Roseville.

Mayor Santucci responded and stated the City is pursuing the light rail extension.

Mike Jamison, 2829 Baseline Rd. - commented on traffic problems presented by increased development of the Cook Riolo and Walergera corridors, clarified a statement in the newspaper regarding land use at the intersection of Baseline and Cook Riolo and urged Council to work with the County on alternative traffic routes instead of widening Cook Riolo.

John Major, 1406 Hermitage Court - questioned possibility of a freeway off-ramp at Cirby and asked about widening Cirby east of Sunrise.

Mr. Pagel clarified the plans.

Barbara Massey, 9090 Rancho Court - asked that the City consider raising the height of the sound walls along Cirby to more than 5 feet.

Recessed at 7:50 p.m., Reconvened at 8:00 p.m.

Council discussed the County proposal route traffic away from Cook Riolo, the workshop between staff and Cirby Way residents and requested a cost analysis for signalization at Coral Drive.

Mr. Dameron addressed Council on the Open Space and Resources Management Element of the Plan. He reviewed open space, parks, golf course,

landscape areas, vernal pools, oak woodlands, the EIR, mitigation measures, and unmitigated impacts.

Council discussed impacts to oak woodlands and preservation/enhancement of vernal pools.

Mr. Dameron addressed Council on the Public Facilities and Services Element. He reviewed fire services, police protection, schools, parks, golf course, library and utilities.

Kelvin Lee, Superintendent of Dry Creek Elementary School District, submitted a list of requested technical corrections and commented on them. He spoke on the time constraints on State financing for the new school site, responded to questions, and commended staff and the development community on working with the District.

Council and staff discussed the time frame for approving the NWRSP as it relates to the timing of construction of the elementary school in 1990 and instructed staff to return with information on the level of approval needed by the State in order for the school to proceed.

James A. Bush, Facilities Planner for Roseville Elementary and High School Districts, commented on the location and access to the high school site and responded to questions.

Council discussed the Golf Course, library, high vs low sodium vapor lights, drainage and power pole relocation for future widening of Baseline Road.

Ken James of Morton and Pitalo addressed Council on drainage, 100 year flood limits, drainage standards, detention pond in the Golf Course and drainage sheds.

Mr. Dameron addressed Council on the Implementation Element and spoke on the improvement sequencing plan and financing.

Council discussed the Lighting and Landscaping District, bike lanes, bus turn-outs, landscaping and signage.

Mr. Dameron addressed Council on Urban Design Guidelines and responded to questions.

Mr. Dillon reviewed the issues to be resolved before adoption of the Plan. He will provide a wrap-up summary of actions to be taken.

Council consensus for widening of Cirby Way was for five lanes, as proposed by staff, from Riverside to Sunrise with acquisition of a six lane right of way and to acquire right-of-way for six lanes from Riverside to Foothills.

City Manager Allen Johnson stated that the Golf Course Committee should have the Golf Course issue resolved within the next two weeks.

Mayor Santucci continued the Public Hearing to April 19, 1989.

Councilmember Byouk left at 9:19 and returned at 9:21.

ORAL COMMUNICATIONS:

2. None

REPORTS/COMMENTS/COUNCIL/STAFF:

3. None

CLOSED SESSION:

4. Litigation/Personnel/Labor Relations - None

CITY OF ROSEVILLE
CITY COUNCIL MEETING
MINUTES
APRIL 10, 1989 - 6:00 P.M.

An adjourned meeting of the City Council was called to order by Mayor Bill Santucci on Monday, April 10, 1989 at 6:00 p.m. in the Council Chambers of City Hall.

THE PLEDGE OF ALLEGIANCE was led by Councilmember Byouk.

ROLL CALL: The following Councilmembers were present: Tom Chambliss, Phil Ozenick, John Byouk, Mel Hamel, and Mayor Bill Santucci.

PUBLIC HEARING:

1. Northwest Roseville Specific Plan (cont'd from 4/6/89)-Memo from Associate Planner Daniel Dameron and Planning Director Steven H. Dillon with:
 - (a) Council Communication on the Plan and EIR dated March 21, 1989;
 - (b) Revised Specific Plan document dated March 21, 1989;
 - (c) The EIR and technical appendix documents dated August 2, 1988;
 - (d) Circulation related correspondence;
 - (e) Supplemental memo from the Planning Department dated March 30, 1989;
 - (f) Comments and responses document dated October 21, 1988 prepared by R.C. Fuller Associates;
 - (g) Comments and responses generated during Planning Commission review of the Northwest Plan dated March 9, 1989;
 - (h) Annotated index to the Specific Plan and draft EIR; and
 - (i) Comments and recommendations relating to the NWRSP submitted by the Transportation Commission dated March 21, 1989.
- (j) Letters from local residents.

Mayor Santucci opened the continued Public Hearing.

Councilmember Ozenick made a statement of clarification regarding affordable housing in the Housing Element.

Mr. Dillon addressed Council on the Circulation Element and introduced Jack Peers of Fehr and Peers Associates, traffic consultant who compiled the traffic analysis for the City's NWRSP and other plan areas.

Mr. Peers addressed Council, gave an overview of the Circulation Element, growth projections, traffic patterns, transportation systems management, jobs-housing link, levels of service at intersections, the Cook Riolo widening proposal, Cirby Way widening, and responded to questions on levels of service, Cirby/Riverside intersection/Foothills traffic, Antelope area traffic flow, widening of Roseville Road and connections to I-80.

Assistant Public Works Director/Traffic Engineer Larry D. Pagel addressed Council, displayed an aerial map outlining widening proposals for Cirby Way from Foothills Blvd. to Sunrise Ave., the extension of San Simeon Drive, and discussed options. He stated that staff intends to conduct workshops with interested citizens presently living along Cirby to explain the plan in greater detail.

Council consensus was to approve the recommendation by staff on the alignment with direction to obtain right-of-way for six lanes as the undeveloped areas are developed along Cirby Way between Riverside and Sunrise Avenues.

Those addressing Council were:

Del Stevenson, 1124 Ravine View Drive, representing the Historical Society, addressed Council and requested that the item be continued to allow the Historical Society additional time for review.

Mayor Santucci continued the item to May 3, 1989, as requested.

25. Special Events Request - Carnival at Harding Plaza-Memo from Assistant Planning Director Michael E. Leana relative to applicant's withdrawal of the request, for information, (Council Communication No. 8615).

Planning Director Steven H. Dillon addressed Council and responded to questions on Municipal Code Section 9.36, governing outdoor festivals.

Council information; no action necessary.

Councilmember Ozenick left at 8:05 p.m. and returned at 8:07 p.m.

PUBLIC HEARINGS:

26. Northwest Roseville Specific Plan (cont'd from 4/6 and 4/10/89)-Memo from Associate Planner Daniel E. Dameron and Planning Director Steven H. Dillon with update on progress and recommendation to continue the hearing to May 3, 1989.

Planning Director Steven H. Dillon addressed Council on the status of the Northwest Plan, including the Development Agreement, golf course negotiations, and Dry Creek Elementary School District timing requirement.

Kelvin Lee, Superintendent of Dry Creek Elementary School District, addressed Council and clarified the time constraints on State financing for the new school site.

Tim Terrin, representing Elliott Homes and Sammis Company, addressed Council and requested an agreement on the golf course be reached prior to the May 3rd Council meeting.

Council discussed accessibility to creeks and the time frame for approving the NWRSP as it relates to the timing needs of the Dry Creek Elementary School District.

Mayor Santucci continued the public hearing to May 3, 1989.

ORAL COMMUNICATIONS:

27. None

APPOINTMENTS:

28. Utilities Commission-Appointment to fill unexpired term of Richard Greene to June 30, 1991. Applications received from Steven Painter, Vern Popp, Oliver Sasse, Mark Schlueter and Robert Shipp.

Councilmember Ozenick left at 8:19 p.m.

Motion by Chambliss, seconded by Hamel, that Mark Schlueter be appointed.

Vote: Ayes: Chambliss, Byouk, Hamel, Santucci

Noes: None

Absent: Ozenick

Councilmember Ozenick returned at 8:20 p.m.

REPORTS/COMMENTS/COUNCIL/STAFF:

29. (a) Old Town Trash and Garbage Clean-up-Councilmember Ozenick thanked staff for quick action on the removal.

Mr. Harrington addressed Council on the project and options for implementation.

Motion by Byouk, seconded by Hamel, that staff be directed to review the proposed plans to assure that the most efficient and cost effective system is installed and approve Option 1 to complete the work during the Fall.

Vote: All ayes

PUBLIC HEARINGS:

42. 1989 Weed Abatement-Memo from Fire Chief Anthony L. Fink with RESOLUTION NO. 89-70 ORDERING THE DESTRUCTION OR REMOVAL OF ALL WEEDS, DIRT, RUBBISH AND RANK GROWTHS IN THE CITY OF ROSEVILLE, AND OVERRULING ANY AND ALL OBJECTIONS THERETO, for adoption, (Council Communication No.8629).

Mayor Santucci opened the public hearing.

Assistant Fire Chief Bill White responded to Council questions.

City Attorney Michael F. Dean responded to questions.

Mayor Santucci closed the public hearing.

Motion by Hamel, seconded by Ozenick, that RESOLUTION NO. 89-70 be adopted.

Roll call vote: All ayes

43. Northwest Roseville Specific Plan (cont'd from 4/6, 4/10 & 4/19/89) Memo from Associate Planner Daniel E. Dameron and Planning Director Steven H. Dillon with additional information for review and recommending further continuance to May 10, 1989, (Council Communication No.8637).

Mr. Dillon addressed Council on the recommendation to continue the public hearing.

Kandace Kost-Herbert, 9211 Billy Mitchell Blvd., representing West Placer Citizens Committee, addressed Council on open space in the Specific Plan, requested offset of Cook-Riolo Road and expressed concerns on growth issues, including schools, infrastructure, and water supply.

Janice Palmer, 8330 Eva Lane, representing West Placer Citizens Committee, addressed Council on auto and truck traffic, impact on existing school, density, drainage, requested a buffer zone along Baseline Road and referred to the findings of a sewer plant study by Placer County.

Mayor Santucci reported on a meeting May 2, 1989 to discuss school financing.

Mayor Santucci continued the public hearing to May 10, 1989 as recommended.

44. Pleasant Grove #3 Tentative Subdivision Map (301-362)-Memo from Assistant Planning Director Michael E. Leana with Planning Commission Findings Report recommending ratification of the environmental Negative Declaration and approval of the map with three (3) Findings of Fact and thirty-seven (37) Conditions, (Council Communication No.8630).

Mayor Santucci opened the public hearing.

Planning Director Steven H. Dillon addressed Council and responded to questions on various issues relating to the request including review by the Planning Commission and Parks and Recreation Commission, park site, tree preservation, and the request by the Fire and Police Departments to rename Pleasant Grove Blvd.

Ken James of Morton and Pitalo, representing Sammis Company, addressed Council on the history of the project, location of the park, tree

22. Zoning Ordinance Amendment/Collection Trailers (DILLON)

Memo from Assistant Planning Director Michael E. Leana with request from Frederick T. Klose of Goodwill Industries for a collection center at 1205 Cirby Way; recommending amendment of the Zoning Ordinance to include use of collection trailers by non-profit, charitable organizations in Commercial and Industrial zones, (Council Communication No.8652).

Planning Director Steven H. Dillon addressed Council on the request.

Bob Johnston of Goodwill Industries addressed Council on their operation and responded to Council questions.

Motion by Chambliss, seconded by Hamel, that staff be directed to amend the zoning ordinance as recommended.

Vote: All ayes

PUBLIC HEARINGS:

23. Northwest Roseville Specific Plan (cont'd from 4/6, 4/10, 4/19 & 5/3/89)
Memo from Associate Planner Daniel E. Dameron and Planning Director Steven H. Dillon recommending certification of the E.I.R. and approval of the plan with one (1) Finding of Fact; with

RESOLUTION NO.89-81 CERTIFYING AN ENVIRONMENTAL IMPACT REPORT RELATING TO THE NORTHWEST ROSEVILLE SPECIFIC PLAN AND ASSOCIATED USES AND ACTIONS, MAKING FINDINGS OF FACT, AND MAKING A STATEMENT OF OVERRIDING CONSIDERATION RELATED TO THE ENVIRONMENTAL IMPACT REPORT FOR THE NORTHWEST ROSEVILLE SPECIFIC PLAN, and specifying a Mitigation Monitoring Program relating to the E.I.R., for adoption;

RESOLUTION NO.89-82 AMENDING THE LAND USE MAP OF THE GENERAL PLAN, to conform with the land uses specified in the NWRSP, for adoption; and

RESOLUTION NO.89-83 ADOPTING THE NORTHWEST ROSEVILLE SPECIFIC PLAN, for adoption, (Council Communication No.8663).

Mayor Santucci opened the public hearing.

Mr. Dillon addressed Council on the requested actions and responded to questions.

Richard Roccucci, 911 Herbert Street, referred to his letter relative to the adverse impacts of the 10% growth rate, especially the impacts on schools, elect utility costs, traffic congestion, pressures on surrounding areas and urban reserves, plus air quality impacts. He also questioned Main Street and Cirby Way widening issue.

Larry Bulta, 1514 Misty Wood Way, addressed Council on impacts on sewer capacity, air quality, urban reserve areas as relates to build-out figures.

Jim Bush, representing Roseville High School District, addressed Council on the High School District funding problem and stated that the high school district is in agreement with the Plan as presented.

Greg Pickard, representing John Mourier Construction, 1830 Vernon Street, spoke relative to Parcel No. 47 planned for R-10 zoning, across from Bel Air Center, requested consideration to change from R-10 to Commercial or Business Professional Use.

Mr. Dillon stated the request would need to be made at a later date.

Janic Palmer, 8330 Eva Lane, with South Placer Citizens Committee, addressed Council on the development, increased flow from the sewer treatment plant, and proposed diverting water to rice to growing properties and holding ponds. She objected to Cook-Riolo Road being extended in the

Northwest Plan.

Mayor Santucci closed the public hearing.

Mr. Dillon and Mr. Barnett responded to various questions from Council.

Council discussed hydrology and drainage, the Master Drainage Plan to come to Council and the monitoring Plan.

Motion by Ozenick, seconded by Chambliss, that the E.I.R. be certified and the Plan be approved with the following one (1) Finding of Fact:

(1) The Northwest Roseville Specific Plan is consistent with the objectives, policies, general land uses and programs specified in the General Plan; and

RESOLUTION NOS. 89-81, 89-82 AND 89-83, be adopted.

Roll call vote: All ayes

24. Foothills Blvd (Pleasant Grove No. 3) Tentative Parcel Map (970-368)
(DILLON)

Memo from Assistant Planning Director Michael E. Leana with Planning Commission Findings Report recommending approval of the map with two (2) Findings of Fact and three (3) Conditions; an Environmental Notice of Exemption has been filed, (Council Communication No.8651).

Mayor Santucci opened the public hearing.

Planning Director Steven H. Dillon addressed Council.

Ken James of Morton & Pitalo, representing the Sammis Company, requested addition of Condition No. 4 to convey park and streambed property to the City.

Staff concurred with the request.

Public Works Director Frederick L. Barnett stated that the boundaries would have to be defined.

Larry Bulta, 1514 Misty Wood Drive, addressed Council with the Homeowners Association requested and received clarification of the new condition.

Mayor Santucci closed the public hearing.

Motion by Hamel, seconded by Byouk, that the map be approved with the following two (2) Findings of Fact:

(1) Proposed map is consistent with the City General Plan.

(2) The discharge of waste, as a result of the proposed map, will not result in violation of existing requirements prescribed by the California Regional Water Quality Control Board;

And the following four (4) Conditions:

(1) The boundaries for Parcels Nos. 1 and 3 shall correspond with those in the Northwest Roseville Specific Plan;

(2) 12.5-foot public utility easements along Foothills Boulevard and the street to be renamed along the southerly boundary shall be dedicated on the final map as required by the Electric Department; and

(3) Carlsberg Drive shall be changed to a name acceptable to the Police and Fire Departments and the Post Office prior to approval of the final map.

(4) The park property is to be dedicated to the City to the satisfaction of the Parks and Recreation Director.

Roll call vote: All ayes

ORAL COMMUNICATIONS: (MAYOR SANTUCCI)

25. None

REPORTS/COMMENTS/COUNCIL/STAFF:

CONSTITUTION OF THE UNITED STATES
ARTICLE I

SECTION 1
ALL LEGISLATIVE POWERS

SHALL BE VESTED
IN A SENATE
AND HOUSE OF REPRESENTATIVES
WHICH SHALL
CONCURRENCE

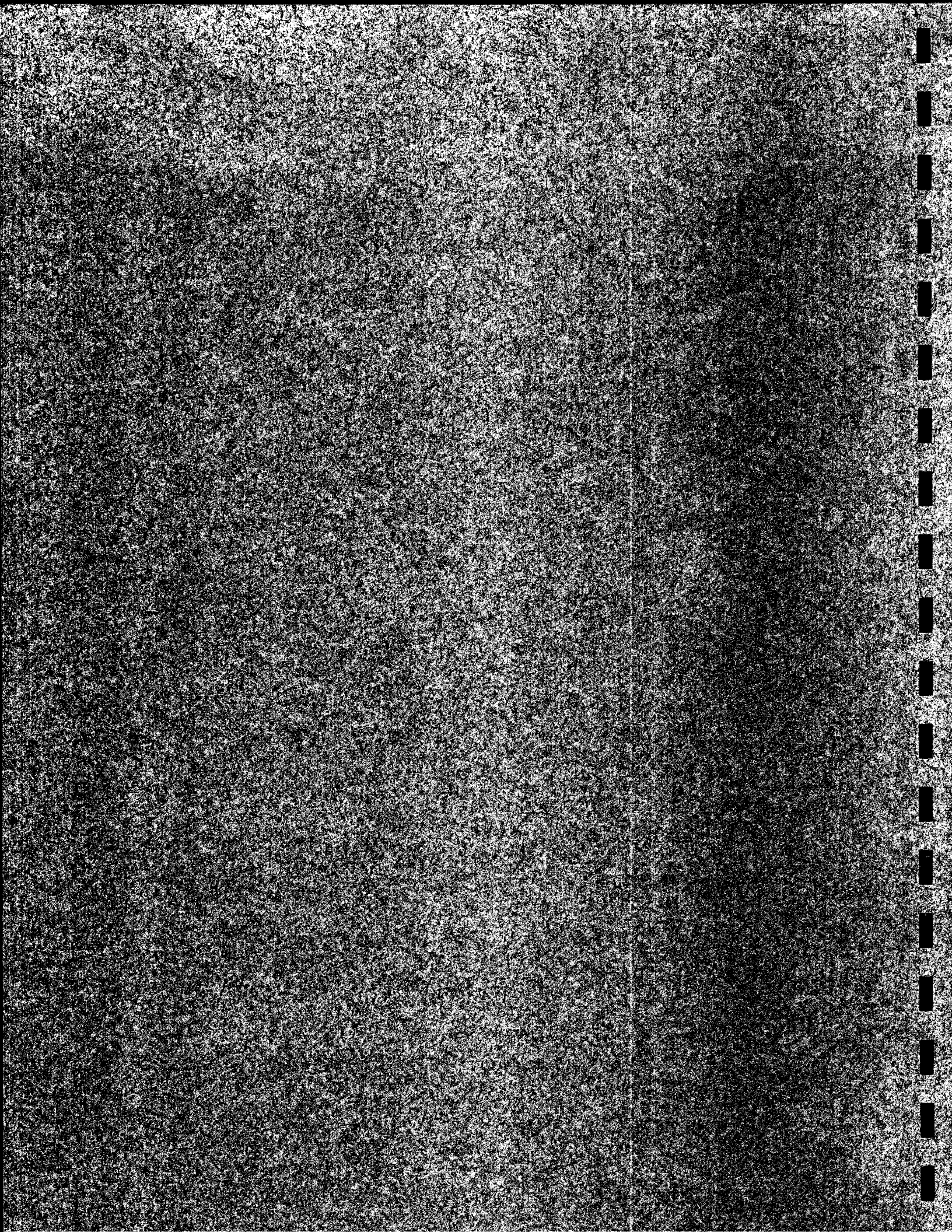


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**COMMENTS AND RESPONSES
GENERATED DURING PLANNING COMMISSION REVIEW
OF THE NORTHWEST ROSEVILLE SPECIFIC PLAN AND DRAFT EIR**

I. INTRODUCTION

This Comments and Responses document has been prepared in accordance with the requirements of the City of Roseville and the California Environmental Quality Act (CEQA). The purpose of this document is to address comments made during Planning Commission review of the Northwest Roseville Specific Plan Draft Environmental Impact Report.

The NWRSP and accompanying EIR were reviewed at the planning commission meetings of September 19, 1988, October 24, 1988, November 28, 1988, December 19, 1988, January 12, 1989, February 9, 1989. The project has been continued to the Planning Commission meeting on February 23, 1989.

This document is composed of four sections: **I. INTRODUCTION, II. LIST OF PERSONS, ORGANIZATIONS, AND PUBLIC AGENCIES COMMENTING ON THE DRAFT EIR AT THE PLANNING COMMISSION HEARINGS, III. COMMENTS AND RESPONSES, IV. MINUTES OF TH PLANNING COMMISSION HEARINGS, AND V. WRITTEN CORRESPONDENCE.** The format utilized is as follows:

- o Within the **LIST OF PERSONS, ORGANIZATIONS, AND PUBLIC AGENCIES COMMENTING ON THE DRAFT EIR** section, each comment is identified. The first column is the comment number. Each comment has been assigned a unique reference number. The second column is the page number where a summary of the comment and the response to that comment is located. The third column is a brief description of the comment.
- o Section III, the **COMMENTS AND RESPONSES** section, contains the responses for each comment received. In order to minimize redundancy, same or similar comments have been collectively grouped and responded to in a single comprehensive reply. The format of this section includes the collective comment, a list of the commentors and specific comment reference numbers, and the response.
- o Section IV consists of the **MINUTES OF THE PLANNING COMMISSION MEETINGS**. Comments made during the meetings are identified by a circled number in the left hand margin.
- o Any written correspondence received during the Planning Commission meetings is included in Section V.

II. LIST OF PERSONS, ORGANIZATIONS, AND PUBLIC AGENCIES COMMENTING ON THE DRAFT EIR

<u>Cmnt #</u>	<u>Resp page</u>	<u>Comment</u>
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PLANNING COMMISSION HEARING OF SEPTEMBER 18, 1988

- | | | |
|----|----|---|
| 1 | 34 | Commissioner Gray requested that an overlay map showing existing trees and proposed land use be prepared. |
| 2 | 39 | Commissioner Roccucci requested that use of urban reserve for high density allotments be explained. |
| 3 | 52 | Commissioner Huisking asked for a projected timing for school building completion. |
| 4 | 43 | Commissioner Gray requested that the impacts to Cirby/Riverside by southbound traffic from Foothills be discussed in detail. |
| 5 | 52 | Commissioner Wallace asked if the parks requirement would be applied to the portion of the plan area already developed. |
| 6 | 44 | Mike Jamison asked about plans for a traffic signal at the intersection of Cook-Riolo and Baseline Road. |
| 7 | 40 | Mike Jamison noted that impacts generated by future expansion westward into the urban reserve areas should be addressed in the EIR. |
| 8 | 44 | Tom Blackburn expressed concerns about how a 4-lane main street and 6-lane Washington Boulevard would be achieved. |
| 9 | 40 | Ed Silva asked why high and low density was being mixed in expensive neighborhoods. |
| 10 | 44 | Frank Weinstein asked that the speed limits on roads in the plan be looked at very carefully. |
| 11 | 55 | Dave Manhart questioned the adequacy of the review in view of the fact that the plan, GPA, Rezone, Development Agreements, and EIR are all being reviewed simultaneously. |

PLANNING COMMISSION MEETING OF OCTOBER 24, 1988

- | | | |
|----|----|---|
| 12 | 41 | Chairman Watts expressed concern that the City not create a situation where all affordable housing is located in the older neighborhoods of the City. |
|----|----|---|

- 13 41 Commissioner Gray expressed concern that to much shifting from higher to lower densities had occurred between the prior NWRSP and the currently proposed plan.
- 14 42 Chairman Watts requested an explanation of the proposed 15% affordable housing identified as mitigation in the EIR.
- 15 53 Chairman Watts asked how park requirements were going to be met?
- 16 11 Dave Manhart requested that further explanation be provided regarding City policies identified in the Consistency section of the EIR as not relevant to the specific plan.
- 17 33 Richard Hamlin presented a letter/petition from residents of the Pleasant Grove subdivision concerning opposition to encroachments into the floodplain.
- 18 53 Judith Denado asked why Neighborhood Park 'A' is not shown with more detail in the plan document, and how the City proposed to provide an adequate amount of park acreage for residents of already approved neighborhoods within the plan area?
- 19 52 Chairman Watts asked if already approved projects within the plan area dedicated park area or in-lieu fees.
- 20 40 Mike Jamison said that he was concerned that some of the higher density allocations had been shifted closer to Baseline Road.
- 21 42 Frank Weinstein asked what standards of appearance would be incorporated into affordable projects.
- 22 34 Roland Bergthold was concerned that a situation such as the one which allowed clear-cutting in the SERSP be allowed in this plan.
- 23 42 Chairman Watts asked if in-lieu fees would be used to satisfy affordable housing requirements.
- 24 43 Chairman Watts asked about affordable housing requirements for already approved projects.
- 25 43 Commissioner Wallace asked about the length of time for affordable units.
- 27 43 Chairman Watts requested that a staff alternative for providing affordable housing, including a new mix of densities be prepared.

PLANNING COMMISSION MEETING OF NOVEMBER 28, 1988

- 28 44 Chairman Watts asked if the widening of Main Street was recommended or necessitated by the NWRSP.
- 29 44 Chairman Watts asked if he was correct is assuming that the widening of Main Street was not in any current funding program.
- 30 45 Commissioner Wallace asked why traffic impacts at Cirby Way and Riverside were not discussed.
- 31 45 Following extensive public input, the commission directed the traffic consultant to provide additional information regarding impacts to Main Street.
- 32 46 Chairman Watts asked which intersections within the plan area would be signalized.
- 33 46 Roland Bergthold asked if sufficient funding was available for the five proposed urban interchanges, and if the NWRSP would contribute its fair share.
- 34 53 Roland Bergthold questioned the logic of providing water intensive vegetation in the landscaped corridors, and that measures to minimize water use in these areas be included as mitigation in the plan.
- 35 35 Chairman Watts asked how the vernal pools would be impacted by development of the golf course.
- 36 35 Chairman Watts asked how pools are impacted by cattle.
- 37 35 Chairman Watts asked about the feasibility of 'manufactured' vernal pools.
- 38 35 Roland Bergthold felt that it is not a good idea to preserve vernal pools within a golf course setting.
- 39 36 Commissioner Rush requested that a report comparing Larry Stromberg's original preservation recommendations with those currently proposed be provided to the City.
- 40 36 Chairman Watts asked if the loss of 80% of the pools in the NWRSP is consistent with the original plan.
- 41 36 Commissioner Wallace asked if an adequate watershed area was proposed to protect the vernal pools.
- 42 37 Chairman Watts asked whether a cost estimate had been prepared for the pool program, and that more specific information be obtained on the impact of vernal pools in the golf course and the feasibility of public access.

- 43 38 Roland Bergthold cited a study which indicated that a majority of persons desired to have parks with walks and natural areas.
- 64 38 Dave Manhart suggested that the NWRSP and the NCRSP be combined to provide a good quality accessible vernal pool area.

PLANNING COMMISSION MEETING OF DECEMBER 19, 1988

- 45 38 Chairman Watts asked how many trees would need to be removed for development.
- 46 38 Commissioner Rush asked how many trees would need to be removed in the undeveloped portion of the plan area.
- 47 34 Commissioner Gray was concerned about the preservation of the oak woodland along Pleasant Grove Creek, and how this related to policy 16 of the specific plan.
- 48 34 Dave Manhart was concerned about the tree overlay in that it did not show details of the plan. Chairman Watts suggested that the trees be depicted on a larger map which shows street and lot layout. Commissioner Gray indicated that the tree overlay must be prepared on a map showing parcel densities. Commissioner Rush indicated that he was concerned about individual trees on specific parcels. Commissioner Wallace was very concerned that another situation like parcel 41 in the SERSP was not allowed to occur.
- 49 39 Chairman Watts expressed concern that the new dwellings would add to the cumulative air quality problem.
- 50 46 Chairman Watts expressed concern that about estimates that Roseville is still 20 years away from connecting to mass transit in Sacramento.
- 51 46 Dave Manhart commented on the possible availability of the SP tracks for transit use.
- 52 55 Chairman Watts inquired where specifics such as double pane windows were addressed.
- 53 11 Dave Manhart asked about comments of non-relevency on page C-37 in the EIR document.
- 54 33 Chairman Watts suggested that non-relevency comments in the area of energy efficiency be deleted as it is hard to encourage such measures if the EIR "brands" them as not relevant.

- 55 44 Commissioner Gray reiterated a commission request for an analysis of the impact on the plan as a whole of not widening Main Street.
- 56 54 Chairman Watts asked in the new fire station would be prepared to respond to calls where hazardous materials are involved.
- 57 52 Commission Gray inquired if another intermediate school was planned.
- 58 54 Chairman Watts asked if the water system would need to be enlarged near buildout of the plan area.
- 59 54 Commissioner Wallace asked what would happen if no water is available from Folsom Lake, and noted that a population of 28,000 uses $\pm 14,000$ acre feet, that the City contract is only for 32,000 acre feet, but the **General Plan** allows for a population of 92,000. These figures result in a deficit of $\pm 45,000$ acre feet.
- 60 52 Commissioner Rush asked for the probable cost of water from another source.
- 61 55 Regarding the proposed lift sewer stations, Chairman Watts asked what would happen in the event of a power failure.
- 62 33 Regarding storm drainage, Chairman Watts asked if the 100 year event had been considered.
- 63 33 Commissioner Rush asked if there were any plans to change existing channels.
- 64 33 Commissioner Gray asked if rear lot drainage was a possibility in the plan.

PLANNING COMMISSION MEETING OF JANUARY 12, 1989

- 65 36 Chairman Watts asked for information on specific differences between the original and currently proposed vernal pool alternatives.
- 66 36 Commissioner Wallace inquired as to how man-made vernal pools are created.
- 67 37 Chairman Watts asked if the vernal pool monitoring would have to be conducted by an expert, and it seemed likely that some monitoring would be conducted by Park and Recreation staff. He is concerned about the possibility of mistakes which could threaten the fragile ecosystems.

- 68 37 Regarding proposed vernal pool measures in the preserve
69 in the golf course, Chairman Watts asked why the man-
made pools could not be located in an area more easily
accessible to the public. Dave Manhart also expressed
concern about access to pools in the golf course.
Commissioner Gray was concerned that the most important
large pool is located in the golf course.
- 70 37 Commissioner Wallace asked what percentage of the pools
are situated in the golf course.
- 71 38 Chairman Watts expressed concern about reliance on the
NCRSP for additional vernal pool mitigation when that
plan has not been reviewed yet.
- 72 38 Commissioner Rush inquired as to the number of vernal
pools preserved in the SERSP and the NERSP.
- 73 38 The Planning Commission indicated that they would like
to have all created vernal pools located in areas which
are easily accessible to the public.
- 74 52 Joel Kirschenstein requested an additional mitigation
measure specifying a Mello-Roos funding mechanism to
cover a deficiency in the State Aid Funding Program for
schools.
- 75 38 Chairman Watts asked how many trees would be lost in
the golf course.
- 66 34 Commissioner Gray asked how much of the golf course is
100 year floodplain.
- 77 38 Commissioner Rush expressed concern about the number of
trees which could be impacted in the golf course.
- 78 53 Dave Manhart said that he was concerned about the
privateness of the golf course committee. Ge said that
the best grove of oak trees was located within the golf
course area and that the bike trail would be avoiding
them completely. Commissioner Gray said that he was
concerned about the accessibility of the oak woodland
to the public. Roland Bergthold indicated that he felt
the public had a right to access this area. Commission
consensus was to provide public access to this area.
- 79 55 Commissioner Wallace inquired as to how revenues for
the landscape and lighting district would be generated.
- 80 55 Chairman Watts asked if there would be a separate tax
on non-residential land uses.

- 81 56 Chairman Watts asked which properties would be included in the proposed Mello-Roos District.
- 82 56 Commissioner Gray asked how already approved projects would contribute to infrastructure development costs.
- 83 56 Commissioner Gray asked if some properties have been able to evade fees for infrastructure of schools.
- 84 56 Chairman Watts asked when full buildout of the infrastructure was proposed.

PLANNING COMMISSION MEETING OF FEBRUARY 23, 1989

- 85 46 Chairman Watts asked how increases in the amount of commercial and multi-family could combine to yield a net 4% reduction in trips?
- 86 47 Commissioner Rush inquired if included the traffic analysis which indicates that Cirby Way will require widening to six lanes?
- 87 47 Commissioner Wallace indicated that he is concerned about the City's ability to pay for the Urban Interchange that would be needed for Cirby/Riverside.
- 88 47 Commissioner Rush asked what would happen if Cirby Way is not widened?
- 89 48 Commissioner Wallace asked when in the process would people living along Cirby Way be informed of this proposed widening?
- 90 50 Chairman Watts asked how double turn lanes from Cirby Way onto Sunrise be implemented and still preserve the significant oak tree at the location?
- 91 47 Commissioner Gray said that the point of the hearing was to discuss impacts of the NWRSP, not discuss the widening of South Cirby Way itself.
- 92 46 Mr. Roccucci finds it hard to believe that increases in the amount of commercial and multi-family in the NWRSP could combine to yield a net 4% reduction in trips?
- 93 50 John Krogsrud requested that the EIR identify the traffic impacts to Cooke-Riolo Road.

PLANNING COMMISSION MEETING OF MARCH 9, 1989

- 94 47 Chairman Watts asked what would happen if Cirby Way was not widened to six lanes?

- 95 51 Chairman Watts inquired how many residents were assumed
96 in the NWRSP and if the current traffic study is
adequate in light of the transfer of units?
- 97 47 Chairman Watts asked what reduction in housing would be
required to provide LOS C on Cirby Way should the City
Council elect to limit widening of that roadway.
- 98 50 Commissioner Gray asked if there is sufficient time
between the meeting tonight (2/28/89) and the time that
this project goes to City Council to develop a solution
to the Cook- Riolo issue?
- 99 48 Chairman Watts asked why was it decided not to create
the right-of-way along Cirby Way prior to development
of homes within the needed corridor?
- 100 48 Commissioner Gray said that he believed his tenure on
the Planning Commission dated back to 1983, and he does
not recall any conscious effort or public hearings with
regard to widening of Cirby Way.
- 101 48 Chairman Watts is troubled that the City has permitted
swimming pools, etc. along the roadway.
- 102 48 Commissioner Rush asked what can be done to prevent
this sort of situation (widening of Cirby Way) from
occurring in the future?
- 103 56 Chairman Watts asked about the legal feasibility of
establishing a growth rate which would slow the rate of
development in the City.
- 104 49 Greg Baker, representing a group of residents from
105 neighborhoods bordering South Cirby Way, requested that
the City to investigate other alternatives to widening
the roadway, and that the NWRSP either not be approved,
or be approved but not contingent upon the widening of
this roadway.
- 106 49 The widening of Cirby Way is hardly discussed in the
Draft EIR, giving the impression that widening of the
roadway is not considered a significant issue. Also,
the City should require high pressure sodium lights in
the plan area.
- 107 57 Scott Scavinsky requested clarification of the review
process as it related to the NWRSP.
- 108 48 Commissioner Wallace asked when will people living
along South Cirby Way be notified that the road is to
be widened? Several residents from the concerned
neighborhoods voiced similar concern that they had not
been notified in the past.

- 109 40 A representative of the West Placer Citizens Committee expressed concern that development of the NWRSP area would impact the rural atmosphere.
- 110 39 Gordon Gimball expressed concern that the widening of Cook-Riolo Road would require removal of hundreds of trees.
- 111 41 Why has the City allowed urban development adjacent to property covered by the Williamson Act?
- 112 34 Wayne Lindon is concerned that development of the NWRSP area will exacerbate flooding on his property.
- 113 40 Laura Bollard expressed concern that development of the NWRSP area would impact the rural atmosphere which currently exists south of Baseline Road.
- 114 51 Mr. Edward Butler asked in an alternative to the widening of Cook-Riolo Road was being considered.
- 115 51 Commissioner Gray expressed concern for area wide traffic problems.
- 116 51 Commissioner Wallace expressed concern about the widening of South Cirby Way.
- 117 51 Mr. Rush would like to be sure that the City and County continue to work together.
- 118 51 Chairman Watts expressed concern about the traffic circulation and resulting impacts to air quality.

III. COMMENTS AND RESPONSES

GENERAL PLAN CONSISTENCY

COMMENT: Further explanation should be provided regarding City policies identified in the Consistency section of the EIR as not relevant to the specific plan.

Dave Manhart, 16, 53

RESPONSE: Following is a list of all policies which have been identified as 'not relevant' to the NWRSP, as well as an explanation as to why each was so designated.

Growth Management Element Policy 8: To preserve the integrity of planning efforts, the City of Roseville and Placer County must formally adopt a policy relating to the development within the City's sphere of influence and to maintain the County's policy of non-urban development.

Consistent: The Northwest Roseville Specific Plan is consistent with this policy because it does not impact this policy. The NWRSP allocates land uses already identified in the **General Plan**, and does not propose development beyond the municipal boundary. It is recognized that development within the City, including the plan area, will provide a catalyst for development outside of the City, and consequently, a coordinated plan for such development is the subject of this policy.

Land Use Element Policy 3: In order to maintain an equilibrium between jobs and housing, the total amount of industrial land use and potential total employment shall be reduced or maintained by either:

- a) placing acreage in a long-term industrial reserve, not to be considered for development for ten years; and/or,
- b) replacing industrial land use with residential land use; and/or,
- c) reducing the overall intensity levels for industrial land use; and/or,
- d) not rezoning additional properties for industrial land use.

Consistent. This policy is not applicable to the NWRSP because the plan does not include any industrial land use. Similarly, the NWRSP is consistent with this policy because it does not introduce any land use contrary to the policy.

Land Use Element Policy 18: Designate the Old Town Historic District and the Oak Street/Vernon Street area as possible redevelopment areas and proceed with the necessary studies to make such a determination.

Consistent. This policy is not applicable to the NWRSP because the plan does not include any areas within the Old Town Historic District or in the Oak Street/Vernon Street area. Similarly, the NWRSP is consistent with this policy because it does not introduce any measures or land uses which conflict with this policy.

Housing Element Policy 9: In order to preserve, maintain and improve its supply of older housing units, the City shall continue its Housing Rehabilitation Program and expand its area of operation into other planning areas.

Consistent. Because the NWRSP includes previously undeveloped area, there are no older units which would be subject to the Housing Rehabilitation Plan, and consequently, this policy is not applicable to the NWRSP. The NWRSP is consistent with this policy because it does not introduce any measures or land uses which conflict with this policy.

Housing Element Policy 10: Refer to Policy 9A.

The City will prohibit the conversion of rental units to condominiums unless the City's rental vacancy rate reaches 5% or until a formal condominium conversion ordinance is adopted by the City Council.

Consistent. Because the NWRSP includes previously undeveloped area, there are no residential units proposed for conversion to condominiums, and consequently, this policy is not applicable to the NWRSP. The NWRSP is consistent with this policy because it does not introduce any measures or land uses which conflict with this policy.

Housing Element Policy 11: In order to minimize tenant displacement and to maintain a supply of affordable housing, the City shall consider an ordinance limiting the number of residential conversions to office space on an annual basis. The ordinance will carry a provision which allows conversion if replacement housing is provided to any low-income tenant, who would be displaced by the action.

Consistent. Because the NWRSP includes previously undeveloped area, there are no residential units proposed for conversion to office space, and consequently, this policy is not applicable to the NWRSP. The NWRSP is consistent with this policy because it does not introduce measures which conflict with this policy.

Housing Element Policy 12: The City will investigate the feasibility of establishing redevelopment areas and pursuing all sources of funding, private and public to provide financing for the repair and upgrading of these areas.

Consistent. Because the NWRSP includes previously undeveloped area, there are no neighborhoods or business centers which could be designated as redevelopment areas, and consequently, this policy is not applicable to the NWRSP.

Housing Element Policy 12(a): An affordable housing development agreement shall be required whenever the land use on a piece of property is being changed to a density in excess of ten (10) dwelling units per acre. The affordable housing agreement will be a part of the land use and zoning change and will stipulate the number of affordable units to be constructed, the unit price or rent range, the income group to which the affordable units will be targeted, and the length of time the units will remain affordable.

Consistent: Affordable housing agreements will be required with each appropriate project within the NWRSP area. These agreements will be enacted on a project by project basis as individual properties within the plan area are developed. Although these agreements are not required at the specific plan level, the NWRSP is consistent with this policy in that it recognizes that affordable housing agreements will be required of individual projects.

Housing Element Policy 13: Identify and rezone existing single-family detached sites to a mixture of single-family attached and multi-family densities to allow for and encourage the construction of more affordable rental and sale units.

Identify and rezone existing multi-family sites, with densities of less than R-20 to a density of R-20+ to meet the projected demand for high-density units.

The City will investigate various methods of providing necessary infrastructure, such as through fees developer land dedication, detailed site review of needed services, etc. to sites currently zoned residential, but which cannot be developed because they lack adequate public services.

Consistent. Implementation of this policy entails rezoning of existing multi-family land uses to higher densities. According to staff, this policy is intended to facilitate more efficient in fill development, and, since the NWRSP includes new land use, this policy is not applicable. The NWRSP is consistent with this policy in that it does not introduce any measures uses which conflict with this policy.

Housing Element Policy 14: Upon adoption of the Growth Management Plan and Circulation Element, the City will begin investigating the feasibility of reclassifying suitable sites to high-density residential land use.

While surveying potential sites for rezoning to higher densities, staff will insure a mix of housing types and costs in order that one or more selected areas do not receive the vast majority of multi-family units.

Consistent. Because this policy addresses "reclassification" of land use, it is not clear that this policy pertains to the NWRSP which largely consists of new land use allocations. Nonetheless, the NWRSP identifies sites which are considered appropriate for high density development, and proposes such development on them.

Housing Element Policy 15: The City shall adopt an ordinance to implement the State-sponsored concept of constructing second units "granny flats" on property occupied by single-family units as a means of providing affordable rental housing.

The City should designate specific sites for use as mobile home parks and encourage developers to use manufactured units in their housing projects. If proven feasible, the City should reduce fees on manufactured housing as recommended by the Affordable Housing Task Force.

Consistent. Implementation of this policy entails action by City staff. The NWRSP is consistent with this policy because it does not introduce any measures which conflict with implementation of this policy.

Housing Element Policy 17: Implement the necessary enabling legislation that will create a Zoning Administrator for routine and minor planning matters to be processed at staff level.

Consistent. Implementation of this policy entails action by City staff to implement the necessary enabling legislation that will create a Zoning Administrator for routine and minor planning matters to be processed at staff level. The NWRSP is consistent with this policy because it does not introduce any measures which conflict with implementation of this policy.

Housing Element Policy 20: At this point in time, rent control is not considered to be a viable option for the City's housing policy. Consequently, Roseville has no intention to implement any form of rent control.

Consistent. This policy identifies the City's position on rent control. The NWRSP is consistent with this policy because it does not introduce measures which conflict with this policy.

Housing Element Policy 24: The City will continue operating its existing energy conservation programs and will consider the implementation of those proposed programs, which prove to be cost effective.

Consistent. Implementation of this policy entails action by City staff to continue operation of energy conservation programs and consider implementation of proposed programs which prove to be cost effective. The NWRSP is consistent with this policy because it does not introduce any measures which conflict with implementation of this policy.

Housing Element Policy 25: The City will continue to provide assistance regarding equal housing opportunities through its Housing Office and Housing Authority.

Consistent. Implementation of this policy entails action by City staff to continue to provide assistance regarding equal housing opportunities through the Housing Office and Housing Authority. The NWRSP is consistent with this policy because it does not introduce any measures which conflict with implementation of this policy.

Circulation Element Policy 4: In order to meet projected travel demands in the eastern area of the City, the following improvements need to be implemented:

- a. Douglas to six lane arterial;
- b. Rocky Ridge to four lane arterial;
- c. Sierra College to four lane arterial;
- d. Possible need for improvements to Sunrise Avenue;
- e. North Cirby Way as four lane arterial;
- f. New two lane roadway running north and/or west from Rocky Ridge/Douglas, to connect across I-80 to north of the City.

Consistent. The NWRSP includes provisions to implement the improvements identified in the City-wide Circulation Study. None of the improvements identified in this policy are within the plan area. The NWRSP is consistent with this policy because it does not introduce any measures which conflict with implementation of this policy.

Circulation Element Policy 5: In order to meet projected travel demands in the central area of the City, the following improvements need to be implemented:

- a. Placer Center Arterial overcrossing as four lane arterial;
- b. New I-80 overcrossing as four lane arterial;
- c. Reconstruction of the Subway undercrossing to a four or six lane highway;
- d. Provision of two additional lanes across the tracks, somewhere between Route 65 and the southern City limit;
- e. Major improvements to the approach roads on either side of

- the railroad, including Vernon, Cirby and Riverside;
- f. New Foothills Boulevard extension from Baseline to Riverside as four or six lane arterial.

Consistent. The NWRSP includes provisions to implement the improvements identified in the City-wide Circulation Study. None of the improvements identified in this policy are within the plan area. The NWRSP is consistent with this policy because it does not introduce any measures which conflict with implementation of this policy.

Transit Element Policy 2: Continue use of the Transportation Commission, to monitor the needs of the community in order to serve the largest possible number of citizens and provide the best possible transit system.

Consistent. This policy identifies the appropriate method of monitoring the transit needs in the community. Because the NWRSP does not introduce measures which conflict with implementation of this policy, it is consistent with this policy.

Scenic Highways Element Policy 3: Encourage Placer County to adopt consistent policies relating to those roadway corridors now serving both jurisdictions, but will eventually be within the Roseville City limits.

Consistent: The Northwest Roseville Specific Plan is consistent with this policy because it does not conflict with this policy. The NWRSP identifies design, landscaping, and maintenance policies for roadways within the City. It is recognized that development within the City, including the plan area, will provide a catalyst for development beyond the City limit, and that situation is the impetus for this policy. Implementation of this policy requires action by the City and County.

Open Space and Conservation Element Policy 2: Provide for purchase of desirable lands by allocating funds in the City budget to be used for land acquisition projects.

Consistent. Implementation of this policy requires the allocation of funds into appropriate City budgets. The NWRSP is consistent with this policy because it does not introduce any measures which conflict with implementation of this policy.

Open Space and Conservation Element Policy 7: Encourage continued production of grain and other viable agricultural activities such as raising turkeys and growing orchards, and encourage the conversion of marginal grazing lands for urban uses in place of the more valuable agricultural lands when such conversion complies with an adopted growth policy.

Consistent. The area included in the NWRSP is vacant and is not currently utilized for agricultural pursuits. Some of the plan area has been utilized for grazing in the recent past. This policy is not applicable to the NWRSP because there are no viable agricultural activities occurring within the plan area which the City has indicated it desires to continue. The NWRSP is consistent with this policy because it does not propose the conversion of any area currently utilized for agriculture.

Open Space and Conservation Element Policy 8: Provide for the use and preservation of mineral deposits within the Strap Ravine Plan Area if subsequent geologic studies are conducted to verify the extent and importance of such deposits.

Consistent. None of the Strap Ravine Plan Area is included in the NWRSP. The NWRSP is consistent with this policy because it does not introduce any measures which conflict with this policy.

Noise Element Policy 5: Support legislative efforts directed at source control of noise emissions.

Consistent. This policy establishes the City's position in support of legislative efforts directed at source control emissions. The NWRSP is consistent with this policy because it does not introduce a conflicting policy.

Noise Element Policy 6: Encourage State and Federal agencies to enforce and implement existing noise emission standards.

Consistent. This policy establishes the City's position to encourage State and federal agencies to enforce and implement existing noise emission standards. The NWRSP is consistent with this policy because it does not introduce a conflicting policy.

Seismic Safety Element Policy 5: Continue to study and evaluate all potential faults in the Roseville area. Any fault which is found to be "active" should be defined in the Technical Addendum of this element.

Consistent. This policy provides direction to City staff and implementation requires action on the part of staff. City staff reviews information pertaining to potential faults in the City through Draft EIRs and geotechnical studies prepared in conjunction with growth in the City. The NWRSP is consistent with this policy because it does not introduce any measures which conflict with implementation of this policy.

Seismic Safety Element Policy 8: Consider public and private costs of reducing and/or eliminating seismic hazards in mitigation programs.

Consistent. This policy provides direction to City staff and implementation requires action on the part of staff. City staff reviews mitigation for seismic hazards through Draft EIRs and geotechnical studies prepared in conjunction with growth in the City. The NWRSP is consistent with this policy because it does not introduce any measures which conflict with implementation of this policy.

Seismic Safety Element Policy 9: Periodically update the Roseville Emergency Plan to insure its adequacy for dealing with seismic events and other natural disasters.

Consistent. This policy provides direction to City staff and implementation requires action on the part of staff. The NWRSP is consistent with this policy because it does not introduce any measures which conflict with implementation of this policy.

Seismic Safety Element Policy 10: Amend other elements of this General Plan to conform to this element.

Consistent. Implementation of this policy includes amendment of the General Plan. Because the NWRSP is consistent with the General Plan and does not introduce any measures which conflict with implementation of this policy, the Plan is consistent with this policy.

Seismic Safety Element Policy 11: Seismic studies, prepared for the Auburn Dam project, should be incorporated as a part of this document.

Consistent. Incorporation of information into the General Plan is beyond the scope of the NWRSP. The NWRSP is consistent with this policy because it does not introduce any measures which conflict with implementation of this policy.

Energy Element Policy 1: The City shall set an example, thus providing energy education and leadership, by reducing energy consumption in (all) public buildings, vehicles and services.

Consistent. Implementation of this policy is attained through efficient operation of public buildings, vehicles, and services. The NWRSP does not include any policies pertaining to operation of these facilities, and consequently, is consistent with this policy because it does not introduce any measures which conflict with its implementation.

RELATED CORRESPONDENCE



Energy Element Policy 2: Principles of energy conservation be integrated into existing school curricula.

Consistent. Implementation of this policy mandates integration of energy conservation measures into the local school curricula. The NWRSP is consistent with this policy because it does not introduce any measures which conflict with implementation of this policy.

Energy Element Policy 3: The City should continue to provide an electric utility.

Consistent. This policy states a City position that it should continue to provide an electric utility. The NWRSP does not include measures which are contrary to this policy, and consequently, is consistent with this policy.

Energy Element Policy 4: Encourage and promote the use of cost-effective, alternate energy sources.

Consistent. Implementation of this policy entails action by the City to encourage and promote use of cost effective, alternate sources of energy. The NWRSP is consistent with this policy because it does not introduce any measures which conflict with implementation of this policy.

Energy Element Policy 6: Encourage innovative site designs and orientation techniques which incorporate passive and active solar designs and natural cooling techniques in the residential sector.

Consistent. Implementation of this policy entails action by the City to encourage innovative site designs and orientation techniques which incorporate passive and active solar designs and natural cooling techniques. Individual projects are subject to review, and consistent with this policy, can be encouraged to incorporate such measures, however, a specific plan does not include site plans or design standards at such a detailed level. It should be noted that Section 5.7 of the NWRSP discusses energy conservation measures consistent with this policy.

Energy Element Policy 7: Promote a weatherization and retrofit program within the existing residential sector.

Consistent. Implementation of this policy requires City action to promote a weatherization and retrofit program within the existing residential sector. Because the NWRSP addresses development of new areas and not existing residential areas, this policy does not pertain to the specific plan.

Energy Element Policy 9: Energy conservation education and measures be implemented to encourage energy savings by residents.

Consistent. Implementation of this policy requires that energy conservation education and measures be implemented to encourage energy savings by residents. This policy provides direction to City staff for the implementation of energy conservation programs. The NWRSP is consistent with this policy because it does not introduce any measures which conflict with implementation of this policy.

Energy Element Policy 10: Encourage innovative site design and orientation techniques which incorporate passive and active solar design and natural cooling techniques in the commercial and industrial sectors when they are found to be cost effective.

Consistent. Implementation of this policy entails action by the City to encourage innovative site designs and orientation techniques which incorporate passive and active solar designs and natural cooling techniques. Individual projects are subject to review, and consistent with this policy, can be encouraged to incorporate such measures, however, a specific plan does not include site plans or design standards at such a detailed level. It should be noted that Section 5.7 of the NWRSP discusses energy conservation measures which are consistent with this policy.

Energy Element Policy 11: Encourage energy-efficient use of lighting and landscaping in the design of new commercial and industrial uses.

Consistent. Implementation of this policy entails action by the City to encourage innovative site designs and orientation techniques which incorporate passive and active solar designs and natural cooling techniques. Individual projects are subject to review, and consistent with this policy, can be encouraged to incorporate such measures, however, a specific plan does not include site plans or design standards at such a detailed level. It should be noted that Section 5.7 of the NWRSP discusses energy conservation measures which are consistent with this policy.

Energy Element Policy 12: Provide the commercial and industrial sector with a wide variety of energy conservation techniques which can be easily adapted to existing buildings.

Consistent. This policy provides direction to City staff to provide the commercial and industrial sector with a wide variety of energy conservation techniques which can be easily adapted to existing buildings. The NWRSP entails development of new buildings and consequently, is not addressed by this policy. However, as previously discussed, individual projects are subject

CHANGES TO DETERMINATIONS OF SIGNIFICANCE SINCE PREPARATION OF THE DRAFT EIR

The level of significance identified in a Draft EIR is suggested, and following public review, the Lead Agency determines the actual level of significance to be adopted. The adopted levels are identified in the Final EIR and in the Resolution and Findings adopted by the City. Since preparation of the Draft EIR, the City of Roseville has determined that four impacts which were initially suggested to have been mitigated to less than significant levels should instead be considered unavoidable and significant. These impacts occur in the areas of growth inducement, affordable housing, solid waste generation, and short term noise generation.

Impacts in the area of growth inducement are determined to be significant because the NWRSP, regardless of consistency with the General Plan, will promote continued growth in that portion of the City.

Impacts in the area of Affordable Housing are considered significant because, even with implementation of the affordable housing guidelines of the General Plan, the NWRSP will create a disproportionate number of homes costing in excess of the price that a large portion of the Roseville population will be able to afford.

Impacts in the area of solid waste generation are considered significant because there is a recognized limit to the capacity of the existing regional landfill, and implementation of the NWRSP will generate waste which will shorten the usable life of the existing facility.

Impacts in the area of short term noise generation are considered significant because it is recognized that some construction noises could produce sounds in exceedance of acceptable noise levels, and that such short term occurrences are an inherent and unavoidable aspect of construction.

COMMENT FROM THE ROSEVILLE JOINT UNION HIGH SCHOOL DISTRICT

COMMENT: The Roseville High School District has requested that the Draft EIR be amended to reflect the recent defeat of the proposed Mello-Roos District which was anticipated as a major financing mechanism for the high school within the NWRSP area.

RESPONSE: The Draft EIR recognizes that development of the Northwest Roseville Specific Plan area would generate additional students who would attend school facilities in the Roseville Joint Union High School District. To serve this need, a high school site is included in the NWRSP. In addition to AB2926 fees, adoption of a Mello-Roos District was anticipated to facilitate development of the necessary high school facilities. Since preparation of the Draft EIR, the proposed Mello-Roos District was defeated. The School District will still be able to collect AB2926 fees which will offset some of the anticipated costs, but without the proposed Mello-Roos District, complete funding of the proposed high school facility is uncertain. Consequently, the magnitude of project impact in the area of high school student generation must be revised to indicate that this impact is considered an unavoidable and significant consequence of project implementation.

PLACER COUNTY REQUESTED THAT THE CITY CONSIDER SHIFTING THE PROPOSED SCHOOL AND COMMERCIAL USES IN THE SOUTHWESTERN PORTION OF THE PLAN AREA

City staff examined the feasibility of shifting land uses in the southwestern portion of the site as requested by Placer County. Their conclusions are presented in a Council Communication dated April 12, 1989, a copy of which is appended to this document. In summary, their overall conclusions are that the requested shift could be feasible, but would introduce a number of potentially significant complications into the current process. Had such a request been presented to the City in a more timely manner, the identified concerns could have been addressed in plan development.

The most notable complication posed by the requested shifting of land uses evolves around relocation of the high school site. The Roseville Joint Union High School District strongly opposes relocation of the currently proposed site. They are satisfied with the currently proposed site and have received tentative approval from the State as to its location. Relocation of the school site would require additional District analysis and necessitate new State approval. This approval is essential to the District's ability to secure funding for future facility development.

Recognizing the School Districts position, a reasonable alternative to the request could entail shifting of only the commercial and office uses away from Baseline Road. However, this alternative also poses a number of concerns related to location of the high school. As a policy, the School District opposes the location of commercial uses immediately adjacent to school facilities. Such juxtaposition of uses creates an "attractive nuisance" situation in that the adjacent commercial sites become popular gathering places for students, both during and after school hours.

In addition to the concerns of the school district, relocation of the commercial sites within the Plan at this time could introduce the need for supplemental environmental analysis, most notably in

the subject area of traffic circulation. Similarly, such a modification of the land uses would require restructuring of the financing districts proposed in the plan area.

Based on the above considerations, as well as the stage of the review process, it is conceivable that the presently proposed land use configuration may be the most desirable from the City's standpoint.

to review, and can be encouraged to incorporate such measures. A specific plan does not include site plans or design standards at such a detailed level.

Energy Element Policy 14: Provide energy conservation education and techniques to the commercial and industrial sector so that optimum energy-efficiency is obtained.

Consistent. This policy provides direction to City staff to provide energy conservation education and techniques to the commercial and industrial sector so that optimum energy-efficiency is obtained. As previously discussed, individual projects are subject to review, and can be encouraged to incorporate such measures, however, a specific plan does not include site plans or design standards at such a detailed level. Section 5.7 of the NWRSP document discusses energy conservation measures which are consistent with this policy.

Energy Element Policy 15: The City should pursue methods to make existing public facilities as energy efficient as possible.

All new public facilities shall be designed and built for energy efficiency.

The City should establish a program for replacement of energy-inefficient street light fixtures.

The City should establish, as part of their replacement program for vehicles, a high priority for fuel-efficient vehicles.

Consistent. This policy addresses management of City facilities and is not applicable to private development within the NWRSP. The City would be responsible for implementation of measures consistent with this policy in public facilities, such as the library, included within the plan area. The NWRSP is consistent with this policy because it does not introduce any measures which conflict with implementation of this policy.

Energy Element Policy 16: Develop procedures to analyze and control land use impacts on peak electrical demands.

Consistent. This policy provides direction for City staff to develop procedures which could be utilized to control land use impacts on peak electrical demands. Implementation of this policy entails action by City staff. The NWRSP does not introduce measures which conflict with implementation of this policy.

Energy Element Policy 17: Encourage the implementation of load management strategies to reduce peak demands and avoid emergency high-demand episodes.

Consistent. This policy provides direction to City staff to encourage the implementation of load management strategies to reduce peak demands and avoid emergency high-demand episodes. Implementation of this policy entails action by City staff, and the NWRSP does not introduce measures which conflict with implementation of this policy.

Public Services and Facilities Element Policy 1: In order to evaluate city facility capacity and service levels, the City will establish an annual monitoring and reporting program that will be a part of the annual budgetary process.

Consistent. This policy provides direction to City staff to establish an annual monitoring and reporting program to evaluate city facility capacity and service levels, and that this program become a part of the annual budgetary process. Implementation of this policy entails action by City staff, and the NWRSP does not introduce measures which conflict with implementation of this policy. It should be noted that the NWRSP consistent with staff requirements, includes a plan for financing and development of infrastructure to meet the anticipated demand.

Public Services and Facilities Element Policy 2: To insure that major City facilities are available to accommodate existing and future growth, the City will formulate and adopt a coordinated 5-year capital improvement plan for such facilities. The capital improvement plan will be prepared annually as a five-year projection of needs for analysis concurrent with the budgetary process.

Consistent. This policy provides direction to City staff to formulate and adopt a coordinated 5-year capital improvement plan for city facilities. Implementation of this policy entails action by City staff, and the NWRSP does not introduce measures which conflict with implementation of this policy. It should be noted that the NWRSP, consistent with staff requirements, includes a plan for financing and development of infrastructure to meet the anticipated demand.

Public Services and Facilities Element Policy 7: The City shall investigate the possibility of providing a separate wastewater treatment facility for the north industrial area.

Consistent. This policy provides direction to City staff to investigate the possibility of providing a separate wastewater treatment facility for the north industrial area. Implementation of this policy entails action by City staff. None of the NWRSP

is within the north industrial area, and the Plan does not introduce measures which conflict with this policy.

Public Services and Facilities Element Policy 8: The City shall extend new sewer lines to the east side of the City in order to meet existing and future sewer needs.

Consistent. The NWRSP is situated in the western portion of the City, and this policy is not relevant to that portion of the City.

Public Services and Facilities Element Policy 9: The City shall adopt a fee schedule which requires new development to pay for sewerline extensions or plant expansion caused by such developments.

Consistent. Implementation of this policy requires that the City adopt a fee schedule which requires new development to pay for sewerline extensions or plant expansion caused by such developments. Implementation of this policy entails action by City staff, and the NWRSP does not introduce measures which conflict with implementation of this policy. It should be noted that the NWRSP, consistent with this policy, includes a plan for financing and development of infrastructure to meet the anticipated demand.

Public Services and Facilities Element Policy 10: The City shall continue its on-going maintenance program of sewer lines to insure satisfactory service in the future.

Consistent. Implementation of this policy requires that the City continue its on-going maintenance program of sewer lines to insure satisfactory service in the future. Implementation of this policy entails action by City staff, and the NWRSP does not introduce measures which conflict with this implementation.

Public Services and Facilities Element Policy 11: Pursue and consider alternatives for locating a new treatment plant in the north area industrial sector.

Consistent. This policy provides direction to City staff to pursue and consider alternatives for locating a new treatment plant in the north area industrial sector. Implementation of this policy entails action by City staff. None of the NWRSP is within the north industrial area, and the Plan does not introduce measures which conflict with implementation of this policy.

Public Services and Facilities Element Policy 12: The City shall continue to maintain a contract with the Bureau of Reclamation

for sufficient water to meet the City's long-range needs in addition to providing an adequate back-up well system.

Consistent. This policy specifies maintenance of a contractual agreement between the City and a Federal agency. Implementation of this policy entails action by City staff, and the NWRSP does not introduce measures which conflict with this policy.

Public Services and Facilities Element Policy 13: The City shall expand the Water Treatment Plant when it is found to be necessary.

Consistent. This policy is not relevant to adoption of the NWRSP except that the Specific Plan and subsequent Development Agreement will identify financing mechanisms to facilitate expansion as required by development of the plan area.

Public Services and Facilities Element Policy 14: The City shall seek to provide water service to all developing areas of town.

Consistent. This policy specifies a City position, i.e. the intent to provide water service to all developing areas of town. This policy is not relevant to adoption of the NWRSP except that the Specific Plan and subsequent Development Agreement will identify financing mechanisms to facilitate expansion as required by development of the plan area.

Public Services and Facilities Element Policy 15: The City shall promote water conservation programs in order to control the use of water.

Consistent. This policy specifies a City position, i.e. the intent to promote water conservation. Because the NWRSP does not introduce any measures which conflict with implementation of this policy, it is consistent with this policy.

Public Services and Facilities Element Policy 17: The City shall continue to provide an efficient Electrical Distribution System which is as inexpensive as possible.

Consistent. This policy establishes a City position, i.e. to provide an efficient Electrical Distribution System which is as inexpensive as possible. The electrical distribution within the plan area will be developed consistent with the requirements of the Roseville Electric Department. Because the NWRSP does not introduce any measures which conflict with implementation of this policy, it is consistent with this policy.

Public Services and Facilities Element Policy 18: The City shall pursue cost-effective alternative energy sources.

Consistent. This policy specifies a City position, i.e. to pursue cost-effective alternative energy sources. Because the NWRSP does not introduce any measures which conflict with implementation of this policy, it is consistent with this policy.

Public Services and Facilities Element Policy 20: The City shall continue to maintain a power contract with the Bureau of Reclamation.

Consistent. This policy specifies continuance of a contractual agreement between the City and a Federal agency. Implementation of this policy entails action by City staff, and the NWRSP does not introduce measures which conflict with this policy.

Public Services and Facilities Element Policy 21: The City will continue to provide a refuse collection site that satisfies the needs of the refuse disposal operation and for use by City residents.

Consistent. This policy establishes the intent to continue to provide a refuse collection site that satisfies the needs of the of the City residents. The NWRSP does not introduce measures which conflict with this policy.

Public Services and Facilities Element Policy 26: The City shall adopt and implement a creek maintenance program for both publicly-owned and privately-owned creek areas.

Consistent. This policy establishes the City operated creek maintenance program. All 100 year flood area within the NWRSP is will be dedicated to the City, and the NWRSP does not introduce measures which conflict with this policy.

Public Services and Facilities Element Policy 28⁺: The City shall examine alternatives for expanding City Hall either by remodeling the existing building or finding alternative sites for existing City Hall functions.

Consistent. City Hall is not situated within the NWRSP area, and the NWRSP does not introduce measures which interfere with this implementation of this policy.

Public Services and Facilities Element Policy 29⁺: Fund a study to determine actual needs and space requirement for City Hall functions and the alternatives available for remodeling City Hall.

Consistent. City Hall is not situated within the NWRSP area, and the NWRSP does not introduce measures which conflict with implementation of this policy.

Public Services and Facilities Element Policy 30: Provide financing to remodel City Hall to find alternative sites based upon the needs.

Consistent. City Hall is not situated within the NWRSP area, and the NWRSP does not introduce measures which conflict with implementation of this policy.

Public Services and Facilities Element Policy 31: The City shall expand the Corporation Yard to meet the needs of the City department operating from it.

Consistent. The Corporation Yard is not situated within the NWRSP area, and the NWRSP does not introduce measures which conflict with implementation of this policy.

Public Services and Facilities Element Policy 36: The City shall encourage efficient use of existing school facilities and help coordinate the use of those facilities for City-sponsored programs whenever it is possible.

Consistent. This policy establishes a City position relating to efficient use of school facilities. Implementation of this policy requires the cooperation of the School District(s) and the various City Departments which could make use of school facilities. The NWRSP proposes co-location of school sites and parks to enhance the opportunities for coordinated use. The NWRSP does not include measures which would conflict with implementation of this policy.

Public Services and Facilities Element Policy 39: The City shall work with the school districts in identifying and acquiring future school sites by identifying those sites on the General Plan and on specific development plans.

Consistent. The City must designate future school sites in the **General Plan** in order to achieve consistency with this policy. The NWRSP designates school sites. Refinement of these sites is an ongoing process between the Plan proponents and the various School Districts. The Plan will include finalized school sites prior to its adoption. The NWRSP does not include measures which would conflict with implementation of this policy at the City level.

Public Services and Facilities Element Policy 40: Adequacy of public services will be evaluated annually concurrent with the City budget process.

Consistent. This policy identifies the responsibility of City staff to annually evaluate the adequacy of City services. This policy is not relevant to adoption of the NWRSP except that the Specific Plan and subsequent Development Agreement will include measures to facilitate expansion of facilities in the plan area.

Public Services and Facilities Element Policy 41: Prior to the budget review process, each City activity shall be analyzed according to the following:

1. establishment of goals and objectives;
2. formulation of key indicators relating to activity efficiency that can be monitored throughout the year;
3. line item cost for each tool or objective.

Consistent. This policy establishes the criteria for evaluation of City activities. Because the NWRSP does not introduce any measures which conflict with implementation of this policy, it is consistent with this policy.

Fire Services Component Policy 1: The Fire Department shall strive to obtain an Insurance Service Organization (ISO) rating of No. 3 or better.

Consistent. This policy establishes the level of service objective of the Fire Department. This policy is not relevant to the NWRSP except that the station included in the NWRSP provides facilities to achieve the desired ISO rating. Because the NWRSP does not introduce any measures which conflict with implementation of this policy, it is consistent with this policy.

Fire Services Component Policy 2: The City shall monitor the Fire Department's service levels annually concurrent with the City budget process.

Consistent. This policy provides the basis for establishment of a program to monitor the level of service provided by the Fire Department. This policy is not relevant to the NWRSP except that the station included in the NWRSP provides facilities to achieve the desired ISO rating.

Fire Services Component Policy 3: Prior to budget review, the Fire Department shall be evaluated according to the following:

1. establishment of goals and objectives;
2. formulation of key indicators relating to activities -- efficiency that can be monitored throughout the year;
3. line item cost for each program or objective.

Consistent. This policy identifies the criteria upon which the Fire Department will be evaluated prior to each budget review. Because the NWRSP does not introduce any measures which conflict with implementation of this policy, it is consistent with this policy.

Fire Services Component Policy 5: The Fire Department shall seek to control all fires before they become large by responding to them quickly with highly-trained and equipped personnel.

Consistent. This policy establishes the objective of the Fire Department relating to control times on fires. Because the NWRSP does not introduce any measures which conflict with implementation of this policy, it is consistent with this policy.

Fire Services Component Policy 6: Adopt fire fighting capacity of 500 gallons per minute within 10 minutes of an alarm as a minimum level of service. Continue to utilize full-time call-backs, reserves and Mutual AID Agreements with adjacent fire agencies and departments.

Consistent. This policy establishes the objective of the Fire Department relating to fire fighting capacity. Because the NWRSP does not introduce any measures which conflict with implementation of this policy, it is consistent with this policy.

Fire Services Component Policy 8: Adopt the following for major fire emergencies: deploy a programmed reserve and Automatic AID force of six (6) engines, three (3) ladder companies and three (3) chief officers within 15-20 minutes of a third alarm. In order to maintain this level of service, Mutual Aid Response Agreements with adjacent fire district/departments will have to be maintained. The City, at this time, does not operate ladder companies.

Consistent. This policy establishes the appropriate deployment levels for the Fire Department in the event of a major fire emergency. Because the NWRSP does not introduce any measures which conflict with implementation of this policy, it is consistent with this policy.

Fire Services Component Policy 9: Adopt as a minimum level of service for fires in petroleum storage and production areas the deployment within 10 minutes of special light water or foam fire fighting equipment. The City currently has this capability.

Consistent. This policy establishes a minimum level of service for fires in petroleum storage and production areas the deployment within 10 minutes of special light water or foam fire fighting equipment. Because the NWRSP does not introduce any

measures which conflict with implementation of this policy, it is consistent with this policy.

Fire Services Component Policy 11: The City shall formulate a funding mechanism to finance new fire stations, including land costs, building construction and equipment.

Consistent. This policy charges City staff with the formulation of a funding mechanism for new fire stations. This policy is not relevant to adoption of the NWRSP except that the Specific Plan and subsequent Development Agreement will include measures to facilitate expansion of facilities in the plan area.

Fire Services Component Policy 13: The Fire Department shall seek to provide a comprehensive Emergency Medical Service to aid the citizens in need of rescue or Emergency Medical Service.

Consistent. This policy charges City staff with the responsibility to provide a comprehensive Emergency Medical Service to aid the citizens in need of rescue or Emergency Medical Service.

Fire Services Component Policy 16⁺: The Fire Department shall provide public outreach programs to train the general public in basic first aid techniques in concert with other public and private agencies.

Consistent. This policy directs the Fire Department to provide first aid training programs, and is not relevant to adoption of the NWRSP except that the Plan area includes a fire station which will likely aid in the provision of these programs.

Fire Services Component Policy 17: The City should establish a well-rounded fire prevention program by providing the following types of prevention programs: planning; general code and ordinance development; inspections/code enforcement; fire data analysis; training; plan checks for new construction; hazardous materials and processes (inspections); fire investigations; public education; home inspections.

Consistent. This policy provides information relating to fire prevention programs to be provided by the Fire Department, and is not relevant to adoption of the NWRSP except that the Plan area includes a fire station which will likely aid in the provision of these programs.

Fire Services Component Policy 18: The City shall seek to reduce fires by fully investigating the cause of each fire. Results of

the investigations are to be complied yearly and analyzed to determine what programs would be the best to pursue.

Consistent. This policy provide direction to the Fire Department regarding investigation of fires, and is not relevant to adoption of the NWRSP.

Fire Services Component Policy 20: The Fire Department shall provide education programs to assist Roseville residents in the use of the 911 telephone number in reporting emergencies, thus minimizing lapse time between detection and reporting.

Consistent. This policy charges the Fire Department with providing educational programs pertaining to proper use of the 911 emergency number, and is not relevant to the NWRSP except that the Plan area includes a fire station which will likely aid in the provision of this program.

Fire Services Component Policy 21: Inform the public of their role and responsibilities as they pertain to disasters.

Consistent. This policy charges the Fire Department with informing the public of their role and responsibilities as they pertain to disasters. This policy is not relevant to adoption of the NWRSP except that the Plan area includes a fire station which will likely aid in the provision of this program.

Fire Services Component Policy 22: Provide the management, fire control and rescue service as assigned in the adopted "Roseville Emergency Plan".

Consistent. This policy charges the Fire Department with provision of management, fire control and rescue service as assigned in the adopted "Roseville Emergency Plan", and is not relevant to the NWRSP except that the Plan area includes a fire station which will aid in the provision of these services.

Fire Services Component Policy 23: Continually update the plan and insure, on an annual basis, the participants are prepared to carry out assigned functions.

Consistent. This policy charges the Fire Department with annual revision of emergency preparedness plans, and is not relevant to the NWRSP except that the Plan area includes a fire station which will aid in the provision of these services.

Fire Services Component Policy 24: Develop a Hazardous Materials Information Data Base.

Consistent. This policy directs the Fire department to prepare a hazardous materials information data base. Because the NWRSP does not introduce any measures which conflict with implementation of this policy, it is consistent with this policy.

Fire Services Component Policy 25: Develop and program a basic Hazardous Materials Response Team capability within the fire Department.

Consistent. This policy directs the Fire department to develop and program a basic hazardous Materials Response team Capability. Because the NWRSP does not introduce any measures which conflict with implementation of this policy, it is consistent with this policy.

Fire Services Component Policy 26: Provide technical training to those personnel assigned to any hazardous materials incident response.

Consistent. This policy directs the Fire department to provide technical training to those personnel assigned to any hazardous materials incident response.

Fire Services Component Policy 27: The City shall pursue land acquisition and funding techniques to provide an adequate fire training facility in the North industrial area.

Consistent. Because the NWRSP does not introduce any measures which conflict with implementation of this policy, it is consistent with this policy.

School Element Policy Alternative A-1: To preserve the sovereignty of each elementary (K-8) school district, all district boundaries will remain as currently adopted.

Consistent. The NWRSP proposes school sites consistent with the requirements of the various school districts, and will recognize the school district boundaries in effect at any given time. Because the NWRSP does not introduce any measures which conflict with implementation of this policy, it is consistent with this policy.

School Element Policy Alternative A-2: To make more efficient use of existing school facilities and attendance areas, the elementary school districts are encouraged to make adjustments in district boundaries where found feasible.

Consistent. The NWRSP proposes school sites consistent with the requirements of the various school districts, and will recognize the school district boundaries in effect at any given time. Because the NWRSP does not introduce any measures which conflict with implementation of this policy, it is consistent with this policy.

School Element Policy Alternative A-3: To make most efficient use of existing school facilities and future school sites and to reduce the total number and related cost of school facilities, the elementary school districts are encouraged to consolidate boundaries to create one elementary school district.

Consistent. This policy establishes a City position which encourages the various school districts to consolidate boundaries to create one elementary school district. Because the NWRSP does not introduce any measures which conflict with implementation of this policy, it is consistent with this policy.

School Element Policy Alternative E-1: The cost of a portable classroom will be evaluated annually and updated as deemed necessary by the City Council and affected school districts.

Consistent. This policy establishes the requirement for annual review of the cost of portable classrooms. Because the NWRSP does not introduce any measures which conflict with implementation of this policy, it is consistent with this policy.

School Element Policy Alternative F-1: To insure that the cost of providing school sites is spread evenly among landowners and/or developers within affected school districts and consistent with State legislation, acquisition of school sites will be by one of the following methods:

1. Purchase by the school district at fair market value.
2. Dedication in-lieu of payment of school fees with the value of credit based on fair market value.

Consistent. The NWRSP proposes school sites consistent with the requirements of the City and the various School Districts. Because the NWRSP does not introduce any measures which conflict with implementation of this policy, it is consistent with this policy.

COMMENT: Chairman Watts suggested that non-relevancy comments in the area of energy efficiency be deleted as it is hard to encourage such measures if the EIR "brands" them as not relevant.

Chairman Watts, 54

RESPONSE: The General Plan Consistency section of the EIR must make an objective evaluation of the various **General Plan** policies and their relevance to the NWRSP. For clarification, an explanation of the suggested relevancy has been prepared.

HYDROLOGY

COMMENT: A letter/petition was presented from the residents of the Pleasant Grove subdivision in opposition to encroachments into the floodplain which have occurred in one of the already approved projects.

Richard Hamlin, 17

RESPONSE: The project in question and accompanying subdivision map have already been heard by the Planning Commission, and although the project is within the plan area, it is not part of NWRSP. Pages 78 and 79 of the NWRSP document specifically prohibit development within the floodplain areas.

COMMENT: Has the 100 year storm event been considered in development of the NWRSP?

Chairman Watts, 62

RESPONSE: All 100 year floodplain will be dedicated to the City. Further the plan provides additional storage area along the creek in the golf course. Building pads will all be above the 100 year elevation.

COMMENT: Does the NWRSP include plans to change existing channels?

Commissioner Rush, 63

RESPONSE: According to Ken James of the firm of Morton and Pitalo, some limited open channeling and two very minor alignment changes were being evaluated, one in Kaseberg creek, and the other in the northern portion of the plan area, if a retention facility is implemented.

COMMENT: Is any rear lot drainage being contemplated in the plan?

Commissioner Gray, 64

RESPONSE: None is being proposed at this time.



COMMENT: How much of the golf course is within the 100 year floodplain?

Commissioner Gray, 76

RESPONSE: According to Ken James of Morton & Pitalo, the floodway and creek would be impacted only at the point where the 12th hold crosses the creek and at the area between the 16th and 17th holes where there is another creek crossing.

COMMENT: Wayne Lindon is concerned that development of the NWRSP area will exacerbate flooding on his property.

Wayne Lindon, 112

RESPONSE: According to Ken James of Morton and Pitalo, the NWRSP are drains north away from Mr. Lindon's property. Consistent with City requirements, the NWRSP includes development of a storm drain system which will prevent overland flooding from the plan area.

VEGETATION AND WILDLIFE

COMMENT: An overlay map showing existing trees and proposed land use should be prepared.

Commissioner Gray, 1; Dave Manhart, Commissioners Gray, Rush, and Wallace, 48;

RESPONSE: The project planner, Wade Associates, prepared such an overlay and presented it at the Planning Commission meeting of October 24, 1988. Larger more detailed maps which depict trees by parcel will be prepared as individual projects are proposed.

COMMENT: Commissioner Gray indicated that he is concerned about the preservation of the oak woodland along Pleasant Grove Creek, and how this related to policy 16 of the specific plan. A situation such as the one which allowed clear-cutting in the SERSP should not be allowed to occur in this plan.

Commissioner Gray, 47; Roland Bergthold, 22

RESPONSE: Staff has indicated that they believe it is important to see that parcels within the plan have appropriate density allocations to minimize tree removal. Policy 16 of the NWRSP establishes restrictions on the development of certain residential parcels and shifting of units from those parcels should tree preservation and grading policies make such actions necessary. This allows for more flexibility in addressing such

situations should they develop. Staff has promised that they will focus on parcels with a lot of trees, to ensure that proper measures are incorporated into individual projects. The NWRSP has been structured so that if it is not feasible to build to a designated density on a given parcel, units may be transferred to a more appropriate location.

COMMENT: How will the vernal pools be impacted by development of the golf course?

Chairman Watts, 35

RESPONSE: Mr. Larry Stromberg, consultant on vernal pools, said that the plan contains specific protective measures for the vernal pools located in the golf course. In other areas it may not be possible to protect so-called satellite pools, however, mitigation measures have been suggested for those pools as well as the more important pools in the golf course area.

COMMENT: Abundant evidence of cattle in the vernal pools has been observed. What is the impact of the cattle on the pools?

Commissioner Gray, 36

RESPONSE: Larry Stromberg has indicated that impact is not specifically known but that it does not appear to be significant.

COMMENT: What is known about the feasibility of 'manufactured' vernal pools?

Chairman Watts, 37

RESPONSE: Mr. Stromberg indicated that there were a few examples of manufactured pools, and in his opinion these attempts have not been successful. Numerous vernal pools have been manufactured by Paul Sugnet, a consulting biologist working in the NCRSP area. Although the success of these pools over an extended period of time remains to be seen, preliminary indications are that these attempts have been successful.

COMMENT: Roland Bergthold felt that it is not a good idea to preserve vernal pools within a golf course setting.

Roland Bergthold, 38

RESPONSE: Location of a vernal pool preserve within the golf course poses disadvantages and advantages. The ultimate decision as to the City position on this issue will be decided by the City Council.

COMMENT: How does the proposed vernal pool preserves compare with Larry Stromberg's original preservation recommendations. Is loss of 80% of the pools consistent with the original proposal?

Commissioner Rush, 39; Chairman Watts, 40, 65

RESPONSE: There are approximately 300 vernal pools in the plan area, approximately 10% of which will be saved in the preserve areas. Preserve areas were selected on the basis of locations which offered the greatest number of high quality pools within the smallest area. Larry Stromberg 's initial proposal included 29 pools with no man-made pools. The alternative provides for 29 pools in the preserves with 13 man-made pools. The value of the mitigations is roughly equivalent. Golf cart paths can be placed in such a way as to avoid pools. However, during 7-8 months of the year, the pools will be impervious to damage from foot traffic. Golf course play will treat pools as a hazard, with park maintenance workers periodically collecting balls from the pools. This should not be a problem, as the pools under natural conditions were often trampled by cattle.

COMMENT: How are man-made vernal pools are created.

Commissioner Wallace, 66

RESPONSE: The process involves an initial boring to analyze the soil. Based upon that analysis, the relative volume, depth, rate of water flow into the pool and relation of soil types is determined. Vernal pools are a combination of specific factors in soils and hydrology and would require monitoring for a number of years afterward. The actual steps would involve: design of water runoff from the golf course into the preserve, pre-construction monitoring, design of pools and site selection (the pools would not all be built at once), development of construction specifications, salvage of soil and plant material from existing pools located in home construction areas, construction, and post-construction monitoring and review.

COMMENT: Has an adequate watershed area been proposed to protect the vernal pools in the preserves?

Commissioner Wallace, 41

RESPONSE: Golf course design will take into consideration the necessary watershed area, and that area will be protected. Considerable work has already been performed to delineate the watershed area on the golf course plans. Detailed information on the watersheds in the neighborhood preserves has not been prepared, but will be provided prior to implementation of the plan in order to ensure protection of the vernal pools.

COMMENT: Has a cost estimate been prepared for the vernal pool preservation program? More specific information should be obtained relating to the impact of vernal pools in the golf course and the feasibility of public access to these areas.

Chairman Watts, 42

RESPONSE: Larry Stromberg has developed some preliminary cost estimates. These costs will be included in the budget for development of the parks. Cost is one aspect of the question of 'How many pools can be saved?', and staff is evaluating this issue on a City-wide basis.

COMMENT: Will the vernal pool monitoring have to be conducted by an expert? It seems likely that some monitoring would be conducted by Park and Recreation staff, and there is concern about the possibility of mistakes which could threaten the fragile ecosystems.

Commission Watts, 67

RESPONSE: Mr. Stromberg said that a biological expert would be needed to identify species and that if the pool were not functioning properly, other experts would need to be called in. Dan Dameron said that a number of additional details regarding building and securing of vernal pools would be contained in the Development Agreement.

COMMENT: Regarding proposed vernal pool measures in the preserve in the golf course, Chairman Watts asked why the man-made pools could not be located in an area more easily accessible to the public. Dave Manhart also expressed concern about access to pools in the golf course. Commissioner Gray was concerned that the most important large pool is located in the golf course. Commissioner Wallace asked what percentage of the pools are situated in the golf course.

Chairman Watts, Commissioners Gray, Wallace, 68, 69; Manhart, 70

RESPONSE: Mr. Stromberg said that the sites had been selected on the basis of field observations to determine the presence of factors, like plant growth in depressions, which would tend indicate probable success for a man-made pool. Mr. Stromberg said that 10 pools out of the 25 existing ones would be accessible only to golfers, i.e. a 60% availability factor. He added that the North Central Plan would be preserving the best pools in the area and that these would be accessible.

COMMENT: Roland Bergthold cited a study which indicated that a majority of persons desired to have parks with walks and natural areas.

Roland Bergthold, 43

RESPONSE: The type and extent of park facilities developed in the City are established by the City Council through the Parks and Recreation Department and implementation of the standards in the General Plan.

COMMENT: It is suggested that the NWRSP and the NCRSP be combined to provide a good quality accessible vernal pool area. Chairman Watts expressed concern about reliance on the NCRSP for additional vernal pool mitigation when that plan has not been reviewed yet.

Dave Manhart, 44; Chairman Watts, 71

RESPONSE: Although the NCRSP has not been formally presented to the City, preliminary work has been completed. According to Dan Dameron, a number of opportunities to view vernal pools are being contemplated in the NCRSP area, where 40-60 acres are being considered for a large preserve. The intent of the City's preservation efforts is to protect quality pool areas in both specific plan areas, and at the same time provide good quality pool areas which are readily available for public enjoyment.

COMMENT: How many vernal pools have been preserved in the SERSP and the NERSP?

Commissioner Rush, 72

RESPONSE: There have been approximately 8.5 acres of vernal pool preserve areas designated in the SERSP, and ±7 acres in the NERSP.

COMMENT: The Planning Commission indicated that they would like to have all created vernal pools located in areas which are easily accessible to the public.

Planning Commission consensus, 73

RESPONSE: The NWRSP proponents have indicated that they are willing to have the manufactured vernal pools created in preserves which are more accessible to the public if that is determined to be the desire of the City.

COMMENT: How many trees will need to be removed for development?

Chairman Watts, 45, 75; Commissioner Rush, 46, 77

RESPONSE: Most of the oak woodland areas are located along Pleasant Grove Creek. The Specific Plan includes very strict guidelines based on the upcoming tree preservation ordinance, and

every effort has been made in the planning stages of the project to preserve as many trees as possible. Many of the most heavily wooded areas have been incorporated into the golf course. It is estimated that approximately 70% of the trees are not situated in areas which would be developed at all. A full tree survey and count has not been made in the plan area. A preliminary count was initiated in the vicinity of the golf course, but was abandoned with the count in excess of 3,000 trees. The number of trees which will require removal in the golf course is approximately 5-10%. It would be difficult to get an accurate count until site planning has been completed. Similarly, it would be difficult to estimate the number of trees that would require removal in undeveloped portions of the plan area.

COMMENT: Gordon Gimball expressed concern that the widening of Cook-Riolo Road would require removal of hundreds of trees.

Gordon Gimball, 110

RESPONSE: Widening of Cook-Riolo Road south of Baseline is not proposed as a part of the NWRSP. That area is within Placer County and concerns should be directed to the Placer County Planning Department.

AIR QUALITY

COMMENT: Chairman Watts expressed concern that the new dwellings would add to the cumulative air quality problem.

Chairman Watts, 49, 118

RESPONSE: As discussed in the EIR, development of the plan area will contribute to the generation of pollutants in the region.

LAND USE

COMMENT: Envisioned use of urban reserve areas for high density allotments should be discussed.

Commissioner Roccucci, 2

RESPONSE: Presently there is no proposed use of the urban reserve areas for development. The recently adopted density bonus program would permit such use to be proposed. Should any development of the urban reserve areas be proposed, this would be a modification of the NWRSP and would require subsequent analysis.



COMMENT: Why are high and low density residential areas being mixed in expensive neighborhoods.

Ed Silva, 9

RESPONSE: The NWRSP is proposed to include a range of housing which will be affordable to residents of Roseville. According to the proponents, location and design of the various housing types within the plan area has been coordinated to best satisfy the objectives of the "neighborhood concept", to fulfill the requirements of the City of Roseville, and to create an attractive and efficiently planned community.

COMMENT: Concern was expressed that some of the higher density allocations had been shifted closer to Baseline Road.

Mike Jamison, 20

RESPONSE: Distribution of housing within the NWRSP area is consistent with City policy. City policy specifies that higher density housing should be situated along arterial roadways. In this particular instance, some high density housing is proposed along Baseline Road. Similar housing is also proposed along other arterials in the plan area.

COMMENT: A representative of the West Placer Citizens Committee expressed concern that development of the NWRSP area would impact the rural atmosphere which currently exists in the neighborhoods south of Baseline Road. They would like to see buffer zones and horse trails incorporated into the plan. They are also concerned that development will fill the floodplain, and that unattractive sound walls will be constructed along roadways. Laura Bollard inquired as to the density of the NWRSP and expressed concern that development of the plan area would alter the rural character of the vicinity.

West Placer Citizens Committee, 109; Laura Bollard, 113;

RESPONSE: The Draft EIR recognizes that rural residential land use exists south of Baseline Road, and that development of the NWRSP would alter the character of the plan area to that of a more urban setting. This is suggested to be a significant impact associated with implementation of the project. The NWRSP has been proposed consistent with the **Roseville General Plan**, and is the lowest density specific plan proposed within the City. Baseline Road is proposed as an arterial roadway which will include a landscaped corridor and pedestrian pathway. The plan includes a mixture of residential land use (R-3, R-4, R-5, R-20), and neighborhood commercial along the roadway.

COMMENT: Why has the City allowed development of R-25 residential use adjacent to property covered by the Williamson Act? These land uses are not compatible. Also, the area is subject to odors from the sewer treatment plant.

Janice Palmer, 111

RESPONSE: The property of concern is not a part of the NWRSP. The specific plan process is being implemented to provide land use planning at a community level, and will minimize the potential for land use incompatibility between future adjoining land uses.

AFFORDABLE HOUSING

COMMENT: Mr. Watts commented that much of the plan area had been built already and had not been required to participate in the 15% affordability figure. He said that he was very concerned about the issue of affordable housing in this specific plan. Mr. Watts said that it was very important that the City not have the situation where all the affordable housing was located in the older neighborhoods of the City.

Chairman Watts, 12

RESPONSE: The NWRSP incorporates affordable housing consistent with City requirements and the recently adopted **Housing Element**.

COMMENT: Commissioner Gray indicated that a number of units had been shifted from higher density in the original NWRSP to single family in the current plan. This much shifting is too much.

Commissioner Gray, 13

RESPONSE: According to Steve Dillon, Planning Director, additional property within the plan area could be designated as multiple density, but the total number of units can not be raised. According to the plan proponents, the allocation for multi-family units in the NWRSP was made in 1985, and those units were distributed in the plan, with the majority along Foothills Boulevard. The middle range densities 10-12 units per acre (typically half-plexes) were reduced significantly because market research showed that there was basically no market for them. This also occurred in the SERSP. David Wade has indicated that a key concern is that many multi-family projects within the plan area had already been built. Multi-family units comprise approximately 26% of the total number of residential units within the Plan. The Sacramento County average is 33% and the Placer County average is 20%. In Roseville, the North Central Plan calls for about 50% multi-family, the Northeast Plan is all multi-family and the



Southeast Plan is 40% single family with the rest multi-family. There are a number of constraints which are responsible for these percentages including employment and land forms. The land forms in the NERSP and SERSP areas necessitate higher improvement costs. Also because of the relatively greater amounts of commercial and business/professional land uses, these plans have excellent circulation systems. The intent in the NWRSP is to foster an attitude of small neighborhoods.

COMMENT: What is the significance of the 15% affordable housing proposed as mitigation in the EIR.

Chairman Watts, 14

RESPONSE: During the early phase of plan development, the City had indicated that development of 15% of the housing stock was a reasonable affordable housing goal. In response, the proponents indicated that the necessary level of affordable housing would be made available to the affordable housing program. Since that time, the City has recognized 10% as the reasonably achievable level of affordable housing to be developed. Consistent with this policy, the proponents of the NWRSP have indicated that an adequate number of units will be made available to the program, and are working with the affordable housing staff to finalize the type and location of the affordable units.

COMMENT: What standards of appearance would be incorporated into affordable projects. Where will affordable units be situated within the plan area?

Frank Weinstein, 21

RESPONSE: Standards for development of housing within the NWRSP will be established by the design guidelines contained in the specific plan document. Generally, these guidelines establish aesthetic and landscaping requirements which are compatible with adjoining land uses. All proposed development is subject to City staff review prior to approval. The locations of affordable units have not been finalized. Proponents of the plan are working with the housing staff to determine the specific details of the affordable housing agreement. Generally, affordable units will be distributed throughout the plan area, precluding concentration of all of the units in any single location.

COMMENT: Will in-lieu fees would be used to satisfy affordable housing requirements?

Chairman Watts, 23

RESPONSE: John Sprague of the housing staff has indicated that if at all possible use of in-lieu fees will be avoided.

COMMENT: What about affordable housing requirements for already approved projects?

Chairman Watts, 24

RESPONSE: Such projects were processed and approved under the old Housing Element and are not subject to new requirements.

COMMENT: How long of period must designated units remain affordable? How often are employment surveys conducted?

Commissioner Wallace, 25

RESPONSE: Existing affordable agreements typically are for 10 years. The new agreements will typically be for 30 years. The focus of the new affordability program is to achieve long-term affordability. Two important tools to encourage builders to provide affordable units are granting density bonuses and implementing a tax financing program. Employment surveys are conducted every two years.

COMMENT: A staff alternative for providing affordable housing, including a new mix of densities should be prepared.

Chairman Watts, 27

RESPONSE: Staff recommendations have been incorporated into the NWRSP.

TRAFFIC

COMMENT: Impacts to the intersection of Cirby/Riverside by southbound traffic from Foothills should be discussed in detail.

Commissioner Gray, 4

RESPONSE: Presently, the intersection of Cirby Way/Riverside functions at a LOS E with a V/C ratio of 0.95. As a consequence of already proposed roadway improvements and development of alternate routes throughout the City, this intersection is predicted to function at a LOS D with V/C ratio of 0.87 in the year 2005 with buildout of the NWRSP. Regardless of the NWRSP, grade separation will be required to achieve a LOS of C or better at this intersection. This is one of five intersections for which an urban interchange is planned, and a financing mechanism has already been implemented.



COMMENT: Are there plans for a traffic signal at the intersection of Cook-Riolo and Baseline Road?

Mike Jamison, 6

RESPONSE: That intersection is not predicted to warrant signalization, and certainly will not require a signal in near future. It is possible that traffic volumes associated with buildout of the plan area could warrant signalization of the intersection. Should such a situation occur, the City of Roseville Capital Improvement Program includes funds to accommodate such an improvement.

COMMENT: The traffic analysis should more carefully examine the impacts of developing Washington Boulevard as a 6-lane roadway.

Tom Blackburn, 6

RESPONSE: Traffic projections indicate that Washington Boulevard will warrant six lanes in the distant future. However, because of the uncertainty associated with long term modelling, it is not certain that such a condition would occur. If such a condition were to develop, the traffic model indicates it would be sometime beyond the year 2005, and would be required as a result of buildout of the City including all of the specific plan areas. The Roseville Capital Improvement Program incorporates widening of this roadway from 4 to 6 lanes.

COMMENT: The speed limits on roads in the plan should be carefully examined.

Frank Weinstein, 10

RESPONSE: Roadway speeds will be established by the Department of Public Works in compliance with City regulation and practice.

COMMENT: Is the widening of Main Street recommended or necessitated by the NWRSP, and is he correct in assuming that the widening of Main Street is not in any current funding program of the City.

Chairman Watts, 28, 29; Commissioner Gray, 55; Tom Blackburn, 6;

RESPONSE: Jack Peers has indicated that the traffic analysis does not assume that Main Street must be widened between Atkinson and Washington to accommodate this project. However, such widening is included in the capital improvement funds set aside by the City. Main Street east of Atkinson will eventually be widened to four lanes. He noted that the difficulty in this issues lies in the fact that at full buildout the link on Main Street between Atkinson and Washington will fall right between

the LOS 'C' and 'D' levels. The intersections will undoubtedly have to be improved and the current capital improvement funding has funds set aside for this. He noted that possible improvement options mentioned in the Northwest Plan include a cul de sac option near Atkinson and Main and improvements to other roadways in the area.

COMMENT: Why are traffic impacts at Cirby Way/Riverside and Cirby Way/Sunrise not discussed in detail in the EIR?

Commissioner Wallace, 30; Tom Blackburn, 6

RESPONSE: The intention of the City is to widen Cirby to four lanes for its full length. In the long term there will be an urban interchange at Cirby/Riverside. In the short term, double left turn lanes from Riverside to Cirby will be installed by next year. These are measures identified in the City wide roadway improvement plan and are not created by the NWRSP. Development of the plan area would contribute to the need for these facilities, but even without the NWRSP the facilities will be required.

COMMENT: The traffic consultant needs to provide additional information regarding impacts of this specific plan on Main Street.

Planning Commission, 31

RESPONSE: According to Jack Peers, roughly a 5% trip reduction is necessary in the Northwest Roseville Specific Plan to avert the need to widen Main Street to four lanes. An analysis was performed to determine the impact of not widening Main Street but allowing development of the specific plan as proposed. This analysis assumed that traffic diverted from Main Street would use alternative routes in the NWRSP area such as Junction Boulevard and Pleasant Grove Boulevard, rather than streets to the south such as Vineyard Road/Church Street. Six key intersections were evaluated including Foothill/Baseline, Foothill/Junction, Pleasant Grove/Washington, Junction/Washington, Main/Washington, and Foothill/Pleasant Grove. The analysis indicates that two of these intersection, Foothill/Pleasant Grove and Foothill/Junction would function with V/C ratios greater than 0.80, i.e. 0.81 and 0.83 respectively. Addition of a west to southbound left turn lane could be implemented to mitigate the Foothill/Junction intersection to a V/C of 0.71. However, there is no similar mitigating improvement for the Foothills/Pleasant Grove intersection. Given that City policy requires all new intersections to operate at a LOS C or better, the following options are available:

- 1) Build an urban interchange which would result in a V/C ration of 0.61 (LOS B)

- 2) Implement more aggressive TSM programs
- 3) Monitor the traffic operations and decide later (as the Plan area builds out) if an urban interchange is needed.

COMMENT: Which intersections within the plan area will be signalized.

Chairman Watts, 32

RESPONSE: Intersections which are proposed to be signalized include include Washington/Junction, Washington/Pleasant Grove, Pleasant Grove/Foothills, Foothills/ Junction, Cook-Riolo/Pleasant Grove, Cook-Riolo/Junction and Baseline/Foothills.

COMMENT: Is sufficient funding was available for the five proposed urban interchanges, and will the NWRSP contribute its fair share to funding of these facilities?

Roland Bergthold, 33

RESPONSE: In 1978, the City adopted a Traffic Circulation Fee as part of the Circulation Element. However, the initial fee was too low, and consequently, has been revised to include the envisioned urban interchanges upward. Larry Pagel of the Public Works Department said that the City Council adopted a Traffic Mitigation Fee as of the beginning of 1989. This fee program includes development of five urban interchanges.

COMMENT: Chairman Watts expressed concern that estimates are that Roseville is still 20 years away from connecting to mass transit in Sacramento. Dave Manhart commented on the possible availability of the SP tracks for more immediate transit use.

Chairman Watts, 50; Dave Manhart, 51;

RESPONSE: The Draft EIR supports the position that measures should be aggressively pursued to facilitate extension of light rail to Roseville.

COMMENT: How can increases in the amount of commercial and multi-family could combine to yield a net 4% reduction in trips.

Chairman Watts, 85; Richard Roccucci, 92

RESPONSE: The 4% net reduction results from a shifting of land uses in the plan from uses which have relatively high trip generation rates to uses which generate fewer trips. The most notable trip reduction resulted from a decrease in the amount of business/professional land uses in the plan. as well as a

trading of single family housing for multi-family units. Multi-family residential units generate substantially fewer trips per household than single family dwellings.

COMMENT: Was the NWRSP was included the analysis which indicates that Cirby Way will require widening to six lanes. The basis for discussion of widening of Cirby Way during this hearing is to determine the impact on the NWRSP of not widening this roadway.

Commissioner Rush, 86; Commissioner Gray, 91

RESPONSE: Mr. Peers said that keeping Cirby Way at four lanes would require a substantial reduction in the number of units developed. A future six lane Cirby Way is integral to the entire City circulation system. If the NWRSP is developed as currently proposed, and given conditions as they are today, the widening would be required around 1995. If no NWRSP were implemented, the widening would be required around 200 to 2005. The Public Works Department is conducting initial studies in preparation for the widening.

COMMENT: Commissioner Wallace indicated that he is concerned about the City's ability to pay for the Urban Interchange that would be needed for Cirby/Riverside.

Commissioner Wallace, 87

RESPONSE: Larry Pagel of the Public Works Department said that the City Council adopted a Traffic Mitigation Fee as of the beginning of 1989. Widening of Cirby Way to six lanes is included in the projects to be funded by this fee.

COMMENT: What would happen if Cirby Way is not widened? Chairman Watts asked what reduction in housing would be required to provide LOS C on Cirby Way should the City Council elect to limit widening of that roadway.

Commissioner Rush, 88; Chairman Watts, 94, 97

RESPONSE: Mr. Peers indicated that traffic conditions would worsen and that an urban interchange would be required regardless of action on the NWRSP. The intersection of South Cirby Way/Riverside already experiences problems, and he believes an urban interchange will be needed at that location by 1995 as a consequence of ongoing development. In light of the Specific Plans which have already been adopted, cutting back of the NWRSP and the forthcoming NCRSP would not provide adequate reductions to warrant limiting Cirby Way to four lanes.

COMMENT: Chairman Watts asked why was it decided not to create the right-of-way along Cirby Way prior to development of homes within the needed corridor? He is troubled that the City has apparently approved swimming pools in yards along the roadway. Commissioner Gray said that he believed his tenure on the Planning Commission dated back to 1983, and he does not recall any conscious effort or public hearings with regard to widening of Cirby Way.

Chairman Watts, 99, 101; Commissioner Gray, 100;

RESPONSE: Mike Leana of the Planning Department indicated that widening of Cirby Way to six lanes was adopted in 1983, but many of the subdivisions along the roadway were developed, or at least had obtained approval prior to that date.

COMMENT: At what point will person living along Cirby Way be informed of this proposed widening?

Commissioner Wallace, 89, 108

RESPONSE: The proposed project was subject to public review at the time it was incorporated into the **General Plan**. Larry Pagel indicated that formal plans to widen the roadway have not been prepared. The City Council has requested input from the Public Works Department on the proposed widening, and that initial information will be provided in April. Once the project is formally undertaken, public notice will be provided and the project will be reviewed in public hearings.

COMMENT: Commissioner Rush asked what can be done to prevent this sort of situation (widening of Cirby Way) from occurring in the future?

Commissioner Rush, 102;

RESPONSE: Chairman Watts indicated the review process is established by City Council. Commissioner Gray added that adoption of the various specific plans should preclude such a situation from recurring. Chairman Watts recommended that the Planning Commission develop a list of concerns and forward it to the City Council.

COMMENT: Greg Baker, representing a group of residents from neighborhoods bordering South Cirby Way, presented a petition with a letter outlining concerns relating to widening of South Cirby Way and the consequences of adoption of the NWRSP. These concerns include:

- Widening the road will increase traffic volume and speeds.

- Children cross South Cirby Way to play in the neighborhood parks.
- Widening of the roadway would require major relocation of powerlines along the roadway a great cost to the City.
- Backyards will be made smaller along the road. Residents have spent a considerable amount of time landscaping and caring for their yards.
- Increased traffic will generate increased noise and air pollution along the roadway.
- Most people moved to their homes because the neighborhoods were quiet communities. Most were not notified of the proposed widening. Title reports and easements made no mention of the widening of this roadway.

The group requests the City to investigate other alternatives to widening the roadway, and that the NWRSP either not be approved, or be approved but not contingent upon the widening of this roadway.

Greg Baker, 104, 105

RESPONSE: The concerns of the group have been entered into the record, and consequently, must be considered by the City Council in taking action on the project.

COMMENT: The widening of Cirby Way is hardly discussed in the Draft EIR, giving the impression that widening of the roadway is not considered a significant issue. Also, the City should require high pressure sodium lights in the plan area.

Lawrence Burgerouk, 106

RESPONSE: The widening of South Cirby Way has been included in the City wide roadway plan since 1983. The traffic consultant relies on the City wide roadway plan as a basis for projecting traffic impacts which would be generated by proposed growth in the City, including the NWRSP. To have modelled without assuming six lanes on the roadway would have been contrary to the adopted City plan. Further, regardless of adoption of the NWRSP, the traffic consultant has indicated that widening of this roadway will be required. As to the use of high pressure sodium lights, the NWRSP will be modified accordingly to ensure that the proper type of lighting is provided.

COMMENT: How can double turn lanes from Cirby Way onto Sunrise be implemented and still preserve the significant oak tree at the location?

Chairman Watts, 90

RESPONSE: Design plans for the widening of Cirby Way have not been prepared, and it is unknown whether the tree can be saved or not. It is hoped that use of narrow lanes and possible widening to the opposite side of the road can be implemented to preserve the tree.

COMMENT: The EIR should identify the traffic impacts to Cooke-Riolo Road.

John Krogsrud, 93

RESPONSE: An analysis of the future traffic conditions on Cook-Riolo Road was prepared by Fehr & Peers Associates for three future land use scenarios; 1) 2005 with no development of the NWRSP area, 2) 2005 with buildout of the NWRSP area, 3) 2005 with buildout of all four Roseville Specific Plan areas. The predicted impacts are based on p.m. peak hour volumes and capacities. For a two-lane arterial, the peak hour capacity is 700 vehicles per direction. For a four-lane arterial, it is 1800 vehicles per direction. The following table gives the volume/capacity ratios and Levels of Service for the four major segments of Cook-Riolo Road under the three scenarios:

SEGMENT	NO DEVELOPMENT OF THE NWRSP		2005 BUILDOUT OF THE NWRSP		2005 BUILDOUT OF THE 4 PLAN AREAS	
	2 LANES	4 LANES	2 LANES	4 LANES	2 LANES	4 LANES
NORTH OF PLEASANT GROVE	-NA-	-NA-	0.11 A	-NA-	0.11 A	NA
PLEASANT GROVE TO JUNCTION	-NA-	-NA-	-NA-	0.56 A	-NA-	0.55 A
JUNCTION TO BASELINE	-NA-	-NA-	-NA-	0.60 B	-NA-	0.59 A
SOUTH OF BASELINE	1.67 F	0.65 B	2.45 F	0.95 E	2.38 F	0.92 E

COMMENT: Commissioner Gray asked if there is sufficient time between the meeting tonight (2/28/89) and the time that this project goes to City Council to develop a solution to the Cook-Riolo issue?

Commissioner Gray, 98

RESPONSE: In response to concerns raised by Placer County, the proponents of the NWRSP have indicated a willingness to work with the County to resolve the issues. Subsequent discussions have identified potential solutions to the traffic circulation concerns. Placer County has not yet completed their specific plan for the vicinity, and will not be able to make roadway commitments until late May (roughly three months). However, the County has indicated that as a consequence of the recent discussions, they are comfortable with flexibility of the NWRSP as it relates to their concerns, and the expressed willingness of the proponents and the City to cooperate with the County as plans for roadway connections are developed.

COMMENT: Mr. Edward Butler asked if an alternative to the widening of Cook-Riolo Road was being considered.

Edward Butler, 114

RESPONSE: Dan Dameron indicated that the City has indicated a willingness to work closely with the County in development of roadway connections. At the present time, the County is developing the **West Roseville Specific Plan** which includes a growth in the County. The County will identify which routes are desired to become arterials in the unincorporated area.

COMMENT: Chairman Watts inquired how many residents were assumed in the NWRSP, and is the current traffic study adequate in light of the transfer of units which has occurred?

Chairman Watts, 95, 96;

RESPONSE: Jack Peers indicated that the traffic analysis assumed 8,000 units. The recent shifting of units has been examined and will not generate substantially different impacts from those already identified in the analysis.

COMMENT: The following issues were raised in summary at the Planning Commission hearing of March 9, 1989. Commissioner Gray expressed concern for area wide traffic problems. Commissioner Wallace expressed concern about the widening of South Cirby Way. Mr. Rush would like to be sure that the City and County continue to work together. Chairman Watts expressed concern about the traffic circulation and impacts to air quality.

Commissioner Gray, 115; Commissioner Wallace, 116; Commissioner Rush, 117; Chairman Watts, 118.

RESPONSE: Three notable traffic circulation issues were identified during review of the NWRSP. These included the potential widening of Main Street, the potential widening of South Cirby Way, and potential widening of Cook-Riolo Road in the unincorporated portion of the County. The City Council has since specified that Main Street is not to be widened, and analysis indicates that the NWRSP can be implemented without mandatory widening of that roadway. South Cirby Way is still identified in the City Transportation Element as a six lane roadway. Analysis shows that this roadway will require widening with or without the NWRSP. Implementation of the NWRSP will require that this proposed widening, or an alternative route, be provided. The appropriateness of widening Cook-Riolo Road in the unincorporated portion of the County must be determined by Placer County. Once a circulation plan is adopted for that area, the proponents of the NWRSP have indicated a willingness to cooperate with the County in establishing roadway connections which accommodate the City of Roseville and Placer County.

SCHOOLS

COMMENT: What is the projected timing for school building completion?

Commissioner Huisking, 3

RESPONSE: The initial school will be funded and constructed during the first phase of development, i.e. within the first three years of construction. Subsequent facilities are fee generated and will be constructed as growth in the plan area warrants.

COMMENT: In light of the overcrowded conditions, is another intermediate school was planned in the Roseville School District?

Commissioner Gray, 57

RESPONSE: Mr. Bush of the School District has indicated that an additional intermediate school is planned.

COMMENT: It is requested an additional mitigation measure specifying a Mello-Roos funding mechanism to cover a deficiency in the State Aid Funding Program for schools.

Joel Kirschenstein, 74

RESPONSE: Dan Dameron said that a tentative date had been set in February to go through the initial steps to set up that district and that they are aware of the needs.

PARKS

COMMENT: Does the parkland dedication requirement apply to the portion of the plan area already developed?

Commissioner Wallace, 5; Commission Watts, 19

RESPONSE: Projects which are already approved either dedicated land or paid in-lieu fees consistent with City regulations in place at the time the projects were approved. Additional park mitigation cannot be required of these projects.

COMMENT: How will park requirements be fulfilled within the NWRSP?

Chairman Watts, 15; Judith Denado, 18

RESPONSE: The NWRSP include more than enough park area to fulfill the requirements for proposed development. In addition to designated park sites, the plan includes a municipal golf course, vernal pool preserve areas, and area which will be made available for City purchase as additional park area if so desired. Mitigation, primarily in the form of in-lieu fees, has been collected from already approved projects. These fees may be applied toward purchase of additional parkland in the plan area.

COMMENT: Why is Neighborhood Park 'A' not shown with more detail in the plan document, and how does the City proposed to provide an adequate amount of park acreage for residents of already approved neighborhoods within the plan area?

Judith Denado, 18

RESPONSE: The schematic for this park is not finished. Plans for this park will be reviewed by Parks and Recreation, and a detailed schematic will be prepared as has been/will be done for all parks in the plan area.

COMMENT: Dave Manhart said that he was concerned about the privateness of the golf course committee. He said that the best grove of oak trees was located within the golf course area and that the bike trail would be avoiding them completely. Commissioner Gray said that he was concerned about the accessibility of the oak woodland to the public. Roland Bergthold indicated that he felt the public had a right to access this area. Commission consensus was to provide public access to this area.

Dave Manhart, Commissioner Gray, Roland Bergthold, 78

RESPONSE: Proponents of the plan will work with staff to determine the feasibility providing an alignment of the bicycle/pedestrian pathway into this area. The principal concern at this time is safety related, i.e. the introduction of pedestrians into an area where they could be hit by golf balls.

PUBLIC SERVICES AND FACILITIES

COMMENT: The extent of water intensive vegetation to be included in the landscaped corridors should be evaluated, and measures to minimize water use in these areas should be identified. These measures should be included as standard mitigation.

Roland Bergthold, 34



RESPONSE: Dan Dameron has indicated that this issue is being looked at, both in regard to a change in the choice of ground cover and in the type of irrigation system used.

COMMENT: Will the new fire station be prepared to respond to calls where hazardous materials are involved.

Chairman Watts, 56

RESPONSE: A separate facility is proposed to handle industrial type accidents. This facility will be located in the north industrial area.

COMMENT: Will the water distribution system need to be enlarged near buildout of the plan area?

Chairman Watts, 58

RESPONSE: According to Mr. Whitehead of the Public Works Department, enlargement will be required in the west urban and in the north industrial areas. The Public Works Department is currently studying the situation.

COMMENT: What would happen if no water is available from Folsom Lake, and noted that a population of 28,000 uses $\pm 14,000$ acre feet, that the City contract is only for 32,000 acre feet, but the **General Plan** allows for a population of 92,000. These figures result in a deficit of $\pm 45,000$ acre feet. How many wells are currently available?

Commissioner Wallace, 59

RESPONSE: According to Mr. Whitehead of the Public Works Department, there are three usable wells in the City. At the present time, water needs could be met from wells with extreme water conservation. The long range need for additional water sources is being studied by the staff.

COMMENT: What would be the probable cost of water from other sources outside of the City?

Commissioner Rush, 60

RESPONSE: According to Mr. Whitehead of the Public Works Department, the cost would be approximately the same as current water supplies.

COMMENT: In the event of a power failure, what would happen at the sewer lift stations?

Chairman Watts, 61

RESPONSE: One of the stations has a generator back up system. The spokesperson for the Public Works department was not certain that such a back up existed at the second station. All lift stations have a large holding tank facility and alarm system.

GROWTH INDUCING IMPACTS

COMMENT: Impacts generated by future expansion westward into the urban reserve areas should be addressed in the EIR.

Mike Jamison, 7

RESPONSE: No development of the urban reserve areas are proposed as a component of the NWRSP. It is recognized that growth in these areas could be induced by development of the plan area. This discussion is included in the Growth Inducing section of the EIR.

MISCELLANEOUS

COMMENT: Can the City simultaneously review the Specific Plan, GPA, Rezone, Development Agreements, and the EIR and still maintain an adequate review?

Dave Manhart, 11

RESPONSE: The City has indicated that, regardless of the order in which the various documents are reviewed, the necessary time and effort will be expended to ensure a thorough review.

COMMENT: Where are specifics such as double pane windows addressed?

Chairman Watts, 52

RESPONSE: Such topics are addressed in the building standards section of Title 24.

COMMENT: How will revenues be generated for the landscape and lighting district? Will there be a separate tax on non-residential land uses?

Commissioner Wallace, 79; Chairman Watts, 80

RESPONSE: Mr. Wade noted that C.C. & R.s would be applied to private properties that front on the arterial and collector streets that are designated for a landscaped corridor. A Landscape and Lighting Maintenance District will be created for the maintenance of landscaped setback areas in the single family residential areas. Neighborhood parks will be developed as the neighborhoods are built. Funding for basic turf, lighting, landscaping and irrigation will be funded by a Lighting and Landscape Maintenance District formed in the Plan area for this purpose. Revenues would be generated through a homeowner's tax. Non-residential property owners would be responsible for the maintenance of the natural corridor. Separate Mello-Roos mechanisms would be developed for all major roads, water, sewer, and basic infrastructure.

COMMENT: Which properties would be included in the proposed Mello-Roos District? How will already approved projects contribute to infrastructure development costs? Have any already approved properties been able to evade fees for infrastructure or schools?

Chairman Watts, 81, 84; Commissioner Gray 82, 83

RESPONSE: The Mello-Roos District would be only on properties to be built. Already approved projects have been paying into the Foothills Assessment District and the North Roseville Sewer Line. Some properties were exempt from infrastructure costs but all applicable properties paid school fees. Development of infrastructure within the plan area is proposed to be completed within three years, however, it is not known how long a period will elapse until full buildout of the plan area.

COMMENT: Chairman Watts asked about the legal feasibility of establishing a growth rate which would slow the rate of development in the City.

Chairman Watts, 104

RESPONSE: Mike Dean, City Attorney, indicated that the City has the police power to adopt an ordinance to limit growth in some places by restricting building permits as long as they are controlled by adequate findings. There can be a phasing program so development occurs at a pace that the City wishes to see the growth occur. If it is found that there is not enough sewer capacity, for example, there is a legitimate reason to restrict growth. Growth can be allowed to occur in a certain order or sequence.

COMMENT: Scott Scavinsky requested clarification of the review process as it related to the NWRSP.

Scott Scavinsky, 107

RESPONSE: Mike Dean, City Attorney, indicated that the final decision is made by City Council. However, it is the joint responsibility of the Planning Commission, the Planning Department, and the City Council.



IV. MINUTES OF THE PLANNING COMMISSION MEETINGS



CITY OF ROSEVILLE
PLANNING COMMISSION MEETING

SEPTEMBER 29, 1988

P.C. Present: Pauline Roccucci, Earl Rush,
Jim Gray, David Watts, Jay Kinder
Audrey Huisking, Jack Wallace

P.C. Absent:

Staff Present: Steve Dillon, Planning Director
Dan Dameron, Associate Planner
Larry Pagel, Ass't. Public Works Director
Steve Bruckman, Deputy City Attorney
Nancy Christie, Secretary

MINUTES OF AUGUST 25, 1988

Mrs. Roccucci noted that the date should be corrected to read, "1988". Also, the paragraph near the bottom of page 8 of these minutes beginning, "Mrs. Roccucci said she wanted to state..." should be moved to the top of the next page before the item, "Rezone -- 156 Berry Street...".

With no further corrections the minutes for the meeting of August 25, 1988, were approved.

MINUTES OF SEPTEMBER 13, 1988

The minutes of September 13, 1988, were approved as submitted.

AMENDMENT TO THE CITY'S HOUSING ELEMENT

Mr. Sprague reviewed the areas of concern raised by Commissioners from the September 13, 1988, meeting and Staff specific responses to those concerns. In particular, in regard to the density bonus program, Staff has modified the Action Plan to Policy No. 16, page 39 to incorporate the Commissions' recommendation regarding capping the number of density bonus units which can be added to any one development and requiring a public hearing prior to approving density bonus units.

Mr. Gray commended Mr. Sprague and his staff on their fine work on this document.

Mr. Watts asked if Roseville was unique in the activeness of its housing element and in regard to planning for affordable housing.

Mr. Sprague said that all communities have this in theory, but Roseville is in the forefront because of Staff and activity levels.

Mr. Bill Boudier, 602 Fisher Ct., Roseville, said that he had

served on the Affordable Housing Task Force. He noted that the lack of affordable housing in a community was not only a social issue but also an economic one. In areas where housing costs are too high there are often labor shortages. This may cause businesses to relocate.

Mr. Dwight Hansen, Building Industry Association of Superior Calif., pointed out that since 1980, the number of families in the United States who can own their own home has been declining. The real issue of affordable housing applies to multi-family housing as single-family homes are simply too expensive. He pointed out that the 15% target figure proposed by the City will have to come out of multi-family units causing a disproportionate percentage of affordable units within those projects (perhaps 50-60%) to provide an overall 15% figure for the City.

Also he pointed out that 15% is a higher percentage than that required by surrounding communities. He raised the possibility of those communities exporting their affordable housing problems to Roseville.

Mr. Watts asked Mr. Sprague if he had had meetings with the various Specific Plan proponents to see how they were planning to achieve the 15% goal.

Mr. Sprague said that at this point it was too early to tell how specifically the 15% goal would be achieved. He has had meetings with some representatives from the North West Plan and the South East Plan.

Mr. Fred Lohse, 523 Oak Street, Roseville, said that he, too, had served on the Affordable Housing Task Force. He responded to Mr. Hansen's statements by saying that if the City provides subsidies for builders, then they do have some say about who stays there. He noted that the Affordable Housing Task Force Report is a kind of "good-faith document" and that it will take a real commitment from all sides, builders, City, business, to make the 15% goal come about.

Mr. Lohse noted that providing affordable housing is essential to maintaining the jobs/housing balance. He commented that Mr. Hansen was too negative on the possibilities for single family affordability and he urged the Commission to consider very carefully the relatively short-term benefits of density bonuses as opposed to their permanent impacts.

Mrs. Roccucci said that the Affordable Housing Task Force did an excellent job.

MOTION

Mr. Gray made the motion, which was seconded by Mrs. Huisking, to ratify the negative declaration, approve the GPA amending the Housing Element of the General Plan and Approve the amended Housing Element as proposed by Staff, incorporating the comments

made by the Planning Commission and forwarding the Housing Element to the City Council for approval.

The voting was as follows:

AYES: Gray, Huisking, Wallace, Kinder, Watts, Roccucci
ABSTAIN: Rush

The motion passed.

Mr. Rush commented that he had to abstain because he was not a party to prior hearings.

NORTHWEST ROSEVILLE SPECIFIC PLAN

Mr. Dillon began by saying that the meeting tonight would be used primarily as an introduction to the proposed Specific Plan. A general overview of the plan will be presented discussing the major elements, underlying philosophies and significant issues associated with the Specific Plan. He invited people to step forward to get a copy of the plan.

Mr. Dillon noted that the North West Plan is unique because many areas within the plan area are already being built on or have been built on. The Plan applied only to certain areas within the overall geographical boundaries. The projects which are exempt are listed specifically on page 6 of the plan document.

He said that the next meeting for the Plan review should be scheduled for October 17 or October 24. Commissioners will need to make a final decision on the date prior to the end of this meeting.

Mr. David Wade, Wade Associates, 2140 Professional Drive, Roseville, began with a video presentation showing major features of the plan from the air. He noted that the terrain consisted mostly of open space with soils good for development. The Pleasant Grove Creek is a well-defined channel with floodplain areas that will be well avoided.

Mr. Wade commented on the tree density/distribution within the plan area. He addressed the issue of exempt properties and noted that those non-plan properties are nevertheless involved to some degree in park requirements, financing of improvements necessitated by the Plan and conformity to plan standards of architecture.

He said that many improvements and much of the infrastructure are already in place. In relation to the original allocation, 850 acres have been added which will allow the allocated residential units to be spread over a larger area. Single family will account for 65%, 8-9% mid-range, and 25% multi-family will allow for a good mix in dwelling units. Commercial development will occur at the junction of major streets and is intended to serve individuals within the plan area. Some business-professional is

included in the plan, typically located in the harder-to-develop sections.

Mr. Wade turned next to the roadway system within the Plan area. This modified grid design is not projected to need any urban intersections according to current analysis. Standard TSM measures are all addressed in the Plan. He discussed the bikeway system which will run through the Plan, making use of the landscaped corridors along major arterials (8' wide bike/pedestrian lane) as well as 7' bike lanes along major streets. In addition a Class I corridor is projected under the powerline easement which will make a loop possible. Connections to a larger City-wide bikeway system are anticipated.

In the areas of Open Space/Resource Management, Mr. Wade said that the Pleasant Grove Creek 100-year floodway will be dedicated to the City, along with a municipal golf course, school sites, and park sites. There may be a need for a small retention basin in the plan area which might be incorporated into the golf course.

Of the vernal pools, the largest and most important one will be protected within the golf course area by specific and direct guidelines governing the development of the course with regard to preservation of this pool.

The oak woodlands will be preserved once again within the golf course area, and will come under the protection of stringent guidelines outlined in the plan. The plan stresses conservation of other woodland areas by concentrating the business/professional development, which is less intensive, there.

Mr. Wade reviewed the public facilities intended for the plan, including a new fire station, the status of projected new school sites needed, some of which are already under review. He noted that the area of parks is still under discussion. Plan proponents would like to see a number of smaller park sites scattered throughout the plan. Some issues remain with the golf course (175 acres) and the design has not yet been finalized. He added that one park will include a public library site.

Mr. Wade said that specific zoning designations will restrict land use in certain areas, notably the vernal pool and oak woodland areas.

In terms of public financing, a plan will be brought forth within several weeks which will involve a Mello-Roos assessment district. Infrastructure construction is intended to be completed within three years. Mr. Wade went on to give an overview of the funding mechanisms for circulation, schools, and the park and landscape areas.

Affordable Housing will be handled as a specific topic within the plan. He said that they were open to input on how to achieve the

15% figure recommended by the Affordable Housing Task Force and to that end were planning on using a variety of means outlined in the report of that body. He said that single family was included within the affordable housing sought.

Mr. Watts asked how the review will be conducted concurrently on the Plan and the EIR in view of the many changes in wording which would come up routinely in meetings. He suggested that wording on specific points not be worked on during meetings, but that it be worked out and reviewed at the next meeting.

Mr. Dillon said that this would be acceptable. Commission input on a specific point would be used to indicate a direction for changes in wording. Specific new wording would be reviewed at the following meeting.

After a short discussion, Commission consensus was to hold the next meeting on Monday, October 24.

① Mr. Gray asked that an overlay map be prepared which would show the trees in the specific plan against the plotted land-use indications. He noted that other overlays would also be useful.

Mrs. Roccucci commented that if the circulation plan was going to call for Baseline/Main Street being four lanes all the way to Washington Blvd., this would certainly be a major discussion area and any meeting with this area on the agenda should be well advertised.

② In regard to the urban reserve, Mrs. Roccucci asked that its use as a mitigation for high-density allotments be explained at a future meeting.

③ Mrs. Huisking asked for a projected timing for school building completion.

④ Mr. Gray said that the traffic impacts of southbound Foothills traffic on Cirby/Riverside should be discussed in detail in future meetings.

Mr. Dillon noted that the Commissioners (and the public) should call in with questions on specific aspects of the plan early so that Staff can prepare responses in advance of the meeting.

Mrs. Roccucci said that that comment should be included in the listing in the paper.

Mr. Dillon asked for people interested in receiving a copy of the E.I.R. to give Staff their names. He said that an attempt would be made to supply copies to individuals. Reading copies are available in the library.

⑤ Mr. Wallace asked if the parks requirement would be applied to the portion of the plan area already developed.

Mr. Dillon said that those lands needed can be acquired because earlier developers have already their park fees. Specific arrangements in this regard will need to be worked out.

⑥ Mike Jamison, 2829 Baseline, Roseville, asked what plans might exist for a signal at the intersection of Cooke-Riolo and baseline. He noted that the future expansion to the west into the urban reserve areas would have impacts that should be addressed in the EIR and the plan.

⑦

⑧ Mr. Tom Blackburn, 416 Main Street, Roseville, said that he had concerns about how a 4-lane Main Street and 6-lane Washington Blvd. would be achieved.

⑨ Mr. Ed Silva, 1420 Southwood, Roseville, asked why high and low density was being mixed in expensive neighborhoods.

⑩ Mr. Frank Weinstein, 1009 Hagman Way, Roseville, asked that the speed limits on roads in the plan be looked at very carefully.

⑪ Mr. Dave Manhart, 1411 Bingmar Ct., Roseville, questioned the adequacy of the review in view of the fact that the Plan, GPA, Rezone, Development Agreements and EIR were all being reviewed simultaneously. He added that the notice for this evening's meeting did not convey that only very limited public comment would be taken tonight.

Mr. Watts assured the public that ample opportunity would be granted them to make their observations and give their comments.

Mr. Dillon said that the review process will take a long time and will not be hurried. He said that they had planned the focus of this meeting to be an overview to allow the public time to read and review the plan document.

Mr. Kinder added that the hearing is continued at each evening's completion so that comments are applicable to any individual meeting.

Mr. Gray asked when the North Central plan would be ready for review.

Mr. Dillon said that it would still be a few months yet.

Mrs. Roccucci asked if they would be provided with a checklist as before.

Mr. Dameron said that these would be distributed and that it would reference specific mitigation measures called for in the EIR.

With no further discussion remaining, the meeting was continued to the meeting of October 24, 1988, at 7:00 p.m.

The meeting was adjourned at 9:45 p.m.

CITY OF ROSEVILLE

PLANNING COMMISSION MEETING

OCTOBER 24, 1988

P.C. Present: Pauline Roccucci, Earl Rush,
Jim Gray, Audrey Huisking, Jack Wallace

P.C. Absent: Jay Kinder

Staff Present: Steve Dillon, Planning Director
Dan Dameron, Associate Planner
Larry Pagel, Ass't. Public Works Director
John Sprague, Housing and Redevelopment
Coordinator
Steve Bruckman, Deputy City Attorney
Nancy Christie, Secretary

NORTHWEST ROSEVILLE SPECIFIC PLAN--REVIEW AND APPROVAL OF A
SPECIFIC PLAN, GENERAL PLAN AMENDMENT, REZONE, DEVELOPMENT
AGREEMENTS AND ENVIRONMENTAL IMPACT REPORT FOR THE NORTHWEST
ROSEVILLE SPECIFIC PLAN AREA

A discussion occurred regarding the FPPC recent ruling in which it was determined that those Commissioners either working for or holding more than \$1,000 worth of stock in Roseville Telephone would not be able to take part in discussions about or vote on the Northwest Roseville Specific Plan.

Mr. Watts said that since the number of residential units had been determined in 1985 and no change in this number was being considered as part of the Specific Plan review, it did not seem that a situation of potential additional benefit to Roseville Telephone could occur.

Mr. Bruckman said that he believed the FPPC was aware of this. He noted that the City Attorney had contacted the FPPC after the initial ruling and had discussed the decision. He said that the City could request a formal review, but that that could take quite a while.

Mr. Watts asked that the City Attorney pursue in written form the argument that the land use had been determined in 1985 and that additional allocations were not an aspect of the current process.

Mrs. Roccucci said that she would have to abstain from participating in discussion on this item because of stock ownership of more than \$1000 in Roseville Telephone.

Mrs. Huisking said that she would have to abstain from participating in discussion on this item because of stock ownership of more than \$1000 in Roseville Telephone. She said that she did not feel, however, that a conflict of interest did

in fact exist.

Mr. David Wade, Wade Associates, Roseville, went over major design features of the specific plan, organization of residential units, relation of residential to business and commercial areas, major land owners in the plan area and a look at projects already built located within the plan area.

Mr. Fuller gave an overview of the first four sections of the E.I.R. to be discussed, the Introduction, Environmental Setting, Plan Area Background and Specific Plan Land Use. In addition, he explained the annotated index and checklist to the Specific Plan and the E.I.R. and how they were related.

LAND USE

Mr. Dillon said that a major Staff concern has to do with density allocation and the fact that insufficient multiple density housing is in the plan currently to reach the 15% affordable figure as specified in the City's revised Housing Element. He noted that generally 20 to 25% of each multiple project would normally be targeted as an affordable unit. As the plan is currently, this percentage would have to be much higher which would not be feasible. He added that this plan has a very high percentage of single family housing.

Mr. Watts commented that much of the plan area had been built already and had not been required to participate in the 15% affordability figure. He said that he was very concerned about the issue of affordable housing in this specific plan.

12

Mr. Dillon commented that Staff could prepare a revised plan to allow for more affordable housing if the Commission wished to see one.

Mr. Watts said that it was very important that the City not have the situation where all the affordable housing was located in the older neighborhoods of the City.

Mr. Dillon asked for some direction regarding a revision.

13

Mr. Gray said that a number of units had been shifted from higher density in the original N.W.R.S.P. to single family in the current plan. He commented that this much shifting is too much.

Mr. Dillon said that property within the plan area could be allocated multiple density, but that the total number of units could not be raised.

One of the plan proponents pointed out that in 1985 the allocation for multi-family units in the N.W.R.S.P. was made and those units were distributed in the plan, with the majority along Foothills Blvd. The middle range densities 10-12 units per acre (typically half-plexes) were reduced significantly because market research showed that there was basically no market for them. This

also occurred in the S.E.R.S.P.

Mr. Wade said that a key concern is that many multi-family projects within the plan area had already been built. Multi-family units comprise approximately 26% of the total number of residential units within the Plan. The Sacramento County average is 33% and the Placer County average is 20%. In Roseville, the North Central Plan calls for about 50% multi-family, the NorthEast Plan is all multi-family and the SouthEast Plan is 40% single family with the rest multi-family.

Mr. Wade noted that a number of reasons account for these percentages including employment and land forms. He said that the land forms in the NorthEast and SouthEast Plan areas necessitate higher improvement costs. Also because of the amounts of commercial and business/professional, these plans have excellent circulation systems. The intent in the NorthWest Plan was to foster an attitude of small neighborhood clusters.

He said that they are working on the specifics of an affordable housing program and that it will be ready for review soon.

14 Mr. Watts asked Mr. Fuller to explain comments on page six of the annotated index which provide for the mitigation measure that 15% of the dwelling units in the Plan Area are to be in the affordable housing range.

Mr. Fuller said that if this percentage cannot be reached in the plan as it is now, densities would have to be changed.

15 Mr. Watts asked how the park requirements will be met.

Mr. Fuller said that the mitigation measure would be for the City to buy the land needed. He added that this is a mitigation because of a number of projects within the plan area that are not subject to the plan.

16 Mr. David Manhart, Roseville, questioned the comment, "not relevant to this document" which appears frequently.

Mr. Dillon asked for a clarification of these comments, which appear several times in E.I.R. document in response to policies as listed on page C12, C13 and others.

Mr. Langwill, R.C.Fuller, said that this comment as it appears in response to Policy #3 is given because that land use is not included in the plan.

In response to Policy #6, this response is given because this policy refers to development on Mehrton soil which is not applicable in this plan area.

Mr. Manhart asked about Policies #13 and #14 on page C23 of the

E.I.R. in which the response, "This policy is not relevant to adoption of the Specific Plan," is given.

Mr. Langwill responded that these policies give stated instructions for City action as opposed to Plan Action.

Mr. Gray asked that these comments in regard to policy relevancy be clarified.

Mr. Dameron said that explanations could be added to explain why it is not relevant.

Mr. Dillon commented that a minor inconsistency exists in relation to Policy #17, which provides for a minimum size of 10 acres for a commercial site. Two mitigations are suggested, either to follow the policy or to change the policy. Overall this is a minor inconsistency as the plan provides for commercial land use in parcels ranging from 5 to 20 acres in size (p.36).

(17) Mr. Richard Hamlin, 1512 Mistywood, Roseville, presented a letter/petition from residents of the Pleasant Grove subdivision concerning opposition to encroachments into the floodplain by the Sammis Company.

Mr. Dillon responded that this project and subdivision map has not been heard by the Planning Commission. It is not part of the NorthWest Specific Plan although it is within the plan area.

Mr. Larry Buelta, 1514 Mistywood, Roseville, said that he was concerned because many homes within the specific plan area will be affected by this development.

Mr. Watts explained to Mr. Buelta that this hearing is for review of the Specific Plan and E.I.R. for that plan. He briefly went over the subdivision process for Mr. Hamlin and Mr. Buelta.

Mr. Dameron said that pages 78 and 79 of the specific plan specifically prohibit development within the floodplain areas.

Mr. Buelta asked why the City has not officially adopted the Nolte Study.

Mr. Watts said that City Council has directed them to use the information in the Nolte Study as the most up-to-date study.

Mr. Dillon said that official action on the Nolte Study has been slow because it could have a significant effect on older sections of town.

Mr. Manhart asked what effect the wait for floodway/floodplain designations along Pleasant Grove Creek and Dry Creek would have on the Specific Plan.

Mr. Hamlin asked that he be mailed notification of project hearings within his area.

Judith Denado, 1009 Hamin Way, Roseville, asked why Neighborhood Park 'A' is not given with more detail in the plan document.

18 Mr. Dillon responded that the schematic for this park is not ready. Currently the plans are being finalized at the Parks & Recreation level.

She asked how the City will provide enough parks for people already living within the plan boundaries.

Mr. Dillon responded that dedication of land for parks is required of all projects that are part of the Specific Plan.

19 Mr. Watts asked about the projects within the boundaries of the plan area that are exempt from the Specific Plan, did these projects dedicate land or provide an in-lieu-of fee?

Mr. Dillon noted that the dedication is not adequate because the parcels that were previously approved under the 1985 General Plan have already met the park dedication or in-lieu requirement and cannot be required to meet a further requirement under this Specific Plan, nor can the parcels subject to the Specific Plan be required to dedicate more land than required in the General Plan standard. In order to allow space for a city acquisition of additional land to meet the General Plan standard not fulfilled in previous project approvals, a 30 acre site is reserved adjacent to the proposed city-wide park.

20 Mr. Mike Jamison, Roseville, said that he was concerned that some of the higher density allocations in the plan area had been shifted closer to Baseline.

21 Mr. Frank Weinstein, 1001 Hamin Way, Roseville, asked what standards of appearance would be incorporated for affordable units within the plan area. He also asked where those affordable units would be located.

22 Mr. Roland Bergthold, 1029 Audrey Way, Roseville, said that he was concerned that there not be a situation such as the one with the S.E.R.S.P. where clear-cutting of trees on a parcel was approved to facilitate its development.

Mr. Dillon agreed that it was important to see that parcels within the plan have appropriate density allocations to minimize tree removal.

Mr. Gray said that preparation of the overlay showing tree distribution against the parcel/density allocations is critical.

Mr. Dillon promised that they would focus in on an enlarged view of those parcels with a lot of trees at a future meeting.

Mr. Dameron noted that on page 24, policy #6 does provide for restrictions on the development of certain residential parcels

and shifting of units from those parcels should tree preservation and grading policies make such actions necessary. This allows for more flexibility in correcting such situations later.

In regard to affordable housing in the N.W.R.S.P., Mr. Sprague said that the specific plan was prepared prior to the amended Housing Element. He noted that he has had preliminary discussions with the property owners and their agents in regard to meeting the 15% affordability figure. He stated that the 15% goal will only be applied to those projects (units) that do not already have land use or zoning granted (approx. 4600 units).

Mr. Sprague went on to say that ongoing discussions with the property owners will focus on density bonuses and locations of affordable housing. He said that it is unlikely that single family homes in the will be able to be offered as affordable housing units because of the great size of the subsidies required. He said that by the next meeting they hope to have a proposal ready for review.

(23) Mr. Watts asked if in-lieu fees would be used to satisfy affordable requirements.

Mr. Sprague said that if at all possible this will be avoided. He said that they do not want to cluster units in one area of the City.

(24) Mr. Watts asked about the other 43% of the Northwest Plan area where projects have already been approved.

Mr. Sprague said that these projects were processed under the old housing element and are not subject to new requirements.

(25) Mr. Wallace asked about the time length on affordable housing units.

Mr. Sprague said that existing affordable agreements typically are for 10 years. The new agreements will typically be for 30 years. He commented that their focus is to achieve long-term affordability on these units. He said that two important tools to encourage builders to provide affordable units are granting density bonuses and implementing a tax financing program. He emphasized the need for cooperation between the City, builders and businessmen and stressed the tie between employment, housing and use permit reviews.

Mr. Dillon noted that employment surveys were very important tools in determining housing needs in the City.

(26) Mr. Watts asked when the survey was done in the City.

Mr. Sprague said that this survey is now done every two years.

Mr. Dillon added that the Affordable Housing Task Force has made strong recommendations that the City must invest money to make

affordable housing available and workable within the City.

Mr. Gray suggested that the Housing Element section of the E.I.R. review be left open and that John Sprague come back with the proponent's plan for providing affordable housing.

(27) Mr. Watts asked also that the Staff alternative for providing affordable housing and including a new mix of densities be prepared also. He added that the overlay showing the woodlands area should be prepared for this meeting. He asked for a report on the status of the golf course.

Mr. Dillon said that design revisions are ongoing with much work remaining.

After a short discussion, Commission consensus was to hold the next meeting on the N.W.R.S.P. on November 28.

This meeting is continued to November 28, 1988.

The meeting was adjourned at 10 pm.

CITY OF ROSEVILLE
PLANNING COMMISSION MEETING

NOVEMBER 28, 1988

P.C. Present: Pauline Roccucci, Earl Rush,
Jim Gray, David Watts
Audrey Huisking, Jack Wallace

P.C. Absent: Jay Kinder

Staff Present: Steve Dillon, Planning Director
Larry Pagel, Ass't. Public Works Director
Dan Dameron, Associate Planner
Steve Bruckman, Deputy City Attorney
Nancy Christie, Secretary

NORTHWEST ROSEVILLE SPECIFIC PLAN -- REVIEW AND APPROVAL OF A
SPECIFIC PLAN, GENERAL PLAN AMENDMENT, REZONE, DEVELOPMENT
AGREEMENTS AND ENVIRONMENTAL IMPACT REPORT FOR THE NORTHWEST
ROSEVILLE SPECIFIC PLAN AREA

Mrs. Huisking said that she would not be participating on this item because of the ruling that her ownership of stock in Roseville Telephone constitutes a conflict of interest.

Mrs. Roccucci said that she would not be participating on this item because of the ruling that her ownership of stock in Roseville Telephone constitutes a conflict of interest.

Mr. Watts began by saying that because the City Council has not yet taken action on the revised General Plan Housing Element and the possibility exists that the Council may approve an affordable housing goal which differs from that currently stated in the revised Housing Element, Staff was not able to finalize an alternative density layout and housing program. Therefore, additional discussion on the Land Use and Housing Elements of the Specific Plan will need to be continued until the next Planning Commission meeting on the Northwest Plan.

Mr. Dillon pointed out that a revised, annotated index had been prepared to facilitate cross referencing between the Plan document and the draft E.I.R.

CIRCULATION ELEMENT

Mr. Watts commented that the comments from the Transportation Commission had been received and will be incorporated into the record.

Mr. David Wade, Wade Associates, reviewed the circulation design,

noting major arterials, collector streets, landscape setbacks, medians, etc. He noted that all links and intersections were calculated to operate at a LOS 'C' or better. He reviewed the bikeway circulation within the plan area, and addressed the connections of this system with adjoining areas.

Mr. Wade noted that sufficient bus turnouts had been provided for future Radar service or other needs. He said that the Park and Ride lots were located strategically throughout the plan area. Precise sizes are not yet determined although the average size will be for approximately 20-30 cars. In regard to TSM measures, these are provided for in accordance with the City's Rideshare Ordinance.

(28) Mr. Watts asked if the widening of Main Street to four lanes was recommended or necessitated by this specific plan.

Mr. Jack Peers, Fehr & Peers, Lafayette, said that in their analysis they have not assumed that Main Street must be widened between Atkinson and Washington. However, this project has been included in the capital improvement funds set aside by the City. He noted that this section could be made four lanes without widening but that this would come only with a significant loss of on-street parking.

Mr. Peers addressed the effectiveness of TSM measures in general, which he said depend for a large part on the amount of "teeth" the City Staff have in enforcing them. He said that the establishment of a transportation coordinator, annual surveys, requiring business to evaluate the effectiveness of their transportation plans and requiring conformance to the City's design goals are all aspects of this enforcement. He added that from their experience in the Bay area, it is feasible to enforce TSM Programs in crowded and in less-crowded scenarios.

In regard to light rail, Mr. Peers said that the possibility of extending the Sacramento system to Roseville is currently under discussion/study. He feels that it is not dramatically effective because it is not coming to a high-density residential area.

Mr. Peers commented that at the present time five urban interchanges are being planned for the City. However, depending on the effectiveness of TSM measures, another four--one of which would be in this Plan area--might be required. There is sufficient right-of-way at this potential location at the present time although funding has not been addressed for this potential urban interchange. Mr. Peers noted that the City has a new capital improvement financing mechanism which will be updated in five years, allowing for more improvements.

(29) Mr. Watts asked if he was correct in assuming that the widening of Main Street was not in any current funding program of the City.

Mr. Peers answered that this project was not anticipated or

counted on as part of the N.W.R.S.P.

30 Mr. Wallace asked why traffic impacts at Cirby Way/Riverside and Cirby Way/Sunrise were not discussed.

Mr. Watts noted that these areas were outside the specific plan area.

Mr. Peers said that the intention of the City is to widen Cirby to four lanes for its full length. In the long term there will be an urban interchange at Cirby/Riverside. In the short term, double left turn lanes from Riverside to Cirby will be installed by next year.

Mr. Pagel said that this work would begin in spring '89.

Mr. Wallace said that he was disappointed that the discussion on the S.E.R.S.P. did not take into account the development of the N.W.R.S.P.

Mr. Richard Roccucci, 911 Herbert Street, Roseville, spoke and submitted a letter for the record noting the adverse impact that the widening of Main Street from Atkinson Street to Washington Blvd. would have. He added that two other problems would be the elimination of essential on-street parking in that area and the fact that the cross streets do not line up and hence would be difficult to signalize.

Mrs. Laura Valeno, 416 Main Street, Roseville, submitted a petition signed by several hundred local residents in opposition to the widening of Main Street. She said that in October, Mr. Wade had said that Main Street was being planned as four lanes, Washington Blvd. as six lanes.

Mr. Don Johnson, 408 Main Street, Roseville, said that he was concerned about the traffic on Main Street already, especially the excessive speed at which many vehicles are traveling, despite the posted 25 M.P.H. speed limit. He noted that the cross walks are not observed and that there are not currently nor will there be any sound walls to protect residents from noise. He said that the natural alternative to overburdening Main Street is to use Junction Blvd.

Mr. David Manhart, 1411 Vinmar Ct., Roseville, said that he is confused over the general intention in regard to Main Street and feels that there is fudging going on. He noted the reference in the E.I.R. document to a four-lane Baseline. He asked that the biketrail be included in the funding plans.

Mr. Watts said that as it stands currently, Main Street is not anticipated to be four lanes.

Mr. Peers said that east of Atkinson, Main Street will eventually be widened to four lanes. He noted that the difficulty in this issues lies in the fact that at full buildout the link on Main

Street between Atkinson and Washington will fall right between the LOS 'C' and 'D' levels. The intersections will undoubtedly have to be improved and the current capital improvement funding has funds set aside for this.

He noted that possible improvement options mentioned in the Northwest Plan include a cul de sac option near Atkinson and Main and improvements to other roadways in the area.

Mr. Rush said that as he understood it, in regard to widening Main Street between Atkinson and Washington, 1) the funding is available, and 2) this link will be monitored. If the LOS is no longer 'C' then changes to this link will be actively considered.

Mr. Pagel said that should the LOS drop to 'D', this concern would be brought to the attention of City Council.

Mr. Watts asked how the public would be notified.

Mr. Pagel said that a legal notice of this agenda item would be published in the paper.

Mr. Terry Rod, 523 Main, Roseville, suggested that the City install a number of stop signs on Main Street. In addition to helping curb vehicle speeds, this would prove to be a natural deterrent to traffic using this route.

Vicki Robinson, 600 Main, Roseville, said that she loved the quality of this unique, older neighborhood and that to widen Main Street would ruin it.

Mr. Don Morton, 612 Grove, Roseville, said traffic impacts are very great in this neighborhood already. He asked for better police efforts to control speeding.

Mr. Watts asked Mr. Dillon to take the appropriate steps to have the Police or City Council look into this matter.

Mr. Dillon added that the neighbors should approach the City Council directly on this matter.

Mr. Gus Illiapolis, Main Street, Roseville, said that he has lived in Roseville for 35 years. He asked that heavier traffic volumes in this area should be routed on Junction/Church Street, or there is a possibility of using two one-way streets.

Mr. Tom Blackburn 416 Main Street, Roseville, said that he feels that this problem with the widening of Main Street is not being confronted properly. He said that there is a tendency to leave it as a twenty-year-in-the-future problem. He asked that some concrete options be developed now.

Mr. Pagel responded that when it develops, this problem will come before Public Works. At that time, they will develop options and City Council will choose one based on review of those options at

a public hearing.

Mr. Tom O'Hara, 621 Lindhurst, Roseville, asked for a clarification on the possibility of a six-lane Cirby Way.

Mr. Pagel said that if it is determined in the future that Cirby will need to be six lanes, Public Works will need to work out acquiring the right-of-way through due process.

Mr. Dillon asked what would happen if the roadway could not be widened because the right-of-way could not be acquired. What restrictions in development would be required and can this be known at this time.

Mr. Peers said that it can be determined what reduction in development would be required to preserve this street without widening. He emphasized that their projections are made with very conservative assumptions.

Mr. Gray said that despite conditions now and in the future, the public has said that they don't want Main Street widened, ever. He asked that options be developed now that help discourage vehicle usage of Main Street.

Mr. Vic Carboni, 519 Sierra Blvd., Roseville, said that he has lived in the City for 58 years. He asked that action be taken now so that people living on Main Street will not have to suffer because of growth. He added that Denio's weekend traffic was terrible. He called on the public to protest this possible widening at City Council.

Mr. Wade noted that the Capital Improvement Program is not part of the Northwest Plan. He added that Main Street is also not part of the plan, and the point of the circulation element for this Specific Plan is to get people in and out of the plan area by the arterials financed through the plan.

Mr. Watts added that the Planning Commission does not have any say on the Capital Improvement Program, only City Council.

Mr. Dillon said that Mr. Peers can project alternatives to a four-lane Main Street. However, the Circulation Element of the City's General Plan does look at four lanes for Main Street in the future.

Mr. Gray said that an organization from the neighborhood should go directly to City Council and request that the Circulation Element of the General Plan be amended in regard to Main Street.

Mr. Rush encouraged the plan proponents and City Staff to work together with their combined expertise to solve this problem now.

Mr. Wallace noted that to develop the Northwest plan will ultimately mean that Main Street will be four lanes and that the same widening process will be needed on Cirby. He told the

audience to take their concerns to the City Council.

Mr. Gray said that the priority is to preserve Main St. now. He noted that it was not all right to build and build and not address the consequences.

Mr. Watts asked Staff to develop alternative options to the future widening of Cirby Way and Main Street.

Mr. Frank Weinstein, 1009 Hammond Way, Roseville, asked if the Planning Commission could make significant changes in this specific plan.

Mr. David Fiddymment, Main Street, Roseville, suggested that surveys of traffic movement in the neighborhood be conducted as a basis for research. It may be possible that as Foothills is used more, Main Street traffic will lessen.

- ③① After a short discussion, Commission consensus was to refer this aspect, future widening of Main and Cirby, of the Circulation Element back to the consultant for additional analysis.

Bike Paths

Mr. Wade said that an 8' wide bikeway is planned in the landscape corridor on both sides of major arterials throughout the plan. On smaller streets, the bikeway will be on one side. Striped bike lanes will also be provided on streets. He noted that funding is included as part of the plan for all bikeways except in the floodway and powerline easements.

Mr. Dillon noted that financing will be discussed at a future meeting.

- ③② Mr. Watts asked which intersections will be signalized.

Mr. Peers said that those intersections are: Washington & Junction, Washington & Pleasant Grove, Pleasant Grove & Foothills, Foothills & Junction, Cook-Riolo & Pleasant Grove, Cook-Riolo & Junction and Baseline & Foothills.

Mr. Wade went on to say that the soundwalls will have periodic breaks in them to allow pedestrian/bicycle access out of the individual neighborhoods into larger arterials.

- ③③ Mr. Roland Bergthold, 1029 Audrey Way, Roseville, asked if sufficient funding for the five proposed urban interchanges was available and if the development which had caused the situation had contributed its fair share.

Mr. Pagel said that in 1978, a Traffic Circulation Fee was adopted as part of the Circulation Element. However, that fee is too low, and it is now being revised upward.

- ③④ Mr. Bergthold asked why so much turf is being projected in the

landscape corridors as it is so water intensive.

Mr. Dameron said that this issue is being looked at, both in regard to a change in the choice of ground cover and in the type of irrigation system used.

Mr. Bergthold asked that these points be included as standard mitigation measures. He pointed out also that some street widths seem excessive.

Mr. Pagel said that this is a policy issue for City Council.

OPEN SPACE AND RESOURCES MANAGEMENT ELEMENT

Mr. Wade went over aspects of the open space resources of the plan area. He noted that key concerns are the vernal pool and oak woodlands areas. He said that as requested, an overlay showing the distribution of oak trees in the plan area had been prepared.

Mr. Wade said that the best vernal pool areas have been preserved.

35 Mr. Watts asked how they would be affected by the golf course.

Mr. Larry Stromberg, consultant on vernal pools, said that the plan contains specific protective measures for the vernal pools located in the golf course. In other areas it may not be possible to protect so-called satellite pools, however, mitigation measures have been suggested for those pools as well as the more important pools in the golf course area.

36 Mr. Gray noted that on his inspection of the vernal pool areas several months ago, he noticed abundant evidence of cattle in the vicinity. He asked what impact that might have on the pools.

Mr. Stromberg said that impact is not specifically known but that it does not appear to be significant.

37 Mr. Watts asked about 'manufactured' vernal pools.

Mr. Stromberg said that there were a few examples of these but that in his opinion it doesn't work.

Margaret Sepponen, 715 Markley Drive, Roseville, cited the value of preservation of the natural environment especially in regard to children. She commented on the value and uniqueness of these pools.

38 Mr. Bergthold said that he does not feel that it is a good idea to preserve vernal pools in a golf course environment.

Mr. Stromberg commented a number of changes have occurred in the plan since the time of his recommendations. More study is needed on the effects on vernal pools caused by people in the golf

course area.

39 Mr. Rush said that he did not see a report comparing Mr. Stromberg's original study to the current plan being proposed. He asked that this be submitted to the City.

40 Mr. Watts commented on the statement that 80% of the vernal pools will be lost. He asked if this figure was the same as the original assessment.

Mr. Stromberg said that he could not recall. He added that it was difficult to mitigate impacts to the vernal pools in this plan.

41 Mr. Wallace noted that it takes a large watershed area to maintain a vernal pool. He asked if this could occur in this plan.

Mr. Stromberg said that great care must be taken, especially in the golf course. He added that this issue has not been resolved in the neighborhood park areas.

Mr. Watts asked as to the vernal pool mitigation measures whether any cost estimate had been prepared on putting those measures into effect.

42 Mr. Dameron said that this expenditure will be included in the cost of development of the parks.

Mr. Watts asked that more specific information be obtained as to the cost of those mitigation measures. He also asked for more specific information on the impact on the vernal pools in the golf course from public access.

Mr. Dillon noted that the best vernal pool areas are located in the North Central Plan area. These are more conducive to study and field trips. One aspect of the question of how much can be saved is the cost and Staff is looking at this issue City-wide.

43 Mr. Bergthold cited a parks study in which preference was stated by a majority of persons polled for parks with walks, etc., not ball diamonds. He asked that natural environments be kept natural.

44 Mr. Manhart suggested that the resources of the Northwest and North Central plans be combined to get a good natural and accessible vernal pool area.

Mr. Wade noted that the golf course area had been enlarged from 175 to 200 acres in order to protect the vernal pools. Public access to these pools will be difficult because of their location. He said that standard park-like improvements have been concentrated in areas of the park away from the vernal pool area.

After a short discussion, Commission consensus was to hold the next meeting for the Northwest Specific Plan on December 19.

The meeting was adjourned to December 19, 1988.

CITY OF ROSEVILLE

PLANNING COMMISSION MEETING

DECEMBER 19, 1988

P.C. Present: Pauline Roccucci, Earl Rush,
Jim Gray, Audrey Huisking
David Watts, Jack Wallace

P.C. Absent: Jay Kinder

Staff Present: Steve Dillon, Planning Director
Larry Pagel, Ass't. Public Works Director
Dan Dameron, Associate Planner
Ed Mahaney, Parks and Recreation Director
Ken Weisell, Electric Department
Steve Bruckman, Deputy City Attorney
Nancy Christie, Secretary

NORTHWEST ROSEVILLE SPECIFIC PLAN -- REVIEW AND APPROVAL OF A
SPECIFIC PLAN, GENERAL PLAN AMENDMENT, REZONE, DEVELOPMENT AGREE-
MENTS AND ENVIRONMENTAL IMPACT REPORT FOR THE NORTHWEST ROSEVILLE
SPECIFIC PLAN AREA

Mrs. Huisking noted that she reluctantly would not be participating in the discussion or voting on this item because of the fact that the FPPC had ruled that ownership of more than \$1000 worth of stock in Roseville Telephone constitutes a conflict of interest.

Mrs. Roccucci added that she also would not be participating in the discussion or voting on this item because of the fact that the FPPC had ruled that ownership of more than \$1000 worth of stock in Roseville Telephone constitutes a conflict of interest.

Mr. David Manhart, Vinmar Ct., Roseville, spoke briefly on the alignment of the golf course through the vernal pool area. He cautioned that the possible adverse effects of this routing were not adequately addressed and that more study needed to be done.

Mr. Dillon referred the Commissioners to a meeting outline which addressed points to be covered at this meeting. He stated that the City Council had requested that a General Plan Amendment to the Circulation Element be prepared to initiate a change from a future four-lane Main Street to maintenance of a two-lane Main Street in the future. He added that the vernal pool issue along with the golf course and park sites would be addressed at the next meeting.

Mr. Rush asked when it had been determined that the items marked with an asterisk would be deferred to a later meeting.

Mr. Dillon said that unfortunately some of these changes had been made at the last minute because in some cases consultants had not been available.

Mr. Watts thanked Staff for preparing the outline. He suggested that the next time it would be nice to have the outline key in both the plan and E.I.R. documents.

Oak Woodlands

Mr. Wade began by saying that most of the oak woodland areas were along the Pleasant Grove Creek drainage in the northern part of the plan. The Plan has very strict guidelines based on the upcoming tree preservation ordinance and every effort in the planning has been made to preserve as many of the trees as possible. Many of the more dense woodland areas are incorporated into the golf course area and much design work on the golf course was done to preserve as many trees as possible. Fortunately, many of the trees are located in creekside areas and would not be impacted by the building. He estimated that approximately 70% of the trees are not located in development areas at all.

④⑤ Mr. Watts asked how many trees would need to be removed because of development.

Mr. Wade said that a full tree survey and count has not been made in the Plan area. He noted that they had started to survey the golf course area, but had given up count at over 3,000 trees. He said that tree loss in the golf course area will be approx. 3-4% or 120 trees. He added that it would be difficult to get a specific count until the specific site planning stage.

Mr. Gray said that he was appreciative of the efforts being made to protect the trees. He asked that special care be taken in residential areas.

④⑥ Mr. Rush asked about tree loss in the undeveloped area.

Mr. Wade said that at this point in planning, it would be difficult to speculate on that number.

④⑦ Mr. Gray said that he had a question on Policy #16 on page 89 concerning density allocations on residential parcels. He noted that he was particularly concerned about the preservation of the beautiful groves along Pleasant Grove Creek.

Mr. Wade said that the Plan had been structured so that if it is not feasible to build to a designated density, units could be transferred to another parcel fairly easily. Parkway and park land uses have been used as much as possible in areas of highest tree concern.

Mr. Manhart asked about the overlay showing tree densities. He said that it was hard to see what was happening because the overlay is going against a blank map of the plan.

Mr. Watts suggested that the overlay be designed to go on the larger map that shows the street layout and more details of the specific parcels. He said that he was concerned that if the Commission were to wait, it might be too late to make adjustments.

48

Mr. Gray said that the overlay must go over a map showing the proposed parcel densities to give the overview requested by the Commission.

Mr. Rush said that he was primarily concerned on specific trees in regard to a specific parcel.

Mr. Wallace said that he was very concerned that there not be another situation like parcel 41 in the S.E.R.S.P.

Mr. Dillon said that Staff is currently preparing recommendations to reducing and shifting densities on several parcels. He noted that this issue has been worked on quite a bit in planning meetings.

Mr. Wade said that materials will be prepared for home study for the Commission on tree densities.

Soil Protection

Mr. Wade said that he had no additional comments in this section.

Water Quality

Mr. Wade said that a big concern is that run-off from developed areas does not impact streams. He said that specific implementations will be directed at the individual site design time.

Mr. Watts asked about drainage plans for Hewlett-Packard and other industries in the north area.

Mr. Ken James, Morton & Pitallo, Sacramento, went over the drainage plan.

Air Quality

Mr. Wade noted that the Plan proposes three policies for air quality. Upon completion and adoption of the City of Roseville Air Quality Plan, the specific plan will be amended to ensure compliance. TSM measures will be fully implemented, and park and ride lots will be strategically located. Also, the Plan/City objective is for employees of businesses in the North Industrial areas to live in these residential areas. The design of the roadways will reduce traffic waiting time, bikeways and public transportation are encouraged, and the Plan contains adequate convenience shopping, often within walking distance.

(49) Mr. Watts said that he was concerned about the cumulative effect of the additional traffic. He said that it seemed strange that 1900 dwelling units could be added but that the air quality would actually improve.

Mr. Dillon said that an additional policy needed to be added on page 92 specifying that Plan measures will be in compliance with the forthcoming update of the Regional Air Quality Plan.

(50) Mr. Watts said that he was also concerned about estimates that Roseville is still 20 years away from connecting to mass transit in Sacramento.

Mr. Dillon noted that connection to the system is dependent upon reaching certain population densities.

(51) Mr. Manhart commented on the possible availability of the SP tracks.

Energy Conservation

Mr. Wade said that most of the building standards were covered by plan compliance with Title 24. He added that the landscaping has been designed to help to preserve the microcosm of a given neighborhood, i.e., tree canopy, etc. Emphasis is placed on the use of solar energy.

(52) Mr. Watts asked about specifics such as double pane windows.

Mr. Wade said that those were covered in the building standards section of Title 24.

(53) Mr. Manhart asked about comments of non-relevancy on page C-37 in the E.I.R. document.

Mr. Richard Fuller, R.C. Fuller Associates, said that those comments were made because these concerns are relevant to the site specific review process. He noted though that it may be germane to the Plan to look at the street pattern and possibly strive for better energy conservation design.

54 Mr. Watts suggested that these comments in this section of non-relevancy be deleted as it is hard to encourage this type of conservation if the EIR brands it as "not relevant".

Mr. Dillon said that these concerns are relevant and that Staff will correct this.

Noise

Mr. Watts asked that this area be covered in depth. He noted that it is not covered in the Plan as a separate area but that it is covered separately in the E.I.R.

Mr. Dillon said that Staff can prepare a summary of the specific policies in the plan directed toward noise abatement. He suggested that this be carried over until the next meeting.

Historic Preservation

Mr. Wade said that the cultural resource investigation was conducted in January 1986. He noted that while some pioneer home sites were looked at, it was somewhat unusual that more were not found in the area.

Circulation Element

Mr. Peers said that additional information on the potential widening of Main Street and Cirby Way. A copy of his report was sent with the Staff Report in advance of this meeting.

He said that analysis of six major intersections in the Plan area at buildout shows that four would not be affected by a two-lane Main Street. One intersection, Foothills/Junction, could be reduced easily from D to C by the addition of another west to southbound left turn lane. The remaining intersection, Foothills/Pleasant Grove, could be returned to LOS 'C' by aggressive TSM measures or the building of an urban interchange.

Mr. Peers said that in regard to the 6-lane Cirby, this is very important after 1995 in the section from Sunrise Blvd. northward to Foothills.

In regard to Cirby Way, Mr. Pagel said that a minimum additional 6' of right-of-way would need to be acquired. If bike lanes were to be incorporated, 8' additional for each side would be needed. He added that Staff is studying the possibility of acquiring this additional right-of-way from the north side. Aerial photographs have been ordered and maps are being updated.

Mr. Wallace said that he was very concerned that no publicity has been given to the issue of the widening of Cirby and that no one from the public is here on this issue.

(55) Mr. Gray said that the Commission had requested an analysis of the impact on the Plan as a whole of not widening Main Street.

Mr. Peers said that assuming that the overall level will need to be reduced from .81 to .79, roughly a 5% reduction is necessary in the Northwest Plan.

Mr. Weisell said that if Cirby Way is widened to the South, it will cost approximately \$100,000 to relocate the electrical facilities. If it is widened to the north, the cost will be considerably less.

Public Facilities and Services

Mr. Wade noted that a new fire station has been constructed within the plan area. He commented that police patrols will be expanded in a routine manner.

(56) Mr. Watts asked if the new station would be prepared to respond to calls where hazardous materials are involved.

Mr. Dillon said that another separate facility is planned to handle the northern industrial area.

Elementary Schools

Mr. Wade said that two elementary school districts are present in the Plan area. In the Roseville District, plans include enlarging the existing Kaseberg School and building a new K-6 in the north area of the Plan. In the Dry Creek District, three sites have been planned, with a possible fourth site in the current Urban Reserve area. Funding mechanisms are being worked out for the Roseville District. In Dry Creek, a Mello-Roos type funding plan will be worked out.

Mr. Jim Bush, Roseville Elementary and High School District, said that they are in the process of negotiating on a new school site. It will not be affiliated with a park, but they are asking Parks & Rec. for help in the turf areas.

Mr. Bush went over the funding program for the schools, which will be a community-wide Mello-Roos type funding, set for a vote on April 6, 1989. The tax is proposed to be \$4.00 a month for elementary and \$2.50 a month for High School for existing residents. Senior Citizens, low-income seniors and disabled will be exempt. 50% matching funding will come from the State. Also developer fees will account for approximately 30%. If this is not approved, then a landowner Mello-Roos tax will be an option on the remaining to-be-built units.

(57) Mr. Gray asked if another intermediate school was planned.

Mr. Bush said that it was. He added that they were trying to avoid the necessity for split session or year-round schools.

In regard to high schools, he noted that the Plan has a 45-acre high school site planned. Access to the site will come at approximately one-third to one-half buildout, roughly 4-5 years. They are asking for rough grading, utilities and road frontage at the infrastructure stage. The developers will be paid back when the funding is secured.

Mr. Wade commented that the intent of the plan is to provide all infrastructure improvements within three years. There will be no phasing.

Public Library

Mr. Wade said that a site for a new library is proposed within the large City-wide park off Cooke-Riolo Road.

Solid Waste Disposal

Mr. Dameron noted that Derrick Whitehead of City Staff was here to address any concerns in this area.

Water Supply

(58) Mr. Watts asked if the water system would need to be enlarged near the buildout point of the plan.

Mr. Whitehead said that this enlargement would be needed in the West urban and in the North industrial areas. He said that they are studying this need in Staff meetings now.

(59) Mr. Wallace asked what would happen if no water is available from Folsom Lake.

Mr. Whitehead said that there is some well backup. He commented that they prefer surface water as it is of better quality.

Mr. Wallace noted that a population of 28,000 uses 14,000 acre feet of water, but that the City contract is only for 32,000 acre feet. With a proposed future population of 92,000 this will leave a necessity for approximately 45,000 additional acre feet. He asked where will this come from.

Mr. Watts asked how many wells were currently available in the City.

Mr. Whitehead said that at the present time three were usable out of a total of five. At the present time, water needs could be met from wells with extreme water conservation. He noted that the need for additional water was currently under study.

60 Mr. Rush asked for the probable cost of water from another source.

Mr. Whitehead said it would be approximately the same.

Mr. Dillon noted that on page 113, the correct figure is 34,000, not 28,000.

Waste Water

Mr. Wade reviewed the sewer line routes. He noted that the system utilizes both pressurized and gravity lines.

Mr. Ken James, Morton & Pitallo, said that two lift stations and one future lift station is planned.

61 Mr. Watts asked what would happen in the event of a power failure.

Mr. Whitehead said that the #2 lift station is generator backed-up. He said that he was not certain if the other station had such a back up. At all of these facilities there is a large holding tank. Also each lift station has an alarm system and they are studying the possibility of putting in a telemetry check.

Mr. James said that discussion about the size of the holding tank will occur at future meetings with City Staff. He added that the City is looking at adding another treatment facility.

Mr. Wallace asked what the cost of a backup generator was.

Mr. Weisell said that it would run approximately \$500-\$1000 per horsepower. He added that Staff is looking at a mobile power generator.

Storm Drainage

Mr. Wade said that a key feature of the plan are the natural drainageways that will carry off waste water. He said that a possible retention pond will be incorporated into the golf course.

⑥2 Mr. Watts asked if a 100-year event had been considered.

Mr. James said that the plan provided for a lot of creek frontage either in the golf course or in recreational areas. Also pad elevations had been set very carefully.

⑥3 Mr. Rush asked if any plan to change existing channels had been contemplated.

Mr. James said that some limited open channeling and two very minor small alignment changes were being looked at, one in Kaseberg Creek and the other in the north, if there is a retention pond.

⑥4 Mr. Gray asked if rear lot drainage was a possibility.

Mr. James said that none is being proposed at this time.

Electric

Mr. Wade said that a new 10-acre substation will be needed. Currently they are in discussion with City Utility Staff on the location. It is possible that the facility will be located at Fiddymont Road.

Mr. Weisell commented that a number of neighborhood type, one-acre facilities will be included.

Natural Gas

Mr. Wade said that gas will be available throughout the plan area for residential service.

Public Facilities and Services Policies

Mr. Wade said that as much of this discussion will involve Parks, this area will be dealt with in a future meeting.

The meeting was continued to January 16, 1989.

The meeting was adjourned at 10:05 p.m.

CITY OF ROSEVILLE

PLANNING COMMISSION MEETING

JANUARY 12, 1989

P.C. Present: Pauline Roccucci, Earl Rush,
Jim Gray, Jay Kinder, Audrey Huisking
David Watts, Jack Wallace

P.C. Absent:

Staff Present: Mike Leana, Ass't. Planning Director
Larry Pagel, Ass't. Public Works Director
John Kintz, Building Department
Dan Dameron, Associate Planner
Steve Bruckman, Deputy City Attorney
Nancy Christie, Secretary

MINUTES OF DECEMBER 8 AND DECEMBER 22, 1988

Mr. Wallace made the motion, which was seconded by Mrs. Roccucci, to approve the minutes for the meeting of December 8, 1988, as submitted.

The motion was approved unanimously.

Mr. Wallace made the motion, which was seconded by Mrs. Huisking, to approve the minutes for the meeting of December 22, 1988, as submitted.

The motion was approved unanimously.

CONSENT CALENDAR

1. AMENDMENT TO THE ZONING ORDINANCE
2. USE PERMIT RENEWAL--SOUTHEAST CORNER OF CIRBY WAY AND ORLANDO AVENUE
3. PARCEL MAP -- NORTHWEST CORNER OF DOUGLAS BOULEVARD AND EAST ROSEVILLE PARKWAY

MOTION

Mr. Gray made the motion, which was seconded by Mrs. Roccucci, to approve the Consent Calendar with the three items listed above subject to the recommendations in the staff reports.

The motion was approved unanimously.

REPORTS FROM PLANNER

Mr. Leana informed the Commissioners of the upcoming Planning Commissioners' Institute to be held in Monterey on April 5-7, and confirmed who would be able to attend.

NORTHWEST ROSEVILLE SPECIFIC PLAN -- REVIEW AND APPROVAL OF A SPECIFIC PLAN, GENERAL PLAN AMENDMENT, REZONE, DEVELOPMENT AGREEMENTS AND ENVIRONMENTAL IMPACT REPORT FOR THE NORTHWEST ROSEVILLE SPECIFIC PLAN AREA

Mr. Kinder noted that because of a FPPC ruling determining a conflict of interest, he would not be participating in this item.

Mrs. Roccucci said that because of a FPPC ruling determining that ownership of more than \$1000 worth of stock in Roseville Telephone constitutes a conflict of interest with this item, she reluctantly would not be participating in this item.

Mrs. Huisking said that because of a FPPC ruling determining that ownership of more than \$1000 worth of stock in Roseville Telephone constitutes a conflict of interest with this item, she reluctantly would not be participating in this item.

Vernal Pools

Mr. Larry Stromberg, the consulting plant ecologist, went over the steps leading to the preparation of an alternative mitigation analysis. This analysis was necessitated because of changes in the plan which occurred after the time that he had finished his initial field survey. The alternative mitigation analysis contains a discussion of the mitigation strategy currently proposed in the Northwest Plan along with a comparison to the original mitigation proposal in the Project E.I.R.

Mr. Stromberg noted that there were approximately 300 vernal pools in the Plan Area and that approximately 10% will be saved in the preserve areas. In selecting those areas, he looked for the greatest number of high quality pools within the smallest area. Also some discussion of techniques and feasibility of man-made and artificially enhanced vernal pools was included.

(65) Mr. Watts asked for information on specific differences between the original and alternative mitigations.

Mr. Stromberg said that in the original, 29 pools were incorporated in preserves with no man-made pools. The alternative provides for 29 pools in the preserves with 13 man-made pools. The value of the mitigations is roughly equivalent. He noted that golf cart paths can be placed in such a way as to avoid pools within the preserve at the southern end of the golf course. However, during 7-8 months of the year, the pools will be impervious to damage from foot traffic. Golf course play will treat pools as a hazard, with park maintenance workers periodically collecting balls from the pools. This should

not be a problem, as the pools under natural conditions were often trampled by cattle.

(66) Mr. Wallace asked Mr. Stromberg to go over how a man-made pool is created.

Mr. Stromberg said that the process involves an initial boring to analyze the soil. Based upon that analysis, the relative volume, depth, rate of water flow into the pool and relation of soil types is determined. He noted that the pools are a result of a combination of specific factors relating to soils and hydrology and would require monitoring for a number of years afterward. The actual steps would involve: design alternatives to control water runoff into the preserve, pre-construction monitoring, design of pools and site selection (the pools would not all be built at once), development of construction specifications, salvage of soil and plant material from existing pools located in home construction areas, construction, and post-construction monitoring and review.

Mr. Watts asked if the monitoring would need to be done by an expert.

(67) Mr. Stromberg said that a biological expert would be needed to identify species and that if the pool was not functioning properly, other experts would need to be called in.

Mr. Watts said that in all likelihood, Parks and Recreation staff would be involved in the monitoring. He said that he was concerned that mistakes could be made in routine maintenance that could easily threaten the fragile nature of the pools.

Mr. Stromberg agreed that this was possible.

Mr. Dameron said that a number of additional details regarding responsibility for the building and securing of vernal pools would be contained in the Development Agreement.

Vernal Pool Access

Mr. Dameron addressed the Commission's concern on the accessibility of the general public to vernal pools in the Plan. The first preserve within the neighborhood park will provide relatively easy access to the public on foot. The second area, which is located within the golf course's northern area, is outside the area of course play and could be accessed by a maintenance road/trail being contemplated along the northern boundary of the golf course. The third area, located on the southern portion of the golf course, would have some limitations. The northern section of this preserve site is within the area of play of the golf course. The pools in this area could not be accessed when the golf course was in use, which would be the majority of the time. The pools in the southern portion of this preserve, however, are outside of the area of play and could be accessed by the public at most times.

Mr. Dameron noted that a number of opportunities to view vernal

pools are being contemplated in the North Central, where 40-60 acres are being considered for a large preserve.

(68) Mr. Watts asked why the man-made pools could not be located in an area more easily accessible to the general public.

Mr. Stromberg said that the sites had been selected on the basis of field observations to determine the presence of factors, like plant growth in depressions, which would tend indicate probable success for a man-made pool.

Mr. Dave Manhart, 1411 Vinmar Ct., Roseville, said that he too was concerned about the fact the so many of the vernal pools were in relatively inaccessible areas and would only be seen by golfers.

(69) Mr. Gray said that he was concerned that the most important large vernal pool was located in one of the least accessible areas.

(70) Mr. Wallace asked about the percentage of vernal pools in the golf course within open areas and those in areas only accessible to golfers.

(71) Mr. Stromberg said that 10 pools out of the 25 existing ones would be accessible only to golfers, i.e. a 60% availability factor. He added that the North Central Plan would be preserving the best pools in the area and that these would be accessible.

Mr. Watts said that he was concerned about possible reliance on the North Central Plan which has not been reviewed or approved. He said that he was also concerned about bike/pedestrian access for the northernmost pools.

(72) Mr. Rush asked for comments on vernal pools preserved in other approved Specific Plan areas.

Mr. Dameron reviewed the numbers of vernal pools located in the Southeast and Northeast Plan areas.

(73) After a short discussion, Commission consensus was to locate all newly-created vernal pools within easy public access areas.

Dry Creek School District:

(74) Mr. Joel Kirschenstein, a consultant for the Dry Creek School District, went over the proposed plans for schools in the Plan Area. He said that three elementary and one intermediate school are proposed. He noted that an additional mitigation measure specifying a Mello-Roos funding mechanism to cover a deficiency in the State Aid Funding Program would be needed. This can be worked out through the developers and City staff and is needed in order for the district to participate in a 50-50 funding program. He requested that no further subdivision maps be approved within the Plan Area until this financing district is determined.

Mr. Watts asked if the staff was aware of this need.

Mr. Dameron said that a tentative date had been set in February to go through the initial steps to set up that district and that staff is aware of the needs.

Golf Course Design

Mr. Dameron commented that a Golf Course Committee formed from several department heads, with representation from City Council, had arrived at 5-6 different course designs. This committee had also met with developers to review those designs. The layout presented to the Planning Commission had been revised to meet the desires of the Golf Course Committee.

Mr. Watts asked if any public input had been taken on this area.

Mr. Dameron said that there had not been.

Mr. Wade noted that the municipal golf course will be built, owned and operated by the City. One of the overriding concerns in the course design will be to protect the oak trees -- to that end, the site has been increased from 175 to over 200 acres.

(75) Mr. Watts asked how many trees would be lost.

Mr. Wade said that the exact count is not known, but that it would be approximately 5-10%.

(76) Mr. Gray asked how much of this area would be in the floodway.

Mr. Ken James of Morton & Pitalo said that the floodway and creek would be impacted only at the point where the 12th hole crosses the creek and at the area between the 16th and 17th holes where there is another creek crossing.

Mr. Gray asked if the Parks & Recreation Commission had reviewed the golf course design.

Mr. Dameron said that this Commission had not reviewed the design.

Mr. Rush asked if the Planning Commission would be looking at a final design.

Mr. Wade said that only a schematic would be reviewed although it would be possible to look at a more detailed design given some time to prepare.

Mr. Dameron said that if the Commission would like to give input on the final design, it could be done. This would occur after approval of the Northwest Plan.

(77) Mr. Rush said that he was quite concerned about the number of trees affected and how to reduce that number.

After a short discussion, Commission consensus was that it be one

of the reviewing bodies for the final golf course design.

Mr. Manhart said that he was concerned about the privateness of the golf course committee. He said that the best grove of oak trees was located within the golf course area and that the bike trail would be avoiding them completely.

Mr. Gray said that he was concerned about the accessibility of the public to this special area.

78

Mr. Roland Bergthold, 1029 Audrey Way, Roseville, said that he also felt that the public had a right to access this area of trees.

Mr. Dameron said that if access were not limited, it would allow unauthorized individuals relatively easy access to the golf course. The desire for public access to this area, however, might outweigh the problem.

After a short discussion, Commission consensus was to give public access up through the grove of trees in the golf course area.

Land Use Regulations

Mr. Wade explained that the Plan will be organized into Planned Development zone districts with Development Agreements with individual property owners, typically over a twenty-year period. He noted that few easements will be needed as in most cases the land will be dedicated to the City. Public access easements will be needed for the bike trail in some cases.

Mr. Wade noted that C, C & R's would be applied to private properties that front on the arterial and collector streets that are designated for a landscaped corridor. A Landscape and Lighting Maintenance District will be created for the maintenance of landscaped setback areas in the single-family residential areas.

Mr. Wade said that neighborhood parks will be developed as the neighborhoods are built. Funding for basic turf, lighting, landscaping and irrigation will be funded by the Lighting and Landscape Maintenance District.

79 Mr. Wallace asked how the revenues would be collected.

Mr. Wade said that it would be placed on the homeowner's tax bill.

80 Mr. Watts asked if there would be a separate tax on non-residential.

Mr. Wade said that these property owners would be responsible for the corridor. He noted that separate Mello-Roos mechanisms would be developed for all major roads, water, sewer, and basic infrastructure.

81 Mr. Watts asked who would be included in the Mello-Roos.

Mr. Wade said that it would be only on properties remaining to be built.

82 Mr. Gray asked how existing properties would contribute to infrastructure development costs.

Mr. Wade said that they have been paying into the Foothills Assessment District and the North Roseville Sewer Line.

83 Mr. Gray asked if some properties will have been able to evade fees for infrastructure or schools.

Mr. Wade said that some properties were exempt from infrastructure costs but all applicable properties paid school fees regardless of when developed.

Mr. James went over the phasing aspect of infrastructure development. He noted that it was actually a sequencing plan because all the work will be completed within three years.

84 Mr. Watts asked when full buildout was expected.

Mr. James said that this is not known at this time.

After a discussion on the next meeting time, the Commission determined that the Northwest Plan would be heard on the February 9, 1989, regular Commission meeting. This meeting will start at 6:30 pm. A special meeting for regular agenda items was scheduled for February 13, 1989.

The meeting was adjourned at 9:57 pm.

CITY OF ROSEVILLE
PLANNING COMMISSION MEETING

FEBRUARY 23, 1989

P.C. Present: Pauline Roccucci, Earl Rush,
Jim Gray, Jay Kinder, Audrey Huisking
David Watts, Jack Wallace

P.C. Absent:

Staff Present: Larry Pagel, Ass't. Public Works Director
John Sprague, Housing and Redevelopment
Coordinator
Dan Dameron, Associate Planner
Steve Bruckman, Deputy City Attorney
Nancy Christie, Secretary

NORTHWEST ROSEVILLE SPECIFIC PLAN

Mr. Dameron said that the primary focus of this meeting would be to discuss the traffic concerns expressed relating to Main Street and Cirby Way. He distributed copies of the final draft of the Specific Plan document.

Mr. Watts said that he was concerned that the traffic consultant did all the modelling based on a future Main Street with four lanes. He said that it was essential to ascertain that the circulation review now assumes no widening of Main Street. He added that the impact of the potential situation in which Cirby Way also is not widened must be adequately addressed.

Mr. Dave Wade said that based on a number of changes which have occurred in the Specific Plan during planning phases and in the course of review, a net 4% reduction in potential trip generation has resulted. He reviewed those changes, which included an overall reduction in the amount of business/professional and additional numbers of multi-family units.

Mr. Wade said that the General Plan calls for a six-lane Cirby Way in the future.

85 Mr. Watts questioned the fact that increases in the amount of commercial and multi-family could combine to yield a net 4% reduction in trips.

Mr. Jack Peers, Fehr & Peers Assoc., said that the primary concern in analyzing traffic impacts resulting from keeping Main Street at two lanes was the resulting level of service at several intersections in the Plan area. He said that mitigating factors could potentially include: a 5% reduction in building or a redistribution of units within the Plan area among others. However, with their modelling of the February, 1989, version of

the Specific Plan, all those intersections were found to stay within acceptable limits.

In regard to Cirby Way, Mr. Peers said that keeping Cirby at four lanes maximum would require a substantial reduction of units. In other words, a future six-lane Cirby Way is integral to the entire City circulation system. If the Plan is developed as proposed and given conditions as they are today, this widening would be needed around 1995. If no Northwest Plan were built at all, it would be needed around 2000-2005. He added that the Public Works Department is conducting initial studies in preparation for the widening.

86 Mr. Rush asked if the influence of the North Central Plan was figured in.

Mr. Peers said that this was the case. The 1987 proposal for the Plan was the Copy used.

87 Mr. Wallace said that he was concerned about the City's ability to pay for the Urban Interchange that would be needed for Cirby/Riverside. He asked how traffic would be diverted from Main.

Mr. Pagel said that the City Council adopted the Traffic Mitigation Fee as of the beginning of 1989. A six-lane Cirby is on the list of projects that this fund will be used for. Preliminary studies and work has already begun.

88 Mr. Rush asked what would happen if Cirby was not widened.

Mr. Peers said that even without any building within the NWRSP, an urban intersection would be needed there.

89 Mr. Wallace asked Mr. Pagel at what point the people living along Cirby would be informed of the widening project.

Mr. Pagel said that the City Council has asked for input from Public Works on the widening of Cirby Way. They will report in April.

90 Mr. Watts asked how double turn lanes from Cirby onto Sunrise could be placed and still preserve the very important oak tree at that intersection. He noted that the potential widening of Cirby was never brought up during the discussion of the request for a gas station at that intersection--or during discussions of many projects along Cirby.

Mr. Pagel said that no notice has been sent to residents regarding the widening of Cirby because up to this point there have been no situations that would require the City to do so.

91 Mr. Gray said that the point in bringing up the potential widening of Cirby Way is to determine the impact on the Northwest Specific Plan, not to discuss the widening per se.

Mr. Nelson Yepes, 107 Duncan, Roseville, said that he had recently found out about the future plans to widen Cirby. He said that because he has a swimming pool in his back yard, this project could result in his losing the pool because of the space needed by the right of way.

Mr. Watts commented to Mr. Yepes and the audience assembled that as concerned citizens they could give their names and addresses to Staff and they would be put on the notification list for any public hearings regarding this project.

Mr. Yepes said also that he was very concerned that a proper soundwall will be built. The current wall is not high enough and does not block out the noise well.

Mr. Pagel invited any citizen living along Cirby Way who would be affected by the future widening to call and set up an appointment with Public Works to discuss their specific situation. The number to call: 781-0331. He added that at this point Staff is doing a feasibility study, at the point that the project becomes more certain, full public hearings will be held.

Barbara Mackey, 909 El Rancho Ct., Roseville, asked when the City knew of the plans to widen Cirby. She said that in February, 1983, when she bought her lot, she specifically called City Hall to inquire as to future plans for Cirby Way widening. If she had been told the truth then, she would not have bought that house. She said that she was particularly concerned about safety with cars going at high speeds passing so close to backyards. She noted that the sound wall does not offer that much protection as she had seen one accident already in which a car went through the wall and hit her house.

Pat Burgeron, 105 Duncan Way, Roseville, said that traffic and noise impacts are already intolerable along Cirby. She asked if the opinion of the public would have any influence on the final decision.

Mr. Rush said that the decision on Main St. was a good example of the influence it could have.

Victoria Gerberwerdi, 8281 Cooke-Riolo Rd., Sacramento, said that she lives on the two-lane section of this road. She said that residents there are very concerned that it might be connected with Don Julio and Cooke-Riolo in Roseville. If that were to happen, the country-like feeling and character of that area would be destroyed. She asked that the City, Sacramento County and Placer County work more together to coordinate the transportation needs.

92 Richard Roccucci, 911 Herbert St., Roseville, said that he found it difficult to believe that adding units in the Northwest Plan could result in less trips, and asked if the density bonus factor had been included in the traffic projections. He said that he was

concerned about how to cut development enough to preserve a two-lane Main Street and a four-lane Cirby. He said that a 5% growth rate would be more desirable for the City, especially in view of the "residential land use goals" and the need to protect neighborhoods from both excessive traffic in the neighborhood and excessive traffic adjacent to the neighborhood. This applies not only to the new neighborhoods being created in the Northwest Plan, but also to existing neighborhoods throughout the City.

93 Mr. John Procer, Placer County Public Works, said that his department has a number of concerns regarding the adequacy of the EIR. These include: no quantitative cumulative effects on Cooke-Riolo determined, the possibility of less capacity on Cooke-Riolo after Baseline and the fact that these concerns should be addressed in the Northwest Plan before final action is taken.

Mr. Bruckman said that these concerns can be addressed but that at this point the City is probably not legally required to do so.

Mr. Watts said that he was concerned that after so much public input, hearings, testimony, etc., over a period of many months, that for the County to be bringing up an issue like this seems just a bit late.

Mr. Rush said that on August 2, 1988, the draft EIR was sent to the Placer County Public Works Department for their review and input.

Mr. Wallace said that the impact on surrounding roads is a necessary part of the review of any specific plan, whether they be in the City or Counties surrounding Roseville.

Mr. Dameron that if concerns were raised outside the City limits in a public forum, those concerns should be addressed.

Mr. Gray said that at this point, the review by the Planning Commission was nearly complete. This particular concern should be addressed at the City Council level.

Mr. Watts agreed. He noted that all impacts that have been brought up in regard to the specific plan and traffic will be addressed in the EIR and supplements and that those concerns will be fully communicated to the City Council to be included in their review.

Mr. Dameron added that any comment that is raised at a public hearing must be responded to in the final EIR.

Mr. Wade commented that a cross index between the two plan documents is being prepared which will indicate each point where revisions have been made. This will be sent to each Commissioner as soon as it is ready.

Mr. Dameron said that copies of the plan and this index will be available for the public at the Planning Department.

The meeting was adjourned to March 9, 1989.

CITY OF ROSEVILLE

PLANNING COMMISSION MEETING

P.C. PRESENT: Jay Kinder, Jim Gray, Earl Rush,
David Watts, Jack Wallace, Pauline
Roccucci

P.C. ABSENT: Audrey Huisking

STAFF PRESENT: Michael E. Leana, Assistant
Planning Director
Michael Dean, City Attorney
Daniel E. Dameron, Associate
Planner
Dave McIntire, Senior Civil
Engineer
Nancy Sekany, Recording Secretary

Minutes of February 9, 1989

Chairman Watts called for corrections/additions to the minutes. None were presented.

Motion:

Mr. Gray made a motion to approve the minutes of February 9, 1989. It was seconded by Mr. Rush and passed with all ayes.

Minutes of February 13, 1989

Chairman Watts called for correction/additions to the February 13th minutes. None were presented.

Motion:

Mr. Rush made a motion to approve the minutes. It was seconded by Mrs. Roccucci and passed with all ayes.

Consent Calendar:

Use Permit Renewal -- 1301 Main Street
Lot Line Adjustment -- 1402 Adamson Court
Parcel Map -- Southeast corner of Foothills and Carlsberg Boulevard

Motion:

Mr. Gray made a motion to approve the three items on the consent calendar with the respective conditions as stated below:

1301 Main Street:

1. All conditions of approval for the original Special Use Permit shall apply unless amended or superceded by this renewal.

1402 Adamson Court:

(no conditions)

Southeast corner of Foothills and Carlsberg Boulevard:

1. Additional right-of-way along Foothills Boulevard and the right-of-way and alignment associated with future Pleasant Grove Boulevard shall be dedicated on the final map to the satisfaction of the Public Works Department.
2. The applicant shall pay City's actual cost for providing plan check and inspection services. This may be a combination of fees and direct billing for outside professional services.
3. All existing electric, water and sewer easements shall be maintained on the final map.
4. 12.5-foot p.u.e.'s shall be dedicated on the final map along Foothills, Pleasant Grove and Washington Boulevards to the satisfaction of the Electric Department and Roseville Telephone.
5. A 15-foot p.u.e. shall be dedicated on the final map to the satisfaction of the Electric Department parallel to the Southern Pacific right-of-way fronting Parcel C.
6. Additional dedications and easements may be required of the property at the time of future development and in accordance with the development agreement to be adopted in association with the Northwest Roseville Specific Plan.

New Business

Chairman Watts stated that the Parcel Map at 212 Keehner Avenue is going to be continued to March 23, 1989 at the request of the applicant. Also being continued are the Master Use Permit Including a Planned Permit Sign Program with Several Sign Variances -- Northeast Corner of North Sunrise Avenue and Lead Hill Boulevard and the General Plan Amendment/Specific Plan Modification, Rezone and Development Agreement -- Southwest corner of Douglas and Sierra College Boulevard.

Rezone/Parcel Map -- 200 C Street:

Chairman Watts said this is a request to split an R-2 lot into two parcels and change the zoning to R-1 on each parcel.

Mr. Leana said this lot is in the Thieles area, west of Riverside. Many of the lots in that area are zoned R-2. The owner would like to sell the two lots individually. The new lots would not be of a standard size. It would provide the incentive to keep up the two lots. After the rezone, it should not change the density in the area. You would be agreeing to a smaller than standard size lot if this request is approved. This property is served by an alley from the rear so it would provide an access to both lots.

Mrs. Roccucci asked if the Refuse Department did not need additional room for a ninety-gallon bin in the alley.

Mr. Leana said this would not be a problem.

Chairman Watts asked to see the video. It was shown.

The applicant, Lawrence Varanelli, was present for questions.

Mr. Wallace said he is generally opposed to this type of request. He is concerned with the small substandard lots. He is concerned with the affordable housing ordinance. How many of these will be split again at a later time.

Mr. Leana said most of the sites in this area are zoned R-2. Granny flats are only allowed on R-1 lots.

Mr. Rush asked the size of a standard R-1 lot.

Mr. Leana said 6,000 sq. ft.

Mr. Gray said he has no problem as long as there is adequate access.

Mr. Leana said many of the homes in this area are served by alleys that serve as an access point. We have not had any major problems. At times, we could have a problem with refuse pickup, but in most cases, this problem has been solved.

Motion:

Mrs. Roccucci made a motion to ratify the Negative Declaration, adopt the findings of fact for the rezone and approve the rezone from R-2, 2-Family Residential to PD, Planned Development, for R-1 (Single-Family Residential) uses; and adopt the findings of fact for the parcel map and approve the parcel map subject to the following conditions:

1. All existing easements shall be maintained.
2. A 5-foot public utility easement shall be shown on the recorded map along the south property line of the 305 Third Street parcel to the satisfaction of Roseville Telephone.
3. Prior to recordation of final map, the rezone shall become effective.

It was seconded by Mr. Gray and passed with the following vote:

Ayes: Kinder, Gray, Rush, Roccucci, Watts
Noes: Wallace
Absent: Huisking

Use Permit Modification (A change in Conditions of Approval) and Associated Tree Removal, Northwest corner of Douglas Boulevard and Rocky Ridge Drive (Roseville Center)

Mr. Leana said the Roseville Center was approved in March of 1987. One condition was that there were necessary improvements to the corner of Rocky Ridge and Douglas. They were to be implemented prior to the opening of any of the stores in the shopping center. One of the problems was the fact that there were two oak trees at the corner. The oak trees were there for quite some time and the City wanted to see them saved. It would require substantial fill to provide a right-turn lane and because of the public improvements, it would be necessary to provide a very expensive retaining wall. River West has asked permission to save one tree and take down one tree.

The Planning Commission felt these trees were the last remaining trees along Douglas. The applicant has tried to save the trees. They have found it will be very costly. The tree closest to Rocky Ridge is the most healthy of the two. The other tree could eventually die. Staff feels their request is reasonable.

With this proposal to remove the tree, the applicants have said they would contribute \$25,000 to the City's tree fund.

Along with the request for the tree removal, there is another request from the owners of Roseville Center. There was a request that building permits be issued for Buildings B and K. The improvements have still not been completed. They came to the Planning Commission and asked if the buildings could be occupied. Diversified is before the Planning Commission again. They would like Jack-in-the-Box to open. They do not feel the opening of Jack-in-the-Box would have any effect on the intersection that has not been completed. Also, there is a restaurant (sit-down) they would like to open. That also should not affect the intersection. Then no other pad in the center should be allowed building permits until the intersection is completed. There are some other uses that will create major impacts in the area; then the intersection improvements will be necessary.

Mr. Gray, Chairman Watts and Mr. Rush all stated that Diversified keeps coming back to request another occupancy and there is no incentive to complete the work they are to finish.

Mr. Leana pointed out Rocky Ridge, Douglas, Target, Building K, Building B, Jack-in-the-Box (Building C), and the sit-down restaurant which is Building D. The other pads represent the rest of the shopping center.

Kirk Bone, River West, 7700 College Town, Sacramento, said Mr. Leana has given a fair history of the project. In terms of the construction of the improvements, it is important to remember, in the widening of the intersection, that they could not work until they had a treatment for the trees. You could not expand that intersection to the satisfaction of that condition until that situation was dealt with. At the time, the cost was \$170,000 to construct the wall and take care of the trees. Over the summer, the cost doubled. The Public Works Department

expressed a concern about the safety. Other people expressed a concern about the appearance of Tree No. 2 stating that it is in jeopardy. Tree No. 1 has a better chance. They are not happy about being back before the Planning Commission. When they make promises, they try to keep them. This is a situation that deserves sound discussion and sound study. You cannot expand the intersection until you know how you are going to treat the trees. You cannot do one without the other. That is where we are tonight. They have done the best they can. Their position is that they concur with the staff report and the arborist report. He hopes they will not come back to the Planning Commission again. They have been conscientious about working with this.

Janet Peterson, representing Diversified, said this is a third time back here in regard to this issue. No one was aware a couple of years ago that there would be any problems. They intended to put in the signals. Diversified has two million dollars tied up with the City because these improvements have not been completed. They are very anxious to complete the improvements. The Raley's project would have an impact on that intersection. They would like to have occupancy permits for everything except Raley's if you cannot give them a total waiver.

Kirk Bone said he feels that these improvements should be completed in approximately six months. There is financial security in getting this job completed. The amount of time, however, would depend on the weather.

Mr. Lohse, 523 Oak Street, said the man from River West said that the staff proposed the removal of this tree. He asked who initiated this action.

Mr. Leana said, after looking at the rationale proposed by River West, staff felt it was a reasonable request. It was not staff's proposal.

Mr. Lohse said he would like to propose that both the trees be saved. River West has built many dollars of construction elsewhere in the City of Roseville. He feels they should be able to save both the trees. If the one tree is allowed to be removed, he feels that \$25,000 is a low amount. It should be higher. He still would like to see both trees saved.

Mr. Gray said, regarding the removal of trees, he does not feel we should change our original position. The last time we reviewed this, there was a specific proposal that both these trees should be saved. Why shouldn't we do it the way it was originally proposed to be done.

Mr. Dameron said, in answer to Mr. Wallace's question, there is no tree bond on these trees.

Chairman Watts said there are fences around the trees.

Mr. Leana said that is because staff recommended that it be done.

Dave McIntire said, as the improvements are complete, the City buys those improvements. That is why there was no bond.

Mr. Wallace said he still does not see why those trees were not bonded.

Mr. Rush asked, who has title to the land that the trees stand on.

Mr. Dean said he does not think River West owns any land in the City of Roseville. As a rule, the City does not require bonds from its contractors. In effect, the City would be paying it. You can make the contractors pay the bonds, but the cost will ultimately come back to the City.

Mr. Leana said, based on the action tonight, you would have some security with regard to the \$20,000 bond that will be required.

Mr. Wallace said it seems that we really have very little hold. He walked around the two trees. Because of the grading that has taken place, he does not see that the one tree can be saved. He feels maybe we would be better off to take the \$25,000 and allow the tree to be removed.

Mr. Rush said he also walked around the area. The tree is low and you don't see much of that tree from a car. From Rocky Ridge, you can see both the trees. He feels we should save Tree No. 1 and let Tree No. 2 go and take the \$25,000.

Chairman Watts said he also walked the area and he feels nothing has changed. He still thinks that both trees should be saved. He has heard nothing this evening that tells him that both the trees cannot be saved. He feels they should put up the money. It may be more expensive than they initially proposed but he still thinks we should try to save Tree No. 2.

Mr. McIntire said the Public Works Department is concerned about saving both the trees. There is a safety issue. We would have a safer roadway if we could have a lower wall, particularly if Tree No. 2 does not have a chance of surviving.

Chairman Watts said he understood that the root system on both trees are about the same. He still sees no reason why both trees cannot be saved. It may be necessary to have a drainage system. They are the last two trees in the area.

Mr. Kinder said, based on the staff report, he felt that there was not a good chance of the tree surviving. But in view of what he has heard tonight, he is not so sure that the other tree cannot be saved. He would like to see the same amount of money provided to the City tree fund that it would cost to save the trees. He does not want to make a decision based on saving the developers money. He would like to see both trees saved. They should have to pay the cost either way.

Occupancy Permits:

Mr. Rush said, what bothers him, in March of 1987, the applicant said we agree to Condition No. 35. Then they came back in January of 1980, saying they want an exception. They wanted to occupy a couple of parcels. Then they are back again with another request. In the

meantime, the intersection is not being completed. Now they want to waive Condition No. 35 altogether. Enough is enough! You have come back too often requesting an exception. He feels, no occupancy until the intersection is complete.

Motion:

Mr. Gray made a motion to modify the tree condition that we require both trees to be preserved with the conditions listed in the staff report and that we deny the request to modify Condition No. 35. It was seconded by Mrs. Rocucci.

Mr. Wallace said Condition 3E of the motion requires a \$20,000 bond for each tree and they could pay the \$20,000 and cut down both trees.

Mr. Leana said, as far as he can see, the Planning Commission wishes to deny the request. He finds it hard to see how you can condition a denial. If it is denied, then it is denied. He thinks the fencing around the trees was there prior to the request by River West last June.

Mr. Dean said there is a copy of the minutes from some meeting in which the conditions were stated.

Mr. Leana said there is a condition requiring a \$20,000 bond.

Chairman Watts suggested that staff look into this and get back to the Planning Commission at the next meeting.

Mr. Dean said if the minutes that we are looking at do condition this use permit, there should be a bond. Then it would appear that they should not be constructing anything out there, whether it be Jack-in-the-Box or whatever.

Motion (continued):

AYES: Gray (In view of the concern expressed by Mr. Wallace, if anything does happen to those trees, the City should take immediate and swift action.)

Rocucci

Watts

Rush

NOES: Wallace

Kinder (He agrees in principle with the motion that has been made but he thinks there is a substantial possibility of losing Tree No. 2.)

Mr. Leana said the applicants have ten (10) days to file an appeal.

Rezone, Lot Line Adjustment/Special Use Permit -- Northwest Corner of Rocky Ridge and Lead Hill Boulevard:

Dick Morton, of Morton & Pitalo, stated that he agrees with the staff report. He will answer questions. The project will be enclosed by the same type of fence that will be around the rest of the project. This will add to the parking area that was originally approved.

Mr. Gray wanted to know where the driveway is located.

Mr. Leana pointed out the location of the two gates.

Mr. Morton said it will be one parcel.

Mr. Wallace said he has seen several different acreage amounts. What will be the total acreage?

Mr. Morton said it will be approximately 93 acres.

Mr. Morton also mentioned that the additional material from this particular project will be stockpiled on a site immediately to the left of Sunrise Boulevard. They will get a stockpile permit from Public Works.

Chairman Watts asked Mr. McIntire if there is any problem with the stockpiling.

Mr. McIntire said they see no problem.

Chairman Watts asked if there is a time limit on this.

Mr. McIntire said, no. They do not normally put a limit on stockpiling.

Mr. Morton said they will have a use for the 50,000 yards in the near future.

Mrs. Roccucci asked if they would use it within the year.

Mr. Morton said he thought so.

Mr. Wallace said he does not like to see an unlimited amount of time on stockpiling.

Mr. McIntire said this should cause no problem. The area is vacant. They know they will have to bring in a plan. They know the site will have to drain adequately.

Mr. Gray asked how it will be distributed on the site. Is there a big mound or will be spread out?

Mr. Morton said they will probably spread it out.

Mr. Gray said it could be an attractive nuisance for children.

Chairman Watts said it could be an attractive nuisance the way it is now.

Mr. Gray said that is a fairly visible piece of property.

Mr. Morton said it is between Sunrise and the creek. It is not visible from the freeway.

Mr. Gray said he feels that a time frame is not unreasonable.

Mr. Morton said you could say two years.

Chairman Watts said he does not see any problem with one year.

Mr. Morton said the site where the stockpiling is going is lower than the existing roads. It will not make a giant mound. When they are through, they will probably not even know it is a stockpile area.

Mr. McIntire said if the Planning Commission wishes to put a time limit on the stockpile, they will administer it.

Mr. Wallace said he feels also that there should be a time limit.

Mr. Morton said he would like to have two years.

Consensus:

The Planning Commission agreed to allow the applicants to stockpile the additional material for no more a two-year time frame.

Motion:

Mr. Wallace made a motion to ratify the Negative Declaration, approve the lot line adjustment to incorporate an additional 6.6 acres into the auto mall site, adopt the findings of fact for the rezone and approve the rezone from Planned Development for Regional Commercial to Planned Development for Auto Mall, adopt the finding of fact for the special use permit and approve the special use permit with the following conditions applying:

for the lot line adjustment:

1. All existing easements are to remain.
2. A record of survey or deed shall be recorded to reflect the new parcel boundaries.
3. Property owner consent forms shall be filed with the Public Works Department prior to recordation of the lot line adjustment.

for the special use permit:

1. Prior to any grading of the site, a grading permit shall be obtained from the Engineering Department.

The motion received all ayes.

Northwest Roseville Specific Plan:

Chairman Watts stated that two of the Planning Commissioners have to abstain from any action on the Northwest Roseville Specific Plan because they each hold more than \$1000 worth of Telephone Company stock.

Chairman Watts said we should take another roll call for this item: the Planning Commissioners present who can act on this item are Jim Gray, Earl Rush, David Watts and Jack Wallace.

Chairman Watts said he knows there are a lot of people here tonight to speak about the widening of Cirby Way from 4 to 6 lanes. We have already discussed the circulation, but since there are so many people present tonight, we will accept public input. Chairman Watts stated that he wants everyone to understand that the final decision is the City Council's.

Mr. Dameron said, at the last meeting, the major concern was the Cook Riolo Road widening. A request came in from Placer County on what the traffic analysis would be in the long run. Jack Peers said to not widen Cook Riolo Road would create a Level of Service F unless an alternative route was established. We have talked to the Placer County Planning Department. We are willing to work with them to come up with an alternative. They are satisfied with that. We want to stress to the County, as we look at the West County plan, they should look very closely at the impacts that are created from that plan.

Jack Peers said, since the last meeting, they did review the quantity of traffic that is liable to occur. There is a need for more north/south capacity. We have been assuming in our plan that we have to have some access from Roseville to Antelope. The most obvious road to do that is Cook Riolo Road. It does not matter whether the specific plans are implemented or not.

Clearly, Placer County does not want to put that traffic on Cook Riolo Road. They would like to look for an alternative route west of Cook Riolo Road.

On the issue of Cirby, he has had a number of discussions on the Cirby widening between Foothills and Riverside. When the specific plans are fully built out, when we approach ultimate buildout, we need to widen Cirby from 4 to 6 lanes. The widening of Cirby between Foothills and Riverside is planned for 1995.

94 Chairman Watts asked what would happen if Cirby Way was not expanded to six (6) lanes.

Mr. Peers said, with regard to the Northwest traffic issue, he removed the traffic from the Northwest Plan, and it was still necessary to widen Cirby by 2005. To answer the question, if you did not develop the Northwest plan, Cirby would still need to be widened.

(95) Chairman Watts asked, how many residents were assumed in the Northwest plan?

Mr. Peers said 8,000 units.

Mr. Dameron said, because of the golf course, there was a transfer of units.

(96) Chairman Watts asked if the traffic study was adequate considering the additional units.

(97) Chairman Watts asked if the City Council decides to only accept four lanes on Cirby, what type of reduction of housing units would be necessary in order to keep the Level of Service at C.

Mr. Peers said there is already a problem at the intersection of Riverside and Cirby. He feels eventually, an urban interchange will be needed at that intersection by 1995. It would be very difficult to cut back the existing specific plans that have already gone past the Planning Commission. Cutting back the Northwest and North Central Specific Plans would not warrant keeping Cirby at four (4) lanes.

(98) Mr. Gray asked about the Cook Riolo issue -- is there sufficient time between tonight and the time it goes to City Council, to work out a solution?

Mr. Dameron pointed out a possible alternative to route traffic away from Cook Riolo Road (to widen Roseville Road and intersect at Antelope) but he said it is up to the County.

Mr. Peers said the County is not ready to make commitments on this yet and will not be for probably three (3) months -- after the time the City Council is going to act on the Northwest plan. One of the major projects creating an impact is the Stanford Ranch area.

(99) Chairman Watts asked, why was it decided not to create the right-of-way along Cirby Way. He thinks Mr. Pagel said the City would not want responsibility of maintaining the right-of-way.

Mr. Leana said the time period in which it was determined that six (6) lanes on Cirby would be necessary was 1983. He believes many projects have been developed prior to 1983. We approved a lot of projects along the Cirby Way corridor in the late 1970's. Prior to 1983, there was not a feel of having a need to widen Cirby Way to six lanes.

(100) Mr. Gray said he thinks 1983 dates his tenure on the Planning Commission. He does not recall any conscious effort or public hearings with regard to this Cirby widening. He does not know if they required right-of-way as they were approving them or not.

(101) Chairman Watts said one of the things that is troubling is, swimming pools have been approved in people's back yards. He can certainly understand why these people are unhappy. The roadway will be real close to the swimming pools.

(102) Mr. Rush said what can be done to prevent this type of thing in the future.

Chairman Watts said it is up to the City Council.

Mr. Rush asked, is there something that can be done to prevent this type of thing in the future?

Mr. Gray said he thinks the specific plans should preclude that as being a problem in the future when they are adopted and in place.

Chairman Watts said he does not see that there would be a problem with the Planning Commission coming up with a list of concerns to present to the City Council.

(103) Chairman Watts asked Mr. Dean about a request for a restriction in the growth rate. There have been such requests. Would that be legal?

Mr. Dean said, in general, the City has the police power to adopt an ordinance to limit growth in some places by restricting building permits as long as they are controlled by adequate findings. There can be a phasing program so development occurs at a pace that the City wishes to see the growth occur. If it is found that there is not enough sewer capacity, for example, there is a legitimate reason to restrict growth. Growth can be allowed to occur in a certain order or sequence.

(104) Greg Baker, 907 El Rancho Court, said a group of residents met at the Baptist Church last week. They discussed a list of items that are of concern to them. They signed a petition. He does not want to read the letter but he would like to put it on the record and touch each topic. There were 75 people present at their meeting. The list of items that they are concerned about is important to them. They hope it is important to the City Council. They do not have a specific plan of action. They do not know what to do. They hope their concern will be acted on. Specifically, they put the letter together with respect to the Northwest Plan. They feel that part of the Northwest Plan is contingent with the widening of Cirby. Their reasons for not wanting this are:

-- There are traffic problems right now. It is a four-lane road and is very busy. With six lanes, it will be more busy, used as a major thoroughfare. Now the speed limit is 40 but it is a fast road. There are no stop lights or stop signs. He feels people are driving at least 50 most of the time. With the road widening, they will drive faster.

-- There are parks in Huntington Creek. There is another park in Kenwood Estates. Children will probably be crossing Cirby. While you are on Cirby and you try to make a left-hand turn, it is dangerous. The widening of Cirby will make the street more dangerous.

-- There are some power lines that recently were relocated. This widening will require these electric power lines to be relocated at a great cost.

- People's backyards will be made smaller. Some backyards will be completely eliminated. A lot of people have spent a considerable amount of money on landscaping and that will be lost.
- There is tremendous noise pollution. It is very noisy now. If the street is widened, there will be more traffic and more noise. There is more pollution created by the traffic.
- Most of the people moved to this area when Cirby was smaller and they moved there for that reason. Mr. Baker said he had no objection to Roseville growing, but not at the expense of the existing residents. He knows that specific plans were addressed in the area in the late 1970's and early 1980's. The homeowners who bought those homes did not know that Cirby would be widened. No notice was ever given to the people who were going to buy a lot. When you look at the title reports and the easements, there was no mention of the widening of Cirby.

The group that met Monday night did not realize that anything was happening. He does not know if any notice was given out earlier but it did not appear to be effective notice to them.

(105) Basically, one of their objectives is to ask the City to develop new streets. Perhaps it will not be the most convenient traffic flow to the City but maybe it will be adequate. At this point, they are asking that the Northwest Plan either not be approved, or be approved but not be contingent upon the widening of Cirby Way.

(106) Lawrence Burgerouk, 105 Duncan, referred to the final draft of the Northwest Roseville Specific Plan. Generally, he pointed out that Cirby Way is hardly mentioned in the document. It gives the idea that Cirby Way is not important to the Northwest Plan, but apparently it is if it has to be widened. He also stated that he is concerned with the intention of the City to use sodium lights. He asked that the Planning Commission and City Council review very carefully what they are doing. The residents have to trust them.

Chairman Watts said it is difficult to respond to the kind of concerns that were just raised. We have prepared a Specific Plan according to the City's General Plan. Cirby Way is not part of the Northwest Specific Plan which is what we are acting on tonight. This plan does not derive its access from just Cirby Way. This is part of an adopted General Plan dating back to 1983. We are simply responding to a total program of the Specific Plan. With regard to the sodium lights, the City does have a standard. If anything goes against the City standards, then it can be changed.

Mr. Dameron said that is a simple thing to correct and we can take care of it. Staff can look into that and if it is found that it would be best to change the type of lighting used, it can be done.

(107) Scott Scavinsky, El Rancho Court, asked what the Planning Commission's and City Council's role is in the final outcome. He said it appears that each body is trying to throw the responsibility onto the other one.

Mr. Dean said, in answer to the question of whose responsibility it is to make a determination on the final outcome, it is a joint responsibility between the Planning Department, the Planning Commission and the City Council. When there is a General Plan Element that calls for a certain width of right-of-way, the staff, the Planning Commission and the City Council are to note to what extent the decision is inconsistent with what the General Plan calls for.

108 Mr. Wallace asked, at what point do you have to give notice to the residents that they might lose some of their property?

Mr. Dean said the actual legal requirement when adopting a General Plan Element is that the hearing be published in the Press Tribune (local newspaper). You do not have to send notice to specific residents unless the General Plan Amendment relates to the land use. The City has no right to tell a title company what they have to put in the title report.

Mr. Leana said, although some of the people may have purchased their property five years ago, at the time of the tentative map, usually the City will require easements and right-of-ways that will be necessary in the future.

Mr. Dean said the General Plan is not cast in concrete. It can be changed. The land use decisions that you have taken in the last 6 or 7 years have been based on a certain amount of traffic capacity being available somewhere. It does not have to be on Cirby. We have been relying, however, on the Circulation Element all along.

Laura Bolens said she does not understand how you can keep hacking up people's yards just for cars. We should be a little more creative in coming up with a better method of people getting around.

David Morrison, 850 Cirby, said since the adoption of the General Plan in 1983, they have been into the City four different times for requests and at no time were they aware that Cirby was going to be widened. Even though they have been involved with projects since the adoption of the General Plan, they have never been made aware of this.

109 A resident who lives at 9211 Billy Mitchell Boulevard said she represents the West Placer Citizens Committee. She said they would like to keep their area a rural area. She thinks that it is good that the Northwest Specific Plan will be phased. They would like to see a little different character than a mix of houses. They are concerned about the character of the area. They are concerned about the widening of Cook Riolo Road. They have a lot of school children, horses, pony carts, etc. They do not want to see Cook Riolo Road widened. They think that the widening of Antelope and Roseville Road would be a good alternative. She also asked about the comment which was made regarding Stanford Ranch. She thought they built a nice road for their development. She does not see why they have to use Cirby. It appears that most of the residential is going to be high density. She said farm land and high density do not mix. When she looks at the Northwest Plan, she does not see any buffer zones. She asked why there are no horse trails. She feels they are needed preferably near the larger parks. They would like

the trail system extended. She is concerned with the floodplain. They feel the 100-year floodplain is grossly inaccurate. She is concerned with fill in the floodplain. She is aware that the issue of the vernal pools is addressed. There is less than 15% of the vernal pools being saved. Everywhere there are sound walls. When you go down Watt Avenue, she feels like there is a tunnel. They are not very aesthetic. It is like living in Los Angeles. She would like to know why County people are paying for Roseville parks. She is aware of someone who has had to pay the Roseville Parks & Recreation Department a fee when splitting his piece of property in Placer County. She feels that money should go to Placer County for parks. They are needed there, too.

(110) Gordon Gimball, 2780 Vineyard, said widening Cook Riolo Road would require the removal of hundreds of trees. The Planning Commission spent quite a bit of time tonight talking about saving two trees. What about the trees on Cook Riolo Road. There are hundreds of them.

(111) Janice Palmer said she wants to know why there is a density of 25 dwelling units per dwelling up against a Williamson Act property. The property was viewed at a .5 density. At this time, there are grapes on the property. People could want to put pigs or turkeys on that property and it is not compatible with high-density residential. Also, there are odors that come from the sewer plant. It is bad in the summer. There is a "right to farm" ordinance in Placer County. She feels there should be a buffer between the City and the County in that area.

(112) Wayne Lindon, 2975 Central Avenue, said he is concerned about drainage and runoff. The Northwest Roseville Specific Plan is going to create a lot of surface water. What drainage programs does the City envision for this area?

Ken James representing the Northwest Roseville Specific Plan area said the drainage runs northwesterly. He pointed out the areas where the drainage runs. It goes into Pleasant Grove Creek. Baseline drains into the Northwest Plan area.

Mr. Lindon said he does not agree. It drains southerly because the water is there. Where is the water coming from if it doesn't drain southerly?

Mr. James said that City standards require underground conduit and it will continue to drain northwesterly.

Mr. Lindon said he would like a guarantee.

(113) Laura Bollard, 240 Breuner, said she is a teacher and is asking about the density in the Northwest Roseville Specific Plan.

Mr. Dameron said most of the single-family homes in the Northwest Roseville Specific Plan are a density of R-3 and R-4. In the areas where there is multi-family, the density is about R-6.

Ms. Bollard said she is also concerned with the development in the unincorporated area.

Mr. Dameron said the Northwest Roseville Specific Plan has the lowest density of any of the plans we have been working with.

Ms. Bollard said the people in the unincorporated area are used to a certain type of living style and the development is destroying that. She hopes the City will consider them.

114 Edward Butler, Cook Riolo Road, asked if there is going to be an alternative to the widening of Cook Riolo Road.

Mr. Dameron said we have told the County that we will work with them. They will have to come up with a plan. The County is looking at the West Roseville plan which will create a lot of growth. He suggested that these people put some pressure on the County also.

Irving Flint, Cook Riolo, south of Baseline, said he was born in Roseville in 1922. We are growing, but we have to face reality. He sees that it will grow a lot more. He went back to the time when he lived here years ago and how it has changed up to this point.

115 Mr. Gray said one concern that he had was the traffic problems -- for example, Cook Riolo Road. It appears that the Northwest Roseville Specific Plan has very little effect on Cirby, according to the traffic expert.

116 Jack Wallace said he is rather upset that the widening of Cirby Way has been in the circulation plan since 1983. This widening of Cirby was never brought up. He understands Mike Dean's point. Legally, we have no requirement to notify these people. But he feels we have a moral obligation. He did not understand Jack Peers' comment that Stanford Ranch traffic is going into Cirby. This is a decision that has to go to the City Council. This plan will go to the City Council whether it is approved or disapproved. His concern is the ways to get to the specific areas. He does not see how the City can stick to not widening Main Street. Cirby may have to be widened. This apparently has been a very well-kept secret if this has been in the General Plan since 1983. The Plan Area itself, he has no major concern with it. He was unhappy about the flippant answer he was given with regard to his concern on water.

117 Mr. Rush said he thinks Chairman Watts, the various consultants and staff have given excellent input. So we don't have a goof again with the County, he would like to see that we receive their input in the future.

118 Chairman Watts said he is not happy with the traffic. He does not feel we will be able to maintain Level of Service C at all intersections. Even though this is a small impact on the air quality, we don't need the additional growth in this area. The reduction of the air quality will be directly connected to growth. He thinks we ought to get into this. This should be forwarded onto the City Council for their action.

Motion:

Mr. Rush made a motion to certify the Northwest Roseville Specific Plan Environmental Impact Report as being complete, adequate and in compliance with the California Environmental Quality Act, adopt the findings of overriding considerations, and amend the General Plan Land Use Map to be consistent with the uses specified in the Northwest Roseville Specific Plan; also to adopt the following finding of fact:

- The Northwest Roseville Specific Plan is consistent with the objectives, policies, general land uses and programs specified in the General Plan.

and adopt the Northwest Roseville Specific Plan. It was seconded by Chairman Watts and received the following vote:

Ayes: Rush, Gray
Noes: Wallace, Watts

Mr. Dean said that he thinks the Planning Commissioners should discuss this a little more and see if anyone would be willing to change their vote. Otherwise, the Commission is making no recommendation at all to the Council.

Mr. Gray said if he thought that Cirby had to be widened because of the Northwest Roseville Specific Plan, he would vote "no", too. But whether it is built out or not, Cirby will still have to be widened.

Mr. Wallace said he does not feel this problem with Cirby has been adequately addressed in the E.I.R.

Chairman Watts said he is not going to change his vote. He stated that Pauline Roccucci has been at all the hearings for the Northwest Roseville Specific Plan. He asked if she could break the tie.

Mr. Dean said that is out of the question. Any commissioner with a conflict of interest cannot break a tie vote.

Mr. Gray asked what we have to do to make the E.I.R. adequate.

Mr. Wallace said we either send this onto the City Council with an approval, a denial or a tie vote.

Mr. Dean said by sending a tie vote onto the City Council, the Commission is not sending the City Council its opinion. If it can undeadlock itself, then fine. If not, it will have to go onto the Council with a tie vote.

Mr. Rush said if the E.I.R. is incomplete, what will make it complete.

Mr. Wallace said he feels that all the people on Cirby should be told just what they are going to lose in the way of their property. Could we come up with other routes? He has other concerns but they were discussed in the E.I.R. Perhaps we need a complete study from staff

indicating how we are going to widen Cirby and how much land will be lost to each resident.

Chairman Watts said he thinks the Transportation Element is a myth. He feels people should be using other modes of transportation. We say we are going to encourage people to use other modes of transportation, but he does not see that it is happening. You have to get people out of their cars before these problems are solved. We are not doing anything significant along these lines. You have to have some means available. The transit system in Sacramento is working. He has a concern with the intersections. He does not feel we can maintain a Level of Service C. In terms of what can be done, it is not being done.

Mr. Wallace said, as a matter of routine, the City Council usually approves it anyway. So it will probably be approved no matter what kind of vote is sent onto the City Council.

Mr. Dean said the E.I.R. does say that the traffic is not mitigatable to a significant level. He also said the reason for not listing the impacts along Cirby is that it is not a project-related impact. With strict regard to the E.I.R., if you believe this project causes this impact, then it should be addressed in the E.I.R. But if it is not project related, then it is correct that the E.I.R. not address the impact.

Mr. Wallace said an E.I.R. should address the impact on the surrounding area with regard to how that area will be affected. He does not see that there is a problem with passing this onto the City Council with a tie vote. It should go to the City Council that way.

Mr. Gray said, can you prove to me that the Northwest Roseville Specific Plan is going to cause Cirby to be widened to six (6) lanes?

Mr. Wallace said he feels that 8000+ units will impact Cirby and will help create the need for the six lanes on Cirby. He thinks that Jack Peers is paid by developers to come up with a traffic study and he cannot accept his opinion on Cirby.

Motion:

Mr. Wallace made a motion to send this onto the City Council with the tie vote. It was seconded by Chairman Watts and received the following vote:

Ayes: Rush, Wallace, Watts
Noes: (none)
Abstain: Gray

Mr. Dameron said the Northwest Roseville Specific Plan will go onto City Council. It will be sometime in early April.

Reports from Planner:

Mr. Rush referred to the Atlantic Street widening. He has seen this happen before, in Lincoln. He would like to save the bulk of the trees. We do not permit a developer to do that so let's not see the City do it.

Consensus:

The Planning Commission thinks that this concern should be forwarded onto the City Council.

Chairman Watts said he thinks this subject has come up before at Mr. Kinder's request, but he is in favor of letting the City Council know the Planning Commission's concern.

Mr. Dean said the City Council has, on a number of occasions, discussed the additional right-of-way cost. By going half on one side of the cedars and half on the other side, they would have to take more property from some of the businesses. There would be a heavy right-of-way acquisition cost. He thinks the City Council is leaning toward doing this anyway.

Mrs. Roccucci said she is concerned with the asphalt between the curb and sidewalk.

Mr. Dean said it has been used as a temporary solution in the Atlantic Street area.

Mr. Leana asked if the Planning Commission wants any kind of paving between the curb and sidewalk, the Parks & Recreation Department would probably be concerned with the maintenance costs.

Mr. Dean said, in the older areas, the roots from the trees have uprooted sidewalks, sewer pipes, etc. The City has had to repair the damage.

Motion:

Mrs. Roccucci made a motion to inform the City Council of the Planning Commission's feelings on asphalt vs. concrete or can we go back to putting in some drought-resistant plants and some trees (not with damaging roots). She said she would prefer some type of landscaping. It was seconded by Chairman Watts.

Mr. Gray said we should not be making some kind of decision at this point without getting some input from Parks and Recreation. He would like to hear from them. What about long-range costs?

Mr. Leana said the City Manager has started a Development Meeting with administrative staff in attendance. He could bring this up at the meeting.

It was felt that this was a good idea and the motion was withdrawn.

Adjournment:

The meeting was adjourned at 11:30 p.m.

V. WRITTEN CORRESPONDENCE





Fehr & Peers Associates, Inc.
Transportation Consultants

3685 Mt Diablo Blvd
Suite 200
Lafayette, CA 94549
415 284-3200
FAX 415 284-2691

February 28, 1989

Mr. Richard Fuller
R. C. Fuller
5908 Fair Oaks Blvd.
Carmichael, CA 95608

Subject: Future Volumes and Level of Service on Cook Riolo Road

Dear Richard:

This letter summarizes the impacts on Cook Riolo Road for three future land use scenarios for the Northwest Roseville Specific Plan:

- 1) 2005 with no specific plan area development
- 2) 2005 with buildout of the Northwest Roseville Specific Plan area
- 3) 2005 with buildout of all four Roseville Specific Plan areas.

These are the same scenarios analyzed in the Northwest Roseville Specific Plan EIR.

The impacts are based on p.m. peak hour volumes and capacities. For a two-lane arterial, the peak hour capacity is 700 vehicles per direction. For a four-lane arterial it is 1800 vehicles per direction. Impacts are summarized for Cook Riolo Road under both width assumptions.

The following table gives volume/capacity ratios and Levels of Service for the four major segments of Cook Riolo Road under three 2005 scenarios:

Segment	No Specific Plan Development		Buildout of NW Plan		Buildout of 4 Specific Plans	
	2 Lanes	4 Lanes	2 Lanes	4 Lanes	2 Lanes	4 Lanes
North of Pleasant Grove	NA	NA	0.11,A	NA	0.11,A	NA
Pleasant Grove to Junction	NA	NA	NA	0.56,A	NA	0.55,A
Junction to Baseline	NA	NA	NA	0.60,B	NA	0.59,A
South of Baseline	1.67,F	0.65,B	2.45,F	0.95,E	2.38,F	0.92,E



Fehr & Peers Associates, Inc.
Transportation Consultants

Mr. Richard Fuller
Page 2

As a two-lane arterial, Cook Riolo would be over capacity (Level of Service F) on all segments south of Pleasant Grove Boulevard, regardless of the land use scenario.

I understand that the County of Placer is conducting a Public Facilities Plan and EIR of the area south of Baseline, between Roseville and the Sacramento border. This area of study, called "West Roseville" is likely to have greater levels of development in it than we have assumed to date.

Sincerely,

FEHR & PEERS ASSOCIATES, INC.

Minnie Chung FOR JACK PEERS

John B. Peers
Principal

/mg

87-127



Fehr & Peers Associates, Inc.
Transportation Consultants

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February 22, 1989

Dan Dameron
City of Roseville
316 Vernon Street
Roseville, CA 95678

Subject: Traffic Generation of the Revised Northwest Roseville
Specific Plan

Dear Dan:

In December 1988, we analyzed for the City of Roseville the traffic impacts of a future scenario which would allow Main Street between Atkinson Street and Washington Boulevard to remain at its existing two lanes. From that analysis, two intersections were found to move from Level of Service C to Level of Service C/D or D. They were Foothill Boulevard at Pleasant Grove with a volume/capacity ratio (v/c) of 0.81 and Foothill Boulevard at Junction with a v/c of 0.83.

The Foothill/Junction intersection could be mitigated by providing an additional west to southbound left-turn lane, bringing the v/c back down to 0.71. However, no further at-grade improvements could be made at the Foothill/Pleasant Grove intersection to improve operations.

Since December 1988, we have received a new land use plan for the Northwest Specific Plan area dated February 15, 1989. An initial evaluation of p.m. peak hour trip generation showed the February 1989 plan would generate approximately 15,800 trips. This represents a decrease of about 4% from the 16,500 trips assumed in our December 1988 analysis. Table 1 compares the new plan with the previous plan. The change comes primarily from a decrease in intensity of the business/professional and commercial uses.

To analyze the impacts of the new plan, we defined the Levels of Service at six major intersections and compared them with the Level of Service results from our December analysis. Table 2 below summarizes our results:



Table 2

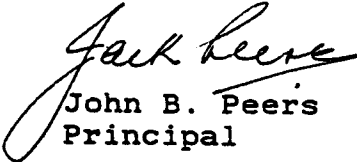
<u>Intersection</u>	<u>December 1988</u>		<u>February</u>	
	<u>V/C</u>	<u>LOS</u>	<u>1989 Plan</u>	<u>LOS</u>
Foothill/Baseline	0.64	B	0.66	B
Pleasant Grove/Washington	0.79	C	0.76	C
Junction/Washington	0.78	C	0.79	C
Main/Washington	0.73	C	0.72	C
Foothill/Pleasant Grove	0.81	D	0.74	C
Foothill/Junction	0.83	D	0.82	D

Of the six intersections above, the first five would remain at LOS C or better under the February 1989 plan without mitigations. The final intersection, Foothill Boulevard/Junction Boulevard, would have a v/c ratio of 0.82 and a Level of Service D. If an additional westbound left-turn lane were provided, the v/c ratio would drop to 0.70 and the intersection would operate at LOS B/C. Consequently, all six would operate at Level of Service C or better after at-grade mitigations.

Please call if you have any questions.

Sincerely,

FEHR & PEERS ASSOCIATES, INC.


John B. Peers
Principal

/tc

88-127

cc: David Wade
Bob Holmes
Richard Fuller

Table 1

COMPARISON OF LAND USE AND PM PEAK HOUR TRIP GENERATION

Land Use ³	PM Peak Rate	Previous Plan ¹		New Plan ²		Change in PM Peak Trips %
		Units	PM Peak Trips	Units	PM Peak Trips	
RD 1-5	1.00	5190 DU	5190	5100 DU	5100	- 90 - 2%
RD 6-10	0.86	1465 DU	1260	1871 DU	1609	+349 +28%
RD 11-15	0.70	350 DU	245	468 DU	328	+ 83 +34%
RD 16-20	0.60	1189 DU	713	1067 DU	640	- 73 -10%
Commercial	53.1	132 AC	7009	124 AC	6584	-425 - 6%
B - P	18.4	89 AC	1638	61 AC	1122	-516 -32%
Total			16,055		15,383	-672 - 4%

¹ Used in December 1988 analysis

² February 1989

³ Excludes parks and schools

MAR 22 '89 09:10

FEHR/PEERS ASSO

715 P02



Fehr & Peers Associates, Inc.
Transportation Consultants

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FAX 415 284-2691

February 23, 1989

Mr. Dan Dameron
Planning Department
City of Roseville
316 Vernon St.
Roseville, CA 95678

Subject: Northwest Traffic - Potential Cirby Widening Between
Foothill & Riverside

Dear Dan:

I understand that there is concern over widening Cirby Way between Foothill Boulevard and Riverside Avenue from four to six lanes. Using our Roseville traffic model we analyzed a future scenario which assumed no development of the Northwest Specific Plan area. However, we maintained the full arterial and expressway system for the year 2005.

The projected volumes for the p.m. peak hour along the section of Cirby Way between Foothill and Riverside would be approximately 1,760 eastbound and 1,590 westbound. Design capacity for a four-lane arterial such as Cirby Way is 1,440 vehicles per hour per direction.

It is evident from these results that widening Cirby to six lanes will be necessary for regional circulation regardless of the amount of development planned in the Northwest Plan Area. This is consistent with the requirements specified in the circulation element of the City's General Plan adopted in 1983.

Sincerely,

FEHR & PEERS ASSOCIATES, INC.

Thomas Chang FOR JACK PEERS

John B. Peers
Principal

87-11



Fehr & Peers Associates, Inc.
Transportation Consultants

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Lafayette, CA 94549
415 284-3200

FAX 415 284-2891

December 13, 1988

Mr. Larry Pagel
City of Roseville
316 Vernon Street
Roseville, CA 95678

Subject: Reduction of Through Traffic on Main Street

Dear Larry:

At the last Planning Commission meeting (December 5, 1988), the commissioners requested that we consider a future scenario. This scenario would reduce traffic volumes on Main Street between Atkinson Street and Washington Boulevard. Consequently, Main Street would not be widened beyond its existing two lanes.

It is the city staff's intent to design Main Street in the future to ensure that both speed and volumes are reduced. Measures to cause traffic to either avoid or reduce speed on Main Street include the building of traffic undulations, similar to those in place on Darling Way and narrowing the existing road at key locations.

We analyzed the impacts of directing traffic away from Main Street, by defining the Levels of Service on six major intersections in the vicinity. The analysis assumed that traffic diverted from Main Street would use alternative routes in the Northwest Plan Area such as Junction Boulevard and Pleasant Grove Boulevard, rather than streets to the south such as Vineyard Road/Church Street. The results are shown in Table 1. Four of the intersections remain at Level of Service C or better. These are Foothill at Baseline, Pleasant Grove at Washington, Junction at Washington, and Main at Washington.

Two intersections move from C to C/D or D. Foothill Boulevard at Pleasant Grove with a volume/capacity (v/c) ratio of 0.81 moves from the C side of C/D Level of Service to the D side. This represents an increase in average vehicle delay of about three seconds during the peak hour. Foothill Boulevard at Junction with a v/c ratio of 0.83 becomes a D Level of Service.

If an additional west to southbound left-turn lane were provided at the Foothill/Junction intersection, the Level of Service would become B/C, a v/c of 0.71. However, there is no similar



Fehr & Peers Associates, Inc.
Transportation Consultants

Mr. Larry Pagel
Page 2

mitigating improvement to Foothill/Pleasant Grove, as all approaches are already assumed to have a separate right lane, three through lanes, and two left-turn lanes. Given that existing City policy requires all new intersections to be at Level of Service C or better, the following options are available:

1. Build an urban interchange. This would result in a v/c ratio of 0.61 which is LOS B.
2. Implement more intensive TSM programs to reduce the number of single occupant vehicles during the peak period.
3. Monitor the traffic operations at the intersection and decide later (as the Plan Area approaches buildout) if an urban interchange is needed.

Please call if you have any questions.

Sincerely,

FEHR & PEERS ASSOCIATES, INC.

John B. Peers for Jack Peers

John B. Peers
Principal

/mg

88-127

Table 1

IMPACT OF TRAFFIC REDUCTIONS ON
MAIN STREET AT KEY INTERSECTIONS

<u>Intersection</u>	<u>Before Traffic Reduction</u>		<u>After Traffic Reduction</u>	
	<u>V/C Ratio</u>	<u>LOS</u>	<u>V/C Ratio</u>	<u>LOS</u>
Foothill & Baseline	.68	B	.64	B
Foothill & Junction	.74	C	.83 ¹	D
Pleasant Grove & Washington	.79	C	.79	C
Junction & Washington	.75	C	.78	C
Main & Washington	.79	C	.73	C
Foothill & Pleasant Grove	.79	C	.81	C/D

¹ This can be brought to v/c of .71 (LOS C) by constructing a second west to southbound left-turn lane on Junction Boulevard.

87-12



Fehr & Peers Associates, Inc.
Transportation Consultants

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FAX 415 284-2691

January 3, 1989

Mr. David Wade, AICP
Wade Associates
2140 Professional Dr., Suite 140
Roseville, CA 95661

Dear David:

Thank you for sending me a copy of your December 16, 1988 letter to Steve Dillon concerning the addition of a 10 acre church to the Northwest Specific Plan. I have studied the impacts that the church traffic would have on key intersections in the Plan Area.

Unfortunately, there is little available published trip generation data for churches. The ITE Trip Generation Manual, 4th Edition, provides trip generation rates for churches/synagogues; however, they are based on only four studies. The average p.m. peak hour rate of the four studies is 0.64 trips per 1,000 sq. ft. of church space, and range of the studies is from 0.05 to 2.10 trips. Assuming that the church building covers 50,000 sq. ft., the church would probably generate an average of 32 trips during the p.m. peak hour. Using the high rate, 2.10 trips per 1,000 sq. ft., the church would generate 105 trips during the p.m. peak hour.

The closest major intersection to the church site is at Pleasant Grove Blvd. and Cook Riolo Road. Assuming buildout of the four Roseville specific plan areas and expected 2005 growth levels elsewhere, and that the 10 acre site remains urban reserve, this intersection would operate at LOS B during the p.m. peak hour. The approach volume would be 2,400 vehicles. If a 50,000 sq. ft. church were built on the 10 acre site, the LOS at the intersection would remain at B, using either the average or high trip generation rate for a church. The approach volume would increase by about one percent to 2,432 vehicles using the average rate, and by about four percent to 2,505 vehicles using the high rate.

In all likelihood, the impact of the church traffic on other key intersections in the Northwest Plan Area situated further from the church site (such as Main/Washington and Pleasant Grove/Foothills) would be negligible because much of the church traffic would probably come from or go to residences located within the Plan Area, and would not use these intersections. Also, the church traffic would likely comprise of "diverted" traffic rather than new traffic. In other words, many church



Fehr & Peers Associates, Inc.
Transportation Consultants

Mr. David Wade
Page 2

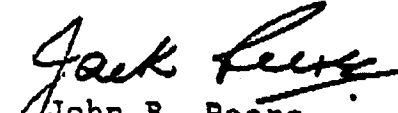
trips would still be made to a different church of the same denomination if the new church were not constructed. Depending on the amount of diversion which would occur, and the travel distance from the residences to the other church, the construction of a new church can actually reduce the amount of total vehicles miles of travel on the City roads.

In summary, the addition of a 10 acre church site (assuming a 50,000 sq. ft. building) would have negligible traffic impacts on key intersections in the Northwest Plan Area. It is important to point out that our analysis has assumed that the church would not operate a grammar school or some other function which could increase trip generation.

Please call if you have questions.

Sincerely,

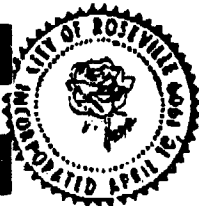
FEHR & PEERS ASSOCIATES, INC.


John B. Peers
Principal

/tc

87-127

cc: Steve Dillon
Ron Alvarado
Richard Fuller

**CITY OF ROSEVILLE**

TRADITION • PRIDE • PROGRESS

316 VERNON STREET • ROSEVILLE, CALIFORNIA 95678 • PHONE (916) 781-0200

November 16, 1988

TO: Roseville Planning Commission
FROM: Roseville Transportation Commission
SUBJECT: Draft Environmental Impact Report for the
Northwest Roseville Specific Plan

The Roseville Transportation Commission is forwarding the following comments, questions, and desired clarifications to the Roseville Planning Commission for review, discussion, and incorporation into the final Environmental Impact Report.

The Transportation Commission formally reviewed Chapter J of the Draft Environmental Impact Report and the sections of the Technical Appendix concerning transportation at the October 25, 1988 and November 15, 1988 meetings. The most significant issues that need to be addressed include urban interchange feasibility, TSM effectiveness, in general and the heavy reliance of the EIR on TSM as a mitigation measure, and park-and-ride lot locations.

If you have any questions regarding these comments, please contact Julia Shpak at (916) 781-0276.

Sincerely,

Julia M. Shpak
Assistant Planner

JMS:eh

NORTHWEST ROSEVILLE SPECIFIC PLAN DEIR COMMENTS
Roseville Transportation Commission

<u>Page</u>	<u>Comment</u>
J-25	<p>Table J8 describes volume capacity ratios with one and two regional shopping centers, with and without grade separation. The volume capacity ratios <u>with</u> grade separation are higher than the volume capacity ratios <u>without</u> grade separation. This is not consistent with the preceding text. Either the data or the labels should be reversed to provide consistency between the text and table.</p>
J-27	<p>The consultant states that an urban interchange is "undesirable" at four of the nine intersections where urban interchanges are suggested to be possible mitigation measures. For example, an urban interchange is infeasible at Sunrise and Cirby because all four intersections are developed. (All four intersections are <u>not</u> developed; the northwest corner is still vacant). From the Commission's point of view an urban interchange is more likely to fit at Sunrise and Cirby than at Sunrise and Douglas which is feasible according to the EIR.</p> <p>The EIR should more clearly state:</p> <ul style="list-style-type: none">* Why an urban interchange will not fit at the four undesirable intersections. A description of the land uses at each of the four corners of the intersections, the potential for the City purchasing right-of-way, and a chart comparing street widths at all nine intersections would be helpful in visualizing an urban interchange at some intersections and not others.* Any designs that have been submitted by the interchange developer should be included for further clarification of how an urban interchange would work at the five feasible intersections.
J-28	<p>The EIR states that TSM measures and turning movement prohibition are effective means to reduce the number of trips and eliminate the need for urban interchanges at Lead Hill and Harding and Cirby and Sunrise. The Commission is concerned about the true effectiveness of TSM especially given the relatively weak rideshare ordinance the City now "enforces." Therefore, information regarding the following should be included in discussions regarding the EIR and in the EIR itself:</p>

Northwest Roseville Specific Plan DEIR Comments

Page 2

- * How effective is TSM and are the expectations for the TSM measures realistic?
- * What is currently being done in Roseville to reduce individual trips and how effective is the ordinance/program?
- * The Northwest area is primarily residential. How will the trips be reduced through business and industrial enforcement/requirements?
- * How does the TSM effectiveness depend upon the number of Northwest/Roseville residents employed in Roseville and the number of Northwest/Roseville residents employed outside the city limits?
- * How effective are the current regional TSM programs that may contribute to a decrease in the number of peak hour vehicles traveling through Roseville?

J-33

Three mitigation measures are described under "Other Mitigation Measures". The second measure implies that Roseville is actively participating in discussions regarding a light rail extension to Roseville and even that light rail will be built through Roseville.

- * What are the current plans for a light rail extension to Roseville based on the sales tax initiative that passed in Sacramento County and not in Placer County?
- * Describe and map the possible light rail routes being considered by Regional Transit.
- * How will light rail ease traffic within the Roseville City limits if it is not being extended to Roseville?
- * Does the "active participation" by Roseville staff and elected officials include financing mechanisms to pay for light rail facilities if Regional Transit were to extend it to the Sacramento County/Roseville City limit?
- * Will light rail be accessible Northwest resident through some other transportation measure (paratransit, transit) if it is not extended to the City? If not, how can light rail be considered a mitigation measure to reduce vehicle trips within Roseville? Is it possible to use the Southern Pacific right-of-way or property along Industrial Boulevard for a light rail extension?

Northwest Roseville Specific Plan DEIR Comments
Page 3

J-34

The estimates for the effectiveness of ridesharing range from "negligible to greater than 50% reduction in peak traffic volumes." The EIR should explain:

- * The studies or sources for the effectiveness of the proposed mitigation measures.
- * What percent of employees in Roseville participate in ridesharing?
- * A specific volume or range or "like city" used by the consultant to estimate the reduction in traffic volume achievable through TSM measures.
- * At what point in time are the percentages stated in the EIR calculated?
 - at build out of the Northwest residences?
 - at build out of the industry in the North Industrial area?
 - at build out of the City?

NORTHWEST ROSEVILLE SPECIFIC PLAN DEIR TECHNICAL APPENDIX COMMENTS
Roseville Transportation Commission

<u>Page</u>	<u>Comment</u>
50	Section 4.3.2 states that Class 2 bike lanes will be provided on one side of all collector streets. The commission feels that the striping should be on both sides of the street or neither side of the street as striping on one side of the street will encourage the unsafe practice of riding on the wrong side of the street. The Commission would also like a discussion of the street width for collector streets and arterials currently required by the City and the necessary street width required to accomodate a bike lane on each side of these street.
53	<p>The Commission discussed the location of Park-and-Ride lots in the Northwest area to encourage ridesharing. The consensus was that specific locations for park-and-ride lots should be designated now so that implementation may occur during construction of the Northwest Plan Area. Possible locations discussed were:</p> <ul style="list-style-type: none"> * under interchanges in the North Central Plan Area * at commercial facilities in the Northwest Plan Area * at the two regional parks planned in the North area * at the planned golf course parking lot <p>A map designating the park-and-ride lot locations should be included in the final EIR and the Specific Plan itself.</p> <p>Included with the park-and-ride location should be projections for proposed demand (based upon jobs-housing balance, Northwest residents working in Roseville, Roseville residents commuting to other jurisdictions, and income levels). The effectiveness of smaller, more dispersed park-and-ride lots versus larger centrally located park-and-ride lots should also be discussed.</p>
--	A Greyhound bus route perhaps from Blue Oaks to Foothill To Roseville Road to Antelope should be discussed.
13	The fiscal impact section projects a \$338,000 annual increase in Transit Development funds to be allocated to the City.

Northwest Roseville Specific Plan DEIR Technical Appendix Comments
Page 2

- * Will this occur at build out of the Plan area or the City?
- * Will these funds be dedicated solely to RADAR and RUSH?
- * What is the formula used to produce this number?

RECEIVED

MAR 08 1989

PLANNING DEPARTMENT

March 6, 1989

City of Roseville
Planning Commission
316 Vernon Street
Roseville, CA 95678

Dear Planning Commission Members:

I am writing to express my concern over the "Northwest Roseville Specific Plan" you are currently considering. As I understand, a major assumption being made when considering this plan is the widening of Cirby Way to six lanes. While I understand the current General Plan calls for the widening of Cirby Way, I am opposed to the widening for the following reasons:

My observations indicate average speeds along Cirby Way are presently in excess of 50 miles per hour. Widening Cirby Way to six lanes will only increase the average speed. These high speeds, in proximity to residential neighborhoods are dangerous.

The widening of Cirby way will impose an unfair hardship upon the residents whom have purchased homes near or adjacent to Cirby Way. Resale values will drop significantly due to the many disadvantages of having a six lane road nearby. Those residents who have homes which back to Cirby Way will lose portions of their, already small, yards. Additionally, the existing noise level has increased dramatically with higher traffic flow, and will only get worse as time passes, even if Cirby Way is not widened.

I moved to Roseville due to a number of reasons which included the "small town" atmosphere. While I understand that growth will happen, the level of growth projected in this plan and the impact it will have on the existing residents is in direct contradiction to the reasons I chose Roseville as my home.

It is currently very dangerous to enter Cirby Way from side streets that do not have traffic signals. Widening Cirby Way to six lanes will only make this worse.

Since it will be increasingly difficult to access Cirby Way, traffic will seek alternative routes. This means traffic through our neighborhoods will increase, thereby increasing the likelihood of a serious accident involving our children.

Widening Cirby Way will benefit future residents at the expense of the existing residents. This doesn't seem fair or reasonable.

The Planning Commission advised us that we were "too late" and that we should have voiced our concerns earlier. Because this plan was so poorly communicated to the citizens of Roseville, I was totally unaware until recently, that this plan was being considered. The timing of our concerns should not be justification for ignoring such legitimate issues.

If widening of Cirby Way is essential to the approval of the Northwest Roseville Specific Plan, please acknowledge our concerns by either voting no on this plan or having the plan modified so it does not require the widening of Cirby Way.

Additionally, I respectfully request that you amend the General Plan to limit Cirby Way to four lanes, indefinitely. Your consideration is appreciated.

Sincerely,

Lavinia W Terry
1001 Cirby Oaks Way
Roseville, Ca 95678

I am sure you already have an alternate way, possibly more expensive but much more logical, such as along the tracks on both sides and into Antelope.

March 6, 1989

City of Roseville
Planning Commission
316 Vernon Street
Roseville, CA 95678

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Sincerely,

Robert C. Howard
2019 B. Inglis Way
Roseville, Ca. 95678

Robert C. Howard
2019 B Inglis Way
Roseville , Ca. 95678

RECEIVED

MAR 08 1989

March 6, 1989

City of Roseville
Planning Commission
316 Vernon Street
Roseville, CA 95678

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Travis W. Brewer
Travis W. Brewer
915 El Rancho Ct
Roseville, CA 95661

Gail M. Brewer
GAIL M. BREWER
915 EL Rancho Ct.
Roseville

March 6, 1989

City of Roseville
Planning Commission
316 Vernon Street
Roseville, CA 95678

Dear Planning Commission Members:

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Sincerely,

Wash Gilliam
Teresa Gilliam
903 Lawn Ct
Roseville Ca 95661

RECEIVED
MAR 08 1989

March 6, 1989

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City of Roseville
Planning Commission
316 Vernon Street
Roseville, CA 95678

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Sincerely,

*Dorothy R. Howard
2019 B. Inglis Way
Roseville, Ca. 95678*

Dorothy R. Howard
2019 B Inglis Way
Roseville, Ca. 95678

RECEIVED
MAR 08 1989

March 6, 1989

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City of Roseville
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March 6, 1989

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MAR 08 1989

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Planning Commission
316 Vernon Street
Roseville, CA 95678

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Sincerely,

Steve H. Larsen
Kammi J. Larsen

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Sincerely,

Margaret Gruszecki

MARGARET GRUSZECKI
905 EL RANCHO CT
ROSEVILLE, CA 95661

Mr. and Mrs. David H. March
3771 PFE Rd.
Roseville, Ca. 95678
916-771-0223

RECEIVED

MAR 08 1989

PLANNING DEPARTMENT

March 1, 1989

Gentlemen:

We are in agreement with the enclosed letter from our neighbors. However we would like to make some additional comments.

To make Cook-Riolo Road into four lanes is idiotic and unthinkable! It seems just like another step into pushing urban development and major throughfares on to us when we wish to keep our area rural.

Additional lanes to handle more traffic are not needed. What is needed is better traffic management. The commuters are really getting rude and aggressive. More lanes only abet the speed and aggression.

We live on PFE Rd. where the bureaucrats had the speed limit posted to 50 MPH. (This means: drive 65 in California.) When I pull out of my driveway to drive to my business on PFE Rd., I literally have people speed up to tail-gate me and show me that they think I was pulling out in front of them.

What is really needed in this area, especially Cook-Riolo and PFE Roads, is some or all of the following:

1. 40 MPH signs. Enforced.
2. Bicycle lanes. We have a lot of bike traffic.
3. Signs requesting drivers to: "THINK" and DRIVE COURTEOUS.
CAUTION: Driveways
CAUTION: Bicycle traffic
DON'T PASS ON HILL (observe double yellow lines.)

We have lived in west Roseville for over twenty years and wish it to remain a rural area.

Sincerely,

Delores D. March
David H. March

See attached

cc to: Roseville City Council
Placer Co. Bd. Sup.
Placer Co. Pl. Comm. 1

March 2, 1989

To Whom It May Concern:

We are writing this letter to formally register our opposition to the proposed widening of Cook-Riolo Rd. to four lanes.

We feel that this action will be detrimental to the rural life-style of our community west of Roseville and will create an atmosphere that will adversely effect us as residents of this area.

We ask you to recognize us as tax paying, voting residents of west Placer County and members and supporters of the West Placer Citizens' Committee who have a right to be heard concerning this issue. Our neighborhood and our pleasant rural atmosphere is at stake and we are deeply concerned.

Thank you for your consideration.

Sincerely,

Alfred D. March
David H. March

P.S. see attached



LYNN-EDWARDS

FRED SCONBERG
Vice-President, Administration/Operations

3/7/89

RECEIVED

MAR 11 1989

PLANNING

Dear Planning Commission Members,

Please join me in opposing the expansion of Kirby Way. The "Quality of Life" we sought when we moved to Roseville is beginning to deteriorate.

Our property borders Kirby Way between Orlando Way and Sunrise Blvd. If the widening project is approved we would lose some portion of our backyard. We purchased the property and built our home in the Fall of 1987 with no knowledge of the potential widening of Kirby. There was no notification from the City or the developer. Please support our opposition.

Fred Sconberg

RECEIVED
MAR 06 1989

March 6, 1989

PLANNING DEPARTMENT

City of Roseville
Planning Commission
316 Vernon Street
Roseville, CA 95678

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Sincerely,

*Fred and Christine Seubling
Andrea, Jaime and Stephanie
911 LeRonde Ct
Roseville
Children Pages 4,4 and 1*

Lorene Ragsdale
901 El Rancho Court
Roseville, California 95678

RECEIVED
MAR 07 1989

PLANNING DEPARTMENT

3/7/89

City of Roseville
PLANNING COMMISSION
316 Vernon Street
Roseville, Ca. 95678

Dear Members -

There are now certain rumors that the City of Roseville is considering widening Cirby Way to assist with future traffic due to many new homes now in the planning stages.

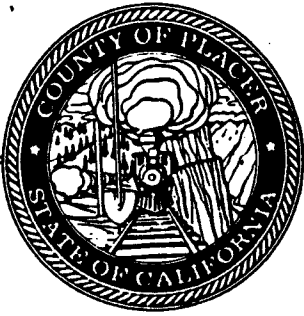
I wish to go on record with you that I oppose the widening of Cirby Way primarily for health and welfare reasons - such as air and noise pollution. We currently have plenty of emission pollution, but to add two more lanes to Cirby would give us much more of a health hazard.

I certainly understand you must do proper planning for the future growth of Roseville which includes access to the freeways - but it should not be done at the expense of your current resident's health.

I know your planning engineers can design overpasses to accommodate the future workers buying homes in the City of Roseville - I see it as inevitable - but do not take advantage of your current residents, and expose them to more pollution than they can bear.

Thank you for the consideration.





PLACER COUNTY

DEPARTMENT OF PUBLIC WORKS

JACK WARREN, Director
JAN WITTER, Assistant Director
LARRY ODDO, Deputy Director
ALAN ROY, Deputy Director

OPERATING DIVISION:

Administration
Engineering
Equipment Maintenance
Road Maintenance
Special Districts
Surveying
Transportation

March 9, 1989

Planning Commission
City of Roseville
316 Vernon Street
Roseville, CA 95678

Subject: NORTHWEST ROSEVILLE SPECIFIC PLAN AND EIR

A representative from Placer County's Department of Public Works appeared before your Planning Commission at meetings on February 9th and 23rd and to request changes in the Northwest Roseville Specific Plan (NWRSP) and its EIR. At the meeting on March 9th, we thought that your Commission had agreed to make the changes that we had suggested in the EIR. Specifically, we asked for a full disclosure of the impacts of plan development on Cook-Riolo Road south of Baseline. We also asked specifically that relocation, reduction in scale, and elimination of Cook-Riolo Road north of Baseline be considered as mitigation measures for impacts to existing Cook-Riolo Road.

Roseville's transportation consultant prepared a letter on February 28, 1989, and parts of it were incorporated as part of the response to Placer County's comments. We believe that the text of the response does not clearly disclose impacts to existing Cook-Riolo Road in a way that is understandable to the layperson.

There is no description of existing traffic volumes to use as a basis for comparison. Although Placer County's last traffic counts were taken in 1985, we estimate present daily traffic volumes on Cook-Riolo Road to be approximately 1200+ vehicles per day just south of Baseline and 600+ vehicles per day just north of PFE Road. Peak-hour traffic volumes are estimated at 10% of these daily numbers or 120+ and 60+ vehicles per hour, respectively.

The enormity of the impact from future development (including the NWRSP) cannot be appreciated until the "volume/capacity ratio and levels of service" information from the project EIR is converted to traffic volumes. The following table converts the information from the EIR to total daily and peak-hour traffic demand volumes to allow a comparison with the present situation. (We have assumed that peak-hour traffic is 10% of total daily volume; directional distribution has not been considered.)

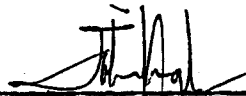
DAILY (PEAK-HOUR) TRAFFIC DEMAND VOLUMES

<u>Segment</u>	<u>No Specific Plan Development (2 or 4 lanes)</u>	<u>Buildout of NW Plan (2 or 4 lanes)</u>	<u>Buildout of 4 Specific Plans (2 or 4 lanes)</u>
North of Pleasant Grove	n/a	1540 (154)	1540 (154)
Pleasant Grove to Junction	n/a	20,160 (2016)	19,800 (1980)
Junction to Baseline	n/a	21,600 (2160)	21,240 (2124)
South of Baseline	23,400 (2340)	34,200 (3420)	33,120 (3312)

This table shows that existing segments of Cook-Riolo Road outside of the NWRSP area are more heavily loaded by traffic. The table from the EIR which shows level of service on different segments discloses that the impacts are most significant on the existing road segments. However, no mitigation is discussed or proposed on these existing segments which sustain the most significant impacts.

We continue to believe that the NWRSP EIR is not complete or adequate in its present form, and that the additional information we have requested is necessary to make it so. There should be a discussion of a full range of mitigation measures which could reduce the significance of the traffic impacts on Cook-Riolo Road. This range of mitigations should include measures to make Cook-Riolo Road less attractive relative to other corridors and measures to improve other corridors and make them relatively more attractive.

COUNTY OF PLACER
 DEPARTMENT OF PUBLIC WORKS
 JACK WARREN, DIRECTOR



 JOHN KROGSRUD
 ASSOCIATE CIVIL ENGINEER

Attachment

JK:cp



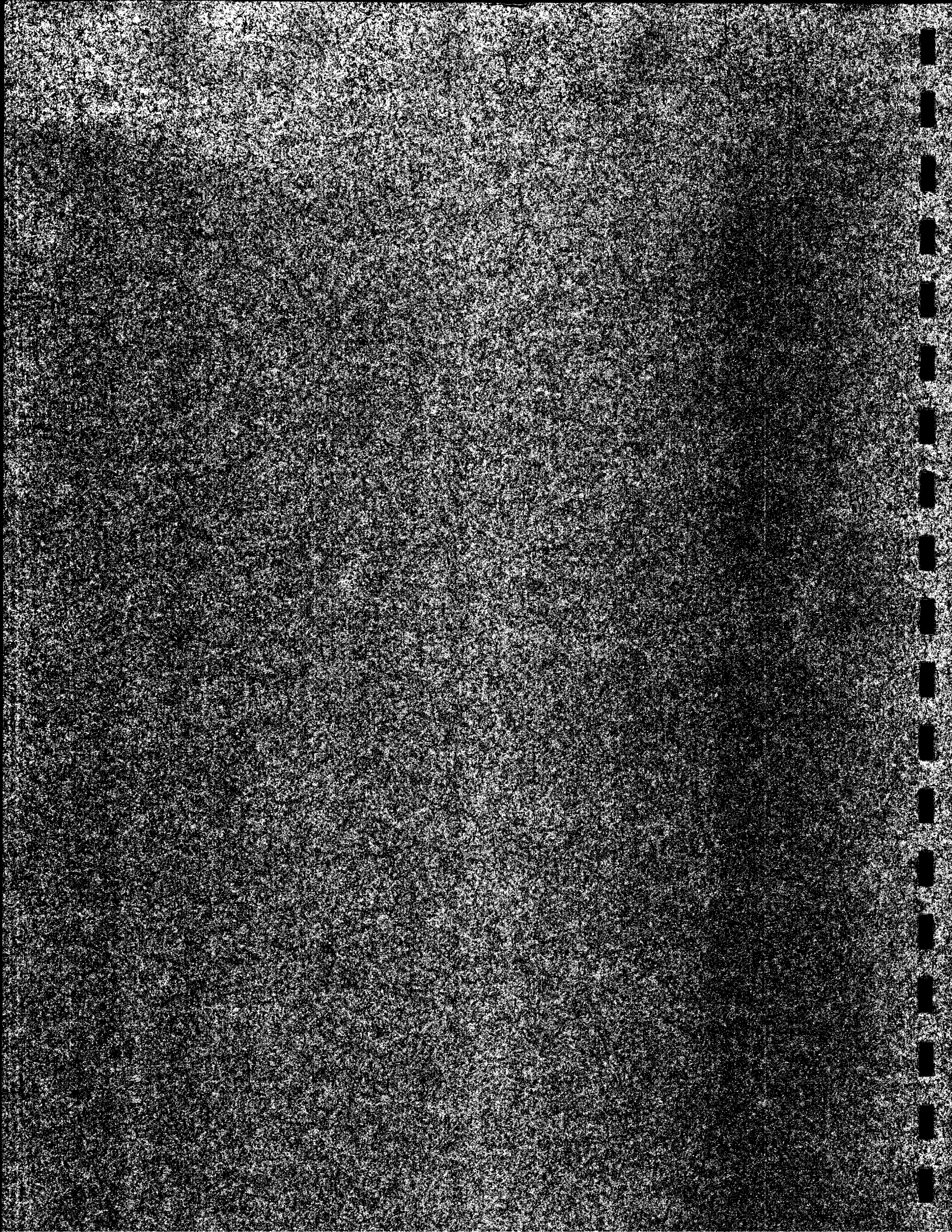
**WINDY HILLS OPERATING
ENVIRONMENTAL IMPACT STATEMENT**

CHAPTER 2. INTRODUCTION

2.1. PROJECT DESCRIPTION

2.1.1. PROJECT LOCATION

WINDY HILLS, WYOMING



**NORTHWEST ROSEVILLE SPECIFIC PLAN
DRAFT ENVIRONMENTAL IMPACT REPORT**

**COMMENTS AND RESPONSES
ROSEVILLE TRANSPORTATION COMMISSION OF APRIL 18, 1989**

COMMENT: The Transportation Commission requested that the Draft EIR be corrected to indicate that Pleasant Grove Boulevard is proposed as an ultimate width of six lanes west of Cook-Riolo Road.

RESPONSE: The transportation section of the Draft EIR is a summary of the material presented in the appended transportation analysis and proposed Northwest Roseville Specific Plan, and does not discuss the width of individual roadways within the Plan in any detail. Rather, the Draft EIR focuses its discussion of the transportation analysis on projected Levels Of Service (LOS) and required facilities to maintain LOS C. The detailed analysis of individual roadway widths is presented in the appended traffic analysis and in the appended Northwest Roseville Specific Plan. As requested, those documents should indicate that the ultimate width of the concerned roadway segment is six lanes. This is a change from the originally proposed Specific Plan which called for four lanes on Pleasant Grove Boulevard west of Cook-Riolo Road.

COMMENT: The Commission indicated that on page J-27 of the Draft EIR, the term "infeasible" should not be used to describe the feasibility of development of urban interchanges at locations where adjoining land use has not been implemented.

RESPONSE: The term "infeasible" as it pertains to the construction of urban interchanges at Lead Hill/Harding and Sunrise/Cirby was taken directly from the traffic analysis for the Northwest/North Central Draft EIR dated May 1988 [page 68]. As indicated in the responses prepared by Fehr and Peers and appended to this document, the "undesirability" of urban interchanges at these locations was determined by the City. Both the Draft EIR and the traffic analysis describe construction of an urban interchange at the intersection of Foothills/Pleasant Grove as "undesirable". This description is accurate in that development of such a facility within the fabric of the proposed

Specific Plan would severely limit access to parcels which are sandwiched between the intersection and the Pleasant Grove Creek corridor. That is not to say that an urban interchange could not be developed at that location, but rather that it would not be the most optimal solution from an access perspective. The Transportation Commission has requested that the wording in the Draft EIR be altered to indicate that adequate right-of-way is included in the roadway and adjoining landscaped corridor at Foothills/Pleasant Grove to accommodate an urban interchange should the need for such a facility materialize. As noted by the Commission, the present would be an optimal time to assign land uses which would be compatible with an urban interchange to sites adjacent the intersection, rather than indicate that proposed uses could make construction of an urban interchange infeasible.

COMMENT: The Transportation Commission requested that all descriptions of the existing Roseville Rideshare Ordinance as "aggressive" be stricken from the Draft EIR.

RESPONSE: The term "aggressive" in reference to the Roseville Rideshare Ordinance occurs only once in the transportation section of the Draft EIR [page J-34, line 9]. As requested that reference should be stricken.

COMMENT: The transportation Commission requested that it be made clear that the 25% reduction in trips which is proposed to maintain acceptable LOS in the City includes a 20% reduction attributable to "unplanned TSM measures", and 5% which would be achieved through enforcement and implementation of the Roseville Rideshare Ordinance. Further, the 20% reduction attributable to "unplanned TSM measures" may be high in that information from previous South Placer Employee surveys indicates that the level of reduction attributable to unplanned TSM measures may only be $\pm 15\%$ in Roseville.

RESPONSE: This response was prepared subsequent to the Transportation Commission meeting. A copy of the letter prepared by Fehr & Peers Associates is appended to this document. That letter indicates that the base trip rates utilized in the traffic analysis for the EIR were derived from the standards published by the Institute of Transportation Engineers (ITE). They were validated for Roseville through calibration of the City wide

traffic model which compared modeled traffic volumes with actual traffic counts conducted by the City. These rates suggest that, without any special TSM efforts, the combined effects of employee absenteeism, normal transit and ridesharing and commuting at non-peak times results in a trip generation rate of about 0.54 to 0.65 peak-hour vehicle trips per employee (depending on type of office/industrial use).

The TSM adjustments applied to this base in the EIR analysis include: an incremental adjustment of about 7% for shifts to non-auto-driver modes that could be induced by an effective TSM program, and an incremental adjustment of 4% to 11% to account for additional adjustment against the base of 11% to account for additional adjustment against the base of 11% to 16%. This results in a peak-hour vehicle trip rate of between 0.49 and 0.56 per employee.

Fehr & Peers Associates reviewed the information contained in the South Placer Committee report, and found that their analysis was in agreement with the overall TSM adjustment identified. However there are differences in the individual components which comprise the overall adjustment. The South Placer survey indicates that alternative mode selection affects less than two-thirds as many people as assumed in the analysis for the EIR, but that non-peak commuting affects up to 25% more people than assumed in the EIR analysis. The final result of the adjustments suggested by the South Placer survey is a trip rate of about 0.55 peak-hour vehicle trips per employee. This is within the range of TSM-adjusted trip rates used in the EIR, and is equivalent to the EIRs TSM-adjusted rate of 0.56 for Light Industrial use.

COMMENT: Consensus of the Transportation Commission was that the City should implement more aggressive enforcement of the existing Roseville Rideshare Ordinance in order to attain the levels of reductions projected in the transportation analysis.

RESPONSE: The Draft EIR is in agreement with this statement.

RELATED CORRESPONDENCE



COMMENTS AND RECOMMENDATIONS

RELATIVE TO THE

NORTHWEST ROSEVILLE SPECIFIC PLAN

* * * * *

SUBMITTED TO

THE

ROSEVILLE CITY COUNCIL

* * * * *

SUBMITTED BY

THE

TRANSPORTATION COMMISSION

* * * * *

MARCH 21, 1989

BACKGROUND

In October 1988, you endorsed a new and expanded list of responsibilities for the Transportation Commission. These new responsibilities included review of specific plans, General Plans, and Environmental Impact Reports.

The first of these documents to come before the Commission is the Northwest Roseville Specific Plan. The Commission has addressed this plan at several of its recent meetings, reviewed the current City Rideshare Ordinance, submitted comments to the Planning Commission and Planning Department concerning both the Plan and the Rideshare Ordinance, and has stayed abreast of developments in the many public hearings held regarding the Plan.

After the Planning Commission's final hearing, which ended with a two-two deadlock vote, the Plan was again placed on the Transportation Commission agenda, March 21, 1989.

It was the consensus of the Transportation Commission that your comments and recommendations should be submitted to the City Council for your consideration during your review and action on this important issue.

Transportation Commission Position

It is the position of the Roseville Transportation Commission that:

1. The current Rideshare Ordinance does not contain and mandate a sufficiently aggressive program to result in attainment of traffic mitigations stated in the Environment Impact Report.
2. We were unable to substantiate the probability of attaining the estimated reduction of traffic volume achievable with TSM measures, given current lack of mandatory compliance and enforcement levels.
3. The report states several facts and draws several conclusions that would lead one to believe that serious flaws exist in the traffic volume projections reflected in the report.
4. The necessity for seperated grade "Urban Interchanges" or other mitigation measures in addition to TSM is understated.
5. The mitigation measures proposed and addressed in the plan will not result in sufficient traffic volume reduction to retain Level of Service (LOS) C on the city streets and intersections.

DISCUSSION

RIDESHARE ORDINANCE

Although the Roseville Rideshare Ordinance is described as "one of the most aggressive Ridesharing ordinances in the region", we found little to substantiate and demonstrate its probability of success. In testimony before the Planning Commission and in written reply to Transportation Commission questions, our ordinance was repeatedly compared to that of the City of Pleasanton as related to aggressiveness and anticipated effectiveness. After comparing the two documents, we found the Roseville ordinance to be significantly less aggressive and to offer significantly less enforcement latitude than that of the Pleasanton ordinance. Specifically:

- a. the Pleasanton ordinance trip reduction goal is 45% compared to a 20%-30% goal in our ordinance (dependent on number of site employees)
- b. the Pleasanton ordinance permits "Mandatory TSM Program" revocation of a permit if a Developer's TSM program for failure to achieve staged TSM goals.
- c. Failure to comply with the provisions of the mandated program "shall be a violation and subject to a civil penalty of \$250 per day until corrected"
- d. the Roseville ordinance, in comparison, involves the same general provisions but contains only a reduced parking space allowance forfeiture if TSM objectives are not attained. Installation of these spaces through retrofit offers little if any financial penalty, and in fact, full prevailing parking space standards could be installed at initial development, thus eliminating any future cost. It should be noted that attainment of anticipated vehicle trip reduction after four years could still be related to the lack of adequate parking space allowances and termination of project monitoring. Thus, long term compliance and trip reduction is not assured.

TRANSPORTATION SYSTEM MANAGEMENT (TSM) EFFECTIVENESS

In our review, we found several statements describing the basis upon which TSM effectiveness could be judged. The statements offer contradictory positions and led us to question the effectiveness we could anticipate in Roseville.

The Environmental Impact Report (EIR) states "the effectiveness of such programs (ridesharing) is largely dependent upon the willingness of individuals to participate in the programs". The report further states that "estimates of the effectiveness of such programs within a community range from negligible to greater than 50% reduction in peak traffic volumes". The EIR goes on to say, "it is extremely difficult to estimate the level of participation of future residents". The EIR does not state if the effectiveness estimates for Roseville are based on negligible or 50%

reduction basis. Thus, it is impossible to conclude if those estimates are liberal or conservative. (NOTE: The much more aggressive and closely monitored program of the City of Pleasanton is reported to be realizing a 1988 trip reduction level of 41.5% over the 1984 base year, against the ordinance goal of 45 percent.)

In his written response to Transportation Commission comments, Mr. Feers stated, "it is certainly true that TSM programs respond to the level of enforcement required by the City". Enforcement of the Roseville ordinance has been virtually nonexistent since its adoption in 1983.

In his presentation to the Planning Commission March 16, 1989, Mr. Feers stated, "TSM works best with longer travel distances and that the Roseville City objective is to enhance jobs/housing ratio, thus reducing travel distances and working as a countervailing force against TSM Effectiveness".

Two separate and independent studies cited in the Placer County 1988 Regional Transportation Plan, prepared by Omni-Means, show traffic volume on Sunrise Avenue increasing by 68% to 208% between the years 1985 and 2010. At page 13, the South Placer Traffic Model Study predicts an increase of 68% from Cirby to Douglas, and 102% from Cirby to the Sacramento County line. At page 15, the SACOG Traffic Projection predicts an increase of 165% from the Sacramento County line to Cirby, and 208% from Cirby to Sunrise. The EIR, at page J-27, describes the intersection of Sunrise @ Cirby as unfeasible for grade separation, but at page J-29, as mitigatable through a 11%-16% TSM application. Given the massive projection of traffic volume increases, it is inconceivable that TSM measures will realize retention of Level of Service C with a V/C ratio of 0.79 at this critical intersection despite additional road construction providing alternative routes to the NWRSP.

TRAFFIC VOLUME PROJECTIONS

Traffic volume projections for the Cirby Way arterial raise serious questions as to the accuracy and validity of the traffic study. For example; Table J7, page J-9 reflects the existing Levels of Service at critical intersections. Both Cirby @ Riverside and Cirby @ Sunrise are shown to have existing Volume/Capacity ratios of 0.95 and Level of Service of "E".

Table J7, page J-22 reflects Cirby @ Riverside V/C ratio of 0.89 LOS "D" and Cirby @ Sunrise with V/C ratio of 0.83 LOS "D" after full buildout of the four Roseville Specific Plan Areas, including 2 regional shopping centers. In page J-29, these same intersections are shown with V/C ratios of 0.90 and 0.79 respectively after application of TSM. Two serious questions are raised by these statistics:

1. How can the Volume to Capacity ratio and the Level of Service possibly improve after full buildout of all four Plan areas (with 2 regional centers) and without any mitigation measures?

2. Why does the V/C ratio at Cirby @ Riverside increase from 0.89 to 0.90 after application of TSM?

This can only lead one to conclude that serious flaws may exist in the traffic projections reflected within the document.

URBAN INTERCHANGE FEASIBILITY

The report defines four critical intersections, which were shown to need grade separation improvements, as undesirable locations for urban interchanges (page J-27). Traffic mitigation through TSM measures is reported as acceptable to permit retention of LOS "C" at each location. The intersection of Foothill @ Carlsberg is stated as undesirable due to "anticipated development adjacent to the intersection". The Proponent Draft (page 46) indicates the need for urban interchanges is addressed by providing adequate right-of-way to accommodate the future structures, and by incorporating policies that will result in monitoring of traffic, housing, and employment conditions.

Given the questions raised in this paper relative to traffic projections and TSM effectiveness, it would appear prudent to acquire "adequate right-of-way" at that intersection now, and not permit "future development" to occur. It is our understanding that if acquired now, acquisition would be through dedication rather than purchase of the required land.

The Planning Department has advised that there is currently a 50 foot landscape corridor planned at this intersection. Thirty feet of that corridor would be needed for the urban interchange and could be shown as future right-of-way on today's maps. NOTE: the 4 lane capacity of Carlsberg (west of Foothill) provides only an 84 foot right-of-way and 15 foot landscape corridor.

RECOMMENDATIONS

1. Afford Fehr & Peers Associates the opportunity to respond to these questions and concerns during future public hearings before the City Council.
2. Seek revision of Section J, Traffic and Circulation, to assure accuracy of traffic projections and consistency in their presentation.
3. Seek specific documentation which will demonstrate TSM effectiveness in the Central Valley region.
4. If TSM is judged as an acceptable mitigation measure (sole measure at four critical intersections), direct staff and the Transportation Commission to aggressively pursue major revision and strengthening of our ordinance.
5. Designate adequate right-of-way at the intersection of Foothill @ Carlsberg to accommodate an Urban Interchange.

REFERENCES

1. Northwest Roseville Specific Plan Draft Environmental Impact Report, SCH # 88951623, R.C. Fuller Associates, August 2, 1988, p.J-34.
2. Ordinance No. 1154, City Council of The City of Pleasanton, Alameda County, California, October 2, 1984, p. 13.
3. *ibid.*, p.15.
4. Ordinance No. 1695, City Council of The City of Roseville, Placer County, California, February 16, 1983, Section 37.13.
5. Northwest Roseville Specific Plan Draft Environmental Impact Report, SCH # 88951623, R.C. Fuller Associates, August 2, 1988, p. J-34.
6. Fehr & Peers Associates, Inc., John E. Peers, Letter to Roseville Planning Department, "Northwest DEIR-Comments from Transportation Commission", December 19, 1988.



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April 13, 1989

Dan Dameron
Associate Planner
Planning Department
City of Roseville
316 Vernon St.
Roseville, CA 95678

Subject: Response to Comments and Recommendations Relative to the North West Roseville Specific Plan - by Roseville's Transportation Commission

Dear Dan:

As you are aware, the new responsibilities of the Transportation Commission (which includes reviewing EIRs) came during the processing of the EIR for the North West Roseville Specific Plan. Consequently, the Commission did not have the opportunity to hear a specific presentation on the Traffic and Circulation Element of the North West Plan. Without that opportunity the Commission received only the documents of the EIR, and defined their concerns in a paper dated March 21, 1989. I received the paper on May 5, 1989. One recommendation of the Commission was to "Afford Fehr & Peers Associates the opportunity to respond to these questions and concerns (i.e., those raised in the March 21 paper) during future public hearings before the City Council." Although I was able to cover many of the questions and concerns during the April 10 City Council hearing, it was inappropriate for me to give an in-depth response at that meeting.

I therefore suggested that I write my responses and meet with the Transportation Commission at their next meeting (on April 18).

Here is a set of responses to each of the issues raised in the four areas of Ridesharing Ordinance, TSM effectiveness, Traffic Volume Projections, and Urban Interchange Feasibility.

Please assure the Commission that the responses I offer here are in no way a rejection of their positions or dismissal of their questions. It is my intent to be clear about any misunderstandings that might have occurred.



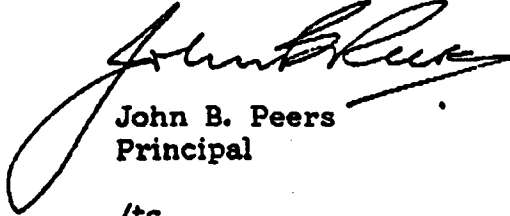
Fehr & Peers Associates, Inc.
Transportation Consultants

Dan Dameron
Page 2

I look forward to meeting the Commission on the 18th of this month and discussing their concerns with them.

Yours sincerely,

FEHR & PEERS ASSOCIATES, INC.



John B. Peers
Principal

/tc

Attachment: Response to Comments

87-127



Fehr & Peers Associates, Inc.
Transportation Consultants

RESPONSE TO COMMENTS AND RECOMMENDATIONS
BY THE ROSEVILLE TRANSPORTATION COMMISSION
RELATIVE TO NORTHWEST ROSEVILLE SPECIFIC PLAN EIR

1. Rideshare Ordinance

The Transportation Commission does not feel that the Roseville Rideshare Ordinance will produce significant traffic reductions. The Commission cites the fact that the existing ordinance is significantly less aggressive than the aggressive program of the City of Pleasanton. It also cites the fact that Roseville's ordinance is not being enforced, and does not assure long term trip reductions.

We agree that, while it is progressive for California cities, the existing Roseville Rideshare Ordinance is not as aggressive as the Pleasanton TSM ordinance. The Roseville ordinance calls for about a 25% traffic reduction, while Pleasanton calls for 45%. The EIR assumes trip reductions that are in line with the intent of the Roseville ordinance, and which are much lower than Pleasanton's requirement. Furthermore, it assumes that these reductions would only be achieved at large employers in new development areas where adherence can be monitored and enforced. This includes the Northwest, North Central, North Industrial plan areas, where TSM measures are or can be specified as mitigation measures in Specific Plan EIRs and development agreements. California law now requires monitoring programs be established for EIR mitigation measures. The EIR does not assume that effective TSM will be achieved at existing trip generators, nor at Specific Plans which already have development agreements with the City and whose EIR's do not specify TSM as essential mitigation measures.

The EIR traffic analysis assumes that, if the Roseville Rideshare Ordinance is enforced as a required mitigation measure, the mandated 25% reduction could be achieved at major business and industrial centers in the Northwest, North Central and North Industrial plan areas. Surveys of areas without TSM programs indicate that almost 20% of commuters travel as transit and rideshare passengers without any special encouragement. Compared with this baseline condition, therefore, Roseville's ordinance would create a net traffic reduction of about 7%.

Furthermore, Roseville's approach to TSM could be expanded to encourage flex-time programs and other forms of variable work hours. Based on northern California surveys, such programs could reduce peak-hour traffic generation by 4% to 11% depending on the land use.

As a combined effect of rideshare promotion and variable work hours, the EIR assumed that peak hour traffic generation at large office/industrial



centers in the Northwest, North Central and North Industrial areas could be reduced by between 11% and 16% if the Rideshare ordinance was enforced (DEIR page J-34). This is about half of the level of effectiveness being achieved in Pleasanton.

The EIR does not assume that TSM will be applied at existing developed properties in Roseville nor within plan areas at which development agreements have already been signed (Northeast and Southeast Specific Plans). To be conservative, TSM was not assumed to be in effect at generators outside of Roseville, including Stanford Ranch and the City and County of Sacramento, so that travel passing through Roseville and travel by Roseville residents to outside work-places would not be reduced. The EIR also assumes that TSM will not be in effect at retail commercial establishments nor at residential development areas in the Northwest, North Central or North Industrial Roseville plan areas. Consequently, the overall effect of the TSM mitigation measure considered in the EIR was to reduce peak hour traffic between 2% and 7% at specific street intersections.

2. TSM Effectiveness

The Transportation Commission questions the probability of attaining the levels of traffic reduction specified under the City's rideshare ordinance "given the current lack of mandatory compliance and enforcement levels". In its letter, the Commission seeks assurances that the EIR does not assume levels of effectiveness that are similar to those of the aggressive Pleasanton program (41.5%). It also questions whether achieving a jobs/housing balance would be counter-productive to TSM effectiveness. The Commission also questions what role TSM plays in off-setting the large traffic increases projected for the Sunrise/Cirby intersection.

As described above, for EIR purposes, the estimated effectiveness of the Roseville rideshare ordinance is as follows:

- o 25% reduction in traffic generation relative to a situation in which all commuters drive alone (equivalent to about a 7% reduction relative to normal travel patterns without special TSM measures),
- o a shift of 4% to 11% of commuters who would normally travel within the single peak hour to other commute times through staggered work hours or flex-time,
- o combined, the above measures would reduce traffic generation by between 11% and 16% at the large business and industrial developments in the areas where TSM is monitored and enforced, resulting in a 2% to 7% reduction in traffic at key street intersections.



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Transportation Consultants

The above levels of TSM effectiveness can only be achieved if the City's ordinance is monitored and enforced for the Northwest, North Central and North Industrial plan areas. Application of Roseville's rideshare ordinance and associated variable work hour programs are recommended mitigation measures in the Northwest EIR and are proposed measures for the North Central Specific Plan and North Industrial area.

A jobs/housing balance is an important component of a TSM program, as it increases the percentage of travel that can occur via walk, bicycle, no-transfer transit connections, and short-distance auto travel. Other TSM measures, such as van pools and express transit, are more successful for longer-distance trips.

TSM plays a relatively minor role in reducing traffic impacts at the Sunrise/Cirby intersection. TSM effectiveness reduces cumulative future traffic at that location by less than 5%. The primary means through which the EIR mitigates future traffic levels at the intersection is through increasing its capacity. These improvements are described below.

3. Traffic Volume Projections

In response to the first question: "How can the volume to capacity ratio and the Level of Service possibly improve after full buildout of all four Plan areas (with two regional centers) and without any mitigation measures?", there is one important assumption described on page J-14 which needs to be recognized. This assumption is that "In determining the future v/c ratios of the existing Roseville intersections, it was assumed that the major arterials in Roseville today (Douglas, Sunrise [south of Cirby], Cirby and Riverside) would be widened to six lanes by year 2005, and that the major intersection approaches would have the maximum number of lanes feasible."¹ Thus, the 0.83 v/c ratio at Cirby/Sunrise and the 0.89 v/c ratio at Cirby/Riverside as shown in Table J7 assume that the intersections are widened to the maximum number of lanes feasible, which is six lanes per approach.

In response to the second question: "Why does the v/c ratio at Cirby/Riverside increase from 0.89 to 0.90 after application of TSM?", an error was made in rounding. The 0.90 v/c ratio should read 0.89. However, the key finding is that, whether the v/c ratio is 0.89 to 0.90, an urban interchange will be required at Cirby/Riverside with or without TSM.

¹ Northwest Roseville Specific Plan Draft Environmental Impact Report, R.C. Fuller Associates, August 1988.



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4. Urban Interchange Feasibility

In March, 1988 (prior to the EIR) we presented our traffic findings to City staff. These findings, which did not consider TSM impacts, showed that in year 2005 with buildout of the four Roseville specific plan areas a total of nine intersections would require grade separation improvements in order to meet Level of Service C. At that time, City staff indicated that four of the nine intersections (three of which would operate marginally over the 0.80 v/c level) would not be desirable locations to put grade separation improvements, and asked us to determine if the implementation of TSM (or in one case a banned left-turn) would negate the need to make grade separation improvements. City staff felt strongly that these four intersections were unsuitable locations for grade separation improvements.



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May 1, 1989

Mr. Dan Dameron
Associate Planner
City of Roseville
315 Vernon Street
Roseville, Ca. 95678

Subject: Assumptions on Transportation Systems Management (TSM)
in Roseville Specific Plan EIRs.

Dear Dan:

As you know, we have been discussing with the Transportation Commission the issues of trip generation rates and TSM assumptions used in the Northwest Roseville Specific Plan EIR. The Commission has recently presented us with a report on the Commute Options Program of the South Placer Policy Committee and asked us to compare it with the EIR assumptions. The principal questions are: 1) whether the base trip generation rates (without TSM) accurately reflect base travel patterns in Roseville, and 2) whether the TSM adjustments which the EIR made to these base rates accurately represent TSM experience in the area.

The EIR base trip rates were derived from the standards published by the Institute of Transportation Engineers (ITE). They were validated for Roseville through our traffic model calibration process, which compared the amount of traffic these rates would suggest were travelling on Roseville streets with actual traffic counts conducted by the City. These rates suggest that, without any special TSM efforts, the combined effects of employee absenteeism, normal transit and ridesharing and commuting at non-peak times results in a trip generation rate of about 0.54 to 0.65 peak-hour vehicle trips per employee (depending on type of office/industrial use).

The TSM adjustments applied to this base in the EIRs include: an incremental adjustment of about 7% for shifts to non-auto-driver modes that could be induced by an effective TSM program, and an incremental adjustment of 4% to 11% to account for additional shifts to non-peak hours. The combined effect was a TSM adjustment against the base of 11% to 16%. This results in a peak-hour vehicle trip rate of between 0.49 and 0.56 per employee.



Fehr & Peers Associates, Inc.
Transportation Consultants

Mr. Dan Dameron
Page 2

We have reviewed the information contained in the South Placer Committee report, and we find that we are in agreement on the overall TSM adjustment. There are differences in the individual components of the adjustment. The survey finds that alternative mode selection affects less than two-thirds as many people as assumed in the EIR, but that non-peak commuting affects up to 25% more people than assumed in the EIR. The final result of the adjustments suggested by the South Placer survey is a trip rate of about 0.55 peak-hour vehicle trips per employee. This is within the range of TSM-adjusted trip rates used in the EIR, and is equivalent to the EIRs TSM-adjusted rate of 0.56 for Light Industrial use.

Please call Jack Peers or myself if you would like any additional information.

Sincerely,

FEHR & PEERS ASSOCIATES, INC.

Gerard Walters by ch

Gerard Walters
Principal

87-127

COUNCIL COMMUNICATION

TO: THE CITY COUNCIL	DATE	NO.
FROM: THE CITY MANAGER'S OFFICE	April 12, 1989	
SUBJECT:		
NORTHWEST ROSEVILLE SPECIFIC PLAN		

At its meeting of April 10, 1989, the City Council completed review of the Northwest Roseville Specific Plan and corresponding Environmental Impact Report. The primary focus of the discussion was on transportation-related issues, open space and public facilities. No modifications or revisions were requested by the Council during the review process. It is staff's understanding, therefore, that the Council is satisfied with the land use layout, Specific Plan text and the Environmental Impact Report as presented.

Although review was completed, no formal action was taken. Consistent with previous Specific Plans, staff has recommended that formal action be withheld until review of the development agreements has occurred. It is staff's preference to take action on the complete package including the Specific Plan, E.I.R., development agreements and rezoning concurrently. This is primarily to insure that if changes are required of the development agreements which impact the Plan or E.I.R., these items will not need to be formally reopened and readopted. In addition, a consolidated action reduces technical and legal concerns relating to environmental documentation, findings and mitigation monitoring. Essentially, it makes for a cleaner package with a higher level of comfort.

Staff is currently working on the following items relating to the Northwest Plan:

- (1) Environmental Impact Report - Staff is coordinating with the E.I.R. consultant to insure that the issues discussed by the City Council are adequately documented in the Environmental Impact Report. This includes information relating to Cirby Way and Cook-Riolo Road. The additional information will be consolidated into a comprehensive responses document which, combined with the Draft E.I.R. documents, will constitute the Final E.I.R.
- (2) Cook-Riolo Land Uses - Placer County has requested that the City shift the high school, commercial and office uses near the intersection of Cook-Riolo and Baseline Roads. At the direction of the Council, staff is reviewing the options and problems relating to such shifting. Initially, it appears that the requested land use changes could result in several complications.

The Roseville Joint Union High School District strongly opposes relocation of the high school facility. They are satisfied with the site and have received tentative approval from the State as to its location. Relocating the site will require additional analysis from the District and will necessitate new State approval. This approval is critical to insure that the District will be able to secure funding for the future development of the facility.

If the high school site is left in place and the commercial and office uses are shifted to the north, other complications arise. The High School District opposes the location of commercial facilities directly across from their sites. The commercial centers tend to result in "attractive nuisances" that form gathering places which are difficult for the District to police. Students parking in the centers during school hours can also create significant enforcement problems. In addition, relocating the commercial and office land uses will require supplemental environmental analysis relating primarily to traffic sensitivity. Any modifications to the land use acreages will result in the need to reanalyze the structure of the financing districts proposed in the Plan Area.

The shifts that the County has requested may be possible, but would require significant time and analysis to properly consider. If the request would have come in earlier, the analysis could have easily been included in the current process. The proposal is much more complicated than a simple "flip-flop" of uses. It is conceivable that in weighing all of the factors, the current configuration may be the most desirable from the City's standpoint. If the Council is still interested in reviewing alternatives, it may want to approve the Specific Plan as currently proposed with the condition that additional analysis and review must occur prior to development in the vicinity of the Cook-Riolo/Baseline Road intersection.

- (3) Transportation Commission Concerns - The Transportation Commission raised a number of issues which it felt were not adequately addressed in the E.I.R. At the request of the Council, the traffic consultant, Jack Peers, has prepared a written response to the Commission's concerns. A copy of this response has been enclosed. In addition, Mr. Peers will be in attendance at the April 18th Transportation Commission meeting to answer questions. If there are any outstanding Transportation Commission concerns after this meeting, they will be forwarded to the City Council for consideration.
- (4) Golf Course Issues - A Negotiating Committee has been established to finalize details relating to the proposed City-owned golf course. Although the basic configuration and acreage have been agreed to, there are still outstanding issues relating to financing and construction which need to be resolved. These issues are critical to the Specific Plan in insuring that the course can be implemented. If not, the approximate 600 dwelling units allocated to the Sammis property as compensation for golf course land dedication, might need to be removed and the Plan reconfigured. This would be a significant modification to the Plan requiring supplemental analysis. The Golf Course Negotiating Committee is accelerating its efforts to resolve these outstanding issues.
- (5) Dry Creek School District Needs - The Dry Creek School District has indicated the need to insure timely City commitment of the Northwest Plan. This would likely consist of some form of City approval of the Plan. The commitment is necessary to allow the District to secure State funding for the construction of a school within the Plan Area. The School District is not sure of the level of

commitment needed or the exact time frame required to satisfy the State. Initially, it appears that the District will need to have an unspecified level of Plan approval sometime in June. This should fall within the City's schedule for approval of the entire Specific Plan, E.I.R., development agreement and zoning package. The District has indicated that the earlier they can get a commitment, the higher amount of comfort they have. Staff is working with the District to determine the exact level of City approval and time frame required by the State.

- (6) Development Agreement - Efforts are being made to complete the development agreements for the primary property owners in the Plan Area. Staff is meeting regularly with the property owners to finalize the details in these agreements. The development agreements contain provisions relating to density transfers, financing, infrastructure and improvement obligations which impact the Plan. Although many major issues have been resolved, there are still several items which require further discussion. Staff is hopeful of resolving the remaining outstanding issues prior to Planning Commission and City Council review of the agreements. It is anticipated that the development agreements will be ready for Planning Commission review in early to mid-May, with Council review following in late May to early June. This is assuming quick resolution of the outstanding issues.
- (7) Mitigation Monitoring - The State recently passed a bill (AB 3180) which requires public agencies to monitor the implementation of mitigation measures identified in project E.I.R.'s. The intent of this legislation is to ensure that mitigation measures imposed upon development projects are actually carried out. The legislation applies to all mitigation measures contained in E.I.R.'s and Negative Declarations certified after January 1, 1989.

Staff is working with the project proponents to prepare a mitigation monitoring program for the Northwest Plan consistent with AB 3180. The legislation does not clearly identify how the program is to work. Most likely, it will involve clearly listing all of the mitigation measures from the Northwest Plan E.I.R. and assigning responsibilities for their implementation. The responsibility will be incorporated in some form into the project development agreements. An annual monitoring report will then be prepared by staff at the same time as the required annual review of the development agreements. It is important to note that the Council cannot take final action on any portion of the Northwest Roseville Specific Plan package, until the details of the mitigation monitoring program have been worked out.

- (8) Approval Documentation - In order to approve the Northwest Plan, certify the E.I.R., execute the development agreements and rezone the property, a number of documents will be needed. This will include ordinances, resolutions, findings of fact and legal descriptions. Staff is currently working with the project proponents to prepare the necessary documentation.

The Northwest Plan has been scheduled for the April 19th Council meeting

to allow staff to present a short update on the progress being made on the above items. No Council action is being recommended at this time. If there are any additional items of Council concern which have not been listed, these can be brought to staff's attention at the meeting. Dependent upon the progress which has been made, the Northwest Plan will need to be continued to a future meeting date. The first available date would be the May 3rd Council meeting.

Daniel E. Dameron
Associate Planner

Steven H. Dillon
Planning Director

DED:ns

APPROVED:

Allen Johnson
City Manager

