

Northwest Roseville Specific Plan



City of Roseville

ADOPTED MAY 10, 1989



Northwest Roseville Specific Plan

**Adopted May 10, 1989
Resolution #89-83**

Incorporated Amendments:

January 30, 1991; Resolution #91-18
April 17, 1991; Resolution #91-73
May 15, 1991; Resolution #91-101
May 20, 1992; Resolution #92-137
July 1, 1992; Resolution #92-199
August 5, 1992; Resolution #92-225
October 19, 1994; Resolution #94-291
March 8, 1995; Resolution #95-53
February 21, 1996; Resolution #96-66
October 2, 1996; Resolution#96-362
March 4, 1998; Resolution #98-42
May 20, 1998; Resolution #98-153
April 7, 1999; Resolution #99-110
January 7, 2004; Resolution #04-19
March 28, 2007; Resolution #07-143

The following amendments have not been fully incorporated into the document. The resolutions are provided on colored paper as errata sheets.

June 16, 2004; Resolution #04-240 (Parcel 77)
October 6, 2004; Resolution #04-470 (Parcel 37)
July 20, 2005; Resolution #05-370 (Parcel 11)
February 21, 2007; Resolution #07-96 (Parcel 81)
March 4, 2009; Resolution #09-78 (Parcel 73B)



RESOLUTION NO. 09-78

SPA-000036

AMENDING THE NORTHWEST ROSEVILLE SPECIFIC PLAN PARCEL 73B
(2551 WOODCREEK OAKS BOULEVARD AND 1585 PLEASANT GROVE BOULEVARD)

WHEREAS, a proposal for amendment to the land use map and text of the Northwest Roseville Specific Plan of the City of Roseville (splitting Parcel 73B into Parcel 73 B, Parks and Recreation, and Parcel 73C, Public/Quasi-public) was submitted to the Planning Commission of the City; and

WHEREAS, the Planning Commission held a public hearing on the proposed amendment on January 8, 2009; and

WHEREAS, on March 4, 2009, the City Council held a public hearing at which time the proposed amendment with revisions, was considered; and

WHEREAS, the amendment as proposed and revised is consistent with the adopted City of Roseville General Plan; and

WHEREAS, it is the desire of this City Council to approve said amendments to the land use map and text of the Northwest Roseville Specific Plan as conducive to public health, safety and welfare, and consistent with the land use practices of the City,

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Roseville that the land use map and text of the Northwest Roseville Specific Plan is amended as set forth in Exhibit "A", also attached; and be it

PASSED AND ADOPTED by the Council of the City of Roseville this 4th day of March, 2009 by the following vote on roll call:

AYES COUNCILMEMBERS: Gray, Garcia, Roccucci, Garbolino

NOES COUNCILMEMBERS: None

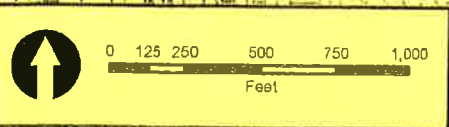
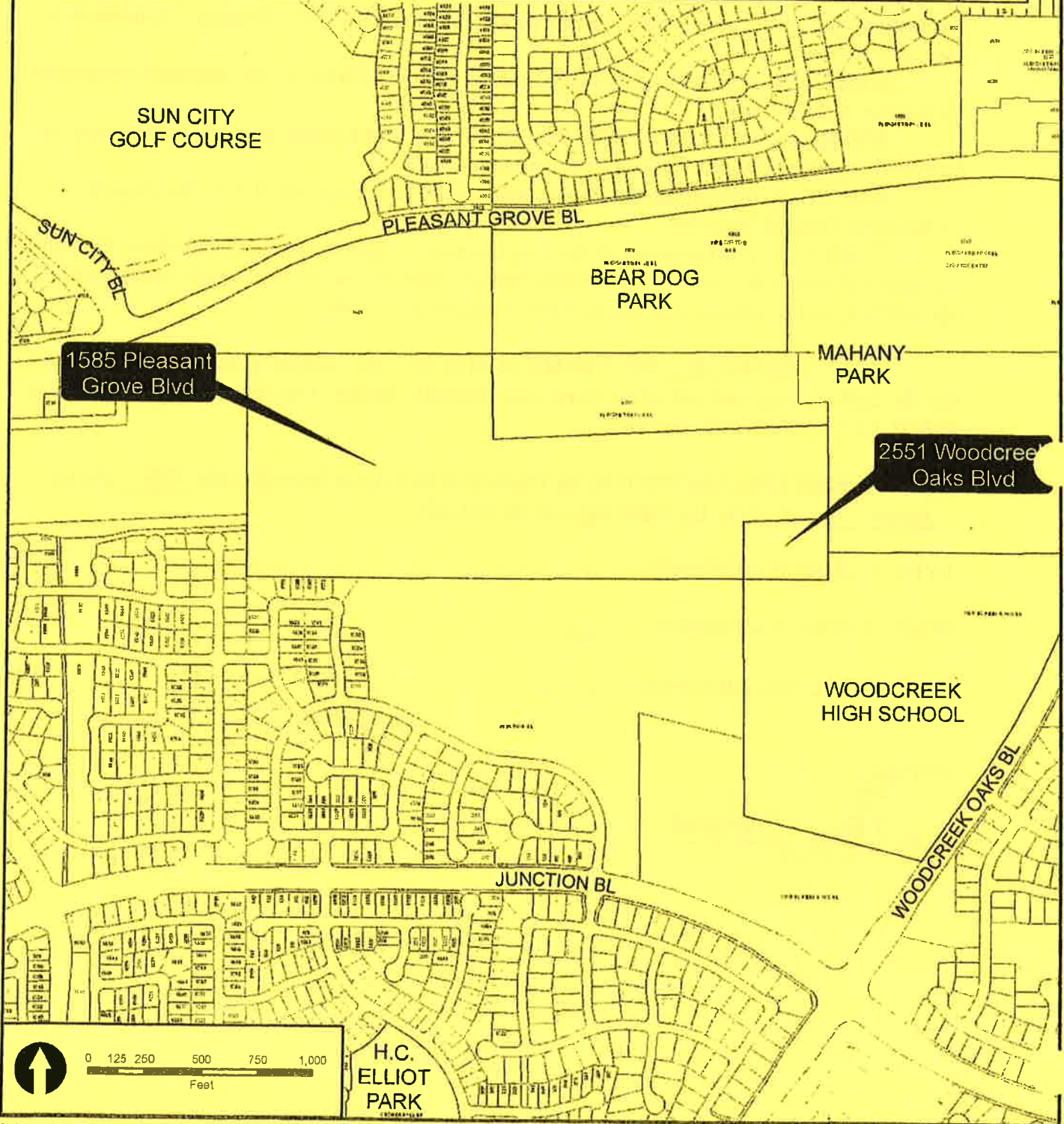
ABSENT COUNCILMEMBERS: Allard


MAYOR

ATTEST:


City Clerk

Parcel Address	Existing SP Parcel #	Proposed SP Parcel #	Existing SP Landuse	Proposed SP Landuse	Acres
1585 Pleasant Grove Blvd	73B	73B	Urban Reserve (UR)	Parks & Recreation (PR)	46.09
2551 Woodcreek Oaks Blvd	73B	73C	Urban Reserve (UR)	Public /Quasi-Public (P/QP)	2.28



RESOLUTION NO. 07-96

AMENDING THE NORTHWEST ROSEVILLE SPECIFIC PLAN
(700 VALLEJO AVENUE)

WHEREAS, a proposal for amendment to the land use map of the Northwest Roseville Specific Plan (700 Vallejo Avenue) of the City of Roseville was submitted to the Planning Commission of the City; and

WHEREAS, the Planning Commission held a public hearing on the proposed amendment on December 14, 2006; and

WHEREAS, on February 21, 2007, the City Council held a public hearing at which time the proposed amendment, with revisions, was considered; and

WHEREAS, the amendment as proposed and revised is consistent with the adopted City of Roseville General Plan; and

WHEREAS, it is the desire of this City Council to approve said amendments to the land use map of the Northwest Roseville Specific Plan (700 Vallejo Avenue) as conducive to public health, safety and welfare, and consistent with the land use practices of the City,

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Roseville that the land use map of the Northwest Roseville Specific Plan (700 Vallejo Avenue) is amended as set forth in Exhibit "A."

PASSED AND ADOPTED by the Council of the City of Roseville this 21st day of February, 2007, by the following vote on roll call:

AYES COUNCILMEMBERS: Allard, Roccucci, Garcia, Garbolino, Gray

NOES COUNCILMEMBERS: None

ABSENT COUNCILMEMBERS: None

ATTEST:



City Clerk



MAYOR

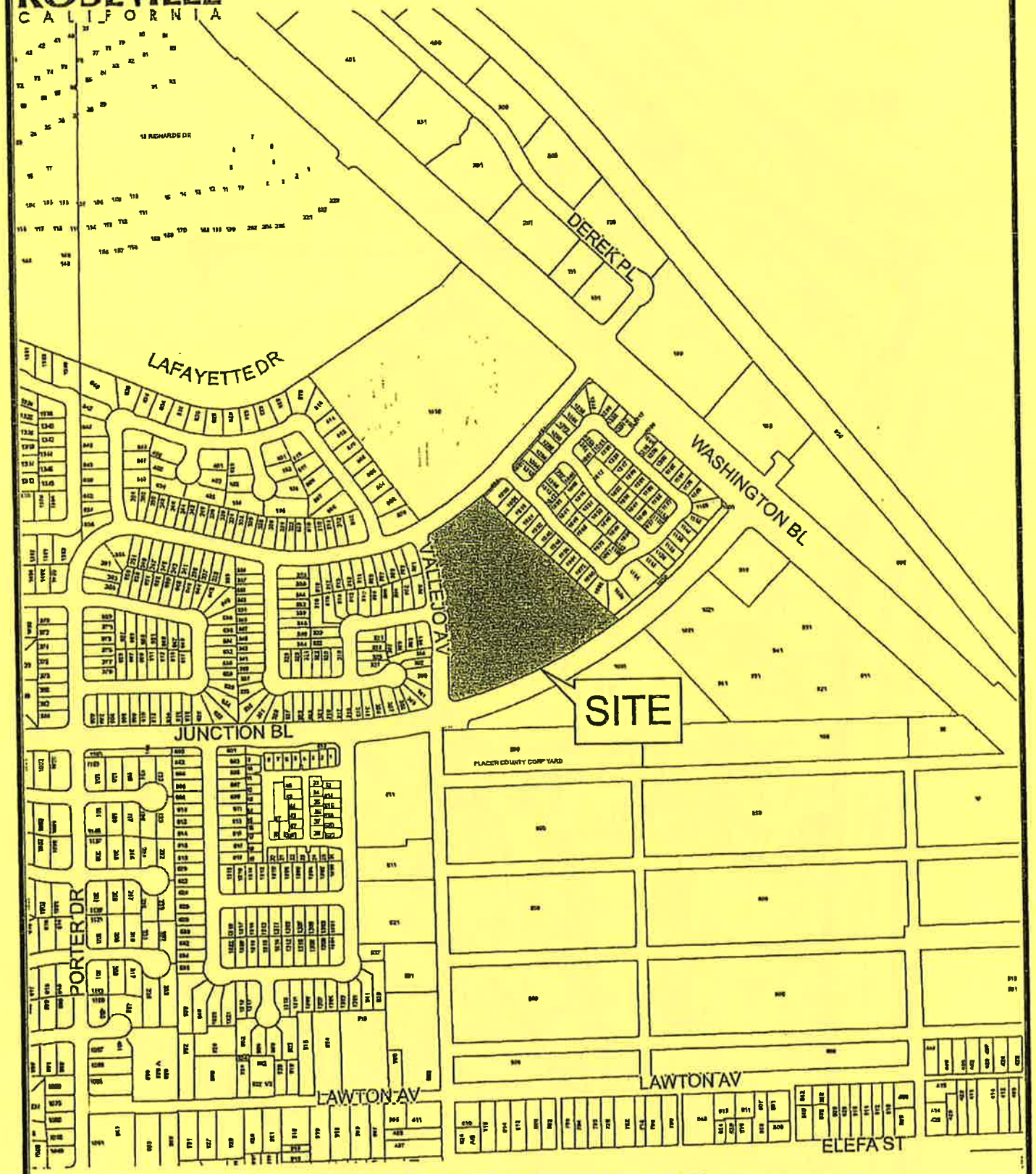
**SCHEDULE C
LEGAL DESCRIPTION**

All that certain real property situate in the City of Roseville, County of Placer, State of California, described as follows:

A portion of Section 34, Township 11 North, Range 6 East, M.D.B.&M., in the City of Roseville, according to the Official Plat thereof, being more particularly described as Parcel 3 of Parcel Map filed December 14, 1984 in Book 21 of Parcel Maps, Page 73, Placer County Records.

APN No: 015-350-020-000

Project Vicinity Map



Project Name: NIPA BLUE OAKS PROFESSIONAL CENTER
Project Location: 933 PLEASANT GROVE BL
Project File Number: 2006PL-168

Allocation Change Tracking Form

Today's Date: 3/1/07

Project Information	
Development (File) #: 2006PI-178	Planner: Wayne Wiley
Project #: GPA-000028 & SPA-000020	Plan Area: NW
<input checked="" type="checkbox"/> GPA (Resolution #: 07-097)	<input checked="" type="checkbox"/> SPA (Resolution #: 07-096)
<input type="checkbox"/> RZ (Ordinance #:)	<input type="checkbox"/> AP (Transfer)
Adoption Date: 2/21/07	Adoption Date: 2/21/07
Adoption Date:	Approval Date:

(Specific Plan) Parcel No.	New	Unit Change	New	Transfer	Acre Change	GP Landuse		SP Landuse		Zoning	
						From	To	From	To	From	To
Parcel 81	<input type="checkbox"/>	2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0.00	HDR 20	HDR 20	HDR 20	HDR 20	PD76	PD76
	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>							
	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>							
	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>							
	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>							
	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>							
	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>							
	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>							
	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>							
	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>							
	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>							
	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>							
TOTALS		2			0.00						

Update Requirements	
<input type="checkbox"/> Map Updates Needed:	<input checked="" type="checkbox"/> Specific Plan/Plan Area Updates Needed:
<input type="checkbox"/> CAD Files	<input checked="" type="checkbox"/> SP/PA Land Use Tables
<input type="checkbox"/> Legal Description	<input checked="" type="checkbox"/> SP/PA Land Use Map
<input type="checkbox"/> No CAD or Legal Description	<input type="checkbox"/> Change Pages (Attached)
<input type="checkbox"/> Website Update	<input type="checkbox"/> Website Update
<input type="checkbox"/> Other: _____	<input type="checkbox"/> Other: _____

Location	Change
<input checked="" type="checkbox"/> Incorporated Area (pg. II-4 thru II-11)	The approx. # of residents will increase as a result of Table II-4 update
<input type="checkbox"/> Table II-1 (pg. II-9)	
<input type="checkbox"/> Table II-2 (pg. II-12)	
<input type="checkbox"/> Table II-3 (pg. II-12)	
<input checked="" type="checkbox"/> Table II-5 (pg. II-15)	Table II-4 will need to reflect a 2 unit increase to NWRSP
<input type="checkbox"/> Land Use Allocation (pg. II-45 thru II-46)	
<input type="checkbox"/> Additional Change Pages (Attached)	
<input type="checkbox"/> Other Text Changes (pg. _____)	

Comments/Notes
Project allocated two (2) new units into the General Plan and NWRSP Parcel 81

NW

SPA 04-03

RESOLUTION NO. 05-370

RECEIVED

JUL 27 2005

Planning & Redevelopment
Department

AMENDING THE NORTHWEST ROSEVILLE SPECIFIC PLAN
PARCEL 11 - BRETON VILLAGE
(1260 PLEASANT GROVE BOULEVARD)

WHEREAS, a proposal for amendment to the land use map and text of the Northwest Roseville Specific Plan of the City of Roseville was submitted to the Planning Commission of the City; and

WHEREAS, the Planning Commission held a public hearing on the proposed amendment on May 26, 2005; and

WHEREAS, on July 20, 2005, the City Council held a public hearing at which time the proposed amendment with revisions, was considered; and

WHEREAS, the amendment as proposed and revised is consistent with the adopted City of Roseville General Plan; and

WHEREAS, it is the desire of this City Council to approve said amendments to the text of the Northwest Roseville Specific Plan as conducive to public health, safety and welfare, and consistent with the land use practices of the City,

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Roseville that the text of the Northwest Roseville Specific Plan is amended as set forth in Exhibit "A-1, "A-2," B" and "C", also attached; and be it

PASSED AND ADOPTED by the Council of the City of Roseville this 20th day of July, 2005, by the following vote on roll call:

AYES COUNCILMEMBERS: Roccucci, Gray, Garbolino

NOES COUNCILMEMBERS: None

ABSENT COUNCILMEMBERS: Allard, Rockholm


MAYOR

ATTEST:

City Clerk

EXHIBIT "A-1"

Parcel 3, as shown on the Parcel Map filed August 10, 1989, in book 25 of Parcel Maps, Page 13.

EXCEPTING THEREFROM the following described real property:

All that portion of Parcel 3, as said parcel is shown and so designated on that certain Parcel Map, filed in Book 25 of Parcel Maps, Page 13, Placer County Records, described as follows:

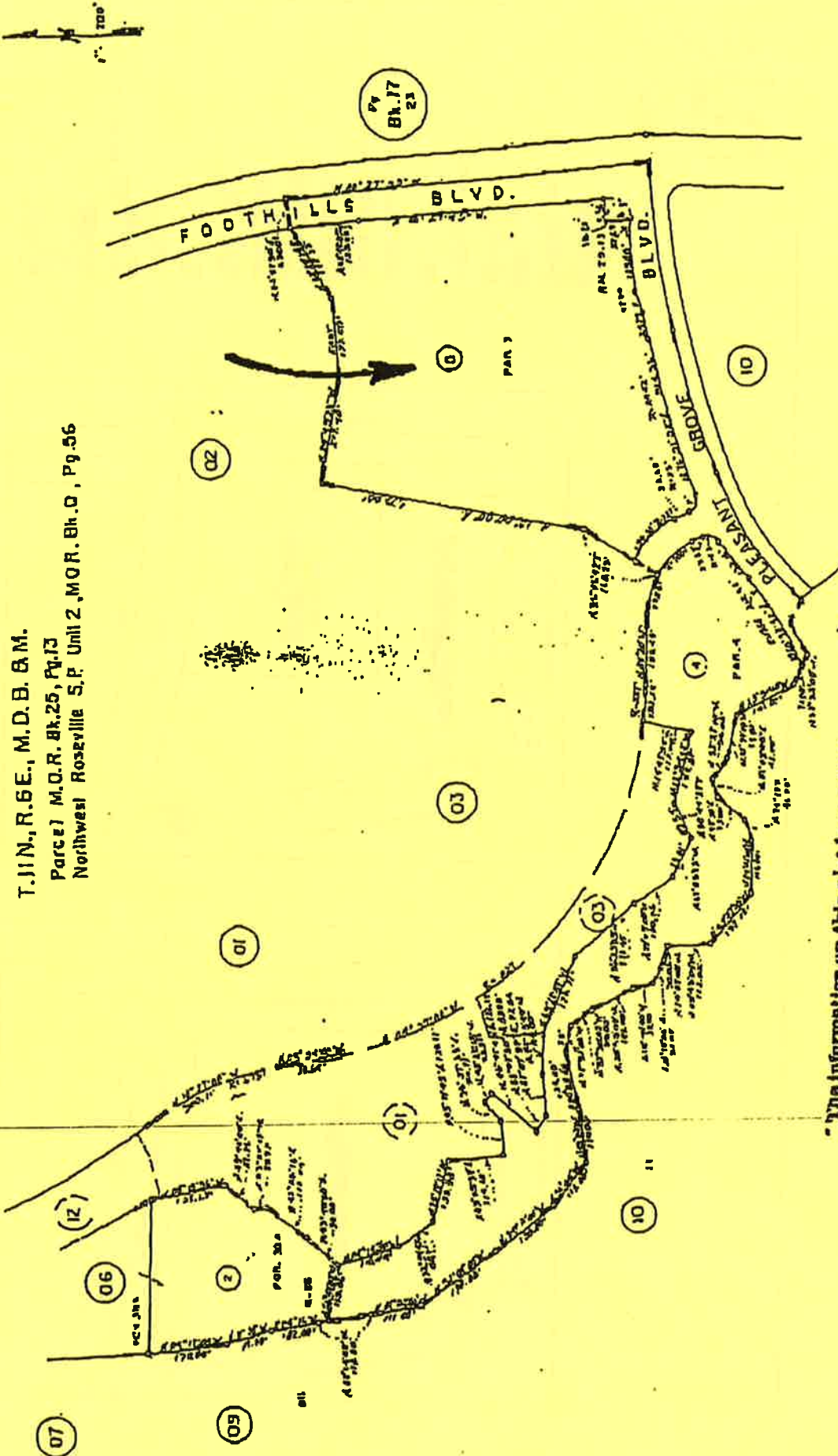
BEGINNING at an angle point on the Westerly right-of-way line of Foothills Boulevard, said point bears the following two (2) courses from the intersection of the centerline of said Foothills Boulevard with the centerline of Woodcreek Oaks Boulevard: (1) North 00 deg. 27'45" West 113.88 feet; and (2) South 89 deg. 32'15" West 65.00 feet; thence from said point of beginning, along the Northerly line of said Woodcreek Oaks Boulevard the following two (2) courses: (1) Southwesterly along the arc of a curve to the right, concave Northwestery, having a radius of 62.00 feet and being subtended by a chord bearing South 38 deg. 01'38" West 77.17 feet; and (2) North 79 deg. 43'12" West 8.11 feet; thence North 00 deg. 27'45" West 58.89 feet; thence North 89 deg. 32'15" East 56.00 feet to the point of beginning.

APN: 477-080-005

477-08

T.JIN., R.6E., M.D.B. & M.

Parcel M.O.R. Bk. 25, Pg. 13
Northwest Roseville S.P. Unit 2, M.O.R. Bk. 0, Pg. 56



Assessor's Map Bk. 477Pg. - 08
County of Pleasant, Calif.

NOTE:
Assessor's Map Numbers Shown in Ellipse
Assessor's Placer Number Shown in Circle

NOTE
This map was prepared by a licensed surveyor
and is not intended to illustrate legal rights,
title, or suggest local ordinances. Official
information concerning title status of any parcel
should be obtained from recorded documents
and local governing agencies.

The information on this plat is provided
for your convenience as a guide to the
general location of the subject property.
The accuracy of this plat is not guaranteed,
nor is it a part of any policy, report or
warranty to which it may be attached.

- 08-29-80
- 09-04-80
- 01-24-80
- 02-17-80
- 07-01-80

Handwritten notes: "Bk 25 Pg 13" and "Pg 3"



VICINITY MAP

OWNER/DEVELOPER
 PETER P. BOLLINGER
 540 TULLOCH AVE.
 SACRAMENTO, CA 95825
 (916) 488-4600

ENGINEER
 MORTON & PITALO INC.
 1785 THORPE DRIVE, SUITE 200
 SACRAMENTO, CA 95815
 (916) 927-2400

ASSESSOR'S PARCEL NUMBERS
 477-060-005

AREA
 18.7 AC.

EXISTING ZONING
 COMMUNITY COMMERCIAL/SPECIAL AREA NORTHWEST
PROPOSED ZONING
 COMMUNITY COMMERCIAL/ SPECIAL AREA-NORTHWEST
 R-3 ATTACH TOURING

EXISTING GENERAL PLAN
 COMMUNITY COMMERCIAL
PROPOSED GENERAL PLAN
 COMMUNITY COMMERCIAL &
 MEDIUM DENSITY RESIDENTIAL (7.9)

EXISTING SPECIFIC PLAN
 COMMUNITY COMMERCIAL
PROPOSED SPECIFIC PLAN
 COMMUNITY COMMERCIAL
 MEDIUM DENSITY RESIDENTIAL (7.9)

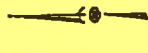
S&S
 PACIFIC GAS & ELECTRIC

TELEPHONE
 TELEPHONE TELEPHONE

SCHOOL DISTRICT
 DRY CREEK ELEMENTARY SCHOOL DIST.
 ROSSELLE JOINT UNIFIED HIGH SCHOOL DIST.

CITY OF ROSSELLE
 STORM DRAINAGE
 SANITARY SEWER
 WATER ELECTRICITY

PARKS & RECREATION
 FIRE PROTECTION
 POLICE PROTECTION

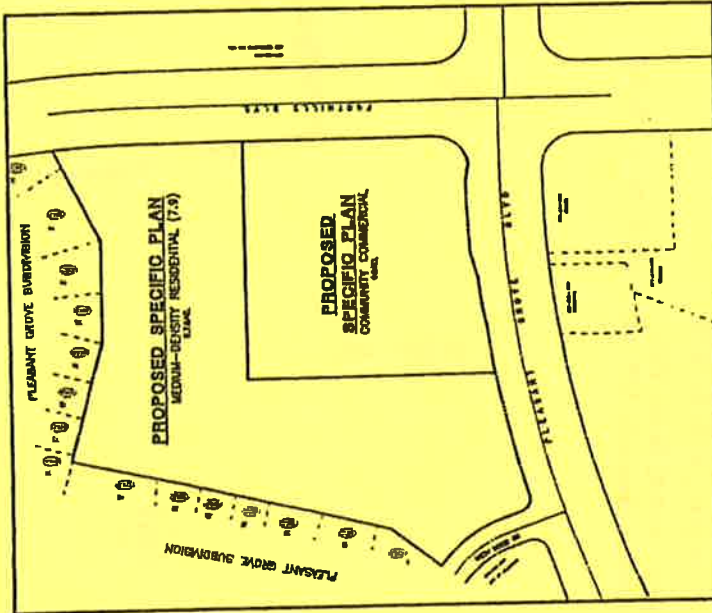


GRAPHIC SCALE
 0 50 100
 FEET

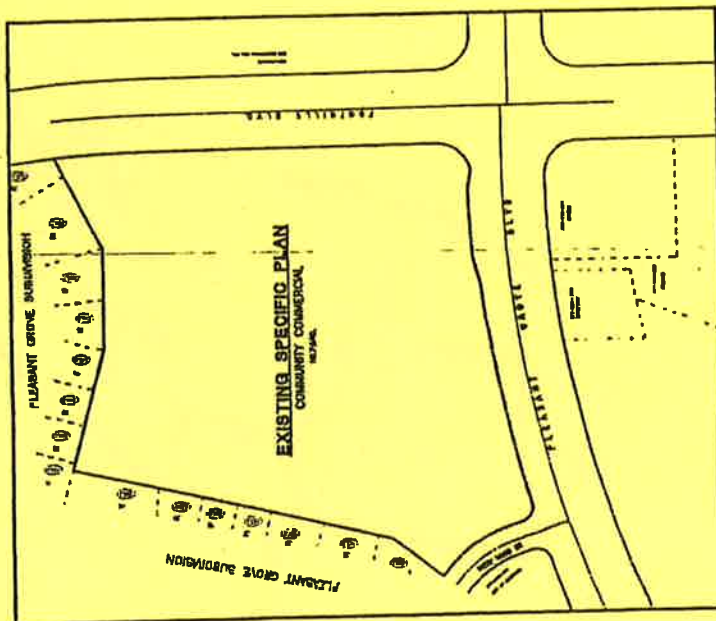
RECEIVED

APR 28 2005

PERMIT CENTER



PROPOSED SPECIFIC PLAN



EXISTING SPECIFIC PLAN

PROJECT FILE NUMBER: 05-000000-0000

BRETON VILLAGE

MORTON & PITALO, INC.
 CIVIL ENGINEERING • PLANNING • SURVEYING

DATE: APR 28 2005

SHEET: 1

COMPILED BY: []

DRAWN BY: []

SCALE: []

PROJECT NAME: []

Parcel 11
Proposed Amendments to Northwest Roseville Specific Plan Text and Tables
(02/22/05)

The following amendments to the Northwest Roseville Specific Plan (NWRSP) text and tables are for the purpose of redesignating Parcel 11 from Commercial to Medium Density Residential and Commercial, creating 53 single-family residential units on 6.7 gross acres and Commercial space on 4.0 acres.

Land Use Table
(Page 1-15)

Amend acreage and unit figures (page 1-15) as follows:

- a. Decrease Commercial acreage by 6.7 acres to ~~114.40~~ 107.8 acres.
- b. Decrease Non-Residential Land Use subtotal acreage by 6.7 acres to ~~148.27~~ 172.3 acres.
- c. Decrease Total Non-Residential Land Use by ~~43.10~~ 6.7 acres to ~~894.10~~ 887.4 acres.
- d. Increase Medium Density Residential Land Use by ~~86~~ 53 units to ~~1,110~~ 1163, and increase the acreage by ~~43.10~~ 6.6 acres to ~~158.20~~ 164.8 acres.
- e. Increase Total Residential and Total Plan Area units by ~~86~~ 53 to ~~8,984~~ 9037.
- f. Increase Total Residential acreage by ~~43.10~~ 6.7 acres to ~~1,750.3~~ 1757 acres.

Rec'd
195

Land Use Table
(Page 1-16b)

Amend acreage and unit figures as follows:

~~Parcel 11 11.5 acres~~ Commercial
 Parcel 11A 4.0 acres Commercial
 Parcel 11B 6.7 acres 53 units
 Increase the Total no of units by 53 to ~~8898~~ 8951 DU.

2-2

Amend Section 2.1.2 to refer to ~~9,024~~ 9074 dwelling units.

Table 2
(Page 2-2)

Amend Table 2 as follows:

Table 2
Residential Allocation by Density Category

	Dwelling	% of Total	Avg. HH Size	Population
Low Density Residential (R-0 to R-5)	5,975	66.23	2.64	15,774
Medium Density Residential (R-6 to R-9)	984	10.87	2.06	2,021
	<u>1,034</u>	<u>11.4</u>		<u>2,130</u>
High Density Residential (R-10 to above)	2,065	22.90	1.76	3,634
	9,024	100.00		21,429
	<u>9,074</u>			<u>21,538</u>

2-15

Amend the land use summary as follows:

Land Use	Acres	Units
Low Density Housing	205.9	714
Medium Density Residential	26.3 <u>33</u>	484 <u>234</u>
High Density Housing	13.2	185
Park	19.6	
Commercial	41.5 <u>4.8</u>	
Golf Course	201.0	
Total	477.5	4080 <u>1133</u>

2-19

Amend paragraphs 1 & 4 of section 2.2 as follows:

A total of (12) sites are designated for commercial land use within the Plan area. These sites are intended to be neighborhood and community service centers, which will serve the frequent shopping needs of Plan Area residents. The commercial land use encompasses a total of ~~445.2~~ 138.5 acres in parcels ranging from 5 4 to 20 acres in size. The Plan area will provide more than 1.5 million square feet of floor area to serve the population of nearly 20,000.

The larger sites of 10 acres or more (5, 11, 15, 18, 34, 37, 39, 48, 68, 69, and 86) will provide for typical neighborhood shopping facilities. These are located at major intersections around the Plan area to provide convenience for the Plan area residents, which will support the use of local facilities and pedestrian trips.

3-1

Amend the third paragraph of Section 3.1 as follows:

The Northwest Specific Plan incorporates a program designed to achieve this goal among the ~~4,611~~ 4664 dwelling units remaining to be built in the Plan Area subject to the 1989 Housing Element. A total of ~~464~~ 466 dwelling units or ten percent (10%) will be subject to meeting the affordable housing goal.

3-2

Amend the first two paragraphs of Section 3.2 as follows:

There are ~~9,024~~ 9,074 dwelling units proposed in the total Plan Area. If it is assumed that each dwelling will house 1.3 workers, the total resident work force will number ~~41,727~~ 11,796 workers. Commercial and business-professional land use within the Plan Area is estimated to generate approximately 5,666 jobs (Fehr & Peers Associates, January 1989). This estimate is based on assumed numbers of employees per acre for each land use. On this basis, the employee projections are high relative to the recent experience in industrial land uses in the South Placer region.

The ratio of employment opportunities to the resident work force is 48:1. This would indicate that a substantial number of residents in the Northwest Plan Area will work in the nearby employment centers and thereby help balance the jobs and housing opportunities within the South Placer region.

3-3

Amend Section 3.4.1 and Table 3 as follows:

In the Northwest Specific Plan Area, ~~227~~ 230 units (or more than three percent (~~3.17~~ 2.53%) of all single-family housing) will be purchase units, affordable to middle-income households as defined in the General Plan Housing Element as shown on Table 3.

No direct subsidy by the City is required. The housing is to be achieved by designating a percentage of dwelling units on specific parcels (shown on Table 3) that will be affordable to middle-income households at the time of sale.

BoB 05-31
pg 7

Table 3
Allocation of Middle-Income Purchase Units by Parcel

<u>Parcel Number</u>	<u>Total Units</u>	<u>Affordable Units</u>	<u>% Affordable</u>
1	272	20	7.4
2	181	33	18.2
4	402	55	13.7
<u>5 B</u>	<u>53</u>	<u>1 - Middle Income</u>	<u>10%</u>
		<u>2 - Low Income</u>	<u>(4% by in-lieu fee)</u>
		<u>2 - Very Low</u>	
		<u>Income</u>	
32	203	118	58.1
77	86	1 - Middle Income	5.8 (+4.65% by in-lieu fee)
		+4 - Low Income	
	<u>4,144</u>	<u>1,197</u>	
		<u>227</u>	<u>230</u>

Amend Section 6.3.2 and Table 11 as follows:

6.3.2 Dry Creek School District

The Dry Creek Elementary School District will serve the kindergarten through 8th grade students from ~~5,934~~ 5,984 dwelling units in the Plan Area west of Foothills Boulevard. Approximately 700 of these units have been occupied as of the fall 1988. As indicated in Table 11, a total of three (3) elementary schools with a capacity of approximately 600 students each will be required to serve the K-5 population, and one (1) intermediate school with enrollment capacity to serve 750 6th through 8th grade students.

Table 11
K-8 Student Enrollment Projection at Full Build-Out
Dry Creek School District

Land Use	Units	Yield Rates (K-5)	Yield Rates (6-8)	Students (K-5)	Students (6-8)
Single-Family	4,244	0.377	0.133	1,600	564
R-3 to R-5	4,297			1,620	572
Multi-Family	1,687	0.148	0.052	250	88
Total	5,934 5,984			1,850	652
				<u>1,870</u>	<u>660</u>

Amend Section 6.4 and Table 12 as follows:

The Roseville High School District serves the entire Northwest Plan Area. Table 12 indicates that full build-out of the Plan Area will generate a total of 1,666 residents of high school age. The District has determined that a new high school will be required to serve the students on the west side of the City that will accommodate an ultimate enrollment of up to 1,800 students, including a full athletics program. Consequently, a 41.6-acre site has been designated on the west side of the Plan Area (Parcel 71 on the Land Use Map, Figure 8). This site is located at the intersection of Cook-Riolo Road and Junction Boulevard to provide good vehicular access, and is on gently rolling terrain that will facilitate the design and construction of a large, spacious campus. The construction of the two major streets will be funded through the public infrastructure program described in the Implementation Element, Section 7. Access to the site for construction of a high school will be available within the time frame anticipated by the District, which is three to five years after adoption of this Specific Plan. The project proponents, City and high school district have agreed to work together to develop financing options for construction of the high school site.

*Rev 05.3
pg 9*

Table 12
 9-12 Student Enrollment Projection at Full Build-Out
 Roseville High School District

Land Use	Units	Ratio	Yield Rates	Students
R-3	1,399	100%	0.2362	330
R-4	2,808	100%	0.2362	662
R-5	1,148	100%	0.2362	271
R-6	150	100%	0.2362	35
R-7	448 <u>501</u>	50%	0.2362	<u>53</u> 60
		50%	0.1756	39 <u>44</u>
R-9	206	50%	0.2362	24
		50%	0.1756	18
R-10	577	50%	0.2362	68
		50%	0.1756	51
R-14	453	30%	0.1756	24
		70%	0.0445	14
R-18	614	100%	0.0445	27
R-20	653	100%	0.0445	29
Total	8,450			1,645
	<u>8,503</u>			<u>1,657</u>

Amend Table 13 as follows:

Table 13
Summary of General Plan Park Area Requirements

Park Type	Service Area	Acres/1,000 Population	Total Population	Acres Required
Neighborhood	3/4 - 1 mile	2.5	21,429	53.6
			<u>21,538</u>	<u>53.85</u>
Community	1 - 2 miles	1.5	21,429	32.1
			<u>21,538</u>	<u>32.3</u>
City-Wide	Total City	5.0	21,429	107.2
			<u>21,538</u>	<u>107.7</u>
			Total	192.9
				<u>193.85</u>

Park Acreage For Units Yet To Be Developed

Housing Type	Units	Population/Household	Population
Single-Family	3,511	2.64	9,269
Middle Density	560	2.06	1,154
	<u>613</u>		<u>1,263</u>
Multi-Family	945	1.76	1,663
		Total	42,086
			<u>12,195</u>

Park Type	Standard	Acres Required
Neighborhood Park	2.5 / 1,000	30.2 <u>30.48</u>
Community Park	1.5 / 1,000	48.1 <u>18.29</u>
City-Wide Park	5 / 1,000	60.4 <u>60.98</u>

DA005-9
P.C.

City of Roseville
 Northwest Roseville
 Specific Plan
 LAND USE

Adopted May 10, 1989
 Map Update February 8, 1989

NWRSP

NORTH ROSEVILLE PHASE 1 SPECIFIC PLAN AREA

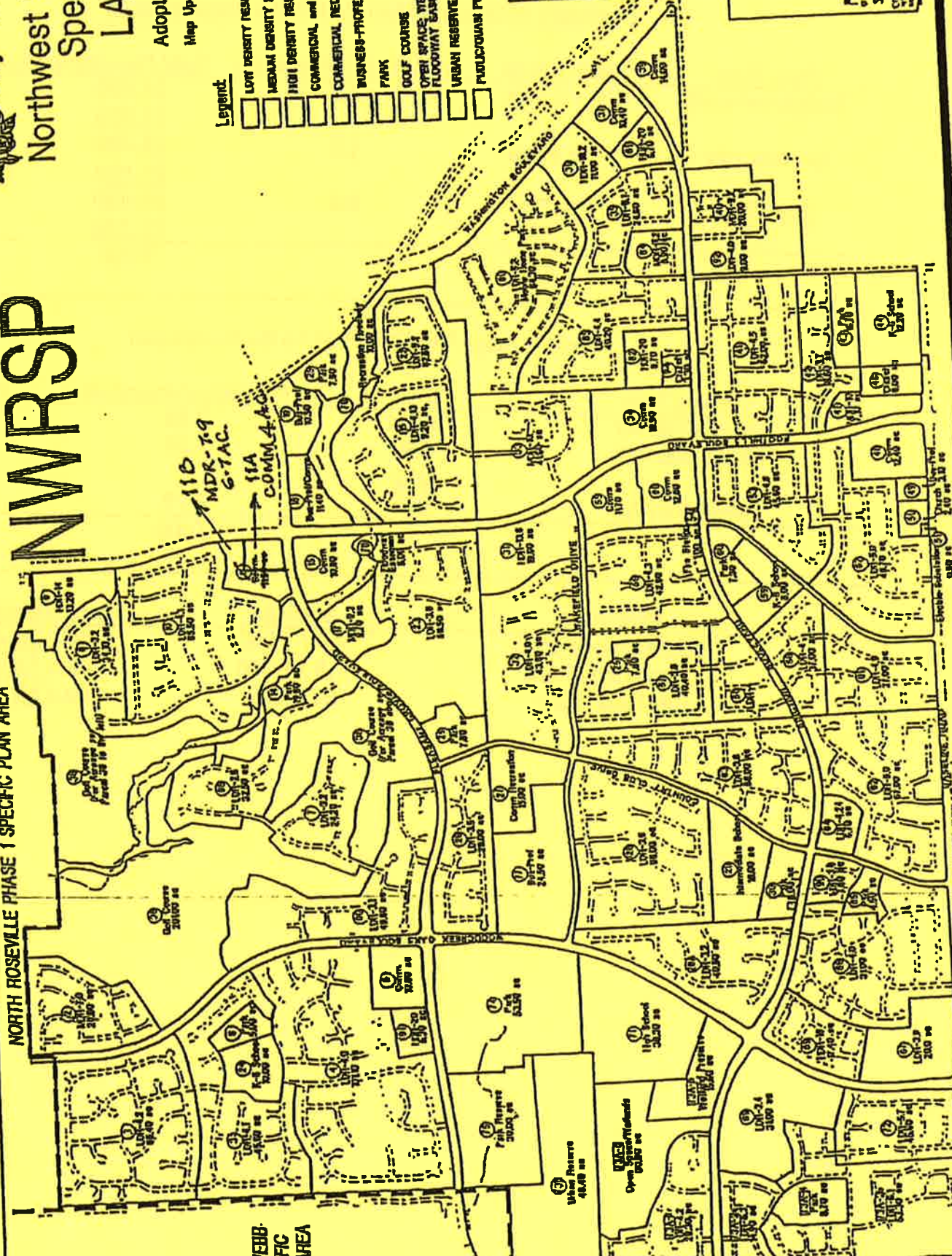
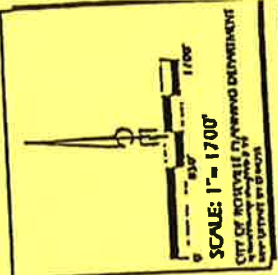
DEL WEBB
 SPECIFIC
 PLAN AREA

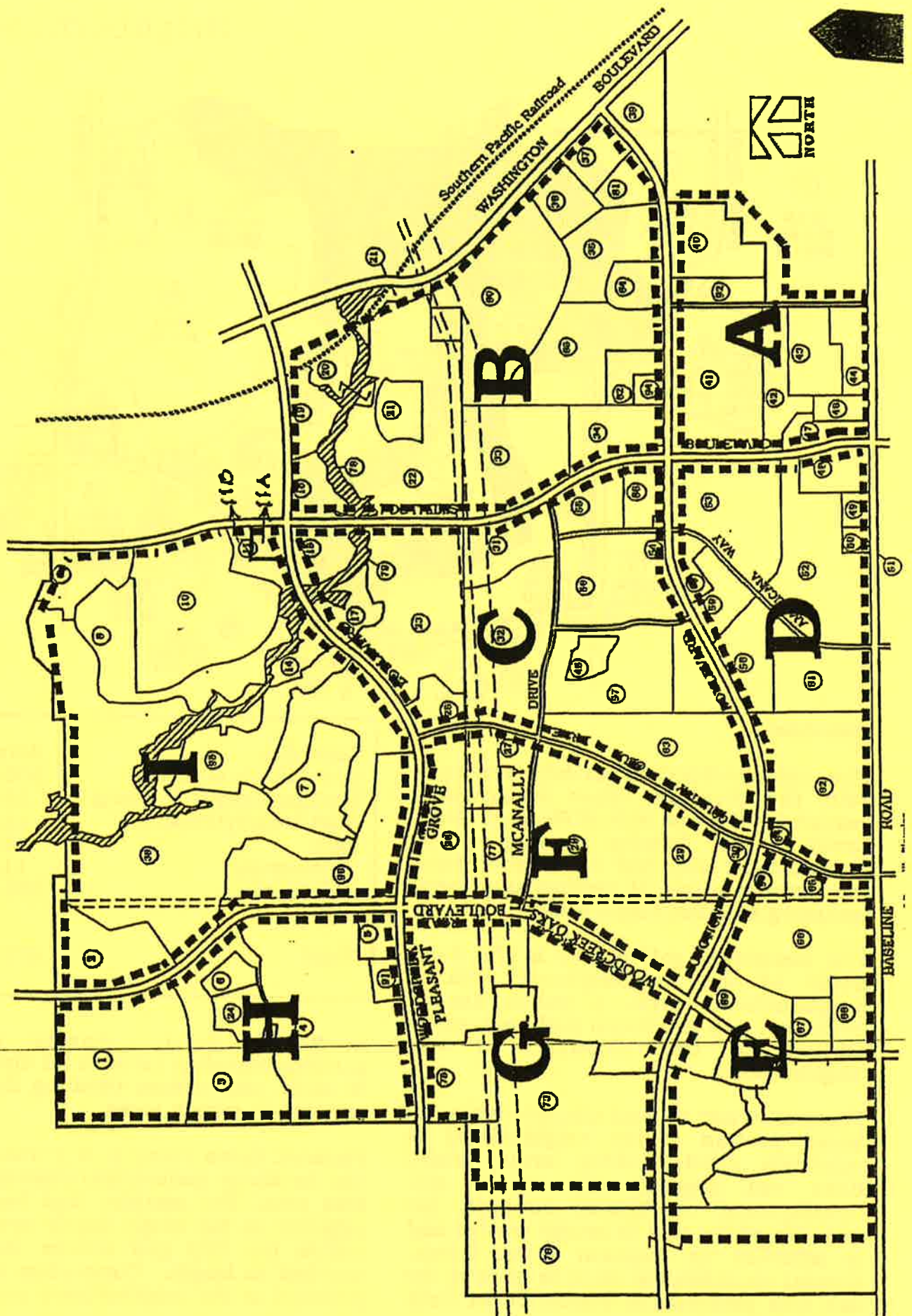
NORTH ROSEVILLE PHASE 2 SPECIFIC PLAN AREA

Legend

- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- COMMERCIAL and SUB-PROFESSIONAL
- COMMERCIAL RECREATION
- BUSINESS-PROFESSIONAL, B-PROFESSIONAL
- PARK
- GOLF COURSE
- OPEN SPACE, WETLANDS, FLOODWAY, FLOODWAY BARRETT/RECREATION FLOODWAY
- URBAN RESERVE
- PUBLIC/URBAN PUBLIC

Map Amendment Zoning Dates:
 Jan 30, 1974; RES 1 to 91-11
 April 17, 1974; RES 1 to 91-20
 May 15, 1974; RES 1 to 91-30
 May 20, 1974; RES 1 to 92-10
 July 4, 1974; RES 1 to 92-10
 October 17, 1974; RES 1 to 92-20
 March 3, 1975; RES 1 to 92-30
 February 21, 1974; RES 1 to 94-4
 October 2, 1974; RES 1 to 94-12
 March 4, 1976; RES 1 to 94-4
 May 20, 1976; RES 1 to 94-13





Neighborhood Pattern Diagram
Figure 11

20053
813

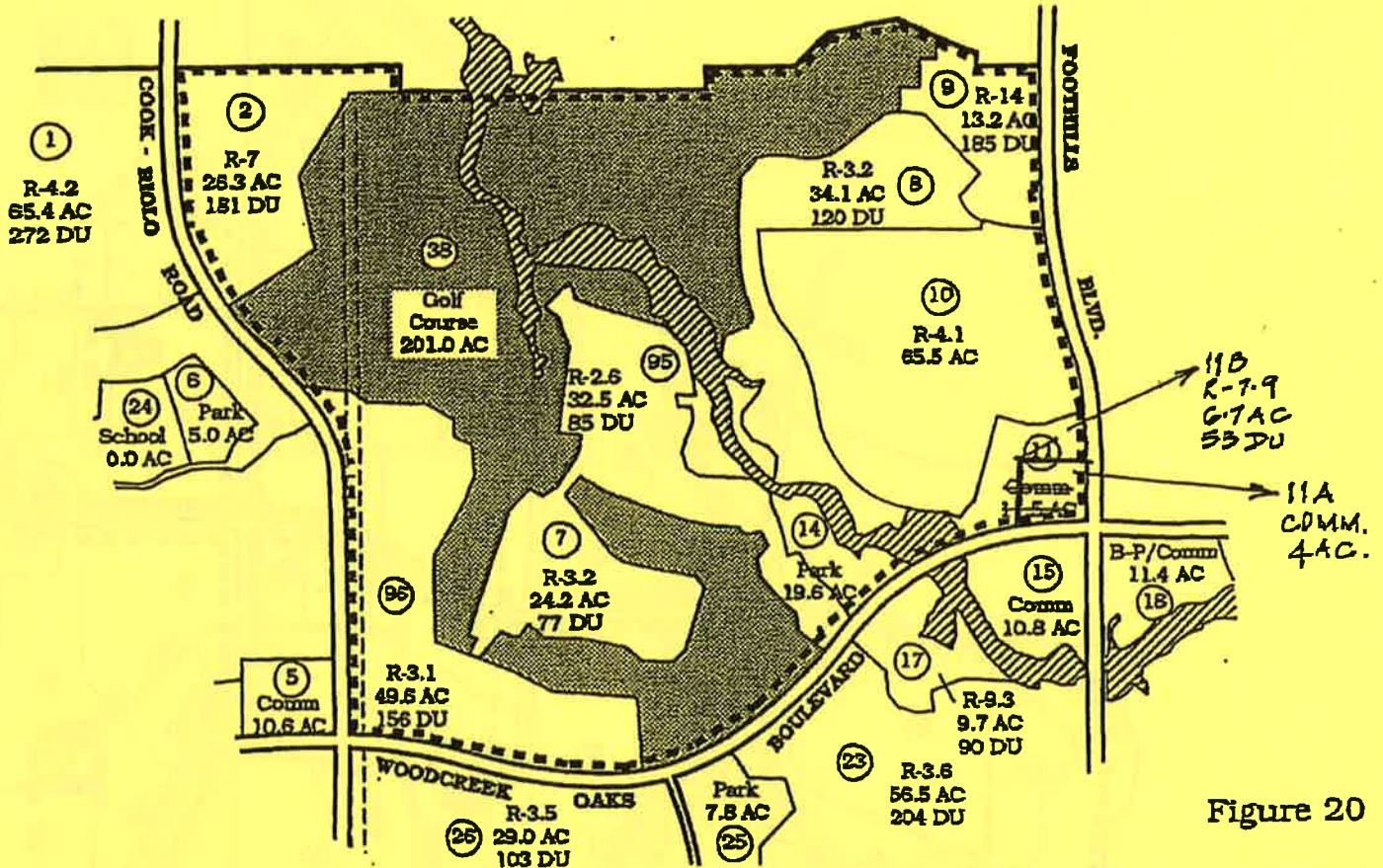


Figure 20

Overview:

This neighborhood is partially developed with the Pleasant Grove subdivisions located on the east side of Pleasant Grove Creek. Low density housing is the predominant use, but the neighborhood will provide a mix of dwelling unit types including attached single family.

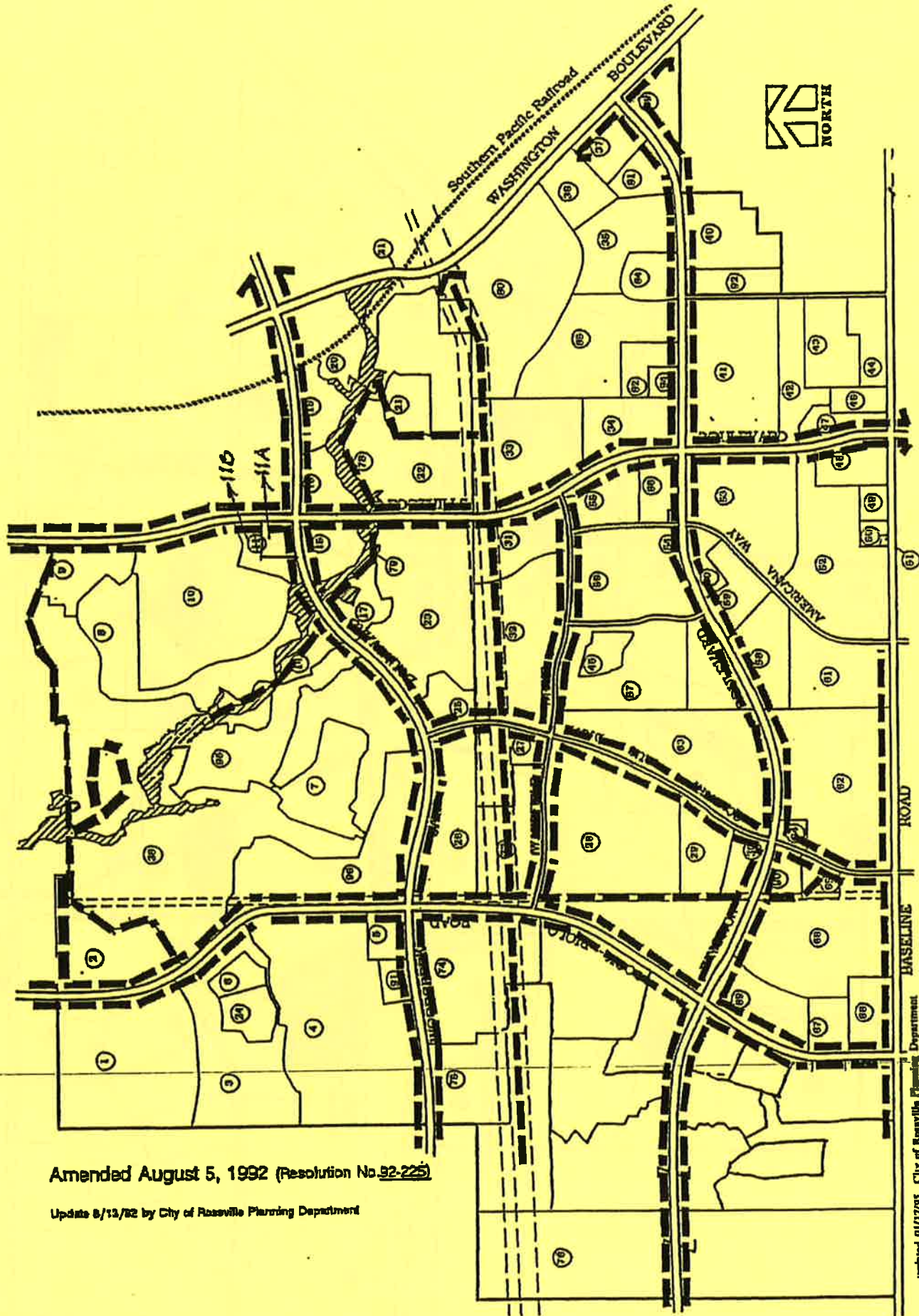
The municipal golf course is the focal point of the neighborhood, with a neighborhood park, a public access creekway, and the vernal pool open space adding to the character of the neighborhood.

There is a mix of land characteristics. A small portion of the neighborhood is relatively gentle, rolling terrain which does not present any unique site development conditions; however, the majority of the area is heavily wooded and is affected by Pleasant Grove Creek. Special consideration must be given to the oak tree preservation standards set forth

Land Use	Acres	Units
Low-Density Housing	205.9	714
Medium-Density Housing	26.3	181
High-Density Housing	13.2	185
Park	19.6	
Commercial	11.5	
Golf Course	201.0	
Total	477.5	1,080

in Section 5.3.1. Special development patterns including variable lot sizes, clustering of units, and custom dwelling design may be required in certain areas.

Pleasant Grove Creek is a primary element of the backbone pedestrian/bikeway corridor in this area. The corridor has been set aside adjacent to the single family areas, and falls within the City golf course for more than one-half its length. Connection to this trail is provided at the neighborhood park located on



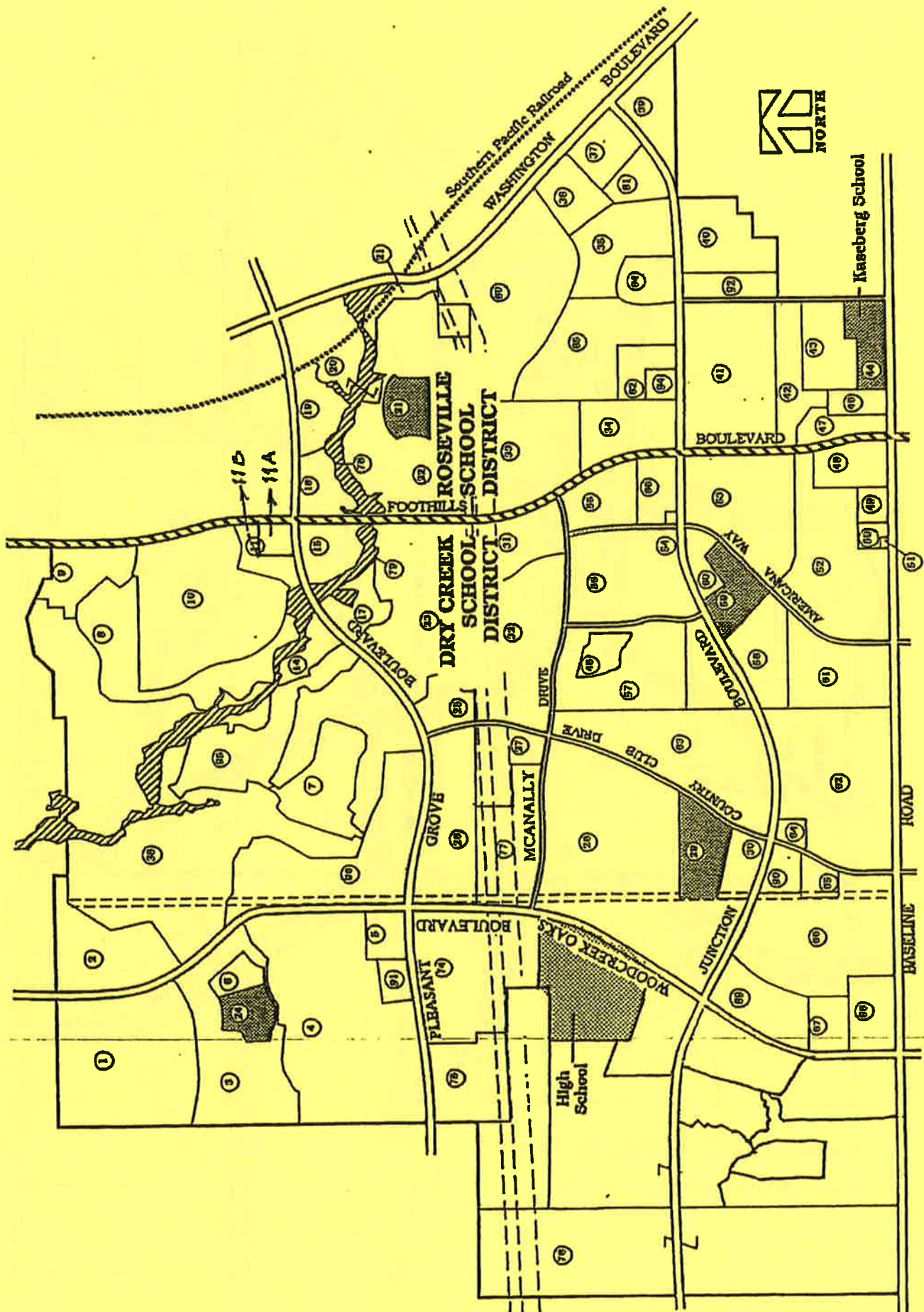
Amended August 5, 1992 (Resolution No. 92-225)

Update 8/13/82 by City of Roseville Planning Department

updated 01/17/93, City of Roseville Planning Department

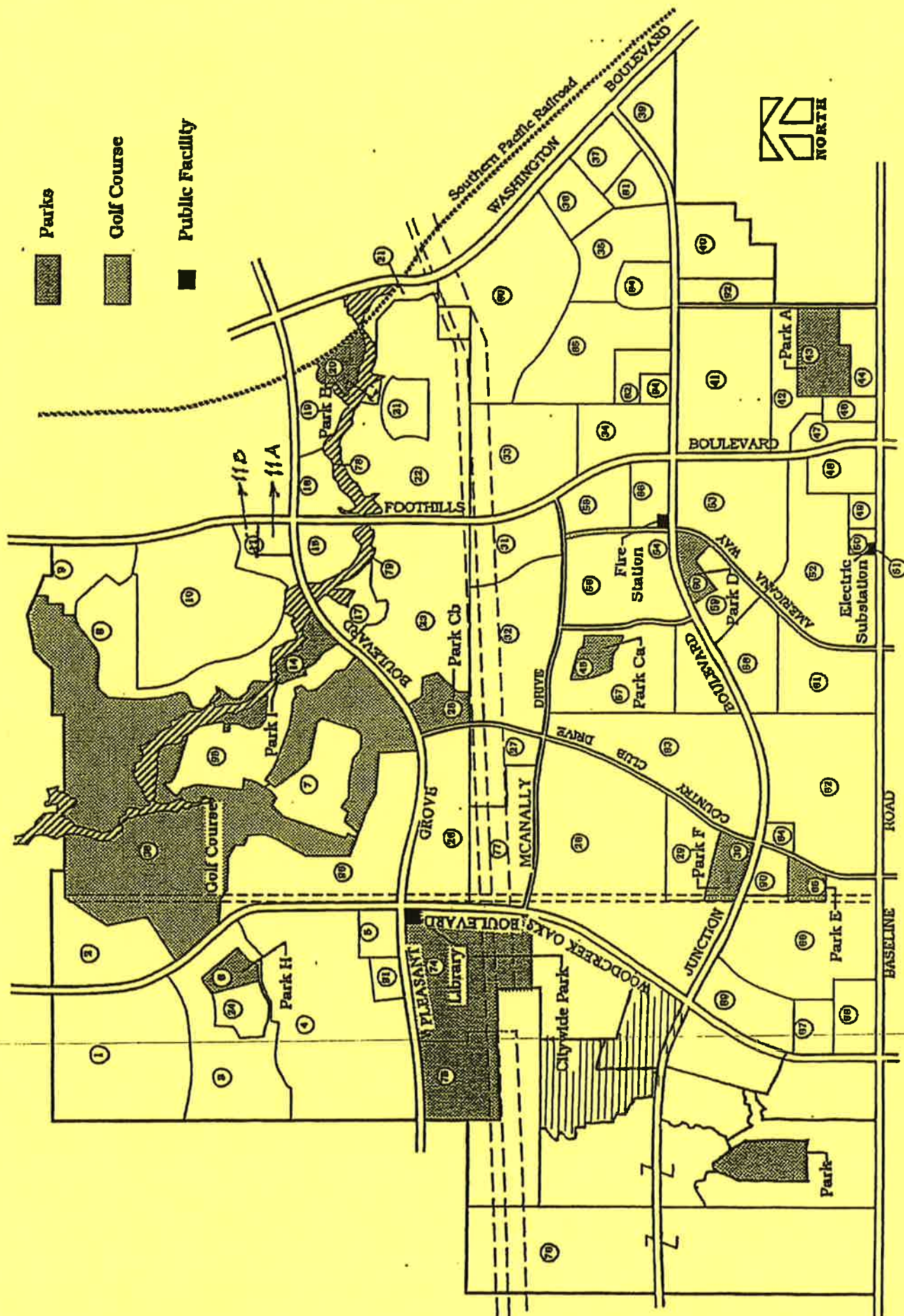
Bikeway Master Plan
Figure 29

Handwritten: RRB 05-2
10/15



Existing and Planned School Facilities
Figure 32

updated 01/17/93, City of Roseville Planning Department



Parks and Public Facilities Map
Figure 33

updated 01/17/95, City of Roseville Planning Department

2005
18

RESOLUTION NO. 04-470

SPA 03-06

AMENDING THE LAND USE MAP AND TEXT OF THE
NORTHWEST ROSEVILLE SPECIFIC PLAN FOR PARCEL 37

WHEREAS, a proposal for amendment to the land use map and text of the Northwest Roseville Specific Plan of the City of Roseville was submitted to the Planning Commission of the City; and

WHEREAS, the Planning Commission held a public hearing on the proposed amendment on September 9, 2004; and

WHEREAS, on October 6, 2004, the City Council held a public hearing at which time the proposed amendment was considered; and

WHEREAS, the amendment as proposed is consistent with the adopted City of Roseville General Plan; and

WHEREAS, it is the desire of this City Council to approve said amendments to the text of the Northwest Roseville Specific Plan as conducive to public health, safety and welfare, and consistent with the land use practices of the City,

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Roseville that the text of the Specific Plan is hereby amended to read as follows:


Change the land use of Northwest Roseville Specific Plan Parcel 37 from Community Commercial to Low Density Residential and develop 71 detached single-family homes, as more fully shown on Exhibits "C-1 and C-2" attached hereto.

PASSED AND ADOPTED by the Council of the City of Roseville this 6th day of October, 2004, by the following vote on roll call:

AYES COUNCILMEMBERS: Allard, Roccucci, Garbolino

NOES COUNCILMEMBERS: None

ABSENT COUNCILMEMBERS: Gray, Rockholm


MAYOR

ATTEST:


City Clerk

EXHIBIT C-1

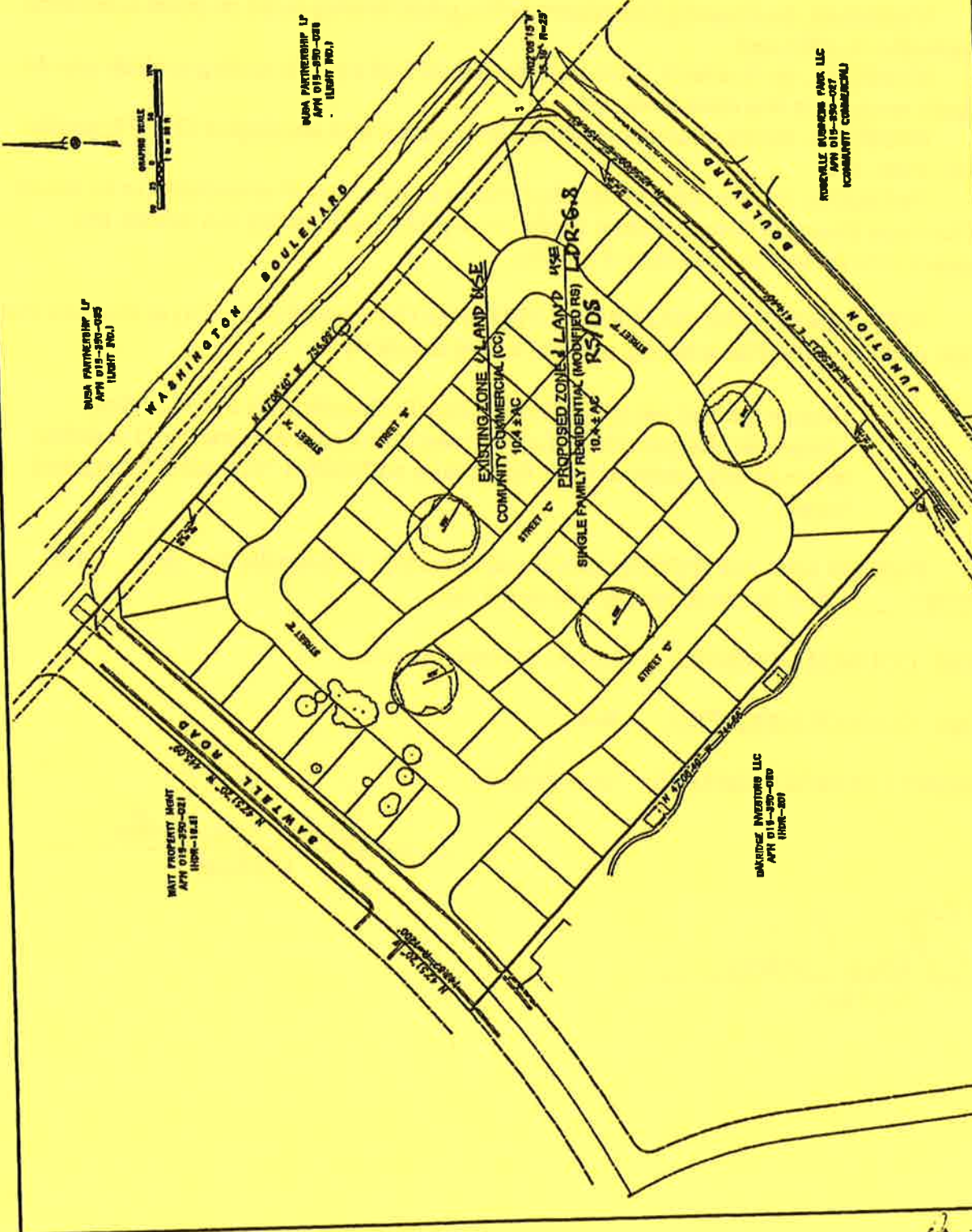


UNRECORDED

REV. 11/19/93

PERMIT CENTER

- OWNER
COURTESY STRONG HOLDINGS (R-19)
10000 WASHINGTON BLVD., SUITE 100
ROSEVILLE, CA 95747
- APPLICANT / ENGINEER
MICHAEL J. WARDEN
10000 WASHINGTON BLVD., SUITE 100
ROSEVILLE, CA 95747
- DEVELOPER
D.A. HAYES, INC.
10000 WASHINGTON BLVD., SUITE 100
ROSEVILLE, CA 95747
- ASSESSOR'S PARCEL NO.
015-288-022
- AREA
18.48 AC.
- EXISTING ZONING
COMMUNITY COMMERCIAL (CC)
- PROPOSED ZONING
SINGLE FAMILY RESIDENTIAL (SFR) (R-28)
- SCHOOLS
ROSEVILLE JOHN WOOD
ROSEVILLE CITY SCHOOL DISTRICT
- GAS
PHONE USE & ELECTRIC
- TELEPHONE
ROSEVILLE TELEPHONE
- CITY OF ROSEVILLE
STREET DEPARTMENT
WATER DEPARTMENT
ELECTRICITY
FIRE DEPARTMENT
POLICE DEPARTMENT
- FLOOD ZONE
ZONE 1
FLOOD HAZARDOUS AREA 4, 1989



DATE		SCALE												
SHEET		1												
OF		1												
<p>LEGACY 1881 WASHINGTON BOULEVARD</p>														
<p>MORTON & PITALO, INC. CIVIL ENGINEERING • PLANNING • SURVEYING 1775 Island Road, Suite 100 • Roseville, CA 95747 Phone: (916) 782-1000 • Fax: (916) 782-1118 www.mortonandpitalo.com</p>														
<p>mp</p>														
<p>COMPLETED: BMP, EROSION CONTROL, FLOOD CONTROL, LANDSCAPE ARCHITECTURE, PERMITS, SITE PLAN, UTILITY LOCATIONS</p>														
<p>REVISIONS:</p> <table border="1"> <thead> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>			NO.	DATE	DESCRIPTION									
NO.	DATE	DESCRIPTION												

Handwritten notes: 100-04-476

City of Roseville
 Northwest Roseville
 Specific Plan
 LAND USE

Adopted May 10, 1989
 Map Update November 9, 1999

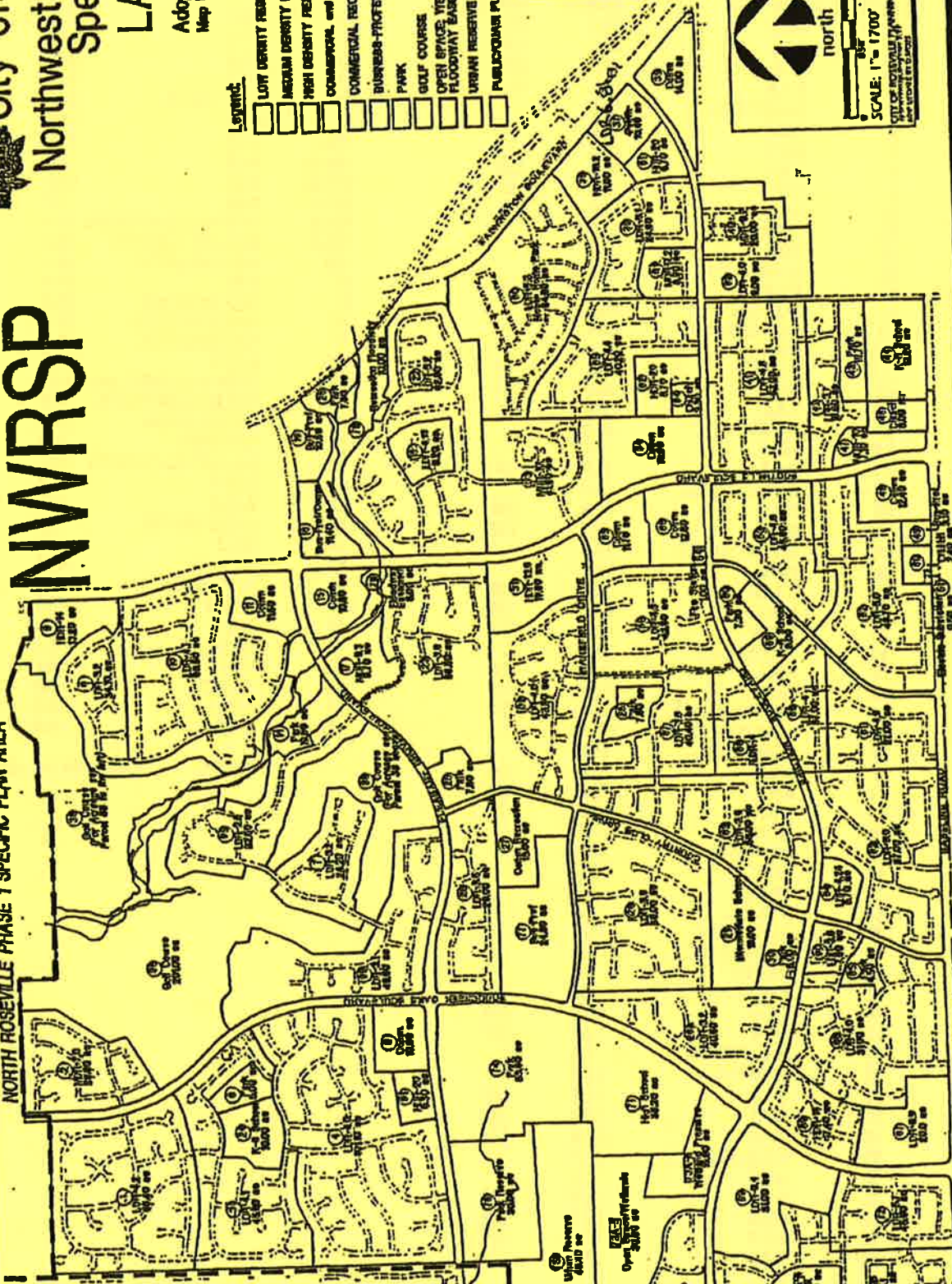
NWRSP

NORTH ROSEVILLE PHASE 1 SPECIFIC PLAN AREA

- Legend.
- LOW DENSITY RESIDENTIAL
 - MEDIUM DENSITY RESIDENTIAL
 - HIGH DENSITY RESIDENTIAL
 - COMMERCIAL AND BUSINESS/PROFESSIONAL
 - COMMERCIAL RECREATION
 - BUSINESS-PROFESSIONAL, B-7/COMMERCIAL
 - PARK
 - GOLF COURSE
 - OPEN SPACE, WETLANDS/FLOODWAY, FLOODWAY BASEMENT/PREDATION FLOODWAY
 - URBAN RESERVE
 - PUBLIC/QUARTER PUBLIC

Map Amendment, Resolutions:

- Jan 20, 1974, RES No 91-9
- April 2, 1974, RES No 91-29
- May 15, 1974, RES No 91-81
- May 20, 1975, RES No 92-17
- May 1, 1976, RES No 92-87
- October 19, 1976, RES No 94-201
- March 3, 1978, RES No 94-53
- February 21, 1978, RES No 94-54
- October 2, 1978, RES No 94-242
- March 4, 1979, RES No 94-52
- May 20, 1979, RES No 94-53
- April 1, 1979, RES No 94-10



DEL WEBB
 SPECIFIC
 PLAN AREA

NORTH ROSEVILLE PHASE 2 SPECIFIC PLAN AREA

<u>Non-Residential land Use</u>	<u>Acres</u>
<i>Business and Commercial Uses:</i>	
BP-Commercial	11.40
Business-Professional	7.47
Commercial	114.48 104.00
Commercial Recreation	15.00
Subtotal	148.27 137.87

<i>Other:</i>	
Parks	147.70
Park Preserve	30.00
Floodway Easement	5.00
Recreation Corridor	6.60
Golf Course	10.00
Elementary Schools	32.20
Intermediate Schools	18.00
High School	38.30
Church	11.70
Electric Substation	0.50
Fire Station	1.00
Urban Preserve	179.90
Open Space/Wetland Preserve	61.25
Public/Quasi Public	1.40
Subtotal	744.55

TOTAL NON-RESIDENTIAL ~~894.10~~ **883.7** 882.42

<u>Residential land Use</u>	<u>Dwellings</u>	<u>Acres</u>
Low Density (0-5.9)	6,015 6,087	1,469.98 1,471.30
Medium Density (6-9.9)	1,110	158.20
High Density (10+)	1,461	131.20

TOTAL RESIDENTIAL ~~8,787~~ **8,658** ~~1,758.30~~ 1,760.70

TOTAL PLAN AREA ~~8,787~~ **8,658** 2,644.40

1.0 27-470

2.1.2. Total Dwelling Units in the Plan Area

The Land Use Map (Figure 8) designates the location of ~~8,727~~ ^{8,858} dwelling units on approximately 2,650 acres.

2.1.3 Residential Land Use by Density Category

Conventional single family detached homes at three to five dwellings per acre are the largest land use category in the Plan Area. The Plan Area is highly suitable for single family dwellings due to the relatively gentle terrain, good quality soils for development, and the availability of sewer, water, and major streets. Detached dwelling units will provide flexibility in unit siting and design that will allow tree preservation in the oak woodland area. Homes fronting on the golf course will typically be single family units in the lower density range. These single family dwellings are typically most affordable to middle income households.

The second dwelling unit type is small-lot, or attached dwelling units in densities of six to nine dwelling units per acre. In this density, housing affordability may be improved by utilization of innovative housing design and residential development patterns such as zero-lot-line and cluster homes, patio homes, duplexes, four-plexes, town houses, and apartments. These techniques can be utilized within planned developments in medium-density projects, which may provide housing affordability to lower-middle income households while maintaining the overall residential neighborhood character in the Plan Area.

Table 2
Residential Allocation by Density Category

	Dwelling	% Of Total	Ave. HH Size	Population
Low Density Residential (R-0 to R-5)	6,016 6,087	68.23	18.72	112,640
Medium Density Residential (R-6 to R-9)	1,110	12.57	12.53	13,910
High Density Residential (R-10 to above)	1,661	18.98	18.75	31,030
	8,787 8,858	100.00		157,580 157,580

2019-770
123

Neighborhood

B

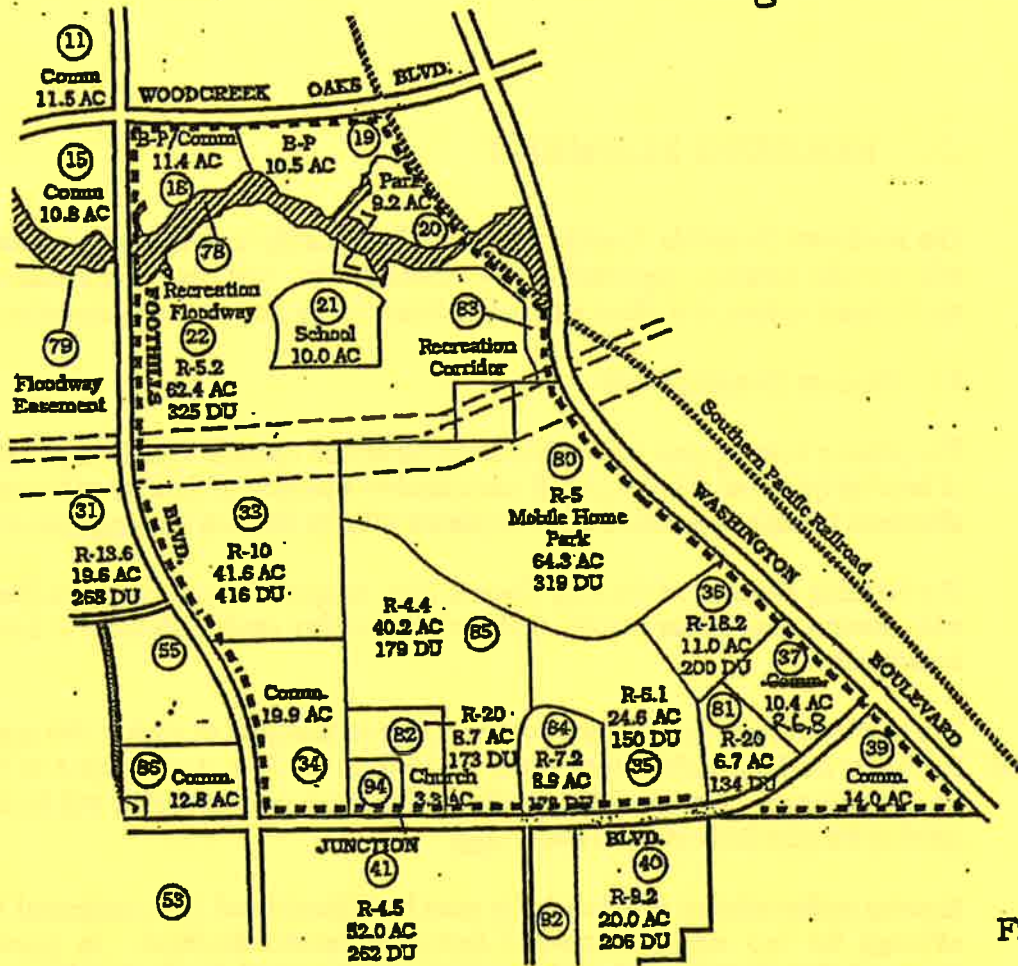


Figure 13

Overview:

The neighborhood is partially built in a mix of dwelling unit types including Diamond Oaks Mobile Home Park, Quail Ridge Apartments, Kingswood Village, Fairview Park, and Springfield subdivisions.

Key features include the powerline easement, drainage of Pleasant Grove Creek, and the dense oak woodland.

Development along Pleasant Grove Creek on Parcel 22, and the business-professional/commercial and business-professional land use on the north side of the creek will require special care to protect the drainage shed and the oak woodland.

Pedestrian linkages will be provided along the powerline easement. These linkages will connect with the stream

Land Use	Acres	Units
Low-Density Housing	177.3	828
Medium-Density Housing	33.5	214
High-Density Housing	68.0	923
School	10.0	
Park	9.2	
Recreation Floodway	10.0	
Recreation Corridor	6.6	
Commercial	33.9	
B-P	10.5	
B-P/Commercial	11.4	
Church	3.3	
Total	373.7	2,031

channel along the south boundary of the residential site, through the Autumn Oaks project, to Washington Boulevard along the multi-family project in Parcel 81, and the commercial site on Parcel 37.

14-470

3. HOUSING ELEMENT

The Northwest Roseville Specific Plan Area is Primarily a residential community that will provide housing opportunities for workers who will find employment nearby employment centers, and others attracted to Roseville by the location to amenities.

3.1 Primary Housing Goals

The primary housing goal for the Northwest Roseville Specific Plan is to provide a mix of housing types and prices that will accommodate a portion of the City-wide demand for affordable housing opportunities in compliance with the General Housing Element.

The Housing Element of the City General Plan, adopted in late 1988, specifies a city-wide housing goal of ten percent (10%) of the housing stock affordable to low-income households.

4,682 The Northwest Specific Plan incorporates a program designed to achieve this goal among the 4,611 dwelling units remaining to be built in the Plan Area subject to the 1989 Housing Element. A total of 461 dwelling units, or ten percent (10%), will be subject to meeting the affordable housing goal. 468

Housing policy relating to affordability must be differentiated from residential land use, although the two are interconnected through residential densities. In general, it is presumed that higher residential densities, notably multi-family housing, equate to housing prices that are affordable to households in the lower end of the income range. Consequently, the mix of low, medium, and high density housing is considered to be a factor in assuring housing affordability for the full range of household income groups.

3.2 Jobs/Housing Balance

Employment and land-use are integral considerations in planning for development of the entire South Placer region. All planning for housing, transportation, public services and facilities is predicated on the principle that workers should have the opportunity to find housing that is affordable and suitable within a reasonable commute distance from their place of employment. Reasonable commute distance has been defined for the South Placer region as not more than eight (8) miles for a minimum of eighty percent (80%) of the labor force.

The balance of jobs and housing does not respect municipal boundaries because workers will obviously choose their place of residences on the basis of many disparate factors. Consequently, an evaluation of jobs and housing must consider all housing and employment opportunities, on the basis of commute distance rather than jurisdictional boundaries.

Dec 24 470
152 8'

8,658

There are ~~4,747~~ dwelling units proposed in the total Plan Area. If it is assumed that each dwelling will house 1.3 workers, the total resident work force will number ~~11,473~~ 11,515 workers. Commercial and business-professional land use within the Plan Area is estimated to generate approximately 5,666 jobs (Fehr & Peers Associates, January 1989). This estimate is based on assumed numbers of employees per acre for each land use. On this basis, the employee projections are high relative to the recent experience in industrial land uses in the South Placer region.

The ratio of employment opportunities to the resident work force is .48:1. This would indicate that a substantial number of residents in the Northwest Plan Area will work in the nearby employment centers, and thereby help balance the jobs and housing opportunities within the South Placer region.

The overall concern of housing affordability for the majority of residents in the City can best be met by assuring that there is an adequate supply relative to demand. The problems of traffic congestion, deteriorating air quality, and disproportionately high housing process relative to average wages in many of the metropolitan regions in California is, in significant part, attributable to insufficient supply relative to demand.

The City of Roseville has established both strong policies and implementation programs with regard to maintaining a balance of jobs and housing within the City, and in cooperation with other jurisdictions in South Placer County.

Such policies and implementation programs were put in place in 1983 to assure an adequate supply of housing relative to the employment growth anticipated with the construction of the Highway 65 Bypass. The fundamental policy requires that there be an adequate supply of affordable housing to meet the needs of the labor force as it increases over time. Housing affordability for Plan Area residents is achieved primarily through provision of an adequate supply of housing to keep home priced and rents competitive with other housing opportunities in the region. The policy is implemented through a number of measures including:

1. Providing annual monitoring of jobs development and housing availability.
2. Requiring, as a condition of approval of their required use permit, that employment generators over a certain size evaluate the availability of housing to accommodate the projected work force.
3. Providing adequate space and infrastructure to accommodate future housing demand.

Roseville 470
129

3.3 Affordable Housing Definitions

The terms used to define various income groups, as applied in this Specific Plan, are extracted from the City General Plan Housing Element. The income group definitions are used to categorize the approaches to meeting housing demand. For the purposes of this Specific Plan the income definitions are:

<u>Income Category</u>	<u>Household Income as % of Regional Median Income</u>
Very-low	less than 50%
Low	50% to 79.5%
Middle	80% to 100.0%

In addition to providing housing to accommodate employment growth in the City, there is a fundamental problem of housing very-low income households. Such housing needs are typically met in older neighborhoods where the older dwellings cannot command the same price as newer units. However, in relatively small communities the supply of older housing may not be sufficient to provide adequate opportunities for low-income households.

3.4 Housing Affordability Program

The Northwest Roseville Specific Plan will comply with the General Plan Housing Element by designating ten percent (10%) of the total housing stock for participation in the affordable housing program defined in this section.

3.4.1 Housing Affordable to Middle-Income (80% to 100.0% of Median) Households

In the Northwest Specific Plan Area ²³⁵ units, or more than ^{two} ~~three~~ percent ^{2.65} ~~(3.17%)~~ of all single family housing, will be purchase units affordable to middle-income households as defined in the General Plan Housing Element, as shown on Table 3.

No direct subsidy by the City is required. The housing is to be achieved by designating a percentage of dwelling units on specific parcels (shown on Table 3) that will be affordable to middle-income households at the time of sale.

Table 3
Allocation Of Middle-Income Purchase Units By Parcel

<u>Parcel Number</u>	<u>Total Units</u>	<u>Affordable Units</u>	<u>% Affordable</u>
1	272	30 20	7.4
2	181	33	18.2
4	402	55	13.7
32	203	118	58.1
77	86	2 - Middle Income +3 - Low Income	5.8 (+4.65% by in-lieu fee)
37	71	3 = Low middle	5.6 (+4.23% by in-lieu fee)
Total	1,144 1,215	227 235	

1007-47

NWRSP

RESOLUTION NO. 04-240

SPA 03-07

AMENDING THE NORTHWEST ROSEVILLE SPECIFIC PLAN
PARCEL 77 - ROSEVILLE PARK
(3050 WOODCREEK OAKS BOULEVARD)

WHEREAS, a proposal for amendment to the land use map and text of the Northwest Roseville Specific Plan of the City of Roseville was submitted to the Planning Commission of the City; and

WHEREAS, the Planning Commission held a public hearing on the proposed amendment on April 22, 2004; and

WHEREAS, on June 16, 2004, the City Council held a public hearing at which time the proposed amendment with revisions, was considered; and

WHEREAS, the amendment as proposed and revised is consistent with the adopted City of Roseville General Plan; and

WHEREAS, it is the desire of this City Council to approve said amendments to the text of the Northwest Roseville Specific Plan as conducive to public health, safety and welfare, and consistent with the land use practices of the City,

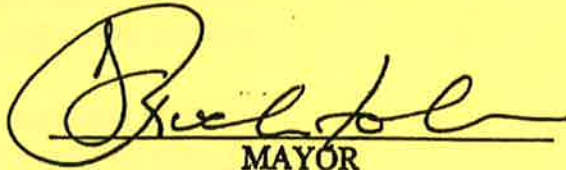
NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Roseville that the text of the Northwest Roseville Specific Plan is amended as set forth in Exhibit "A", also attached; and be it

PASSED AND ADOPTED by the Council of the City of Roseville this 16th day of June, 2004, by the following vote on roll call:

AYES COUNCILMEMBERS: John Allard, Richard Roccucci, Jim Gray, Gina Garbolino, Rocky Rockholm

NOES COUNCILMEMBERS: None

ABSENT COUNCILMEMBERS: None


MAYOR

ATTEST:


City Clerk

Parcel 77
Proposed Amendments to
Northwest Roseville Specific Plan Text and Tables
(6/1/04~~12~~/05/03)

The following amendments to the Northwest Roseville Specific Plan (NWRSP) text and tables are for the purpose of redesignating Parcel 77 from Business Professional to Medium Density Residential and Open Space, creating 112-86 single-family residential units on 13.160 gross acres and preserving 17.0314.85 acres of open space.

Land Use Table
(Page 1-15)

Amend acreage and unit figures (Page 1-15) as follows:

- a. Decrease Business-Professional acreage by 30.63 acres to 7.47 acres.
- b. Decrease Non-Residential Land Use subtotal acreage by 30.63 acres to 148.27 acres.
- c. Increase Open Space/Wetland PrReserve acreage by 17.0314.85 acres to 63.4361.25 acres. Add Public/Quasi-Public category at 1.4 acres.
- d. Increase subtotal by 17.0316.25 acres to 745.33744.55 acres.
- e. Decrease Total Non-Residential Land Use by 13.160 acres to 893.60894.10 acres.
- f. Increase Medium Density Residential Land Use by 112-86 units to 1,1361,110, and increase the acreage by 13.160 acres to 158.270.
- g. Increase Total Residential and Total Plan Area units by 112-86 to 9,0108,984.
- h. Increase Total Residential acreage by 13.160 acres to 1,750.38 acres.

[NOTE: There are several discrepancies in the NWRSP text and tables that are not possible to rectify with this application. For example, the NWRSP lists the acreage for Parcel 77 as 24.5 acres; the actual acreage is 30.63

Revised 04-24-06
20 7

acres. The Land Use Table at page 1-15 of NWRSP shows a total plan area acreage of 2,644.40; the Land Use Table on page 1-16b shows a total plan area acreage of 2,660.40 acres. The changes made to the NWRSP for this application will address only Parcel 77 at 30.63 acres, and not attempt to reconcile plan-wide acreage totals.]

Land Use Table
(Page 1-16b)

Amend acreage and unit figures as follows:

Parcel 77A 13.160 acres R-8.246.56
 Parcel 77B 17.03 acres Open Space/Wetlands
 Parcel 77C 1.40 acres Public/Quasi-Public

2-2

Amend Section 2.1.2 to refer to 9,0479,021 dwelling units in place of 8,935.

Table 2
(Page 2-2)

Amend Table 2 as follows:

Table 2
Residential Allocation by Density Category

	Dwelling	% of Total	Avg. HH Size	Population
Low Density Residential (R-0 to R-5)	5,975	<u>66.2366.90</u>	2.64	15,774
Medium Density Residential (R-6 to R-9)	<u>895981</u>	<u>10.0010.87</u>	2.06	<u>1,843 2,021</u>
High Density Residential (R-10 to above)	2,065	<u>23.1022.90</u>	1.76	3,634
	<u>8,9359,021</u>	100.00		<u>21,251 21,429</u>

2-12

Amend the land use summary as follows:

Land Use	Acres	Units
Low Density Housing		138.0
<u>Medium Density Residential</u>		<u>13.16</u>
School		18.0
Park		8.0
Commercial Recreation		15.0
<u>Business-Professional-Open</u>	<u>24.514.85</u>	<u>17.03</u>
<u>Space-Wetland PrReserve</u>		

2004-240

293

Total

203,5206.95209.63

451537

22-2

Amend Section 2.3 as follows:

"Business-professional uses within the Plan Area are intended primarily to serve the needs of local residents. Consequently, typical uses may include professional services such as attorneys, accountants, medical services, insurance, travel agencies and similar services. In addition, the business-professional spaces will accommodate most general office uses, and thus, may provide a small employment base within the community. ~~Parcel 77 is a special case due to the powerline easements. It is expected that this use be primarily dedicated to medical uses. Medical uses require parking beyond that needed for normal office use. The powerline easement which bisects Parcel 77 provides the ideal location to incorporate the excess parking needs of such uses.~~"

3-1

Amend the third paragraph of Section 3.1 as follows:

"The Northwest Specific Plan incorporates a program designed to achieve this goal among the 4,5254,611 dwelling units remaining to be built in the Plan Area subject to the 1989 Housing Element. A total of 453-461 dwelling units or ten percent (10%), will be subject to meeting the affordable housing goal."

3-2

Amend the first two paragraphs of Section 3.2 as follows:

"There are 8,4509,021 dwelling units proposed in the total Plan Area. If it is assumed that each dwelling will house 1.3 workers, the total resident work force will number 10,65211,727 workers. Commercial and business-professional land use within the Plan Area is estimated to generate approximately 5,666 jobs (Fehr & Peers Associates, January, 1989). This estimate is based on assumed numbers of employees per acre for each land use. On this basis, the employee projections are high relative to the recent experience in industrial land uses in the South Placer region.

The ratio of employment opportunities to the resident work force is .5348:1. This would indicate that a substantial number of residents in the Northwest Plan Area will work in the nearby employment centers, and thereby help balance the jobs and housing opportunities within the South Placer region.

Nov 04-240

11/11

3-3

Amend Section 3.4.1 and Table 3 as follows:

In the Northwest Specific Plan Area ~~226-227~~ units, or more than ~~four~~ three percent (~~4.64~~3.17~~29~~%) of all single family housing, will be purchase units affordable to middle-income households as defined in the General Plan Housing Element, as shown on Table 3.

No direct subsidy by the City is required. The housing is to be achieved by designating a percentage of dwelling units on specific parcels (shown on Table 3) that will be affordable to middle-income households at the time of sale.

Table 3
Allocation of Middle-Income Purchase Units by Parcel

Parcel Number	Total Units	Affordable Units	% Affordable
1	272	20	7.4
2	181	33	18.2
4	402	55	13.7
32	203	118	58.1
<u>77</u>	<u>86</u>	<u>1 - Middle Income</u> <u>+4 - Low Income</u>	<u>3.6 (+26.25% by</u> <u>in-lieu fee)</u> <u>5.8</u> <u>(+4.65% by in-lieu</u> <u>fee)</u>
	<u>1,144</u>	<u>226</u> <u>227</u>	

5-2

Amend the third paragraph of Section 5.1 and Table 9 as follows:

Primary open space area is summarized by category in Table 9. Approximately ~~442-459~~454 acres, or ~~16.617-317.2~~ percent of the total land area within the Plan Area, will be left in primary open space or limited-development areas. This provides 22 acres of open space land per 1,000 people within the Plan area.

04-240
25

Table 9.
Summary of Primary Open Space Area

Open Space Use	Acres
Municipal Golf Course	201.0
City-wide Park	53.5
Park Reserve	30.0
Neighborhood/Community Parks	93.6
School (K-5)*	21.0
School (6-8)*	9.0
High School*	21.0
Floodway	21.6
Open Space/Wetland (Preserve)	46,463,461.3
	====
Total Primary Open Space Area	497,1514,1512.0

*Includes only that area estimated to be in Open Space.

6-4

Amend Section 6.3.2 and Table 11 as follows:

6.3.2 Dry Creek School District

The Dry Creek Elementary School District will serve the Kindergarten through 8th grade students from 5,845,931 dwelling units in the Plan Area west of Foothills Boulevard. Approximately 700 of these units have been occupied as of the Fall, 1988. As indicated in Table 11, a total of three (3) elementary schools with a capacity of approximately 600 students each will be required to serve the K-5 population, and one (1) intermediate school with enrollment capacity to serve 750 6th through 8th grade students.

An elementary school site of 10 acres is designated on the south side of Junction Boulevard just west of Foothills Boulevard (Parcel 59 on the Land Use Map, Figure 8). This elementary school site will serve the K-5 students in the neighborhoods south of the powerline easement. A 7.3-acre neighborhood park adjacent to the school site will provide recreation facilities for the immediate neighborhood, and will provide potential opportunities for joint-use of some recreation facilities.

Rev 34-278
02/16

Table 11
K-8 Student Enrollment Projection at Full-Buildout
Dry Creek School District

Land Use	Units	Yield Rates (K-5)	Yield Rates (6-8)	Students (K-5)	Students (K-8)
Single Family R-3 to R-5	<u>4,1584,244</u>	0.377	0.133	<u>1,5681,600</u>	<u>553564</u>
Multi-Family	1,687	0.148	0.052	250	88
Total	<u>5,8455,931</u>			<u>1,8181,850</u>	<u>641652</u>

6-5, 6-6

Amend Section 6.4 and Table 12 as follows:

The Roseville High School District serves the entire Northwest Plan Area. Table 12 indicates that full-buildout of the Plan Area will generate a total of 1,6451,666 residents of high school age. The District has determined that a new high school will be required to serve the students on the west side of the City that will accommodate an ultimate enrollment of up to 1,800 students, including a full athletics program. Consequently, a 41.6 acre site has been designated on the west side of the Plan Area (Parcel 71 on the Land Use Map, Figure 8). This site is located at the intersection of Cook-Riolo Road and Junction Boulevard to provide good vehicular access, and is on gently rolling terrain that will facilitate the design and construction of a large, spacious campus. The construction of the two major streets will be funded through the public infrastructure program described in the Implementation Element, Section 7. Access to the site for construction of a high school will be available within the time frame anticipated by the District, which is three to five years after adoption of this Specific Plan. The project proponents, City and High School District have agreed to work together to develop financing options for construction of the High School site.

Doc 04-240

pg 7

Table 12
9-12 Student Enrollment Projection at Full-Buildout
Roseville High School District

Land Use	Units	Ratio	Yield Rates	Students
R-3	1,399	100%	.2362	330
R-4	2,808	100%	.2362	662
R-5	1,148	100%	.2362	271
R-6	150 <u>236</u>	100%	.2362	35 <u>56</u>
R-7	448	50%	.2362	53
		50%	.1756	39
R-9	206	50%	.2362	24
		50%	.1756	18
R-10	577	50%	.2362	68
		50%	.1756	51
R-14	453	30%	.1756	24
		70%	.0445	14
R-18	614	100%	.0445	27
R-20	653	100%	.0445	29
Total	<u>8,456</u><u>8,568</u>			<u>1,645</u><u>1,666</u>

6-7

Amend Table 13 as follows:

Table 13
Summary of General Plan Park Area Requirements

Park Type	Service Area	Acres/1000 Population	Total Population	Acres Required
Neighborhood	3/4 - 1 mile	2.5	<u>20,016</u> <u>21,429</u>	<u>50.053</u> <u>.6</u>
Community	1 - 2 miles	1.5	<u>20,016</u> <u>21,429</u>	<u>90.032</u> <u>.1</u>
City-wide	Total City	5.0	<u>20,016</u> <u>21,429</u>	<u>100.010</u> <u>7.2</u>
TOTAL				<u>180.019</u><u>2.9</u>

Park Acreage For Units Yet To Be Developed

<u>Housing Type</u>	<u>Units</u>	<u>Pop/Household</u>	<u>Population</u>
Single-Family	3,511	2.64	9,269
Middle-Density	<u>474</u> <u>560</u>	2.06	<u>976</u> <u>1,154</u>

Red 04-246
M.S.

Multi-Family

945

1.76

1,663

TOTAL

11,908,12,086

<u>Park Type</u>	<u>Standard</u>	<u>Acres Required</u>
Neighborhood Park	2.5/1000	<u>29,830.2</u>
Community Park	1.5/1000	<u>17,918.1</u>
City-wide Park	5/1000	<u>59,560.4</u>

04-240

9

NORTHWEST ROSEVILLE SPECIFIC PLAN

Adopted May 10, 1989
Resolution 89-83

Prepared for:

CITY OF ROSEVILLE PLANNING DEPARTMENT

Steve Dillon, Planning Director
Dan Dameron, Associate Planner

CITY COUNCIL

Bill Santucci
Tom Chambliss
Phil Ozenick
Mel Hamel
John Byouk

PLANNING COMMISSION

Pauline Roccucci, Chairman
Jim Gray, Vice Chairman
Audrey Huisking
Earl Rush
David Watts
Jay Kinder
Jack Wallace



CONSULTANTS:

Specific Plan/Land Plan

Wade Associates 

2140 Professional Drive Suite 140
Roseville, California 95661

Land Plan

Anthony M. Guzzardo & Associates
836 Montgomery Street
San Francisco, California 94133

MacKay & Soms
1787 Tribute Road Suite E
Sacramento, California 95815-4487

Murry Smith & Associates
3110 Gold Canal Drive Suite A
Rancho Cordova, California 95670

The Spink Corp.
2590 Venture Oaks Way
Sacramento, California 95833

Civil Engineering

Morton & Pitalo
1430 Alhambra Boulevard, Suite 200
Sacramento, California 95816

Traffic

Fehr & Peers
3685 Mt. Diablo Boulevard, Suite 200
Lafayette, California 94549

Environmental Impact Report

R.C. Fuller & Associates
5908 Fair Oaks Boulevard
Carmichael, California 95608



TABLE OF CONTENTS

1. INTRODUCTION AND PROJECT SETTING	1-1
1.1 The Specific Plan Area	1-1
1.2 Purpose and Content	1-2
1.3 Specific Plan Setting	1-4
1.4 Overview of the Specific Plan Land Use Concept	1-12
2. LAND USE ELEMENT	2-1
2.1 Residential Land Use	2-1
2.2 Commercial Land Use	2-19
2.3 Business-Professional Land Use	2-22
2.4 Other Land Uses	2-25
2.5 Urban Reserve Land Use	2-25
3. HOUSING ELEMENT	3-1
3.1 Primary Housing Goals	3-1
3.2 Jobs/Housing Balance	3-1
3.3 Affordable Housing Definitions	3-3
3.4 Housing Affordability Program	3-3
3.5 Specific Plan Housing Policies	3-7
4. CIRCULATION ELEMENT	4-1
4.1 Streets	4-3
4.2 Intersections	4-8
4.3 Bikeways/Pedestrian Pathways	4-10
4.4 Public Transit	4-13
4.5 Park-and-Ride Lots	4-15
4.6 Transportation System Management (TSM)	4-15
4.7 Traffic Monitoring Program	4-16
4.8 Specific Plan Circulation Policies	4-17
5. OPEN SPACE AND RESOURCES MANAGEMENT ELEMENT	5-1
5.1 Open Space	5-2
5.2 Vernal Pools	5-6
5.3 Oak Woodland	5-12
5.4 Soil Protection	5-16
5.5 Water Quality	5-17
5.6 Air Quality	5-18
5.7 Energy Conservation	5-18
5.8 Historic Preservation	5-19
6. PUBLIC FACILITIES AND SERVICES ELEMENT	6-1
6.1 Fire Protection	6-1
6.2 Police Protection	6-1
6.3 Elementary Schools	6-2
6.4 High School	6-5
6.5 Recreation and Parks	6-6

TABLE OF CONTENTS (Continued)

6.6	Municipal Golf Course	6-10
6.7	Public Libraries	6-10
6.8	Solid Waste Disposal	6-10
6.9	Water Supply	6-10
6.10	Wastewater Collection and Treatment	6-21
6.11	Storm Drainage	6-24
6.12	Utilities	6-24
6.13	Specific Plan Public Facilities and Services Policies	6-26
7.	IMPLEMENTATION ELEMENT	7-1
7.1	Land Use Regulation	7-1
7.2	Maintenance of Common Facilities	7-2
7.3	Public Facility Financing	7-2
7.4	Phasing	7-3
8.	URBAN DESIGN GUIDELINES	8-1
8.1	Architecture (Building Form and Style)	8-2
8.2	Landscape Guidelines	8-3
8.3	Screening Guidelines	8-5
8.4	Lighting Guidelines	8-6
8.5	Sign Guidelines	8-6
8.6	Street Furniture	8-7
8.7	Artwork	8-8

LIST OF FIGURES

1. Regional Location Map	1-1
2. Local Area Map	1-5
3. Existing Development Within the Specific Plan	1-7
4. Existing Infrastructure	1-8
5. Natural Drainage and Watershed	1-10
6. Soils	1-11
7. Oak Woodland Areas	1-13
8. Land Use Map	1-16
9. Residential Allocation by Density Category	2-3
10. Neighborhood Concept Diagram	2-5
11. Neighborhood Pattern Diagram	2-6
12. Neighborhood A	2-7
13. Neighborhood B	2-8
14. Neighborhood C	2-9
15. Neighborhood D	2-10
16. Neighborhood E	2-11
17. Neighborhood F	2-12
18. Neighborhood G	2-13
19. Neighborhood H	2-14
20. Neighborhood I	2-15
21. Side Lot and Pedestrian Access Schematic	2-16
22. West Roseville Circulation Network Diagram	4-2
23. Northwest Roseville Circulation Master Plan	4-4
24. Typical 6 Lane Arterial	4-6
25. Typical 4 Lane Arterial	4-6
26. Setback At Intersections	4-7
27. Typical 2 Lane Collector Street	4-7
28. Typical Local Residential Street	4-8
29. Bikeway Master Plan	4-11
30. Bus Turnout and Park and Ride Locations	4-14
31. Vernal Pool Preservation Area	5-8
32. Existing and Planned School Facilities	6-3
33. Parks and Public Facilities Map	6-9
34. City-Wide Park Schematic	6-11
35. Neighborhood A Park	6-12
36. Neighborhood B Park	6-13
37. Neighborhood C: Park A	6-14
38. Neighborhood C: Park B	6-15
39. Neighborhood D Park	6-16
40. Neighborhood E Park	6-17
41. Neighborhood F Park	6-18
42. Neighborhood H Park	6-19
43. Neighborhood I Park	6-20
44. Water Distribution Plan	6-22

LIST OF FIGURES (Continued)

45. Wastewater Collection System	6-23
46. Drainage System and Floodway	6-25
47. Improvement Sequence Plan	7-4
48. Landscaped Corridors Plan	8-4
49. Bus Shelter	8-8

LIST OF TABLES

1.	Land Use Summary	1-15
2.	Residential Allocation by Density Category	2-2
3.	Allocation of Middle-Income Purchase Units By Parcel	3-3
4.	Allocation of Low-Income Rental Units By Parcel	3-5
5.	Example of a Low-Income Subsidy Calculation	3-5
6.	Summary of Vehicle Lanes on Major Arterial and Collector Streets	4-5
7.	Key Intersections Within the Northwest Roseville Specific Plan Area	4-9
8.	Estimate of TSM Effectiveness	4-15
9.	Summary of Primary Open Space Area	5-2
10.	K-8 Student Enrollment Projection at Full-Buildout Roseville City School District	6-4
11.	K-8 Student Enrollment Projection at Full-Buildout Dry Creek School District	6-4
12.	9-12 Student Enrollment Projection at Full-Buildout Roseville High School District	6-6
13.	Summary of General Plan Park Area Requirments	6-7

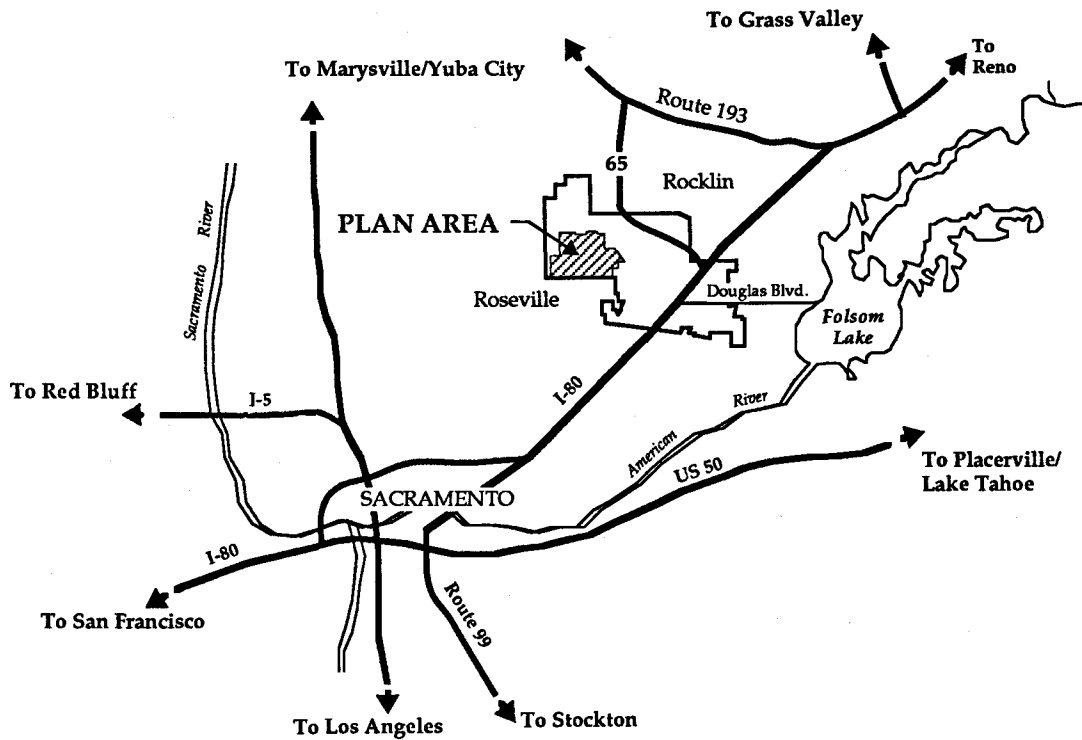


1. INTRODUCTION AND PROJECT SETTING

The Northwest Roseville Specific Plan provides for the development of a residential community including single family and multi-family residences, neighborhood commercial and business-professional uses, schools, parks, open space, and a municipal golf course. The Plan includes comprehensive circulation and infrastructure systems. It is the primary purpose of land use in the Northwest Plan Area to provide a large housing supply to accommodate the significant employment growth anticipated in the Roseville area.

1.1 The Specific Plan Area

The Northwest Roseville Specific Plan Area, encompassing approximately 2,650 acres, is located on the west side of the existing urban area of the City of Roseville, approximately 20 miles northeast of downtown Sacramento (Figure 1, Regional Location Map). It is accessible from I-80 and the Highway 65 Bypass, and is approximately 12 miles east of Highway 99 via Baseline Road. The area is near many of the major employment growth centers in the Sacramento region, itself recognized as one of the most rapidly growing urban regions in California.



Regional Location Map
Figure 1

1.2 Purpose and Content

The City of Roseville amended the Land Use Element of the City General Plan on November 6, 1985 by allocating preliminary land use within each of four Specific Plan Areas in the City. The Northwest Roseville Specific Plan Area was designated as a predominantly residential community with a preliminary allocation of 8,129 dwelling units. Final adoption of the land use allocations set forth in the 1985 General Plan Amendment is contingent upon the approval of this Specific Plan and related development agreements for the affected properties.

The Northwest Roseville Specific Plan refines the 1985 Land Use Allocation and serves as the ultimate guide to development in the area. It implements the intent of the City General Plan by setting forth regulations, conditions and programs which will further carry out the objectives and policies of the General Plan. The Specific Plan process permits the opportunity to plan, coordinate, implement and monitor development over a large area in a comprehensive manner.

The Plan combines the elements of a General Plan, zoning ordinance, sign ordinance and capital improvement program in a single package tailored to the particular area. The Specific Plan is intended to provide for the orderly and systematic development of the Northwest Area in a manner consistent with the policies of the City of Roseville and the characteristics and limitations of the land. All individual development projects within the Plan Area, except those specifically excluded, are subject to the goals, policies, and guidelines set forth in this Specific Plan.

The Specific Plan document is composed of several sections, or elements, with related graphics and exhibits. Each of these sections addresses a specific subject area, such as housing or circulation. The emphasis found in each element is described in the following summary.

Section 1. Introduction and Project Setting

This section provides an overview of the structure and concept of the Specific Plan, and a description of the environmental and geographical factors that influence the land use, public facilities, and circulation proposed in the Plan.

Section 2. Land Use Element

The Land Use Element describes the basic concept and purpose of the land uses proposed in the Plan Area. The description is summarized in the Land Use Summary (Table 1), and illustrated by the Specific Plan Land Use Map (Figure 8). The Element addresses the issue of housing density and the land use policies that will guide the configuration of neighborhoods. Specific guidelines on the character of residential, commercial, and business-professional structures, signage, landscaping and site planning are reserved to the Urban Design Guidelines in Section 8.

Section 3. Housing Element

The Housing Element addresses the concern of providing a housing mix that will be affordable and meet the needs of the future work force and residents of the Specific Plan Area. The Element describes the general need for housing based on growth in the work force, and the approach to affordability that can be achieved through response to the housing market. This Element describes housing cost reduction and income support programs that are anticipated to be available within the Plan Area over a period of twenty years.

The Element also describes new programs that may be applicable within the City.

Section 4. Circulation Element

The Circulation Element summarizes the basic City policies regarding circulation standards, and describes the circulation facilities that are anticipated in the Plan Area on the basis of traffic projections. These include the major arterial system, the secondary collector system, and the pedestrian and bicycle system proposed in the Plan. Specific policies for the implementation of Transportation Systems Management and other trip reduction methods are described in the Element. The relationship of land use to the circulation system and the effect on trip reduction and air quality is addressed in this Element.

Section 5. Open Space and Resources Management Element

The Open Space and Resources Management Element describes in more detail many of the natural features in the Plan Area, and the manner in which they are protected and incorporated in the proposed urban pattern. The oak woodlands, vernal pools, natural floodways and riparian areas are addressed within this Element. In addition, the Element addresses the management of broader community resources, such as air quality, water quality, and the conservation of potable water and energy.

Section 6. Public Facilities and Services Element

The Public Facilities and Services Element describes the infrastructure elements, utilities, schools, parks, fire stations, libraries, and other facilities and services required to serve the proposed residential population. Drainage facilities are addressed in this section of the Plan although the existing drainage conditions and the natural floodways are addressed in the Open Space and Resources Management Element.

Section 7. Implementation Plan

The Implementation Plan describes public and private land use regulations, proposed methods of maintaining certain public and private areas, proposed infrastructure phasing, and a description of proposed public facility and infrastructure financing mechanisms.

Section 8. Urban Design Guidelines

The Urban Design Guidelines will guide specific development within the Plan Area and, thus, will establish the distinctive features that will come to be identified with the community. The Urban Design Guidelines address landscaping in both public and private areas, the general configuration and special features of the building design, signage, and the interface between land uses.

1.3 Specific Plan Setting

The Northwest Roseville Specific Plan Area consists of approximately 2,650 acres of developed and undeveloped land located northwest of the historic center of the City of Roseville as illustrated in Figure 2, Local Area Map. The Plan Area is bounded on the north by the North Roseville Industrial area, on the east by Highway 65, on the south by Baseline Road, and on the west by the west boundary of Section 32.

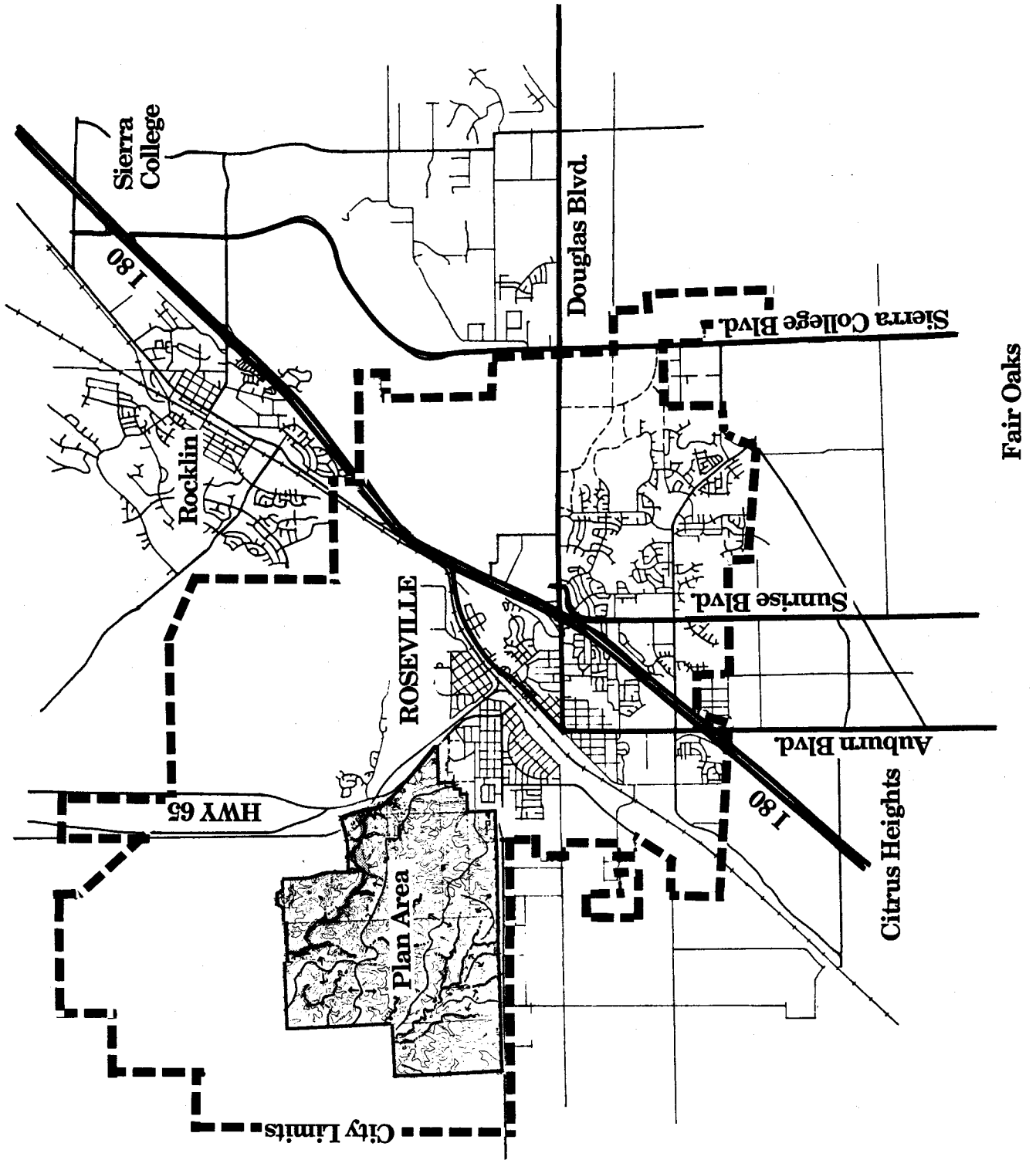
1.3.1 Surrounding Land Use

The Northwest Plan Area represents a major thrust of development to the west side of the City. Washington Boulevard separates this area from the existing residential development to the east. To the south is a mix of older, and new, residential neighborhoods, and large lot residential areas farther west in the unincorporated areas of Placer County. To the west is undeveloped rolling terrain with grasslands and scattered oak woodland typical of the area.

Immediately north of the Plan Area a major regional employment center is anticipated to provide approximately 30,000 industrial, warehouse and office jobs over the next 20 to 30 years. The Northwest Plan Area is also readily accessible from other employment centers anticipated throughout South Placer County.

1.3.2 Existing and Previously Approved Land Use Within the Specific Plan

The Northwest Specific Plan Area encompasses several residential developments that existed prior to designation of the Plan Area in 1985, or were approved for development prior to that time. Plan Area development and construction is contingent upon Specific Plan approval and execution of development agreements. However, those properties in the Northwest Specific Plan Area that had already received City approval, were in the development application review process, or had no change in land use prior to the adoption of the General Plan Amendment in November, 1985 may have vested rights by commencing substantial construction prior to adoption of the Specific Plan. These projects fall within the Northwest Plan Area and, accordingly, have been considered in the Specific Plan analysis and are included on accompanying maps and tables to ensure a coordinated planning effort.



Local Area Map
Figure 2

Projects which have acquired vested rights may continue despite any inconsistency with the Plan. These are listed below and graphically shown in Figure 3, Existing Development Within the Specific Plan.

- Kaseberg Mobile Home Park
- Pilgrims Ridge
- Quail Ridge
- Larchmont Greenbriar
- Silverado Oaks
- Sun Meadows
- Pleasant Grove
- Fairview Park
- Kingswood
- Springfield
- Autumn Oaks
- Sunrise Foxborough
- The Brickyard
- Day Care Center
- Foothills Tennis Village
- Autumn Glen Estates

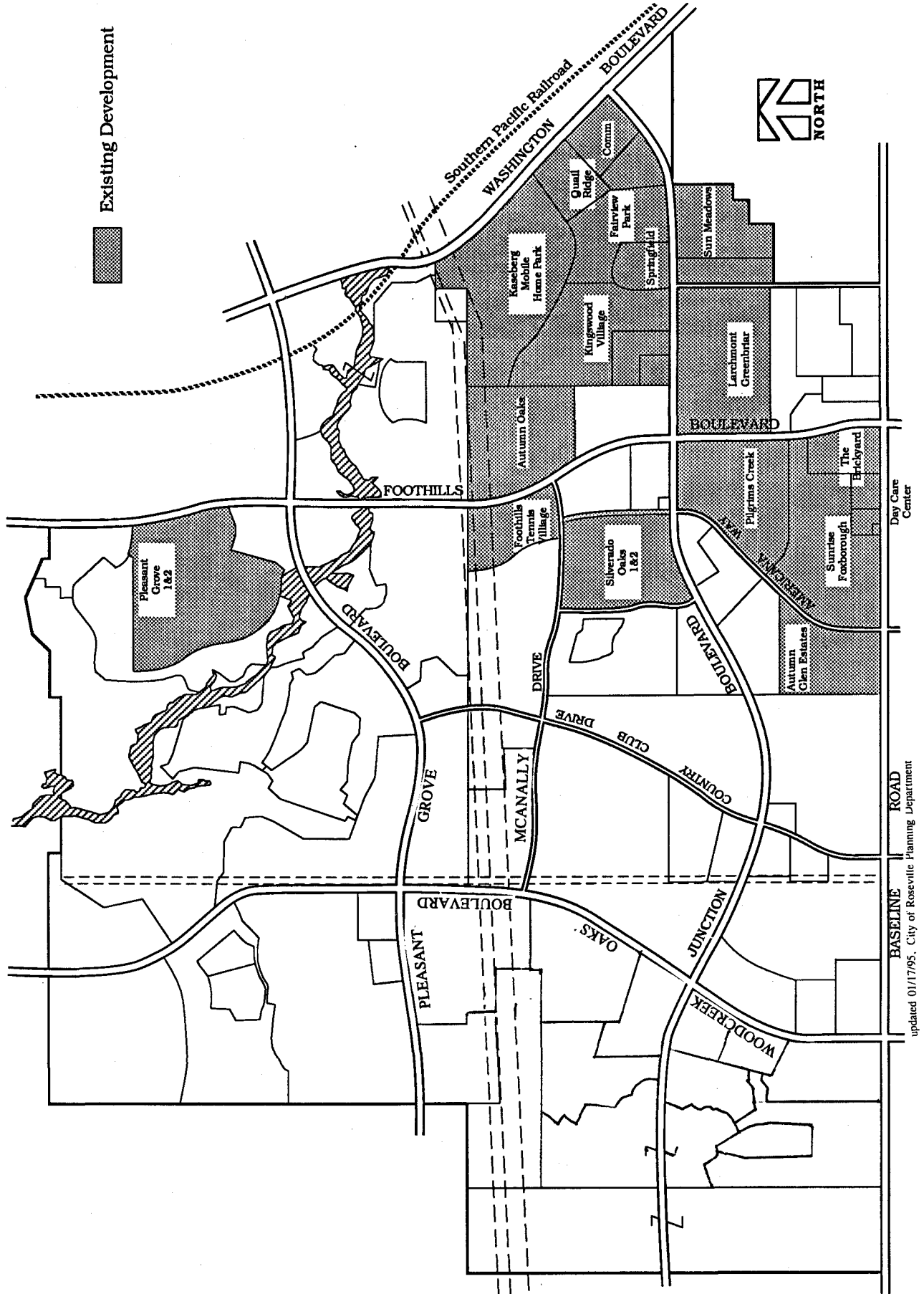
These projects account for 631 acres, or twenty-four percent (24%) of the land area in the Specific Plan. The projects include a total of 3,752 dwelling units, or forty-four percent (44%) of all dwelling units in the Plan Area.

1.3.3 Infrastructure and Public Services Availability

The development of the Northwest Plan Area has been anticipated by the City of Roseville with the formation of assessment districts and the subsequent improvement of major infrastructure elements that will be needed to service this area. These facilities are shown on Figure 4, Existing Infrastructure. Major circulation improvements in place are Foothills Boulevard, and the extension of Junction Boulevard from Washington Boulevard to the approximate center of the Plan Area. Other improvements include a short section of Woodcreek Oaks Boulevard, Baseline Road and Washington Boulevard. In addition, the sewer and water improvements funded by the Northwest Roseville Sewer Assessment District in 1982 are complete and provide sewer and water capability for substantial development within the Plan Area.

Improvements in progress include the Foothills Boulevard extension between Baseline Road and Roseville Road/Cirby Way. Although this connection is outside the Plan Area, it will provide a critical link to South Roseville and Interstate 80. A detailed discussion of public infrastructure and facilities is presented in the Public Facilities and Services Element, Section 6.

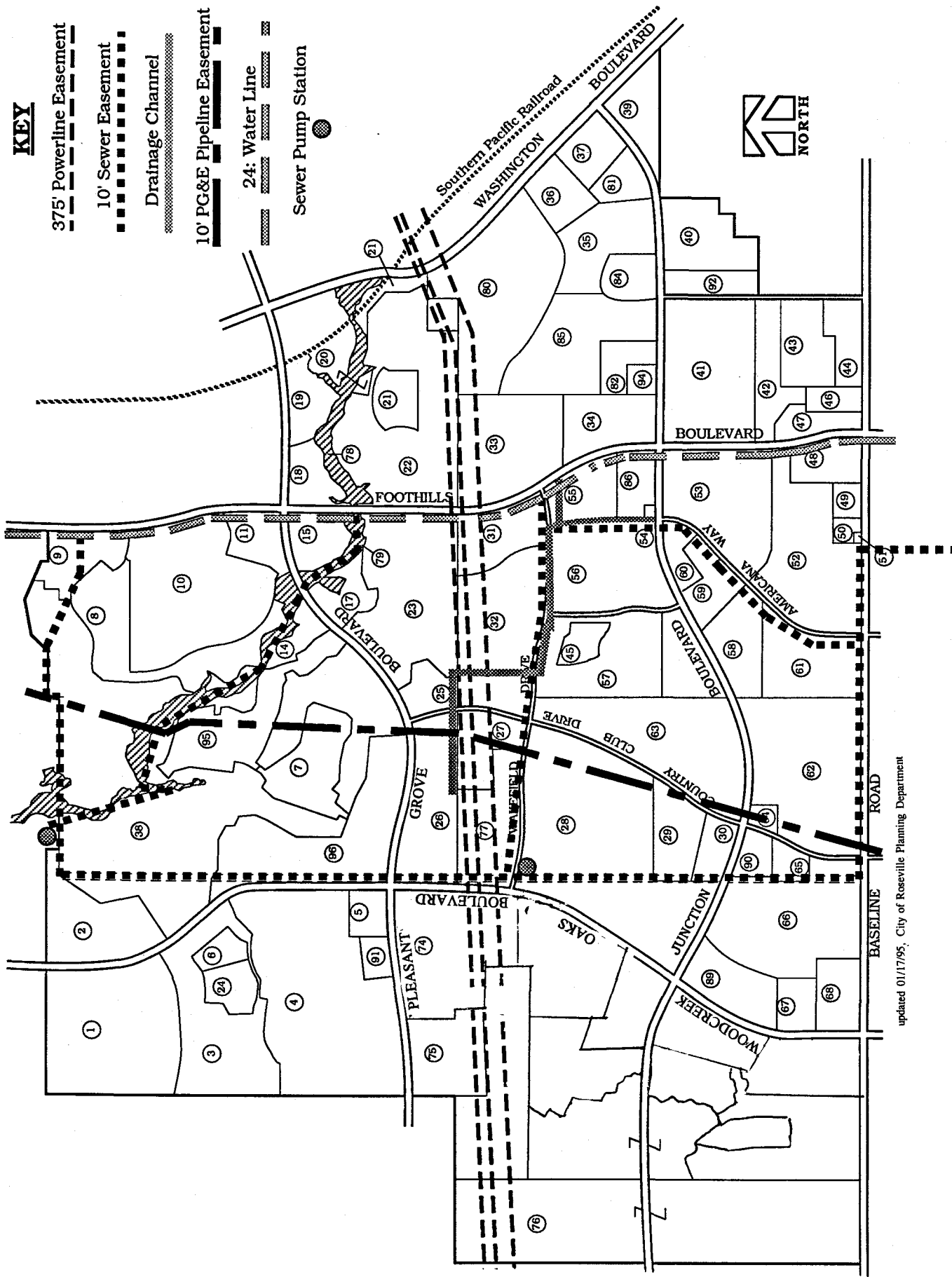
A power line transmission easement 350 feet wide transects the Plan Area east to west approximately mid-way between the north and south boundaries. The City will also require an additional 25 feet along the south side of the easement for a total width of 375 feet. No buildings may be



Existing Development Within the Specific Plan
Figure 3

KEY

- 375' Powerline Easement
- 10' Sewer Easement
- Drainage Channel
- 10' PG&E Pipeline Easement
- 24" Water Line
- Sewer Pump Station



Existing Infrastructure
Figure 4

placed within this easement; however, several other uses, including parking areas, recreation and drainageway improvements may occur.

1.3.4 Natural Setting

With the exception of properties previously developed or under construction, the land within the Northwest Roseville Specific Plan Area is primarily vacant, open grassland interspersed with groves of native oaks and clusters of riparian vegetation along water courses. The most significant woodland groves exist in the northern portion of the Plan Area. Certain areas have been used for grazing or have previously been cultivated and planted with grain crops. Topography is gently rolling in character with elevations ranging from 100 to 155 feet above mean sea level. Slopes in the Plan Area are typically less than five percent (5%) except those areas along the channel of the South Branch of Pleasant Grove Creek. The creek channel and the adjacent flood plain are generally excluded from development; consequently, slope is not a major issue in the Plan Area.

The principal riparian features in the Plan Area consist of a network of drainage swales which connect with Kaseberg Creek and the South Branch of Pleasant Grove Creek as shown on Figure 5, Natural Drainage and Watershed Diagram. Approximately thirty-five percent (35%) of the Plan Area drains to the South Branch and sixty-five percent (65%) drains to Kaseberg Creek. Both creeks are part of the Pleasant Grove Drainage Basin and water flow in these tributaries is intermittent. A small agricultural pond is located on the south side of South Branch approximately 600 feet west of Foothills Boulevard. This pond is seasonal, and normally diminishes to a muddy depression during the summer when there is no flow in South Branch. The pond is within the 100-year-floodplain of South Branch and will be dedicated to the City.

The geologic formation in the Plan Area includes alluvium fan deposits, terrace deposits, Vicor and Valley Springs sandstone, and Laguna siltstone. No active faults are located in or near Roseville and the area is in a "Low Severity" earthquake zone. The four soil types in the Plan Area (Cometa-Fiddymont Complex, the Cometa-Romona Sandy Loam, the Fiddymont Loam, and Xerofluvents) are generally considered firm soil layers which possess high run-off potential, and low expansion and compressibility characteristics. The soil types are illustrated in Figure 6, Soils.

The Plan Area, in common with much of Roseville, encompasses approximately 321 vernal pools (Stromberg, 1987). These are small depressions, underlain by hardpan, that fill with water during rainy periods and dry up in the spring. These pools may support unusual and, sometimes, rare plants and animals. The majority of the pools are relatively small and shallow. There are, however, some significant pools in the northern portion of the Plan Area. Limited occurrences of Bogg's Lake Hedge Hyssop, Dwarf Downingia and Vernal Pool Brodiaea have been identified in the area. Vernal pool mitigation and policies are addressed in the Open Space and Resource Management Element (Section 5).

KEY

Direction of Surface

Drainage

← →

Summit Line

Natural Drainage Course

Floodway

→

→

→

→

→

→

→

→

→

→

→

→

→

→

→

→

→

→

→

→

→

→

→

→

→

→

→

→

→

→

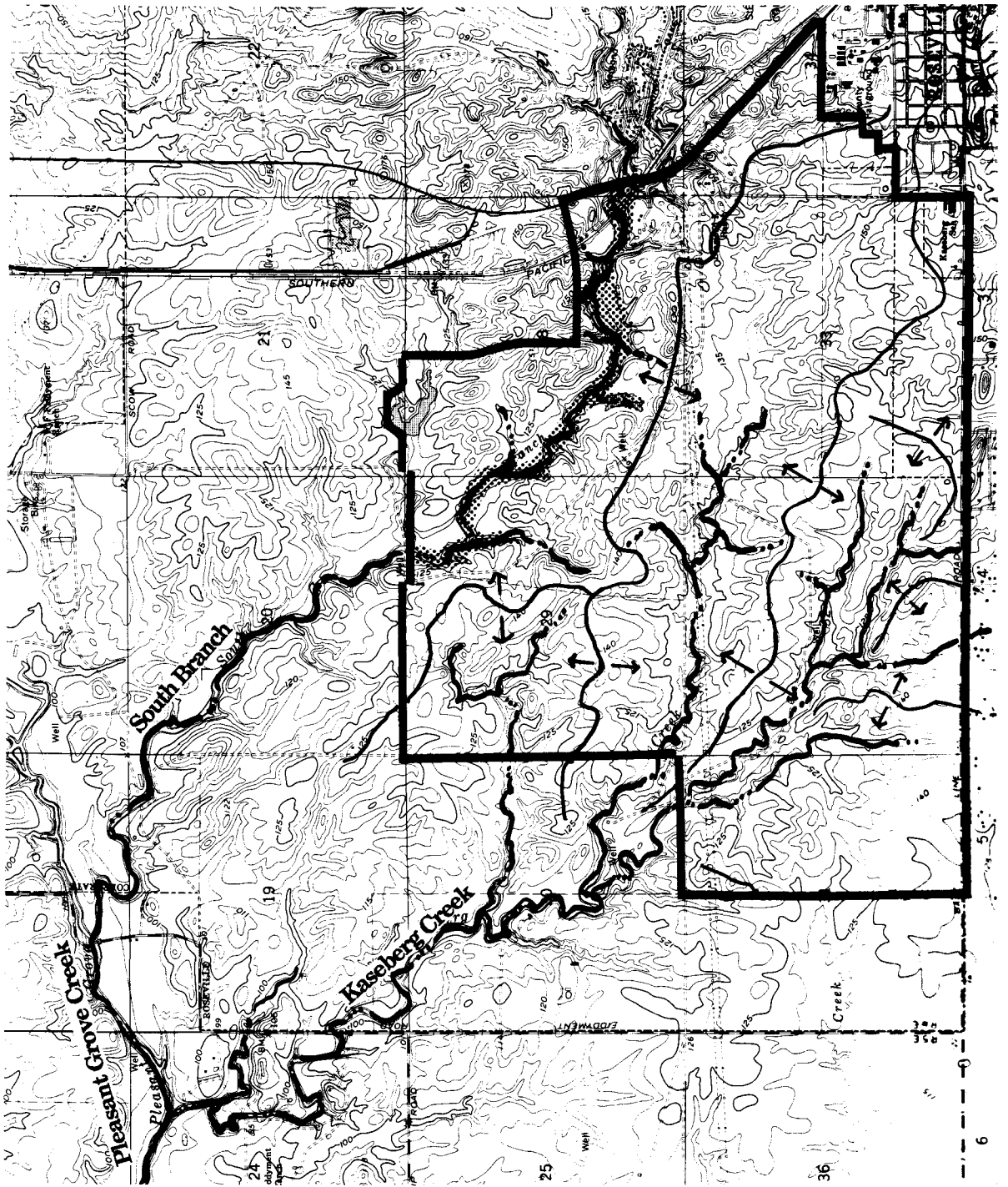
→

→

→

→

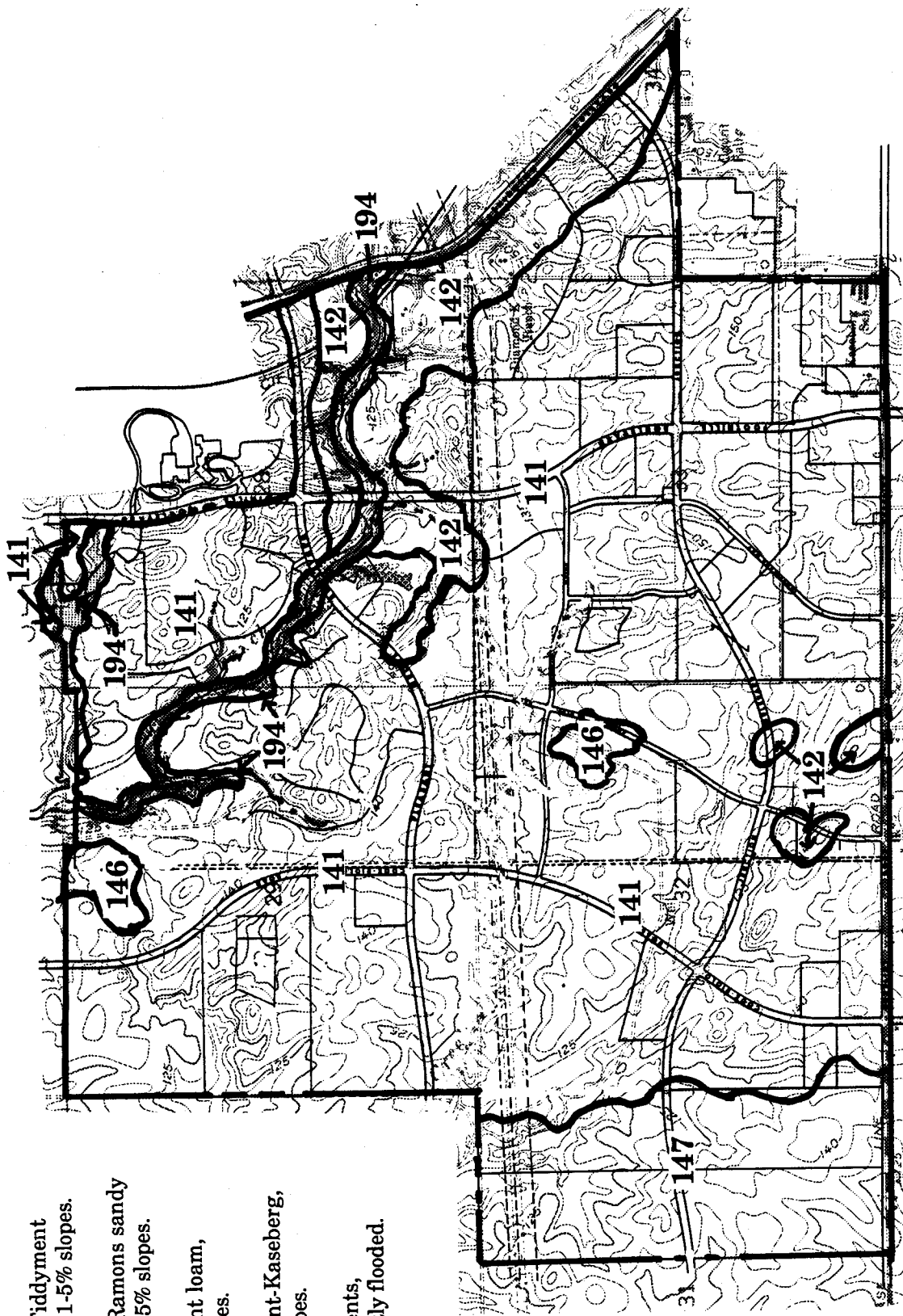
→



Natural Drainage and Watershed
Figure 5

KEY

- 141 Cometa-Fiddlyment complex, 1-5% slopes.
- 142 Cometa-Ramons sandy loams, 1-5% slopes.
- 146 Fiddlyment loam, 1-8% slopes.
- 147 Fiddlyment-Kaseberg, 2-9% slopes.
- 194 Xerofluvents, frequently flooded.



Soils
Figure 6

In addition to the vernal pools three basic ecosystems, grassland, oak woodland, and riparian are found in the Plan Area. Grassland is the predominant feature. This system has been perpetuated through grazing, and includes a mix of natural and introduced species. The grasslands are scattered with oak woodland, particularly in the northern portion of the Plan Area. The oak woodland consists primarily of Valley Oak, Blue Oak and interior Live Oak with grass under story. The oak woodland is illustrated in Figure 7, Oak Woodland Areas.

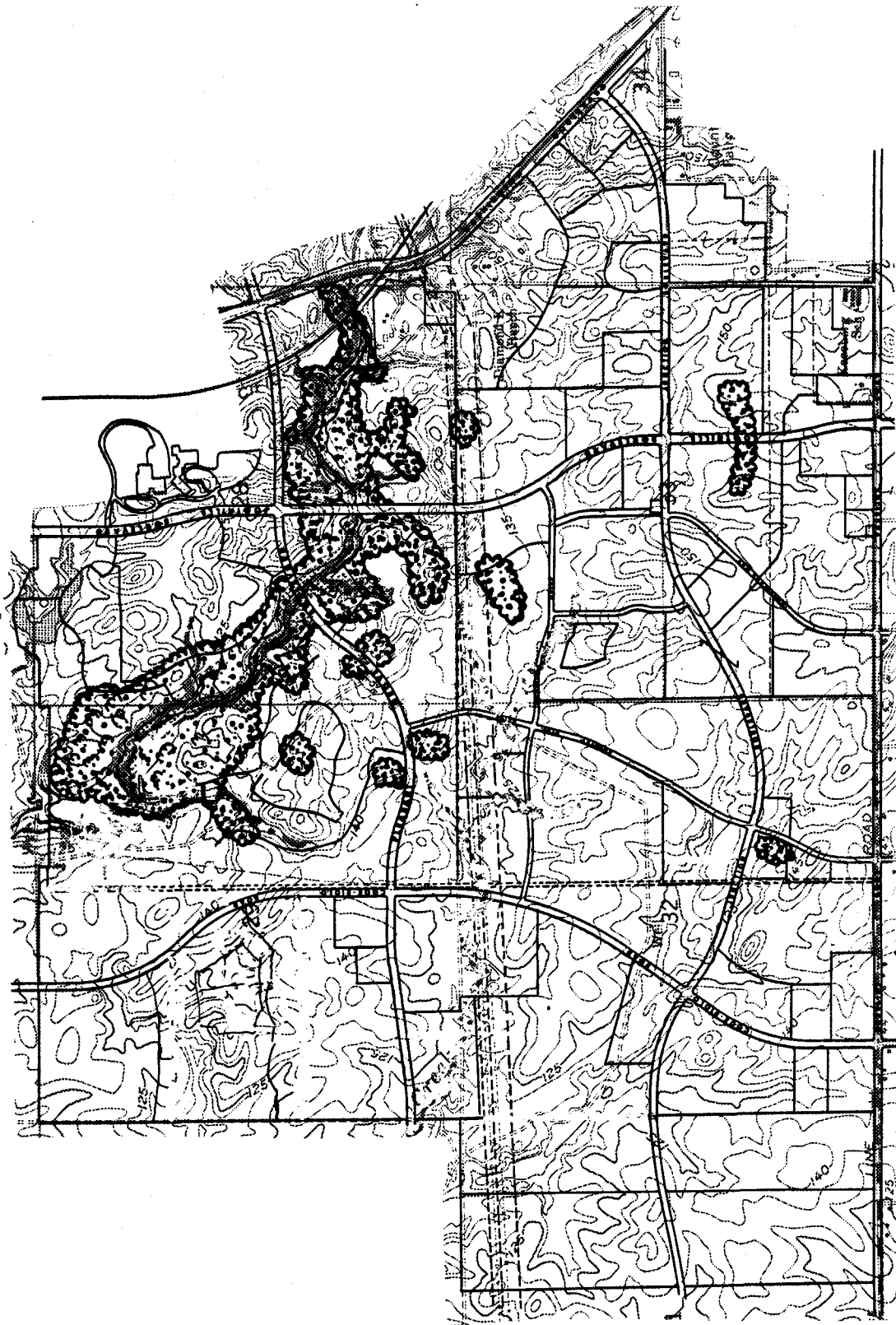
Riparian woodland vegetation is found upstream in tributaries of Kaseberg Creek and in the South Branch of Pleasant Grove Creek. This vegetation is composed of trees which include the Valley Oak, Blue Oak, Black Oak, Live Oak, Scrub Oak, Willow and Cottonwood. The under story vegetation consists primarily of grasses, herbs, blackberry, miner's lettuce, and buck brush. Riparian habitat is limited and poorly developed because of the intermittent nature of the waterways in the Plan Area.

Wildlife in the Northwest Plan Area is found in both open grass and in the riparian areas. Wildlife associated with the grassland includes pocket gophers, black-tailed jack rabbits, meadowlarks, horned larks, and other species adapted to open habitats. Overgrazing and diminished water supply have altered the value of this area as a wildlife habitat. Wildlife associated with oak woodland-riparian woodland areas include mule deer, coyote, gray fox, opossum, striped skunk, California quail, gopher snake, king snake, salamander, toads, lizards, red-tailed hawk, woodpeckers, mourning dove, yellow-billed magpie, and common crow. The relatively thick vegetation around the tributaries now provides, and will continue to provide, forage and cover for these species. The intermittent nature of the waterways limits the fisheries to the seasonal presence of common species such as minnows and mosquito fish.

1.4 Overview of the Specific Plan Land Use Concept

The Northwest Roseville Specific Plan Area provides an opportunity to establish a new and distinct residential area for the City of Roseville that will house an eventual population of approximately 19,855. The Plan Area will serve primarily as a residential community designed to provide housing for the growing work force in the I-80 and Highway 65 corridors. The Plan Area provides new residential neighborhoods served by schools, parks, shopping areas and a municipal golf course, all in close proximity to Roseville employment centers.

The relationship of this Plan Area to the employment centers is a key element in the overall planning to maintain a balance of jobs and housing in the South Placer region. A balance between the number of jobs and the housing supply will help to reduce both the number of commuters from outside the region, and the distance employees will commute to work within the area. These factors can help to reduce traffic congestion and the deterioration of air quality.



Oak Woodland Areas
Figure 7

The Plan is comprised of a series of neighborhoods which provides for a variety of residential densities and dwelling types ranging from low density (R-3) single-family dwellings to high density (R-20) apartments. Residential neighborhoods are delineated by a combination of arterial streets or collector streets and open space. Residential neighborhoods are oriented away from arterial streets in order to foster a sense of community identity and privacy while improving traffic circulation and safety.

Neighborhood and community level retail commercial sites are designated throughout the Plan Area for the convenience of Plan Area residents. In addition, sites are designated for business-professional uses intended for resident convenience, and as local employers of professional and support personnel. A total of eighteen sites have been reserved for commercial and/or office uses. These are typically located on the major arterials in close proximity to the residential neighborhoods to facilitate ease of access.

The gently rolling topography throughout the majority of the Plan Area will facilitate development of the various land uses included in the Plan. The natural features of the Plan Area create a strong open space amenity. The floodways and drainages along the South Branch of Pleasant Grove Creek are a key element of the open space character of the Plan. Stream courses, riparian vegetation, vernal pools and oak woodland, which constitute the primary natural amenities in the area, will be preserved in large part to enhance the Plan Area environment. These amenities and resources are to be preserved through a combination of open space designations and strict development guidelines.

A curvilinear, landscaped circulation system for vehicles, bicyclists and pedestrians will link the residential, commercial and public lands. A key element in the design of the Plan Area is the presence of high voltage power lines. The powerlines are contained within a 375-foot-wide easement oriented in an east-west direction, bisecting the Plan Area. The easement forms an open space and pedestrian circulation "spine" which combines with the floodway and street corridors to connect schools, parks and a pedestrian circulation system. Individual neighborhoods connect directly to the easement corridor via pedestrian access ways, road crossings and loop roads that connect the open space within the neighborhoods.

Land Use with the Northwest Roseville Specific Plan is summarized in Table 1 and illustrated in Figure 8, Land Use Plan.

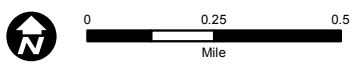
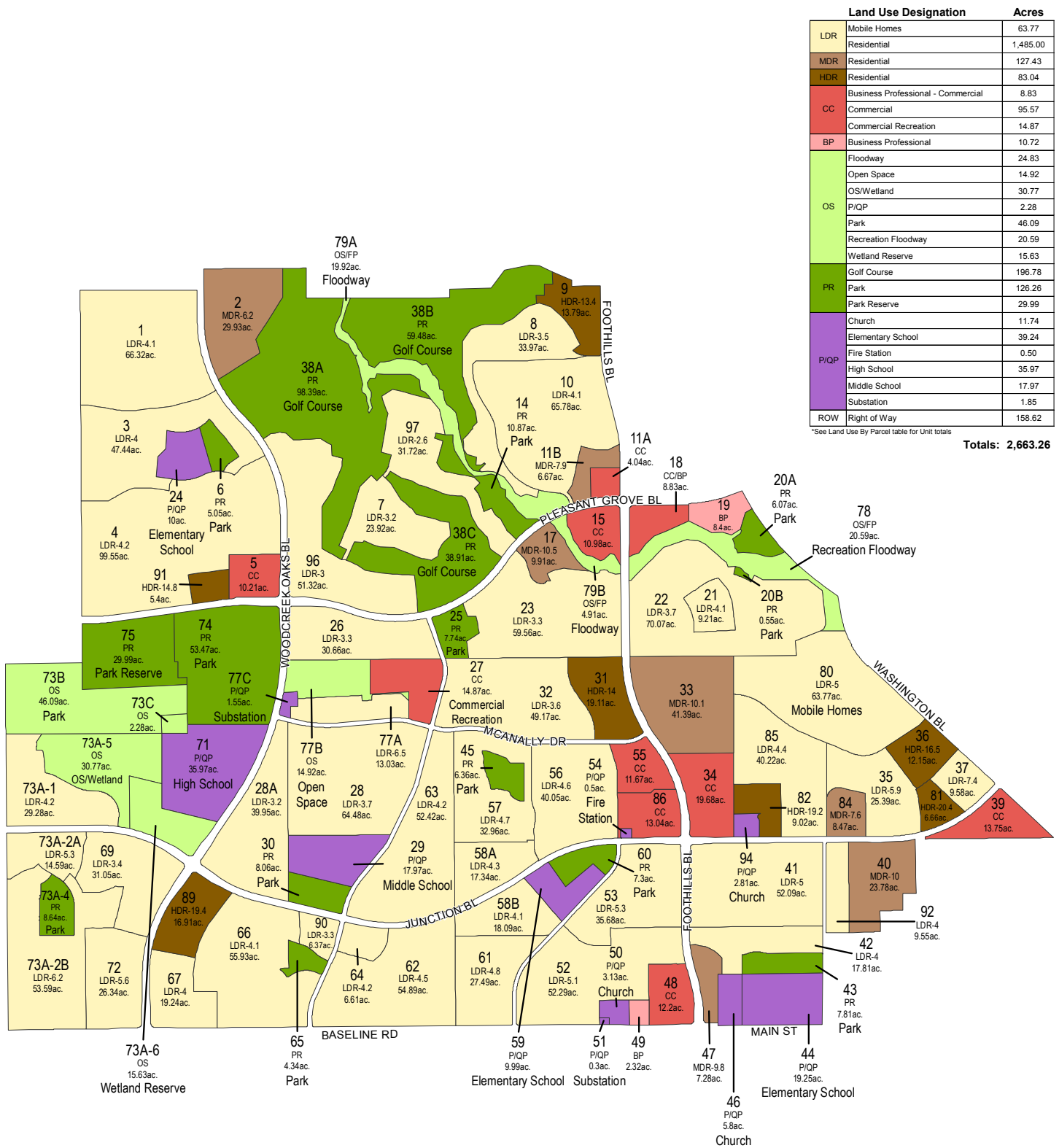
Northwest Roseville Land Use Summary

GENERAL PLAN LAND USE (Specific Plan Land Use)	ACRES	% OF TOTAL ACRES	UNITS	% OF TOTAL UNITS
RESIDENTIAL				
LDR (Residential)	1,485.00	55.76%	6,246	68.88%
LDR (Mobile Homes)	63.77	2.39%	320	3.53%
MDR (Residential)	127.43	4.78%	1,132	12.48%
HDR (Residential)	83.04	3.12%	1,370	15.11%
Subtotal	1,759.24	66.06%	9,068	100.00%
SERVICE AND EMPLOYMENT				
CC (Commercial)	95.57	3.59%	0	0.00%
CC (Commercial Recreation)	14.87	0.56%	0	0.00%
CC (Business Professional - Commercial)	8.83	0.33%	0	0.00%
BP (Business Professional)	10.72	0.40%	0	0.00%
Subtotal	129.99	4.88%	0	0.00%
OPEN SPACE AND PUBLIC				
OS (Open Space)	14.92	0.56%	0	0.00%
OS (Floodway)	24.83	0.93%	0	0.00%
OS (Park)	46.09	1.73%	0	0.00%
OS (Recreation Floodway)	20.59	0.77%	0	0.00%
OS (Public / Quasi Public)	2.28	0.09%	0	0.00%
OS (OS/Wetland)	30.77	1.16%	0	0.00%
OS (Wetland Reserve)	15.63	0.59%	0	0.00%
PR (Golf Course)	196.78	7.39%	0	0.00%
PR (Park)	126.26	4.74%	0	0.00%
PR (Park Reserve)	29.99	1.13%	0	0.00%
PQP (Substation)	1.85	0.07%	0	0.00%
PQP (Church)	11.74	0.44%	0	0.00%
PQP (Elementary School)	39.24	1.47%	0	0.00%
PQP (Middle School)	17.97	0.67%	0	0.00%
PQP (High School)	35.97	1.35%	0	0.00%
PQP (Fire Station)	0.50	0.02%	0	0.00%
ROW (Right of Way)	158.62	5.96%	0	0.00%
Subtotal	774.02	29.06%	0	0.00%
Total	2,663.26	100.0%	9,068	100.0%

Last Updated: December 10, 2014

NORTHWEST ROSEVILLE SPECIFIC PLAN

Figure 8



Northwest Roseville Land Use by Parcel

Parcel	General Plan Land Use (Specific Plan Land Use)	Zoning	Acres	Allocated Units	Finalized Units	Available Units	Density
1	LDR (Residential)	R1/DS	66.32	272	272	0	4.1
2	MDR (Residential)	RS/DS	29.93	186	186	0	6.2
3	LDR (Residential)	R1/DS	47.44	189	189	0	4.0
4	LDR (Residential)	R1/DS	99.55	415	415	0	4.2
5	CC (Commercial)	CC/SA-NW	10.21				
6	PR (Park)	PR	5.05				
7	LDR (Residential)	R1	23.92	77	77	0	3.2
8	LDR (Residential)	R1	33.97	120	120	0	3.5
9	HDR (Residential)	R3/SA-NW	13.79	185	185	0	13.4
10	LDR (Residential)	R1	65.78	267	267	0	4.1
11A	CC (Commercial)	CC/SA-NW	4.04				
11B	MDR (Residential)	R-3	6.67	53	0	0	7.9
14	PR (Park)	PR	10.87				
15	CC (Commercial)	CC/SA-NW	10.98				
17	MDR (Residential)	R3/SA-NW	9.91	104	104	0	10.5
18	CC (Business Professional - Commercial)	CC/SA-NW	8.83				
19	BP (Business Professional)	BP/SA-NW	8.40				
20A	PR (Park)	PR	6.07				
20B	PR (Park)	PR	0.55				
21	LDR (Residential)	R1	9.21	38	38	0	4.1
22	LDR (Residential)	R1	70.07	261	261	0	3.7
23	LDR (Residential)	R1/DS	59.56	195	195	0	3.3
24	PQP (Elementary School)	P/QP	10.00				
25	PR (Park)	PR	7.74				
26	LDR (Residential)	R1	30.66	100	100	0	3.3
27	CC (Commercial Recreation)	CC/SA-NW	14.87				
28	LDR (Residential)	R1/DS	64.48	236	236	0	3.7
28A	LDR (Residential)	R1/DS	39.95	128	128	0	3.2
29	PQP (Middle School)	P/QP	17.97				
30	PR (Park)	PR	8.06				
31	HDR (Residential)	R3	19.11	268	268	0	14.0
32	LDR (Residential)	RS/DS	49.17	175	175	0	3.6
33	MDR (Residential)	R3	41.39	416	416	0	10.1
34	CC (Commercial)	CC/SA-NW	19.68				
35	LDR (Residential)	PD76	25.39	150	150	0	5.9
36	HDR (Residential)	R3	12.15	200	200	0	16.5
37	LDR (Residential)	RS/DS	9.58	71	71	0	7.4
38A	PR (Golf Course)	PR	98.39				
38B	PR (Golf Course)	PR	59.48				
38C	PR (Golf Course)	PR	38.91				
39	CC (Commercial)	M1	13.75				
40	MDR (Residential)	R3	23.78	238	238	0	10.0
41	LDR (Residential)	R1	52.09	262	262	0	5.0
42	LDR (Residential)	R1	17.81	71	71	0	4.0
43	PR (Park)	PR	7.81				
44	PQP (Elementary School)	P/QP	19.25				
45	PR (Park)	PR	6.36				
46	PQP (Church)	R1	5.80				
47	MDR (Residential)	R1	7.28	71	0	0	9.8
48	CC (Commercial)	CC/SA-NW	12.20				
49	BP (Business Professional)	R1	2.32				

Parcel	General Plan Land Use (Specific Plan Land Use)	Zoning	Acres	Allocated Units	Finalized Units	Available Units	Density
50	PQP (Church)	R1	3.13				
51	PQP (Substation)	R1	0.30				
52	LDR (Residential)	R1	52.29	269	269	0	5.1
53	LDR (Residential)	R1	35.68	189	189	0	5.3
54	PQP (Fire Station)	CC/SA-NW	0.50				
55	CC (Commercial)	CC	11.67				
56	LDR (Residential)	R1	40.05	183	183	0	4.6
57	LDR (Residential)	R1	32.96	155	155	0	4.7
58A	LDR (Residential)	R1	17.34	74	74	0	4.3
58B	LDR (Residential)	R1	18.09	74	74	0	4.1
59	PQP (Elementary School)	P/QP	9.99				
60	PR (Park)	PR	7.30				
61	LDR (Residential)	R1	27.49	131	131	0	4.8
62	LDR (Residential)	R1/DS	54.89	249	249	0	4.5
63	LDR (Residential)	R1	52.42	222	222	0	4.2
64	LDR (Residential)	R1	6.61	28	28	0	4.2
65	PR (Park)	PR	4.34				
66	LDR (Residential)	R1/DS	55.93	228	228	0	4.1
67	LDR (Residential)	R1	19.24	76	76	0	4.0
69	LDR (Residential)	R1	31.05	105	105	0	3.4
71	PQP (High School)	P/QP	35.97				
72	LDR (Residential)	RS/DS	26.34	147	147	0	5.6
73A-1	LDR (Residential)	R1	29.28	122	122	0	4.2
73A-2A	LDR (Residential)	R1/DS	14.59	77	77	0	5.3
73A-2B	LDR (Residential)	RS/DS	53.59	330	330	0	6.2
73A-4	PR (Park)	PR	8.64				
73A-5	OS (OS/Wetland)	OS	30.77				
73A-6	OS (Wetland Reserve)	OS	15.63				
73B	OS (Park)	PR	46.09				
73C	OS (Public / Quasi Public)	P/QP	2.28				
74	PR (Park)	PR	53.47				
75	PR (Park Reserve)	PR	29.99				
77A	LDR (Residential)	RS/DS	13.03	85	85	0	6.5
77B	OS (Open Space)	OS	14.92				
77C	PQP (Substation)	P/QP	1.55				
78	OS (Recreation Floodway)	OS/FW	20.59				
79A	OS (Floodway)	OS/FW	19.92				
79B	OS (Floodway)	OS/FW	4.91				
80	LDR (Mobile Homes)	PD37	63.77	320	319	0	5.0
81	HDR (Residential)	PD76	6.66	136	136	0	20.4
82	HDR (Residential)	PD76	9.02	173	173	0	19.2
84	MDR (Residential)	PD76	8.47	64	64	0	7.6
85	LDR (Residential)	PD76	40.22	177	177	0	4.4
86	CC (Commercial)	CC/SA-NW	13.04				
89	HDR (Residential)	R3	16.91	328	328	0	19.4
90	LDR (Residential)	R1/DS	6.37	21	21	0	3.3
91	HDR (Residential)	R3	5.40	80	80	0	14.8
92	LDR (Residential)	R1	9.55	38	36	0	4.0
94	PQP (Church)	PD76	2.81				
96	LDR (Residential)	R1	51.32	156	156	0	3.0
97	LDR (Residential)	R1	31.72	83	83	0	2.6
ROW	ROW (Right of Way)	ROW	158.61				
Total			677.67	1669	1669	0	

Last Updated: December 10, 2014

2. LAND USE ELEMENT

Residences are the predominant land use proposed in the Northwest Specific Plan. The Plan Area is intended to be a distinctive, attractive community that is home for people working in the employment centers nearby. The residential areas are part of individual neighborhoods defined by the major arterial streets and open spaces. The commercial and professional service land uses are limited to relatively small sites and are located to support the shopping, leisure, and service needs of the area residents, rather than serve as employment centers or retail centers for people outside the vicinity of the Plan Area.

Land use within the Plan Area considers the natural features of the area, the basic circulation system, and the surrounding land uses. More intense residential land use, particularly multi-family land use, is located near major arterial streets and commercial services in keeping with the City General Plan guidelines for such land uses. Commercial sites are located near major intersections and along arterial streets to facilitate access.

There are no high intensity land uses, such as office centers or light industrial complexes, in the Plan Area. The natural conditions generally allow conventional development to occur with minimal constraint, except in those areas of environmental sensitivity, such as the oak woodland, the vernal pool areas, and the riparian areas. Urban land uses are typically avoided in these areas, or provided with special land use guidelines to minimize the impacts of urban development.

2.1 Residential Land Use

2.1.1 Residential Land Use Goals

A fundamental goal of the Specific Plan is to create residential neighborhoods that are:

- Safe for residents, particularly for children
- Quiet and buffered from noise and other nuisance factors
- Convenient in terms of access to public services and goods
- Protected from through traffic
- Clearly defined with a central focus of neighborhood identity
- Responsive to and incorporating significant natural features

The principal means of achieving these characteristics is through the land use pattern established in the Land Use Map and implemented through the policies and guidelines in this Land Use Element, as well as various policies and concepts set forth in the Circulation Element (Section 4), the Open Space and Resources Management Element (Section 5), and the Public Facilities and Services Element (Section 6).

2.1.2 Total Dwelling Units in the Plan Area

The Land Use Map (Figure 8) designates the location of 8,935 dwelling units on approximately 2,650 acres.

2.1.3 Residential Land Use by Density Category

Conventional single family detached homes at three to five dwellings per acre are the largest land use category in the Plan Area. The Plan Area is highly suitable for single family dwellings due to the relatively gentle terrain, good quality soils for development, and the availability of sewer, water, and major streets. Detached dwelling units will provide flexibility in unit siting and design that will allow tree preservation in the oak woodland area. Homes fronting on the golf course will typically be single family units in the lower density range. These single family dwellings are typically most affordable to middle income households.

The second dwelling unit type is small-lot, or attached dwelling units in densities of six to nine dwelling units per acre. In this density, housing affordability may be improved by utilization of innovative housing design and residential development patterns such as zero-lot-line and cluster homes, patio homes, duplexes, four-plexes, town houses, and apartments. These techniques can be utilized within planned developments in medim-density projects, which may provide housing affordable to lower-middle income households while maintaining the overall residential neighborhood character in the Plan Area.

Table 2
Residential Allocation by Density Category

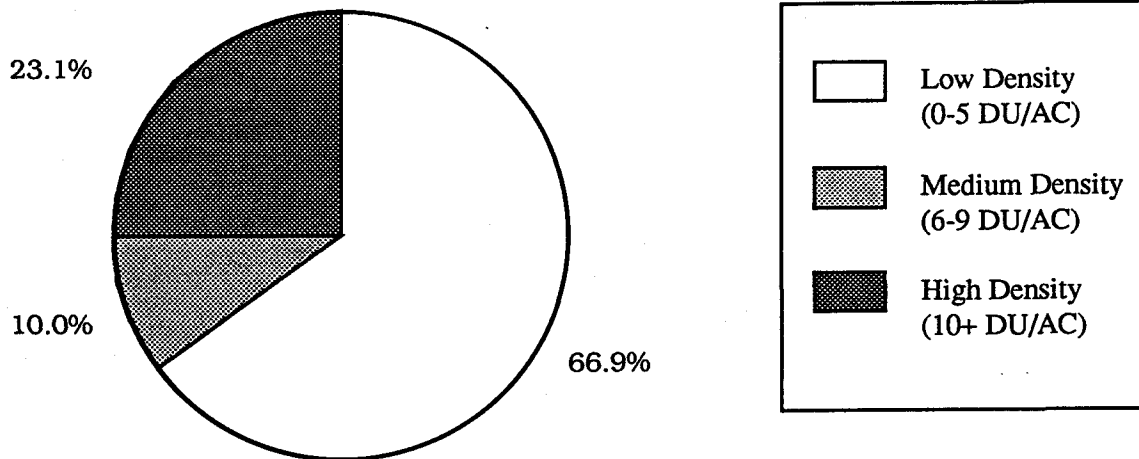
	<u>Dwelling</u>	<u>% Of Total</u>	<u>Avg. HH Size</u>	<u>Population</u>
Low Density Residential (R-0 to R-5)	5,975	66.90	2.64	15,774.00
Medium Density Residential (R-6 to R-9)	895	10.00	2.06	1,843.00
High Density Residential (R-10 to above)	2,065	23.10	1.76	3,634.00
	<u>8,935</u>	<u>100.00</u>		<u>21,251.00</u>

Section 2.1.3 Residential Land Use by Density Category in the North West Roseville Specific Plan document shall be amended to read as follows: (new text is identified by the underline).

...The Specific Plan also includes a number of multi-family residential sites. Typically, these residential uses are to be developed at densities in the range of 15 to 20 dwelling units per acre. Such units provide a rental housing base most likely to be affordable to lower income households, and suitable for single individuals and small households.

Parcel 17 is allocated 90 units for the development of a 100 percent affordable apartment project for seniors. To subsidize the private costs associated with the development of such a project, Parcel 17 is planned to be subdivided into two parcels. The southern parcel is to be developed with a senior apartment project and would utilize the full 90 units allocated to Parcel 17. No additional units would be allocated to Parcel 17 as a result of the subdivision. Since there would be no available units for use on the northern parcel, that parcel would have to be developed with other permitted uses that do not require residential units and that are consistent with the R3 zoning including, but no limited to; community care facilities; community assembly; schools; and recreation uses.

In the event the northern parcel is to be developed with a project requiring residential units (e.g. apartments), a general Plan and Specific Plan Amendment would be required to increase the number of units and density allocated to Parcel 17.



Residential Allocation by Density Category
Figure 9

The Specific Plan also includes a number of multi-family residential sites. Typically, these residential uses are to be developed at densities in the range of 15 to 20 dwelling units per acre. Such units provide a rental housing base most likely to be affordable to lower income households, and suitable for single individuals and small households.

As summarized in Table 2, and shown on Figure 9, the overall mix of dwelling units is weighted toward single family detached dwellings in the lower density range. Multi-family housing accounts for a significant percentage of the total stock and medium density is applied in relatively few locations.

2.1.4 Residential Neighborhoods

The residential land use within the Plan Area is organized as a series of "neighborhoods", each identified by the following features:

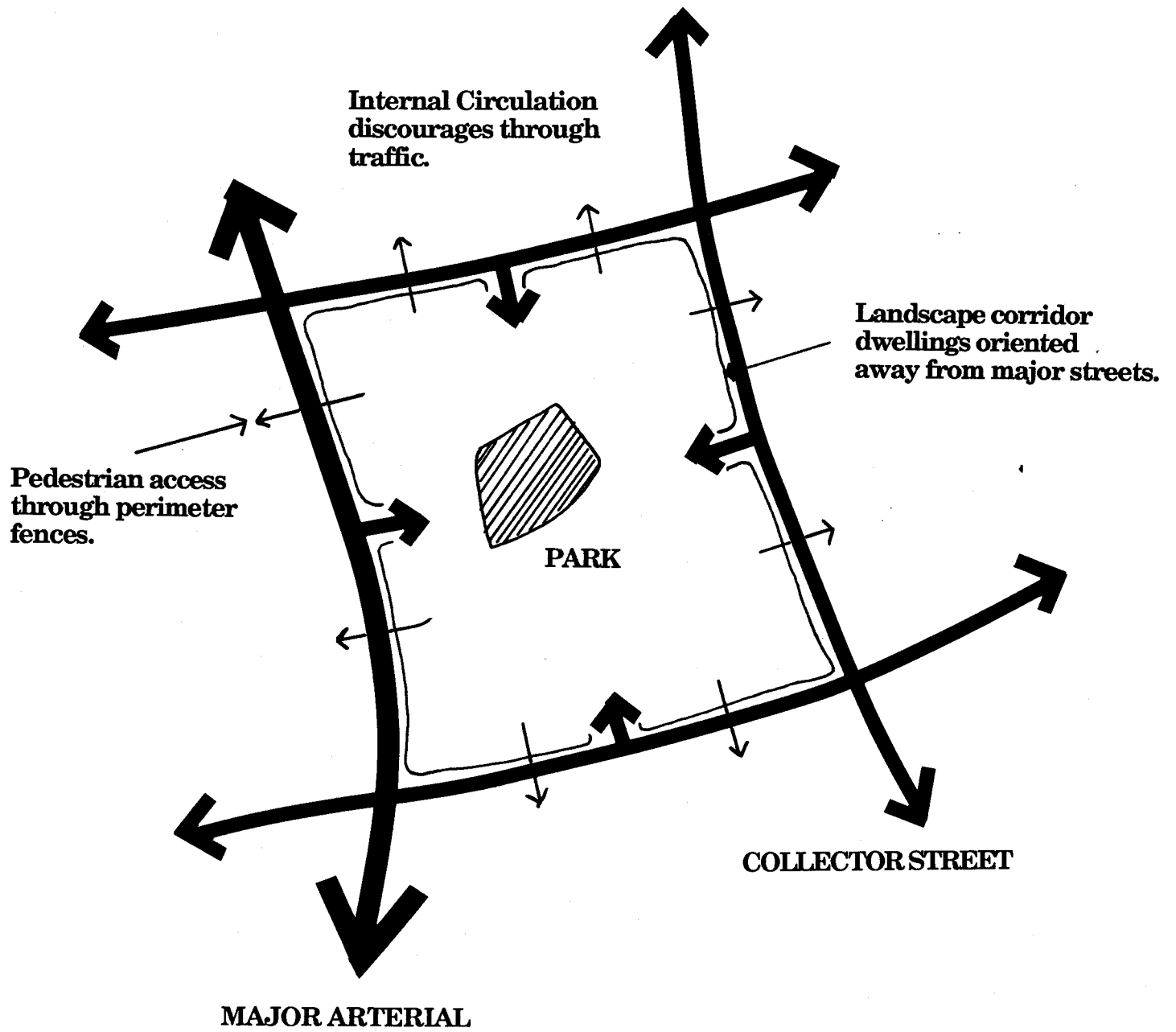
1. Boundaries are created by a combination of collector and arterial streets, and open space.
2. Residential areas are typically arranged in neighborhood clusters of 50 to 100 acres, depending on the configuration of the road network and the natural features.

3. Each residential area is inwardly oriented, away from heavily traveled streets. Back and side property lines abut adjacent arterial streets. Walls are used to provide visual privacy and attenuate traffic noise. Breaks occur in the soundwalls at intervals of not less than 1000 feet and at an average of 600 feet to allow pedestrian and cyclist access. The conceptual design of these breaks is illustrated in Figure 10, Neighborhood Concept Diagram, and is further defined in Section 8, Urban Design Guidelines.
4. Vehicular access points into residential areas are limited to reduce safety problems and congestion associated with through traffic.
5. Typically, dwellings within a particular neighborhood will utilize a similar architectural and site design theme.
6. Street landscaping will be similar within a given neighborhood. Trees will form a canopy over the street as defined in the Landscape Guidelines in Section 8, Urban Design Guidelines.
7. Pedestrian paths and bicycle lanes provide linkage between neighborhoods.
8. Each neighborhood contains an activity focus such as a park or school.
9. Project entry signage, and soundwall design and materials will be coordinated throughout the entire neighborhood.
10. A common name will be selected to identify the neighborhood. The name will be used where applicable to identify parks, schools, projects, and the major neighborhood street to create a sense of identity.

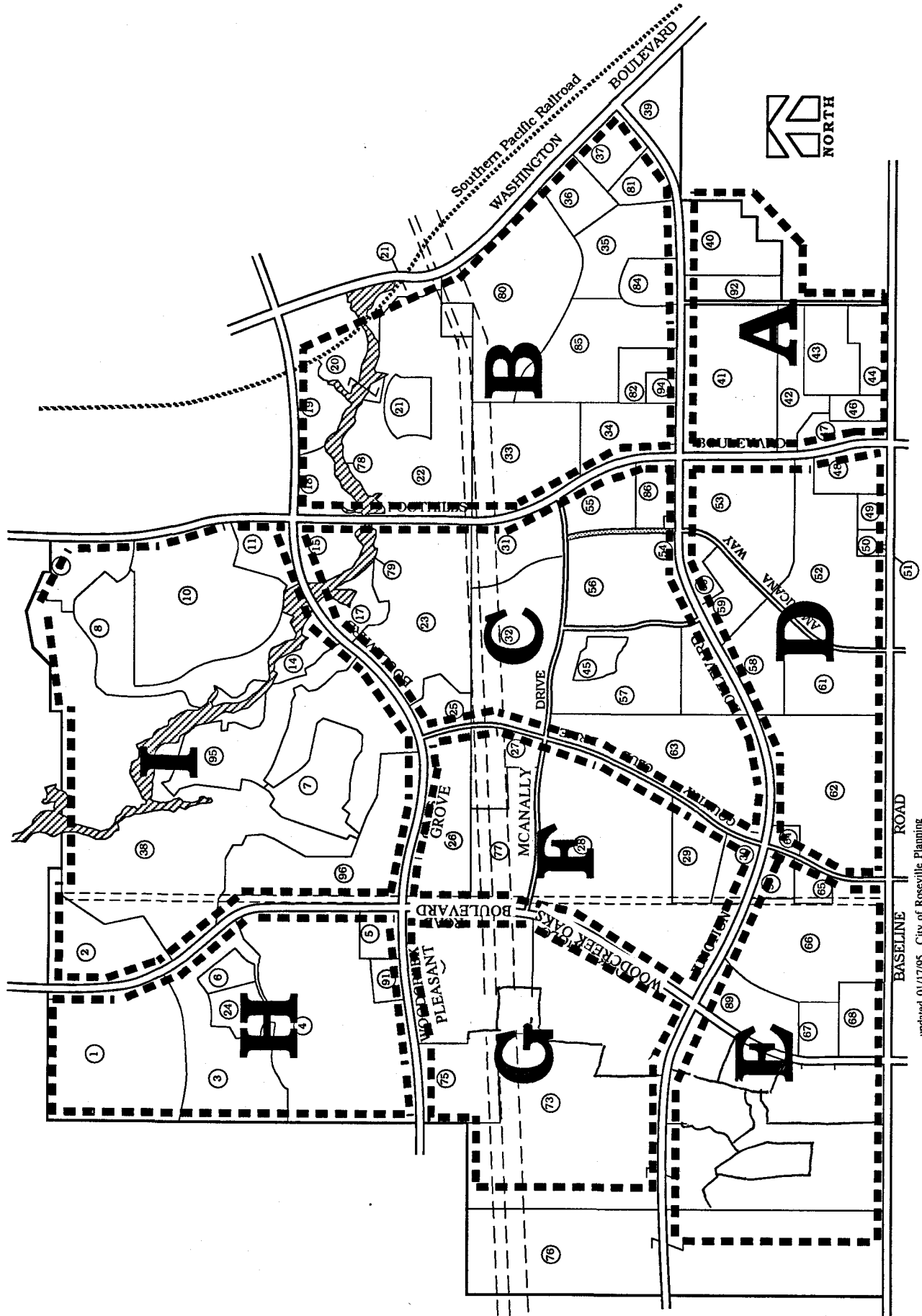
The Neighborhood Pattern Diagram (Figure 11) illustrates the location of the individual neighborhoods defined by the street pattern and the location of parks and schools. For the purposes of this Specific Plan each of these neighborhoods is given a letter designation. It is intended that the developers will establish a project name and identity for each neighborhood in the subsequent planning and design. A summary of each neighborhood is illustrated in Figure 12 through Figure 20.

2.1.5 Neighborhood Design Policies

1. Subdivisions shall be designed as "residential villages" with distinct boundaries defined by open space corridors, arterial streets and landscaped buffers, including boundary fences where appropriate.
2. Access and infrastructure extensions shall be provided to non-residential uses such as schools, parks and neighborhood retail in the same time frame as those services are provided for residential lands.
3. Each increment of a phased project shall be designed to be complete in its function, circulation, drainage, infrastructure, landscaping and visual aspects.



Neighborhood Concept Diagram
Figure 10



Neighborhood Pattern Diagram
Figure 11

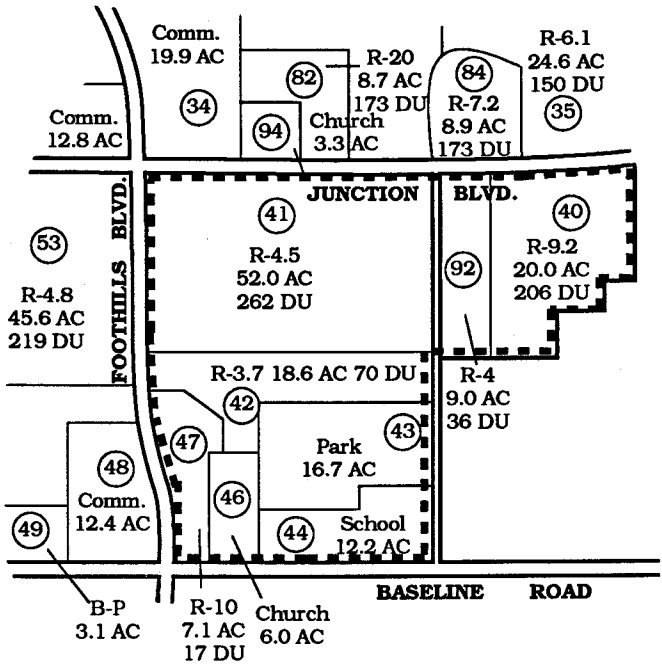


Figure 12

Overview:

Neighborhood A is partially established in conventional single family dwellings. Kaseberg Park and Kaseberg School provide a focal point for the neighborhood and the surrounding community.

The park is oriented to the school and is connected to the residential areas via Porter Drive. A potential pedestrian connection can be developed between Foothills Boulevard and the park through a medium density housing site.

The remaining key parcels are single family residential development sites, and a six-acre church site adjacent to the the park and school.

<i>Land Use</i>	<i>Acres</i>	<i>Units</i>
Low-Density Housing	79.6	368
Medium-Density Housing	20.0	206
High-Density Housing	7.1	71
School	12.2	
Park	16.7	
Church	6.0	
Total	141.6	645

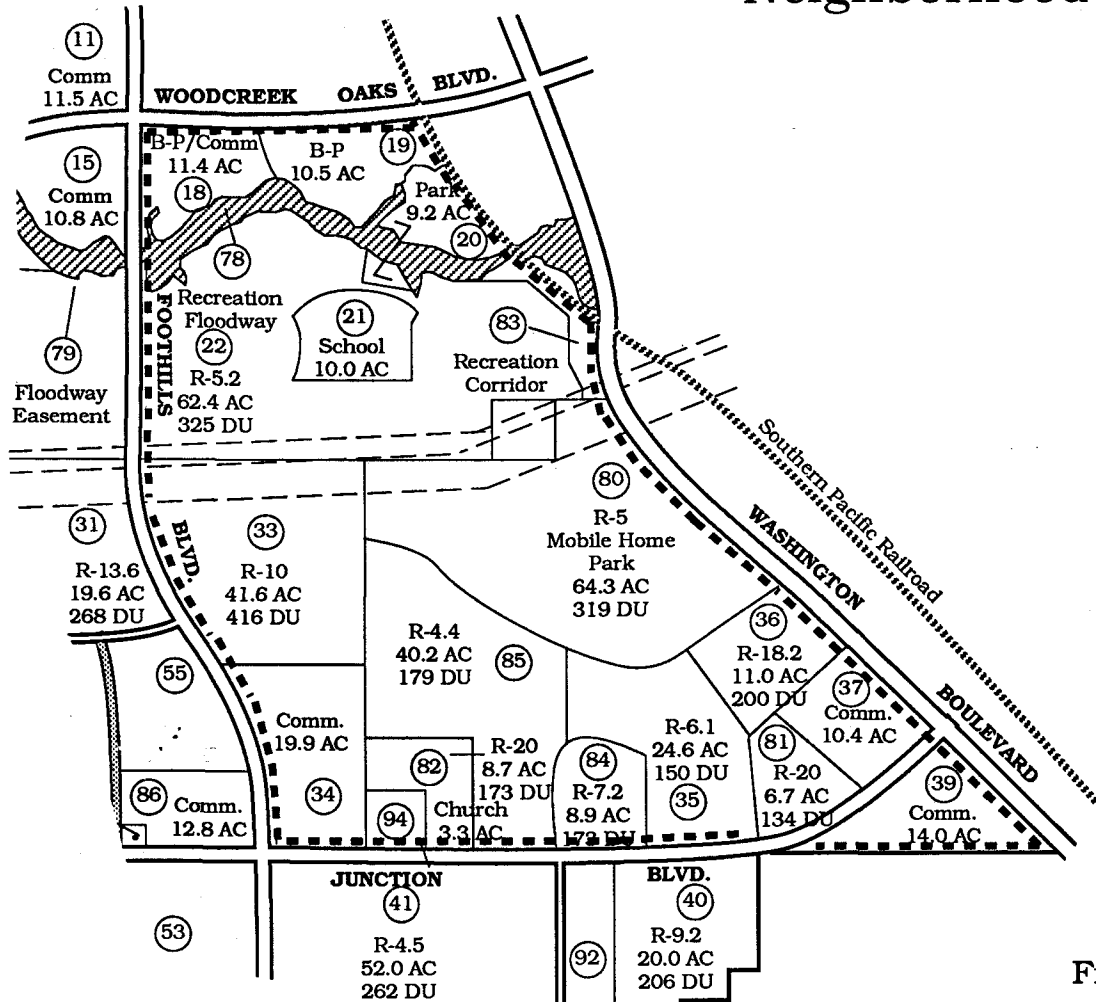


Figure 13

Overview:

The neighborhood is partially built in a mix of dwelling unit types including Diamond Oaks Mobile Home Park, Quail Ridge Apartments, Kingswood Village, Fairview Park, and Springfield subdivisions.

Key features include the powerline easement, drainage of Pleasant Grove Creek, and the dense oak woodland.

Development along Pleasant Grove Creek on Parcel 22, and the business-professional/commercial and business-professional land use on the north side of the creek will require special care to protect the drainage shed and the oak woodland.

Pedestrian linkages will be provided along the powerline easement. These linkages will connect with the stream

Land Use	Acres	Units
Low-Density Housing	166.9	823
Medium-Density Housing	33.5	214
High-Density Housing	68.0	923
School	10.0	
Park	9.2	
Recreation Floodway	10.0	
Recreation Corridor	6.6	
Commercial	44.3	
B-P	10.5	
B-P/Commercial	11.4	
Church	3.3	
Total	373.7	1,960

channel along the south boundary of the residential site, through the Autumn Oaks project, to Washington Boulevard along the multi-family project in Parcel 81, and the commercial site on Parcel 37.

Neighborhood

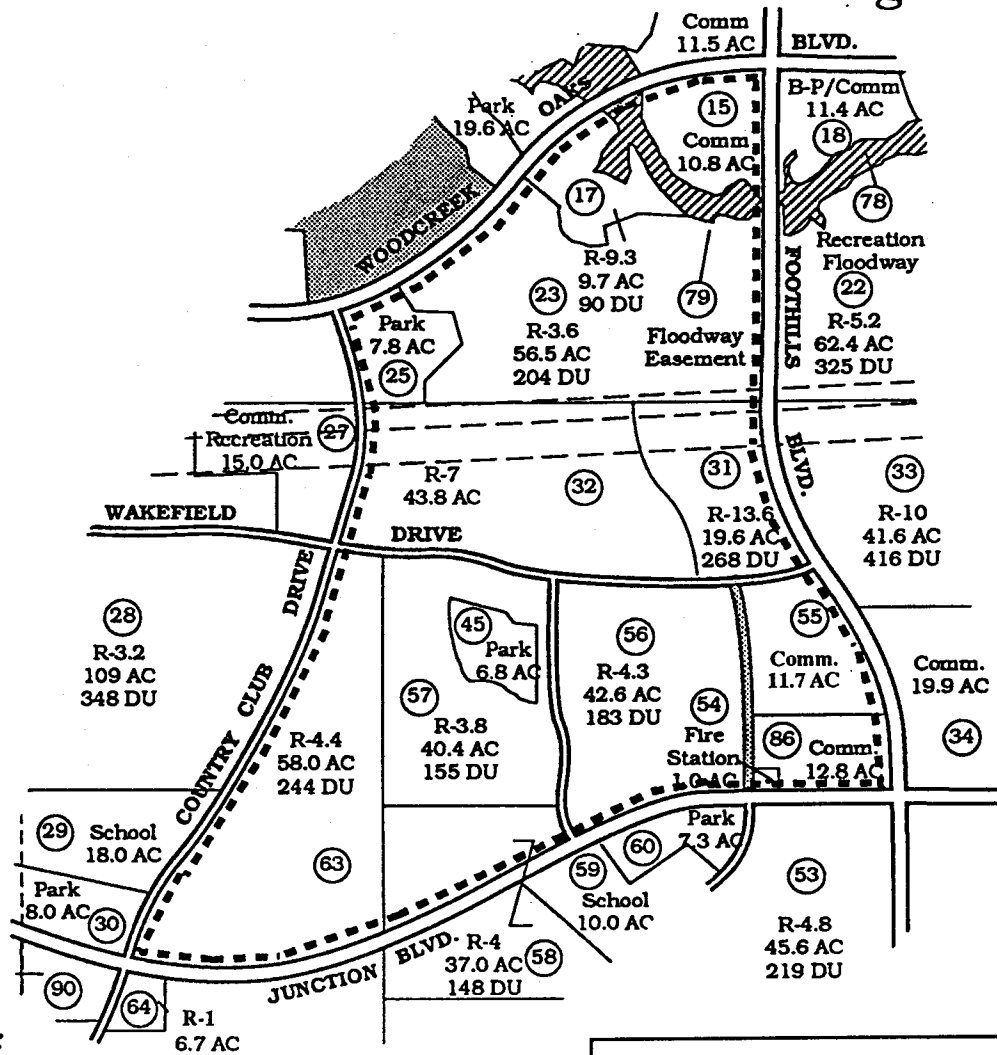


Figure 14

Overview:

The neighborhood is partially developed in a mix of residential land use which includes Silverado Oaks Units 1, 2 and 3, and the Tennis Village Apartments. The fire station which serves the northwest quadrant of the city is also located in this neighborhood.

Key features include the powerline easement, the Pleasant Grove Creek drainage, and the vernal pool protection area in the park at the intersection of Country Club Drive and Woodcreek Oaks Boulevard.

Single family detached housing is the predominant use proposed in the neighborhood, but it will also include mid-range housing at seven units/acre (Parcel 32), and apartments in the range of 14 units/acre adjacent to the creek. The neighborhood will also provide commercial uses.

Land Use	Acres	Units
Low-Density Housing	215.5	858
Medium-Density Housing	53.5	293
High-Density Housing	19.6	268
Parks	14.6	
Floodway Easement	5.0	
Commercial	35.3	
Fire Station	1.0	
Total	344.5	1,419

Special development standards will apply to the area adjacent to the creek in order to protect the drainage watershed and the oak woodland.

Two neighborhood parks provide the focal point for the neighborhood. Connection to the backbone bike trail through the powerline easement is provided through neighborhood streets.

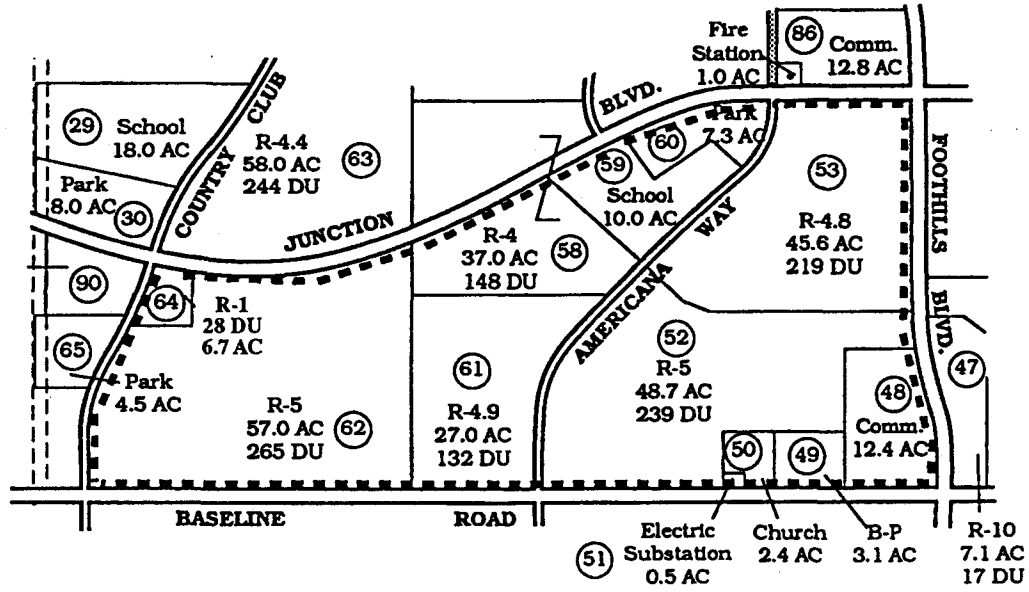


Figure 15

Overview:

The neighborhood is partially developed in single family dwellings and includes the Sunrise Foxborough, Pilgrims Creek and Autumn Glen Estates subdivisions.

Low density housing is the predominant use. There is also a day care center, Parcel 49, and church, Parcel 50, are located here.

A park and school combination are the focal point of the neighborhood. Connection to the backbone bikeway system is through neighborhood streets to Junction Boulevard.

Land Use	Acres	Units
Low-Density Housing	204.0	959
School	10.0	
Park	7.3	
Church	2.4	
Commercial	12.4	
Business-Professional	3.1	
Electrical Substation	0.5	
Total	239.7	959

The neighborhood is comprised of relatively gentle, rolling terrain which does not present any unique site development conditions.

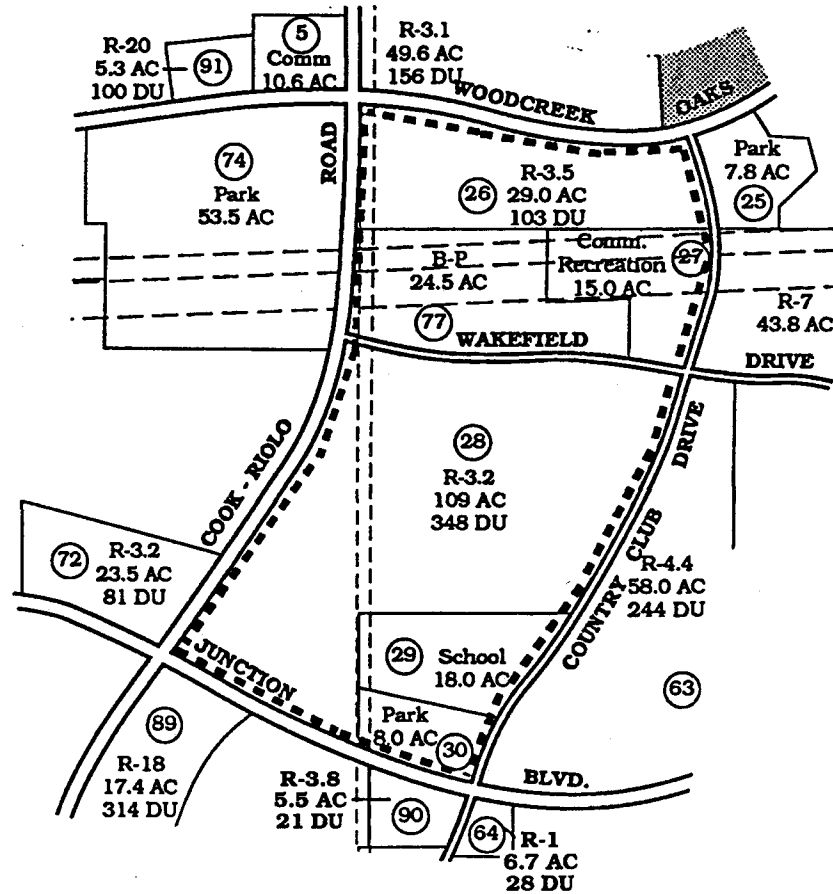


Figure 17

Overview:

Low density housing is the predominant use planned in this neighborhood. A park and school combination is the focal point of the neighborhood. The intermediate school will provide a recreation activity center.

The powerline easement to be used for a commercial recreation center, such as a tennis club, and also may be used for a business-professional site that will utilize the easement corridor for parking and landscaping theme. One potential use is medical or related uses, because medical offices typically require a higher parking ratio than other office uses.

The existing sewer line easement will provide a pedestrian/bikeway corridor to the backbone system. Breaks in the perimeter soundwall will provide access to

Land Use	Acres	Units
Low-Density Housing	138.0	451
School	18.0	
Park	8.0	
Commercial Recreation	15.0	
Business-Professional	24.5	
Total	203.5	451

the Class I bike system from the interior residential streets.

The drainage that originates farther east along Wakefield Drive will be left in a natural channel through the corridor, and will be incorporated in the landscaping and site design of both the tennis club and office park. The relatively gentle, rolling terrain does not present any unique site development conditions.

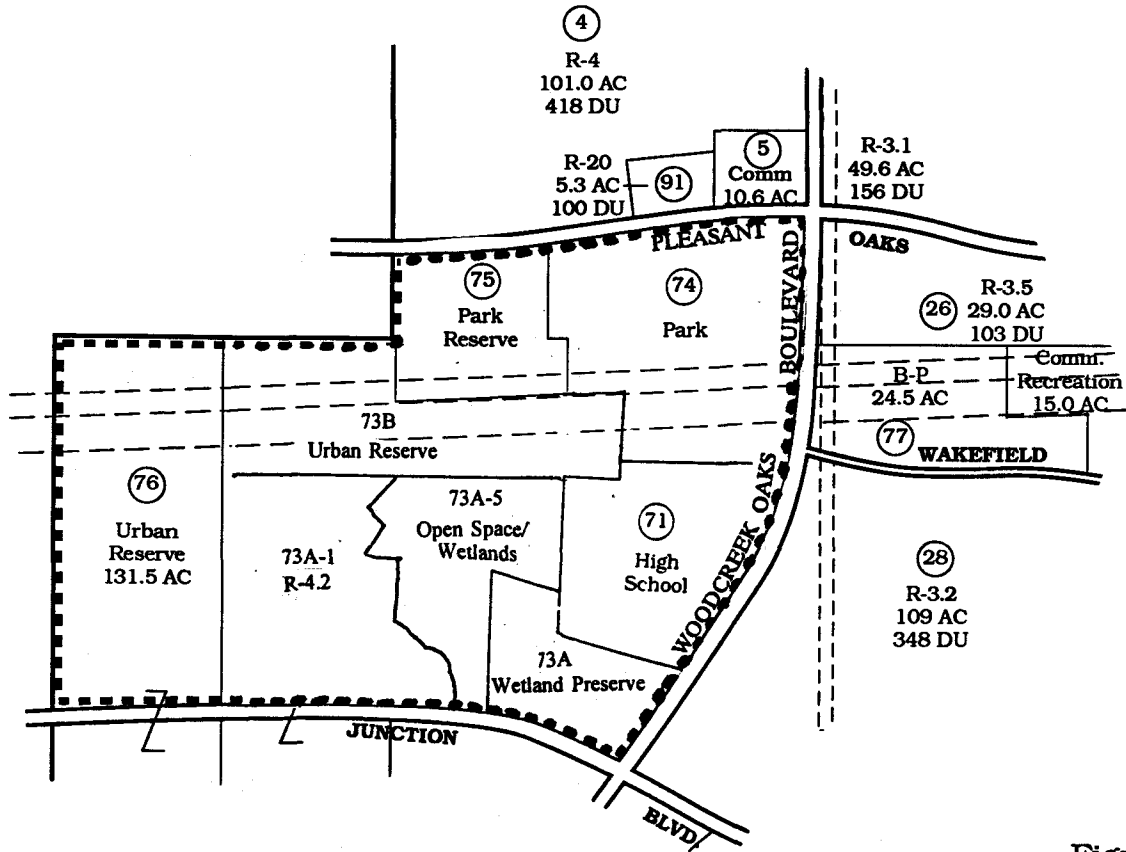


Figure 18

Overview:

The city-wide park will be the dominant feature in the neighborhood, and will provide an activity recreation center.

Generally, the gentle, rolling terrain does not present any unique site development conditions; however, the upper reaches of Kaseberg Creek begin to appear in this neighborhood and will require special consideration for the overall grading concept. The drainage that originates farther east along Wakefield Drive will be left in a natural channel through the corridor.

The powerline easement is to be used as an easement for parking, recreation, and as a pedestrian/bikeway corridor to the backbone system. Breaks in the

Land Use	Acres	Units
Low-Density Housing	29.3	122
City-wide Park	53.5	
Park Reserve	30.0	
Urban Reserve	66.3	
High School	38.3	
Open Space/Wetlands	46.4	
Total	263.8	122

perimeter soundwall will provide access to the on-street, Class I bike system.

The urban reserve area (Parcel 73) is a location which could potentially absorb any overflow of dwelling units.

Another substantial area of urban reserve (Parcel 76) is located adjacent to this neighborhood, and also could potentially absorb any "overflow" development.

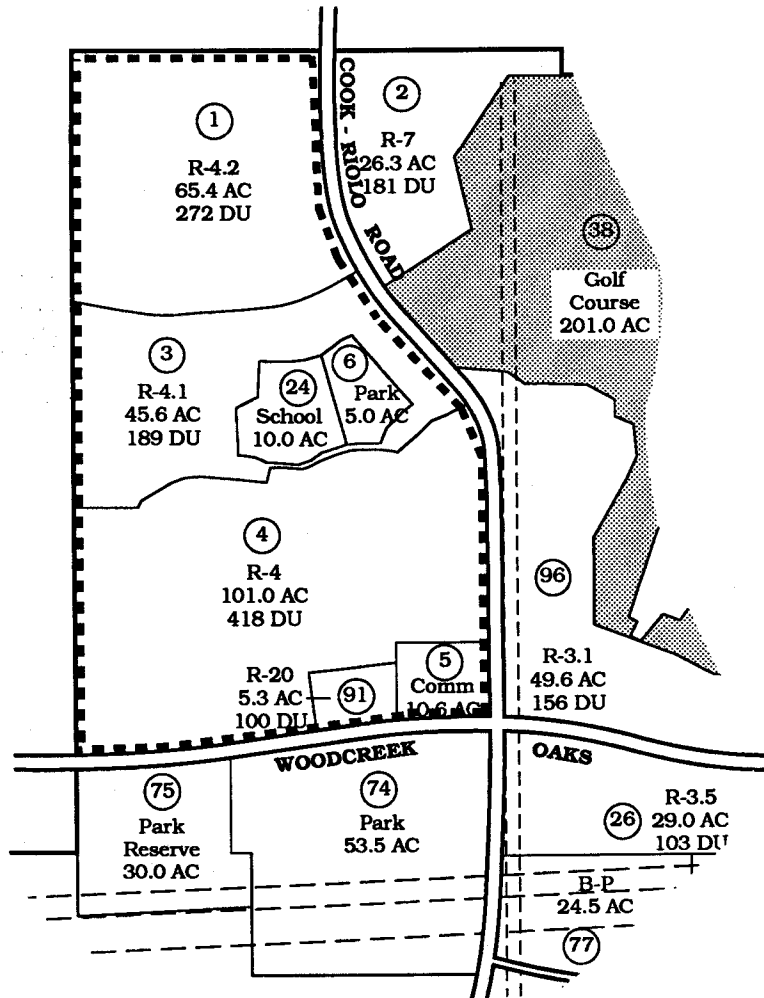


Figure 19

Overview:

Low density housing is the predominant use planned for this neighborhood. The commercial center is intended to serve the market area around the intersection of neighborhoods F, G, H, and I.

The park and school combination is the focal point of the neighborhood. Breaks in the perimeter soundwall will provide access to the on-street bike system on Cook-Riolo Road, to connect to the powerline easement and the pedestrian/bikeway corridor backbone system.

<i>Land Use</i>	<i>Acres</i>	<i>Units</i>
Low-Density Housing	212.1	879
High-Density Housing	5.3	100
School	10.0	
Park	5.0	
Commercial	10.6	
Total	243.0	979

The relatively gentle, rolling terrain does not present any unique site development conditions.

**NORTHWEST ROSEVILLE SPECIFIC PLAN
PROPOSED TEXT AMENDMENT - March 1998**

The text on page 2-15 of the Northwest Roseville Specific Plan is amended to include:

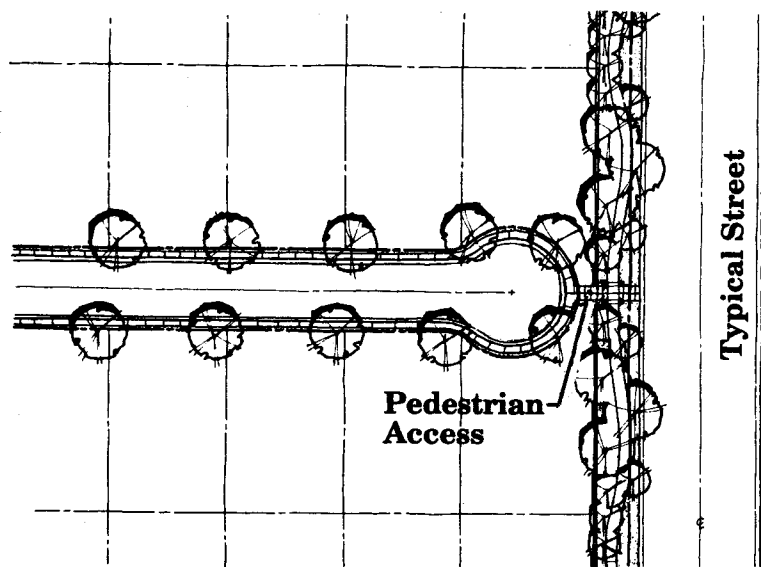
Permitted Uses and Development Standards for Parcel 9: Parcel 9 is designated for High Density Residential (r-14). (R-3). The implementing zoning district is Attached Housing/Special Area (R3/SA). The Special Area (SA) combining zone is indeted to limit the permitted uses in the Attached Housing (R3) zone to insure compatibility with adjacent land uses.

Permitted uses and development standards for Parcel 9 shall be as specified in Article II of the Roseville Zoning Ordinance for Attached Housing (R3) Zone District, except that Residential Recreation Facilities shall be a principal permitted use and all of the following uses shall be prohibited:

Special Area Modifications for Parcel 9 - Prohibited Uses

1. Animal Keeping;
2. Community Assembly;
3. Community Service;
4. Schools, Elementary and Secondary;
5. Schools, Private Elementary and Secondary;
6. Community Care Facilities, Large;
7. Two Family Dwellings;
8. Family Day Care Home, Large;
9. Mobile Home Park
10. Rooming and Boarding House;
11. Community Care Facility
12. Commercial Day Care Center;
13. Long Term Care Facility; and
14. Neighborhood Commercial.

4. Pedestrian and bicycle travel within and beyond all residential neighborhoods should be facilitated through suitable trails, pathways and bicycle lanes as defined in the Circulation Element.
5. Buildings shall be sited with respect to topography, vegetation and other natural features of the building site. Such features shall be considered as primary site design determinants.
6. Tree preservation and grading policies set forth in the Open Space and Resource Management Element of this Plan shall apply to all residential development. Such policies may restrict the development of certain residential parcels (Parcels 7, 17, 22, 23, 26, 95, and 96) to less than the nominal density shown on Figure 8, Land Use Map. In such instances the property owner may transfer the unused dwelling unit allocation to another parcel within the Plan Area pursuant to a Specific Plan Amendment.
7. Residences shall be oriented with rear or side yards toward arterial streets. Side lots are recommended at key locations adjacent to the breaks in the soundwalls to provide pedestrian and cyclist access from the interior local street to the adjacent bikeway system, as illustrated in Figure 21, Side Lot and Pedestrian Access Schematic.



Side Lot and Pedestrian Access Schematic
Figure 21

8. Circulation systems within subdivisions should emphasize internal circulation rather than accommodate through traffic.
9. Residential lot configurations which will accommodate zero lot line, cluster and other flexible designs are encouraged to maximize land use efficiency and to respect natural constraints.
10. Where the center line of a street alignment does not vary by more than ten feet along the frontage of six or more adjacent single family parcels, the front yard setbacks of not less than forty percent (40%) of the dwellings on each side of the street shall vary from the standard front yard setback by a minimum of three feet.
11. Buildings within a neighborhood grouping shall include a variety of roof lines, building heights, color schemes and setbacks to achieve visual interest. The architectural style shall be compatible among all buildings within each residential neighborhood.
12. The following information will be provided with the first project within any of identified neighborhoods on Figure 11, Neighborhood Pattern Diagram:
 - a. An overall schematic layout of the circulation system for an entire neighborhood will be provided, including both auto and pedestrian/bicycle systems. The street system is to be designed to discourage through traffic. The pedestrian/bicycle open space system is to be separate from auto circulation wherever possible, and must illustrate how the neighborhood system links with the larger backbone system and activity centers, such as parks, schools, and retail.
 - b. Neighborhood landscaping shall be consistent with Section 8, Landscape Guidelines. An overall coordinated design and landscape concept for an entire neighborhood will be provided, including design, siting and architectural standards, as well as coordinated landscape treatment and materials. Common street trees are to be identified for all neighborhood roadways to create a canopy.
 - c. A master grading concept for an entire neighborhood will be provided, indicating the location of native oak trees and the drainage pattern that will result from grading.
 - d. Project entry signage, and soundwall design and materials are to be coordinated throughout an entire neighborhood. Pedestrian access is to occur in the soundwall at intervals of not less than every 1,000 linear feet, or an average of 600 linear feet along the perimeter of a neighborhood.
 - e. A common name is to be chosen to identify an entire neighborhood. This name to be utilized for projects, parks, schools and the major neighborhood street to create a sense of identity.

2.1.6 Attached and Multi-Family Housing Policies

- 1. Town house and apartment developments shall be compatible with relation to bulk, design, grading and landscaping with developments on surrounding parcels.**
- 2. Separate vehicular and pedestrian circulation systems shall be provided which minimize auto and pedestrian contact.**
- 3. Common open space areas shall be planned with specific functions in mind. Such areas should not be "left-over" spaces after building design. A minimum of twenty-five percent (25%) of gross site area shall be open space.**
- 4. Open space areas shall be connected with on-site pedestrian circulation systems. Common areas shall be readily accessible from all buildings.**
- 5. Open space areas shall be used to preserve existing natural features when present.**
- 6. Residential units adjacent to existing open space corridors should be oriented towards open space and should incorporate such corridors in project design.**
- 7. Recreational facilities such as swimming pools, tennis courts, tot-lots and picnic areas shall be provided to meet the projected needs of the project population.**
- 8. Buffering between multi-family development and major roadways or non-residential uses shall be provided by setbacks, soundwalls, landscaping and berming, or a combination of all these.**
- 9. Buildings shall be sited with regard to topography, vegetation, and other physical features of each project parcel and adjacent parcels.**
- 10. Architectural treatment and detail should be consistent among buildings, but should create visual interest through orientation, form and alignment of individual buildings.**
- 11. Parapet walls, when required, should be treated as an integral part of building design. Such walls should not appear as unrelated visual elements.**
- 12. Parking areas shall be landscaped such that a tree canopy will shade not less than fifty percent (50%) of the parking area within a period of fifteen (15) years.**

Additional design and landscaping standards are addressed in Section 8, Urban Design Guidelines.

2.2 Commercial Land Use

A total of twelve (12) sites are designated for commercial land use within the Plan Area. These sites are intended to be neighborhood and community service centers which will serve the frequent shopping needs of Plan Area residents. The commercial land use encompasses a total of 145.2 acres in parcels ranging from 5 to 20 acres in size. The Plan Area will provide more than 1.5 million square feet of floor area to serve the population of nearly 20,000.

The purpose of the commercial land uses is to provide a sufficiently large concentration and mix of shops and services that will attract and sustain most of the needs of the residents. This will reduce the number and length of trips to satisfy everyday needs, and thus reduce the impact and energy required for this travel. It also creates an identity and theme for the new development.

The complement to the full-service commercial centers is the clustering of residential development around the core area. The Specific Plan land use pattern accomplishes this objective by placing the multiple family adjacent to the commercial centers in most instances.

The larger sites of 10 acres or more (Parcels 5, 11, 15, 18, 34, 37, 39, 48, 68, 69, and 86) will provide for typical neighborhood shopping facilities. These are located at major intersections around the Plan Area to provide convenience for the Plan Area residents, which will support the use of local facilities and pedestrian trips. Typical uses in these areas include, but are not necessarily limited to, the following:

- Discount drug store
- Variety store
- Supermarket
- Restaurant/Coffee shop
- Convenience Services, such as a beauty shop or dry cleaners
- Banks, and Savings and Loans

The 20-acre site (Parcel 34) at the intersection of Junction Boulevard and Foothills Boulevard has the potential to fill shopping needs beyond daily retail shopping. The site is large enough to accommodate a junior department store, a furniture store, sporting goods, movie theaters and other entertainment activities, and similar large facilities.

Smaller commercial areas (Parcel 64) can be expected to provide additional convenience services, as well as small specialty retail, convenience commercial, and auto service stations.

The business-professional/commercial land use is intended to provide space for services that function well in a small store front or retail environment. The intent is to integrate a variety of retail activities and services in a single location to help reduce the need for travel, and to

support the sense that the community is "self-contained" with a strong sense of identity. Special design considerations will apply to the business-professional/commercial use to avoid the development of conventional "strip" commercial uses. The parcels designated for this use (Parcel 18), is generally smaller than conventional commercial sites, irregular in shape, and are more heavily wooded. Consequently, the intent is to provide a cluster of small buildings that fit the landscape and provide a "village" setting.

2.2.1 Commercial Land Use Policies

Commercial land use can be successfully integrated in a neighborhood with minimal negative effect if care is taken in the siting of the buildings, the ease of public access, and the physical interface with adjacent land use.

The following policies address the issues of land use and relationships to adjacent uses. More detailed policies relating to the specific design of commercial land use are presented in Section 8, Urban Design Guidelines.

1. Each step of a phased project shall be designed to be complete in its function, circulation, drainage, infrastructure, landscaping and visual aspects.
2. Each commercial area shall be accessible from at least one major collector or arterial street, with sufficient design capacity to accommodate traffic generated by the businesses as well as other local traffic.
3. Commercial areas shall be accessible by public transportation, pedestrian and bicycle routes.
4. Pedestrian walkways shall provide access to commercial areas separate from major vehicular driveways and circulation, where feasible.
5. Secure bicycle parking areas will be provided at each commercial location.
6. Opportunities shall be provided for outdoor and indoor public activity spaces (i.e., pedestrian seating areas, indoor and outdoor fountains, plazas for special promotional events, etc.).
7. Buildings shall be set back a sufficient distance and be designed to mitigate visual impacts on adjacent residential units. The setback will vary dependent upon building height and bulk, type of use, topography, etc.; generally a minimum of thirty-five feet (35') for single-story buildings, and fifty feet (50') for multi-story buildings. Trash enclosures, noisy equipment, and other nuisances shall be located away from adjacent residential units.
8. Commercial sites that abut residential areas shall provide a six-foot-high (6') masonry wall and landscaped buffers of not less than fifteen feet (15') in width. Where feasible access breaks shall occur to link adjacent residential development.

9. Commercial projects adjacent to residential land use will be subject to performance conditions as part of the project review process. Such standards may include, but are not limited to, noise generation, hours of operation, types of use, delivery times, etc.

10. Lighting from commercial projects shall not create glare for adjacent residential projects.

11. Buildings shall be designed and sited in proper proportion and manner to be compatible with the architectural design and siting of existing and proposed buildings in surrounding residential areas.

12. Commercial centers shall have unified design utilizing consistent building materials, architectural styles, textures, detail, colors, landscaping and signage. When the rear or side of a commercial building is visible to the public or from adjacent land uses, such elevations shall be treated with the same architectural treatment, materials and colors as the primary frontage.

13. Distinctive architecture, variations in building orientations, setbacks and roof lines shall be used to create interesting projects; however, "trademark" buildings dictated by chain or franchise businesses are generally discouraged.

14. Varied textures, materials, colors and landscaping shall be used to identify project entrances and to break-up paved areas.

15. Tilt-up type construction is generally discouraged. If utilized, it shall be covered by brick or other approved surface treatment.

16. Tree preservation and grading policies set forth in the Open Space and Resource Management Element of this Plan shall apply to all commercial development. Parcels 15, 18 and 19 are heavily wooded and the developable area allowed, pursuant to the tree preservation guidelines in Section 5.3, may be less than otherwise achievable in a Planned Development commercial and business-professional use. The square footage yields on these parcels, therefore, may be limited through the site review process to less than that normally expected given the acreage.

17. Parking lot design shall provide for good aisle circulation, minimization of conflicts, and ease of access. Angled parking with one-way circulation is to be utilized when practical.

18. No outside, unscreened storage will be permitted in commercial areas. Loading, service, and trash enclosure areas shall be fully-screened by a combination of masonry walls, grade separation, and/or dense landscaping. Mechanical and utility service equipment on buildings should be designed as part of the structure.

19. Provide solar access, wind protection, and shade, depending upon the time of year, to enhance the quality of outdoor space.

20. Orient parking along the sides and/or rear of structures rather than in front, when practical.

21. Provide visually separated service entries for the delivery of merchandise.

22. Screens, fences and accessory structures should be compatible in material, color and texture with the main buildings.

23. The buildings should be designed to fit into natural and man-made surroundings using landscape and earthworks where feasible. When adjacent to open space areas, orient towards and incorporate such areas into project design.

24. Buildings should be sited with consideration given to noise, safety and privacy.

25. Landscaping shall be designed to provide shading of not less than fifty percent (50%) of the parking lot area within fifteen (15) years.

2.2.2 Business-Professional/Commercial Land Use Policies

1. The business-professional/commercial land use shall be subject to the commercial land use policies.

2. Buildings shall generally be limited to not more than 6,000 square feet.

3. Buildings shall be not more than two (2) stories in height.

4. Conventional L shaped site plans should be avoided.

2.3 Business-Professional Land Use

Business-professional uses within the Plan Area are intended primarily to serve the needs of local residents. Consequently, typical uses may include professional services such as attorneys, accountants, medical services, insurance, travel agencies and similar services. In addition, the business-professional spaces will accommodate most general office uses, and thus, may provide a small employment base within the community. Parcel 77 is a special case due to the powerline easements. It is expected that this use be primarily dedicated to medical uses. Medical uses require parking beyond that needed for normal office use. The powerline easement which bisects Parcel 77 provides the ideal location to incorporate the excess parking needs of such uses.

2.3.1 Business-Professional Land Use Policies

Business-professional use can be successfully integrated in a neighborhood with minimal negative effect if care is taken in the siting of the buildings, the ease of public access, and the physical interface with adjacent land use.

The following policies address the issues of land use and relationships to adjacent uses. More detailed policies relating to the specific design of business-professional land use are presented in Section 8, Urban Design Guidelines.

1. Each step of a phased project shall be designed to be complete in its function, circulation, drainage, infrastructure, landscaping and visual aspects.
2. Building scale shall relate to the building location within the Specific Plan according to the following categories:
 - a. "Gateway buildings" occurring at major intersections, adjacent to major thoroughfares or part of a corporate park, shall typically be of larger scale, two stories in height, and may have individual image or relate to other buildings in a corporate park setting.
 - b. "Neighborhood" professional buildings on collector streets and those adjacent to single family neighborhoods shall be one-story, and shall incorporate residential forms and materials.
3. Business-professional buildings should have the primary parking areas to the rear and/or side of the building, when practical.
4. All building and project entries should be well-defined and establish a clear sense of entry.
5. Pedestrian plazas with landscaping, seating, drinking fountains and points of interest, such as water elements or art sculptures, should be incorporated into project design.
6. Secured bike storage, exercise and jogging facilities, lockers, and showers for employees are encouraged within the business-professional land uses to encourage walking and cycling to work. Bike storage is to be provided in a highly-visible area, at a ratio of 1 space per 1,000 square feet.
7. Tree preservation and grading policies set forth in the Open Space and Resource Management Element of this Plan shall apply to all business-professional development.
8. No outside, unenclosed storage shall be permitted. Loading, service and trash enclosure areas shall be fully screened by a combination of masonry walls, grade separation and/or dense landscaping.
9. Business-professional areas are to be accessible by public transportation, pedestrian and bicycle routes. Pedestrian walkways shall provide access to business-professional areas separate from major vehicular driveways and circulation.
10. Buildings shall be set back a sufficient distance and be designed to mitigate visual impacts on adjacent residential units. The setback will vary dependent upon building height and bulk, type of use, topography, etc.; generally a minimum of thirty-five feet (35') for single-story buildings, and fifty feet (50') for multi-story buildings. Trash enclosures, noisy equipment, and other nuisances shall be located away from adjacent residential units.

11. Business-professional sites that abut residential areas shall provide a six-foot-high (6') masonry wall with a landscape buffer of not less than ten feet (10') wide for single-story buildings and fifteen feet (15') wide for two-story buildings.
12. Varied textures, materials, colors and landscaping shall be used to identify project entries.
13. Parking lots shall be designed to provide good circulation, minimize conflicts, and promote ease of access.
14. Business-professional projects adjacent to residential land use may be Such standards may include, but are not limited to, noise generation, type of use, hours of operation, etc.
15. Lighting from business-professional projects shall not create glare for adjacent residential projects.
16. Buildings shall be of an architectural design and character compatible with other buildings in the Specific Plan Area in order to provide the quality image desired by corporate and professional users. Business-professional buildings are to have unified design utilizing consistent building material, architectural style, textures, detail, landscaping and signage.
17. Diverse building layouts and orientations, varying setbacks, building heights and bulk, staggering of buildings and roof lines, and distinct architectural forms are encouraged to create visual interest.
18. Compatible building materials, textures, detail, colors, roof-treatment and landscaping are to be used on all sides of buildings visible from roadways, adjacent properties or the general public.
19. Tilt-up type construction is generally discouraged. If utilized, it shall be covered by brick or other approved surface treatment.
20. Location of taller buildings should relate to project scale, with lower profile structures adjacent to street frontages.
21. Orient buildings adjacent to roadways with rear and/or side parking when practical.
22. All building and project entries should be well-defined and afford a sense of entry.
23. Screens, fences and accessory structures should be compatible in material, color and texture with the main buildings.
24. The buildings should be designed to fit into natural and man-made surroundings using landscape and earthworks where feasible. When adjacent to open space areas, orient towards and incorporate such areas into project design.

25. Buildings should be sited with consideration given to noise, safety and privacy.

26. Landscaping shall be designed to provide shading of not less than fifty percent (50%) of the parking lot area within fifteen (15) years.

2.4 Other Land Uses

The Specific Plan Land Use Map (Figure 8) illustrates a number of land uses that are typically not in the category of private use. These include the public and quasi-public uses and the spaces required for infrastructure and circulation. Private uses within the Plan Area include a day care center, churches, and a private racquet club. These uses are addressed in other sections of the Specific Plan that deal directly with the particular issues and policies germane to their function and character. In general, public uses shall utilize the same general development standards as incorporated in adjacent uses or projects. These include the fire station, library, community center, electrical substation, and all other public improvements.

2.4.1 Other Land Use Policies

All public uses shall be subject to the same landscape and design standards as adjacent uses. Private uses, such as churches and the racquet club, shall be subject to the same landscape and design standards as adjacent uses.

2.5 Urban Reserve Land Use

Urban reserve land use designation is intended to be an integral part of the Northwest Plan. It provides a location for the reallocation of dwelling units that are "surplus", or in excess of the nominal density assigned elsewhere in the Plan. In cases where the density shown on Figure 8, Land Use Map, cannot be achieved, the units may be reallocated to the urban reserve area. The urban reserve also provides flexibility for reallocation of other land uses not currently shown in the Plan, and for the application of a "density bonus" or other programs designed to achieve affordable housing for low income households. The urban reserve land use category, however, does not guarantee land use entitlements. Any proposed density transfers or new land use would be subject to City approval through a Specific Plan Amendment.



3. HOUSING ELEMENT

The Northwest Roseville Specific Plan Area is primarily a residential community that will provide housing opportunities for workers who will find employment in the nearby employment centers, and others attracted to Roseville by the location and amenities.

3.1 Primary Housing Goals

The primary housing goal for the Northwest Roseville Specific Plan is to provide a mix of housing types and prices that will accommodate a portion of the City-wide demand for affordable housing opportunities in compliance with the General Plan Housing Element.

The Housing Element of the City General Plan, adopted in late 1988, specifies a city-wide housing goal of ten percent (10%) of the housing stock affordable to low-income households.

The Northwest Specific Plan incorporates a program designed to achieve this goal among the 4,525 dwelling units remaining to be built in the Plan Area subject to the 1989 Housing Element. A total of 453 dwelling units, or ten percent (10%), will be subject to meeting the affordable housing goal.

Housing policy relating to affordability must be differentiated from residential land use, although the two are interconnected through residential densities. In general, it is presumed that higher residential densities, notably multi-family housing, equate to housing prices that are affordable to households in the lower end of the income range. Consequently, the mix of low, medium, and high density housing is considered to be a factor in assuming housing affordability for the full range of household income groups.

3.2 Jobs/Housing Balance

Employment and land-use are integral considerations in planning for development of the entire South Placer region. All planning for housing, transportation, public services and facilities is predicated on the principle that workers should have the opportunity to find housing that is affordable and suitable within a reasonable commute distance from their place of employment. Reasonable commute distance has been defined for the South Placer region as not more than eight (8) miles for a minimum of eighty percent (80%) of the labor force.

The balance of jobs and housing does not respect municipal boundaries because workers will obviously choose their place of residences on the basis of many disparate factors. Consequently, an evaluation of jobs and housing must consider all housing and employment opportunities, on the basis of commute distance rather than jurisdictional boundaries.

There are 8,450 dwelling units proposed in the total Plan Area. If it is assumed that each dwelling will house 1.3 workers, the total resident work force will number 10,652 workers. Commercial and business-professional land use within the Plan Area is estimated to generate approximately 5,666 jobs (Fehr & Peers Associates, January, 1989). This estimate is based on assumed numbers of employees per acre for each land use. On this basis, the employee projections are high relative to the recent experience in industrial land uses in the South Placer region.

The ratio of employment opportunities to the resident work force is .53:1. This would indicate that a substantial number of residents in the Northwest Plan Area will work in the nearby employment centers, and thereby help balance the jobs and housing opportunities within the South Placer region.

The overall concern of housing affordability for the majority of residents in the City can best be met by assuring that there is an adequate supply relative to demand. The problems of traffic congestion, deteriorating air quality, and disproportionately high housing prices relative to average wages in many of the metropolitan regions in California is, in significant part, attributable to insufficient supply relative to demand.

The City of Roseville has established both strong policies and implementation programs with regard to maintaining a balance of jobs and housing within the City, and in cooperation with other jurisdictions in South Placer County.

Such policies and implementation programs were put in place in 1983 to assure an adequate supply of housing relative to the employment growth anticipated with the construction of the Highway 65 Bypass. The fundamental policy requires that there be an adequate supply of affordable housing to meet the needs of the labor force as it increases over time. Housing affordability for Plan Area residents is achieved primarily through provision of an adequate supply of housing to keep home prices and rents competitive with other housing opportunities in the region. The policy is implemented through a number of measures including:

1. Providing annual monitoring of jobs development and housing availability.
2. Requiring, as a condition of approval of their required use permit, that employment generators over a certain size evaluate the availability of housing to accommodate the projected work force.
3. Providing adequate space and infrastructure to accommodate future housing demand.

3.3 Affordable Housing Definitions

The terms used to define various income groups, as applied in this Specific Plan, are extracted from the City General Plan Housing Element. The income group definitions are used to categorize the approaches to meeting housing demand. For the purposes of this Specific Plan the income definitions are:

<u>Income Category</u>	<u>Household Income as % of Regional Median Income</u>
Very-low	less than 50%
Low	50% to 79.5%
Middle	80% to 100.0%

In addition to providing housing to accommodate employment growth in the City, there is a fundamental problem of housing very-low income households. Such housing needs are typically met in older neighborhoods where the older dwellings cannot command the same price as newer units. However, in relatively small communities the supply of older housing may not be sufficient to provide adequate opportunities for low-income households.

3.4 Housing Affordability Program

The Northwest Roseville Specific Plan will comply with the General Plan Housing Element by designating ten percent (10%) of the total housing stock for participation in the affordable housing program defined in this section.

3.4.1 Housing Affordable to Middle-Income (80% to 100.0% of Median) Households

In the Northwest Specific Plan Area 226 units, or more than four percent (4.64%) of all single family housing, will be purchase units affordable to middle-income households as defined in the General Plan Housing Element, as shown on Table 3.

No direct subsidy by the City is required. The housing is to be achieved by designating a percentage of dwelling units on specific parcels (shown on Table 3) that will be affordable to middle-income households at the time of sale.

Table 3
Allocation Of Middle-Income Purchase Units By Parcel

<u>Parcel Number</u>	<u>Total Units</u>	<u>Affordable Units</u>	<u>% Affordable</u>
1	272	20	7.4
2	181	33	18.2
4	402	55	13.7
32	203	118	58.1
		<u>226</u>	

3.4.2 Housing Affordable to Low (50% to 79.5% of Median) and Very-Low (less than 50% of Median) Income Households

In the Northwest Specific Plan Area, 227 multi-family housing units will be affordable to low or very-low-income households as defined in the General Plan Housing Element. The housing is to be achieved by designating a percentage of apartment units on specific parcels (shown on Table 4) that will be affordable to low-income households for a period of years pursuant to an agreement with the City.

The City will compensate the apartment owner in an amount equal to the net present value of the loss of revenue that would accrue over the period that the units are held in reserve for low-income households. The agreement shall specify the number of units to be reserved, the number of years the units are to be reserved, and the amount of compensation. The compensation may take any form available to the City, including cash payment, reduction in fees, increases in value attributable to a density bonus, or any other means agreeable to the apartment owner that equates to a demonstrable reduction in cost offsetting the lost revenue over time. An example of a typical 100-apartment project is summarized in Table 5. It illustrates a sample calculation of the subsidy required to assure that 20 units would be made available at rents affordable to low-income households for a period of 20 years.

The City shall have nine months from the time an apartment builder applies for a use permit to construct the units designated in this Plan to provide the funding for subsidies and enter into an agreement with the apartment owner. If the City cannot assemble the necessary subsidies, the requirement to provide the low-income affordable units can be reduced to a level which can be funded by the City. If the City has agreed to provide funding, and the project does not proceed due to failure by the developer, the City may require reimbursement for any losses or penalties incurred pursuant to assembling the necessary funding or subsidies on affordable housing.

If adequate subsidies are not available to assist the developer in achieving the ten percent (10%) Affordable Housing Goal, the goal will be deferred to a future date agreed upon by the property owner and the City. Deferring the goal will give the City an opportunity to assemble the necessary financing. The property owner will be given the option of achieving the goal in a later phase of the development or giving the City the ability to provide subsidies after development has occurred, such as through rental assistance programs. However, if the needed subsidies cannot be assembled within the agreed upon deferment period, the Affordable Housing Goal can be reduced to a level that the available subsidies can support. If no subsidies can be assembled by the end of the deferment period, the Affordable Housing Goal can be eliminated.

Table 4
Allocation of Low-Income Rental Units By Parcel

Parcel Number	Total Units	Affordable Units	% Affordable
17	90	90	100.0
55 Seniors	246	48	17.9
89	314	53	17.0
90	100	16	16.0
91	121	<u>20</u>	6.1
		227	

Based on subsidy need illustrated in Table 5, it is clear that meeting the housing needs for the very low income group will require some form of deep subsidy to help offset the difference between real cost of producing the housing and the amount that the households can reasonably afford. The source of such housing is typically government housing programs that directly subsidize the cost of land acquisition and construction. Within the Specific Plan Area the multiple-family housing sites present opportunities for such housing programs. The City shall have the right to purchase housing sites in appropriate locations for construction of housing units affordable to very low-income households.

Property owners will enter into affordable housing agreements that set the initial rent for low income households, establish the criteria and basis for annual rent increases, provide the City a method to monitor the rents paid by low-income households. The agreement shall also establish the basis and terms for refunding to the City a portion of the compensation if the units are not rented by qualified low-income households.

Table 5
Example of a Low-Income Subsidy Calculation

Total Rent Income Shortfall	\$69,681
Assumed Annual Increase in Market Rent	4%
Assumed Annual Increase in CPI	4%
Assumed Market Rent in First Year	\$500 per unit/month
Assumed Affordable Low Income Rent in First Year	\$305 per unit/month
Discount Rate	10%
Net Present Value of Rent Shortfall	\$26,298 per unit
Developer Share of the Subsidy	\$8,757 per unit
City Share of Subsidy	\$17,541 per unit

3.4.3 Special Conditions

Parcel 22 presents a special case for housing allocation and achieving affordability for low-income households. In the 1985 General Plan, a total of 810 dwelling units were allocated to this property. The current residential land use proposed for the property includes 325 single family dwellings. A development agreement pursuant to this Specific Plan provides that:

1. The property owner will set aside a portion of the property for low and middle-income housing sufficient to meet the ten percent (10%) affordable housing goal for the units allocated to the property. The land will not be developed unless and until:

- a. The units are transferred, or
- b. The units are returned to the City as provided below

2. Four hundred and eighty-five (485) units are to be transferred which include 120 units of low and middle-income housing, of which 41 (5% of 810) will be set aside as affordable to low or very-low-income and 79 purchase units set aside as affordable to first-time middle-income families.

3. If fifty percent (50%) of the units are not transferred in three (3) years and the remainder in six (6) years, the untransferred units are returned to the City to allocate as it sees fit.

4. The City benefits from permitting the density transfer by getting:

- a. More parkland than it would otherwise get
- b. 39 additional units to meet the goals for affordable housing

The mechanics of the transfer are established in a separate agreement with the property owner.

3.4.4 Tax Increment Funding

One source of funding for an affordable housing program is the significant amount of new property tax and new sales tax revenue that will accrue to the City of Roseville General Fund. The City's Specific Plan areas will provide a significant increment of increased property tax, sales tax, and utility user taxes generated by the residential and non-residential development. The tax increment funding may be allocated to a variety of public service needs in the City's annual budgeting process as a matter of public policy, including the support of affordable housing.

3.4.5 Density Bonus Program

The City may assign additional residential units to specific projects in the Specific Plan, in excess of those assigned to the Northwest Roseville Specific Plan Area in the 1985 General Plan Amendment. The additional dwelling

units will be assigned for the purpose of achieving the affordable housing goal by providing a "density bonus" and thereby reducing the average development cost of the individual units. Such density bonus units will be assigned by agreement on individual projects on a case-by-case basis, and may constitute a portion of the City compensation for the provision of units affordable to low-income households.

A developer may transfer units from one property to another within the Specific Plan Area without amending the Specific Plan, in accordance with the development agreement.

3.5 Specific Plan Housing Policies

1. Residential development may proceed only if it is determined by the City Council that such developments are consistent with the Housing Element of the General Plan.
2. The Roseville Housing Office will notify each applicant for a residential project in the Plan Area of opportunities to participate in affordable housing programs at the time of application.
3. The City shall implement a middle-income and low-income housing affordability program as outlined in Sections 3.5.1 and 3.5.2 of the Specific Plan.
4. The City shall implement a "surplus" density bonus program as outlined in Section 3.4.6 of the Specific Plan.



4. CIRCULATION ELEMENT

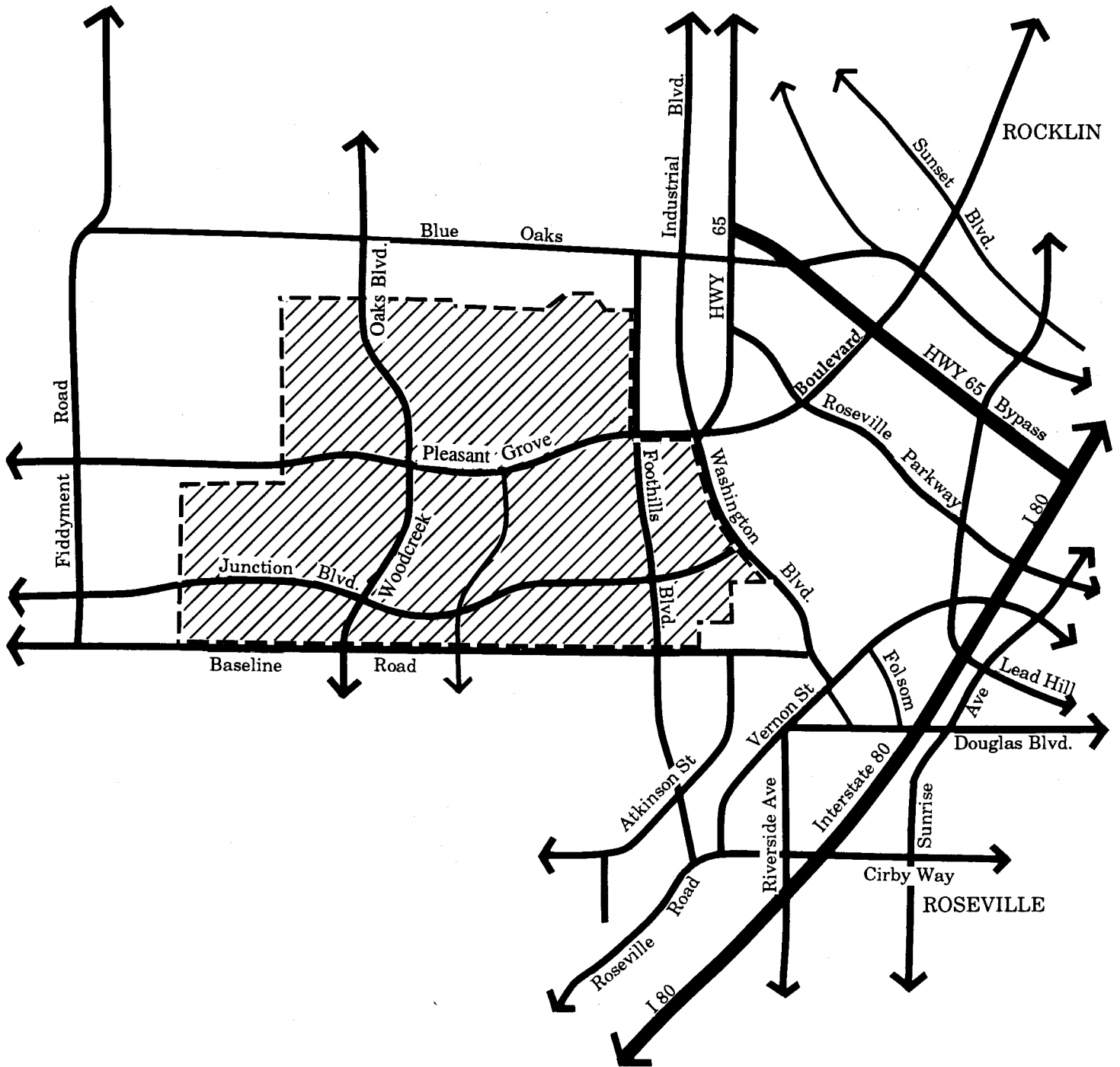
The comprehensive circulation system is designed to provide a range of transportation options for safe and efficient movement of people throughout Northwest Roseville. The circulation system incorporates public streets, pedestrian paths, bikeways, parking areas, and public transit stops, in conjunction with a concept of overall land use and transportation system management (TSM) methods. The circulation system is designed to achieve:

- Safety and efficiency in circulation
- An aesthetic environment for public circulation
- Reduction in the average trip lengths for home-to-work commuting, and daily shopping and service trips
- Maintenance of Level of Service (LOS) "C" conditions for roadway capacities and intersections for all freeway, arterial and collector streets
- Minimal negative effect on regional air quality

The Northwest Roseville area is linked to other portions of the City and to the Sacramento region via major arterial streets both existing and planned. These links, illustrated on Figure 22, West Roseville Circulation Network Diagram, include existing Washington Boulevard, Foothills Boulevard, Woodcreek Oaks Boulevard and Baseline Road. Primary access is currently via old State Route 65 (Washington Boulevard). Between the Northwest Plan Area and downtown Roseville, Washington Boulevard is a four-lane arterial with a grade-separated crossing of the railroad. From the southern terminus of Washington Boulevard just east of downtown Roseville, a number of routes can be used to reach I-80, including Atlantic Street, Folsom Road, Douglas Boulevard, Vernon Street, and Riverside Avenue. Atkinson Street and the two-laned Subway Road railroad undercrossing to Roseville Road and the I-80/Riverside interchange is another current route. However, the completion of the Foothills Boulevard railroad overcrossing to Roseville Road and Riverside Boulevard via Cirby Way will replace this existing route.

Baseline Road to the west, connecting with Highway 70/99 in Sutter County, also provides an alternate route for commuters from the Northwest Plan Area to downtown Sacramento and Natomas business centers. This alternative can expect to receive increased use as the peak-hour congestion on I-80 increases.

Planned extensions include Woodcreek Oaks Boulevard to the Highway 65 Bypass through the North Central Plan Area, and Foothills Boulevard through the North Industrial Area beyond the current terminus just north of Blue Oaks Road.



West Roseville Circulation Network Diagram
Figure 22

Portions of the major circulation system have already been implemented. Foothills Boulevard and Junction Boulevard to the west edge of the Silverado Oaks No. 3 subdivision are constructed and in use. The extension of Foothills Boulevard from Baseline Road to Riverside Avenue via Cirby Avenue is complete and open. The Highway 65 Bypass, completed in 1987, is accessible from the Blue Oaks Road intersection via Foothills Boulevard, and will be accessible from the Pleasant Grove Boulevard interchange when Pleasant Grove Boulevard is completed through the North Central Specific Plan Area.

4.1 Streets

The Plan Area designates three classes of public streets based on function and ultimate width:

- Major Arterial
- Collector Street
- Local Street

The alignment of major arterial and collector streets is illustrated on the Northwest Roseville Circulation Master Plan, Figure 23. Local neighborhood streets will be designed within individual projects pursuant to the adoption of this Specific Plan and, therefore, are not designated in the Plan, with the exception of those streets already developed within the Plan Area. All streets are planned and will be built to accommodate the intensity of land uses they serve, consistent with the level of development as specified on the Land Use Map.

4.1.1 Major Arterial Streets

The primary function of the major arterial streets is to move large volumes of traffic through the Plan Area to other sections of the City and beyond. The majority of arterials in the Plan Area are designed with an 84-foot right-of-way that incorporates four travel lanes, bike lanes, and vertical curb and gutter. A pedestrian walkway is incorporated in the adjacent landscaped corridor. Two major arterials are designated as six-lane roadways with a 100-foot right-of-way for a portion of their length within the Plan Area. The right-of-way, the number of lanes, and the width of the landscape corridor is summarized in Table 6.

The major arterials in the Plan Area are to be limited-access roadways with minimal cross traffic turning movements. On-street parking will not be provided along the major arterials; however, bike lanes will serve as emergency parking lanes.

Major arterial streets in the Plan Area will include landscaping in corridors along the streets. Such landscaped-setback areas adjacent to major arterials may be incorporated within the public right-of-way width and are an integral part of the designated streets. The character of these landscaped corridors is illustrated in Figure 24, Typical 6-Lane Arterial and Figure 25, Typical 4-Lane Arterial, and described in Section 8, the Urban Design Guidelines.

KEY

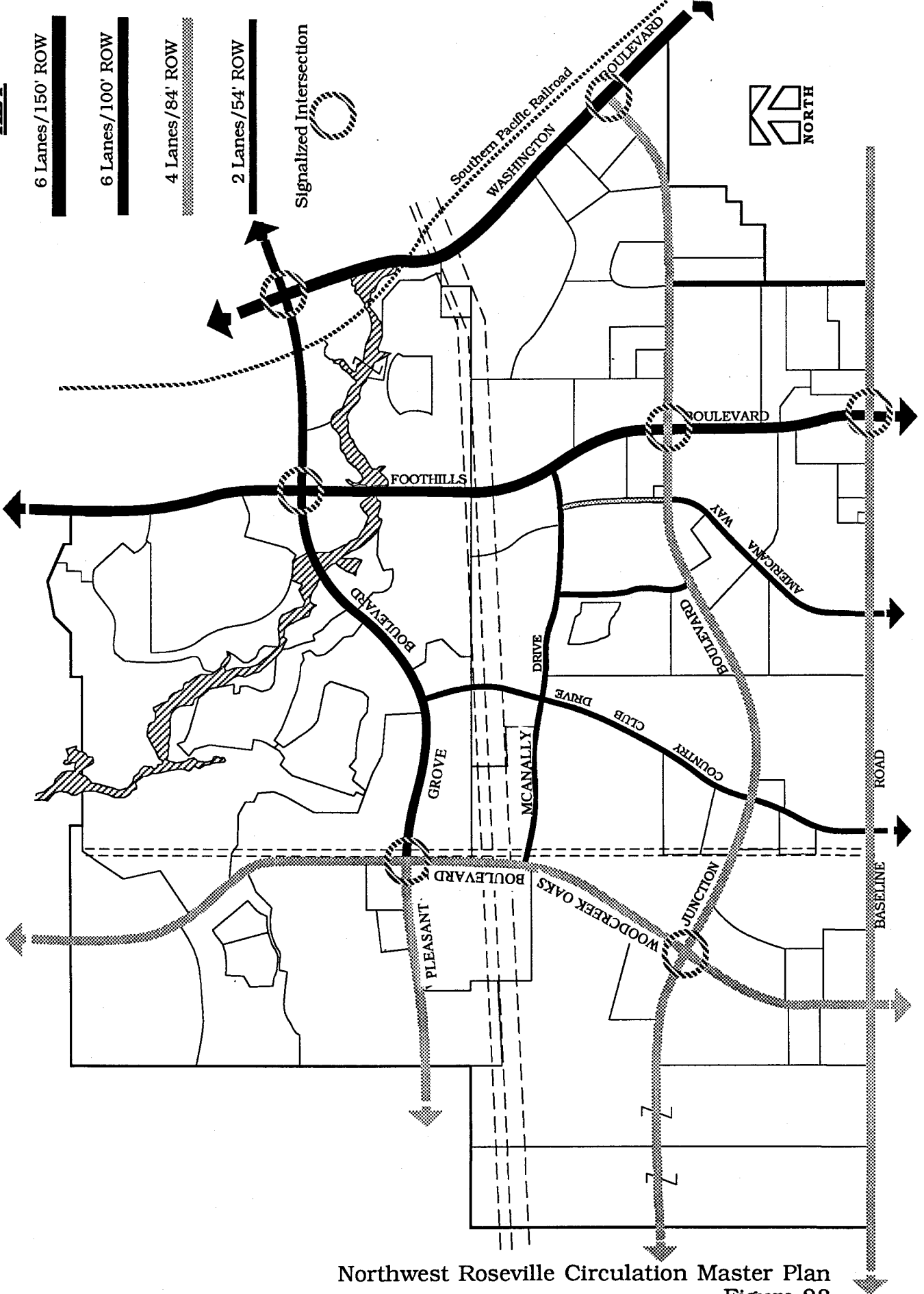
6 Lanes / 150' ROW

6 Lanes / 100' ROW

4 Lanes / 84' ROW

2 Lanes / 54' ROW

Signalized Intersection

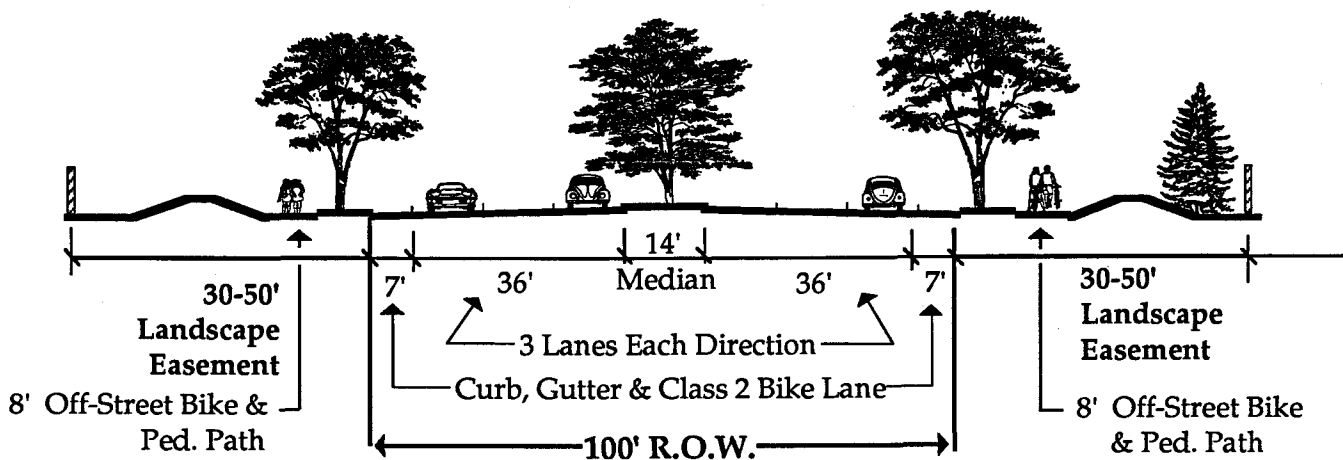


Northwest Roseville Circulation Master Plan
Figure 23

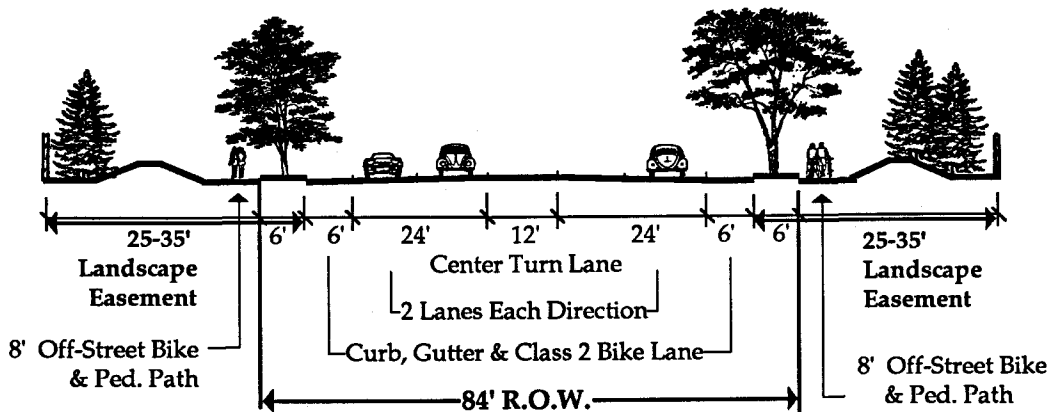
Table 6
Summary of Vehicle Lanes on Major Arterial and Collector Streets

Road Link	Ultimate Lane Capacity	Nominal ROW	Landscape Corridors	
			Single Family Use	Multi-family & Other Use
Arterials				
Foothills Boulevard	6	100	30'	50'
Pleasant Grove Boulevard (Hwy 65 to Cook-Riolo Rd.)	6	100	30'	50'
Pleasant Grove Boulevard (west of Cook-Riolo Rd.)	4	84	25'	35'
Junction Boulevard	4	84	25'	35'
Woodcreek Oaks Boulevard	4	84	25'	35'
Washington Boulevard (Baseline to Pleasant Grove)	6	150	35'	35'
Washington Boulevard (Pleasant Grove to north)	4	150	35'	35'
Baseline Road	4	84	25'	35'
Collectors				
Country Club Drive	2	60	25'	35'
Wakefield Way (west of Country Club)	2	60	25'	35'
Wakefield Way (east of Country Club)	2	54	13.5' on south side 27' on the north	

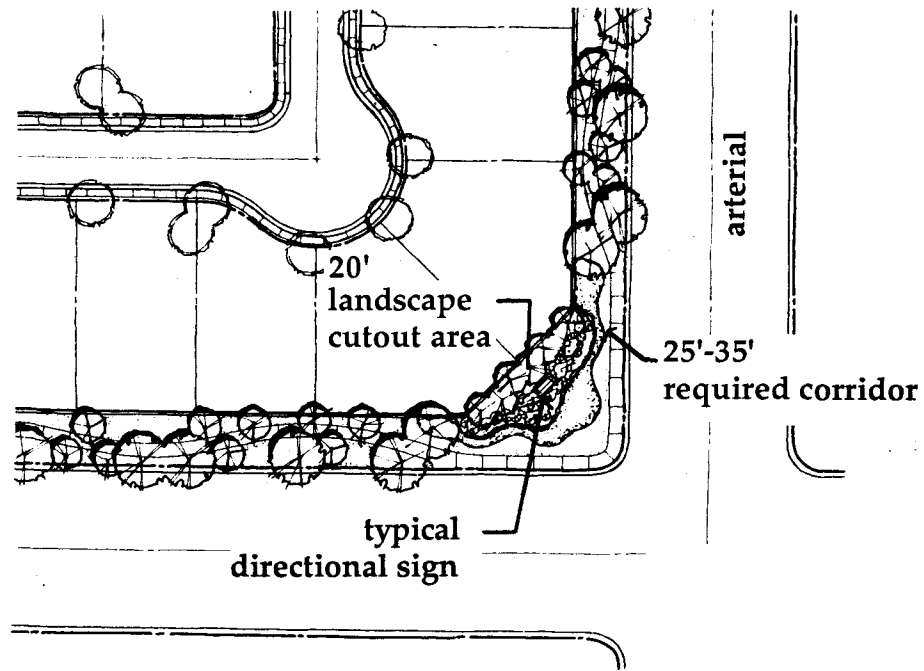
The landscaped corridor is measured from the back of the curb, and therefore, includes land within the public right-of-way and an easement over adjacent private lands. The portion of the landscape corridor beyond the public right-of-way and adjacent to single family residence, shall be dedicated to the City for landscaping purposes and maintained by a lighting and landscape maintenance district. The landscaped corridor including that portion in the public right-of-way adjacent to all multi-family residential, business-professional and commercial uses shall be installed and maintained by the property owner pursuant to standards set forth in the Landscape Design Guidelines for the Northwest Roseville Specific Plan Area. The width of each street pavement section and the right-of-way determine the actual width of the easement. Where a wider-than-normal landscape corridor is required adjacent to multi-family residential and non-residential land uses, the landscaped corridor is included in the landscaped setback that is otherwise required in such uses. Landscape corridors will be expanded at intersections to allow for adequate lines-of-sight, as illustrated in Figure 26, Setback at Intersections.



Typical 6-Lane Arterial
Figure 24



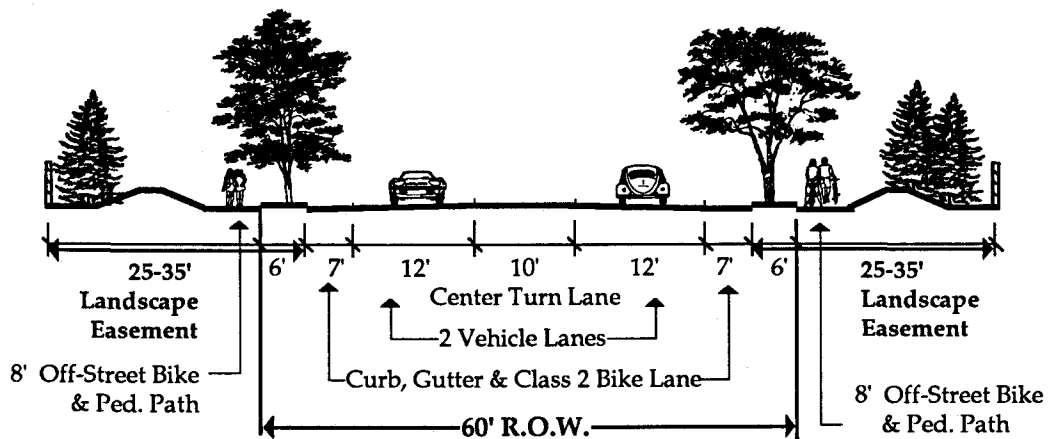
Typical 4-Lane Arterial
Figure 25



Setback At Intersections
Figure 26

4.1.2 Collector Street

Collector streets will be constructed to link the neighborhoods of the Plan Area to the primary arterial streets. These streets are designed with a 54 or 60-foot right-of-way that incorporates two lanes of auto traffic, bike lanes, on-street parking, rolled curb and gutter, and pedestrian sidewalks, as illustrated in Figure 27, Typical 2-Lane Collector Street.



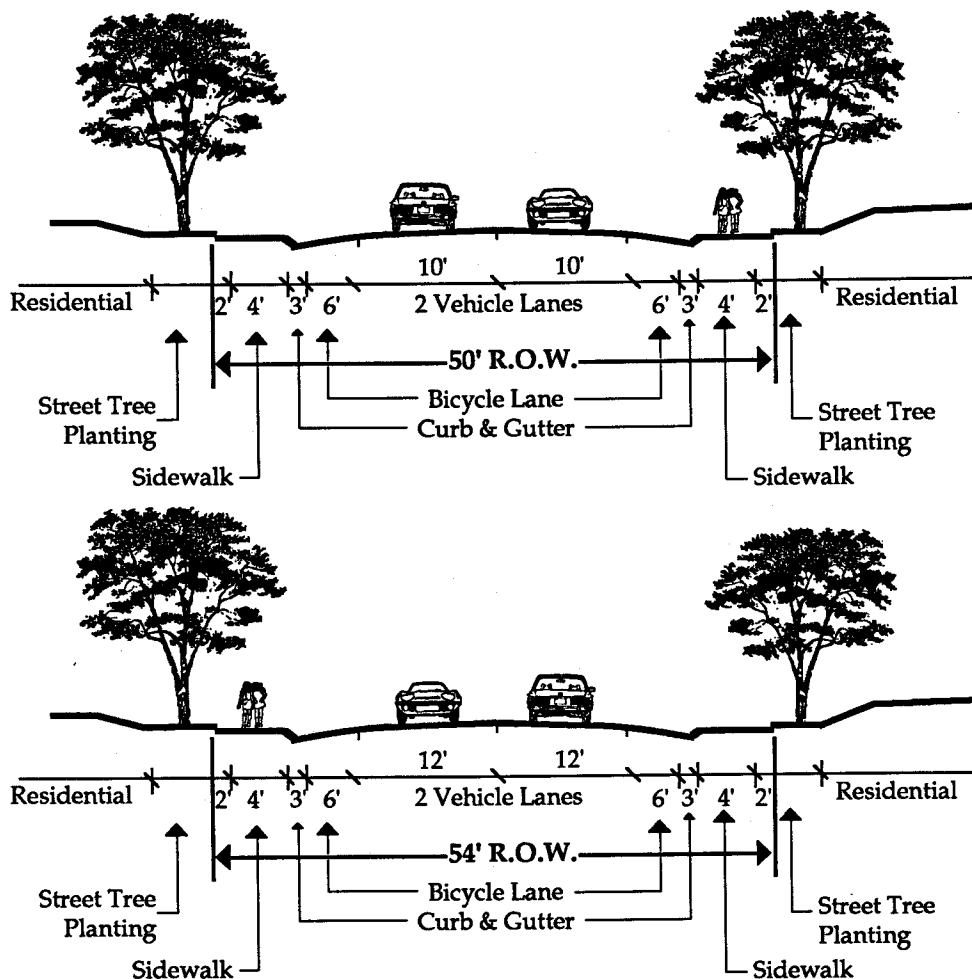
Typical 2-Lane Collector Street
Figure 27

4.1.3 Local Streets

The local streets serve to provide access to the home sites that abut them, and to provide a corridor for Class III bikeways and the pedestrian walkways that flank them. The streets are located in the residential neighborhoods, and are purposely not designed or designated in the Specific Plan in order to provide design flexibility at the time of tentative subdivision or planned development map submittal. Design guidelines and development policies for street layout are specified in this section, and in Section 8, Urban Design Guidelines. Local residential street trees are illustrated in Figure 28, Typical Local Residential Street, and are discussed in Section 8.

4.2 Intersections

The capacity of intersections to carry traffic quickly and safely is a paramount matter of public policy in the City of Roseville. All interchanges must be capable of operating at a Level of Service (LOS) of "C", or better, as defined in the 1985 Highway Capacity Manual. This standard is achieved by a combination of the following measures:



Typical Local Residential Street
Figure 28

- Land use planning that channels traffic through intersections with sufficient capacity
- Signalization controls and appropriate design of intersections to optimize the flow of traffic
- Use of Transportation System Management (TSM) programs, including support of public transit services
- Construction of extraordinary improvements such as grade-separated intersections, or "urban interchanges". Such improvements are not anticipated in the Northwest Specific Plan Area

The traffic analysis prepared for the Northwest Plan (Fehr & Peers Associates, May 1988) identified three key intersections in the Northwest Specific Plan that would potentially operate at less than LOS "C". This would occur under a scenario that assumes full buildout of all four Specific Plan Areas within Roseville, two-thirds development of all other areas in South Placer, and the equivalent of two regional mall sites in the North Central Specific Plan Area. These intersections are improved to LOS "C" or better by specific mitigations included in this Specific Plan. These intersections and then current and planned LOS capacities are summarized in Table 7.

Table 7
Key Intersections Within the
Northwest Roseville Specific Plan Area

Intersection	Current V/C Ratio	Current LOS	UnMitigated V/C Ratio	Mitigated V/C Ratio	Mitigated LOS
Foothills Blvd. & Woodcreek Oaks Blvd.	N/A	N/A	0.85	0.70	C
Junction Blvd. & Washington Blvd.	0.38	A	N/A	0.72	C
Washington Blvd. & Woodcreek Oaks Blvd.	N/A	N/A	N/A	0.73	C

The specific mitigation measures included in this Specific Plan to accomplish a LOS "C" are summarized as follows:

- Baseline Road and Washington Boulevard: A second northbound left-turn lane is added to the normal configuration of one northbound left-turn lane.
- Pleasant Grove Boulevard and Washington Boulevard: A second northbound left turn lane is added to the normal configuration of one northbound left turn lane.
- Foothills Boulevard & Pleasant Grove Boulevard: Transportation System Management measures implemented throughout the City, through the adopted TSM Ordinance, will result in the reduction of trips through the intersection sufficient to achieve a LOS "C" without a grade-separated intersection.

All intersections within the Plan Area benefit significantly from the implementation of TSM measures and prohibition of peak-hour turns at intersections beyond the Plan Area.

4.2.1 Urban Interchanges

As indicated, the traffic analysis prepared for the Northwest Plan (Fehr & Peers Associates, May 1988, page 71 et seq) indicates that under a scenario of full buildout of all four Roseville Specific Plan Areas and the equivalent of at least one regional shopping center in the North Central Plan Area, an "urban interchange" may be needed at the intersection of Foothills Boulevard and Woodcreek Oaks Boulevard (Carlsberg Boulevard). The traffic analysis, however, also indicates that the urban interchange is unnecessary if the Transportation System Management measures and peak hour turning movement prohibitions are implemented. Such measures are included in this Specific Plan, and are supported by current policies and programs of the City. Consequently, the use of urban interchanges within the Specific Plan Area is not anticipated.

The need for urban interchanges, if they are ever actually required, is addressed in this Specific Plan 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. The traffic monitoring program is discussed in Section 4.7, Traffic Monitoring Program. Through these methods, the potential need for an urban interchange would be recognized in sufficient time to allow the appropriate measures to be taken before a serious deterioration of traffic service occurs. If needed, however, the interchange could be constructed within the right-of-way provided.

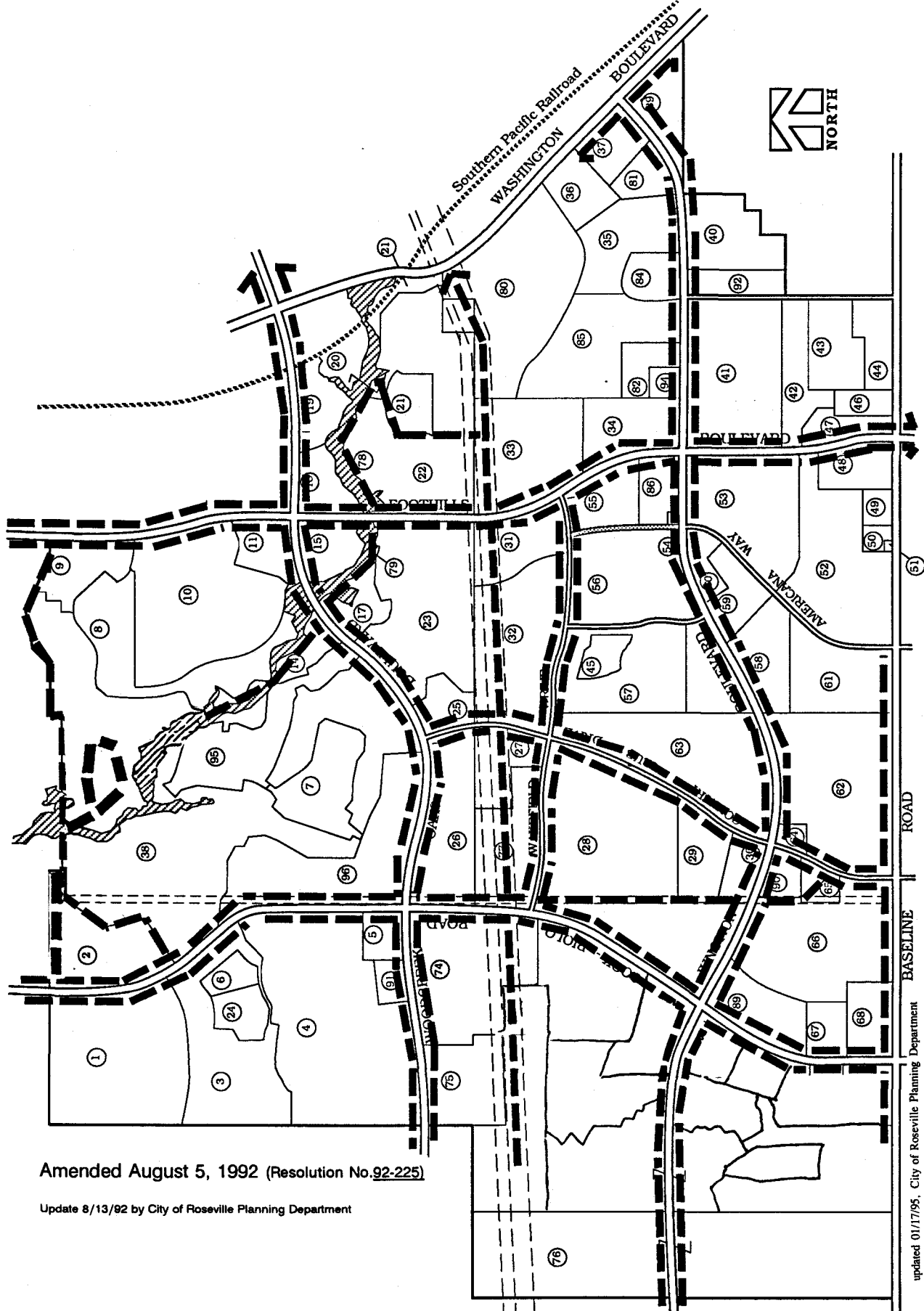
4.2.2 Signalization

The major arterial streets within and adjacent to the Plan Area will require signalization of intersections in accordance with the plan depicted in Figure 23, Northwest Roseville Circulation Master Plan. Installation of these signals will be in accordance with the Phasing Plan described in Section 7.4 of this Plan, and as further specified in the Development Agreement.

4.3 Bikeways/Pedestrian Pathways

The Plan Area includes a system of bikeways and pedestrian pathways for recreation, commuting, and other non-recreational purposes. The system consists of three key elements, organized in a connected hierarchy of pathways designed to take a resident from his/her front door to an inter-city network. The backbone network will connect to the City-wide bicycle network on Washington Boulevard south of Junction Boulevard, and on Woodcreek Oaks Boulevard. The back bone bicycle/pedestrian system is illustrated in Figure 29, Bikeway Master Plan.

Cycling for shopping and home-to-work commuting is also supported by provisions of the City's Transportation System Management (TSM)



Amended August 5, 1992 (Resolution No. 92-225)

Update 8/13/92 by City of Roseville Planning Department

updated 01/17/95, City of Roseville Planning Department

Bikeway Master Plan
Figure 29

Ordinance, which requires secure and adequate bicycle parking facilities in all commercial and business-professional projects. In addition, the TSM Ordinance also provides for bike lockers and showers at employment locations as one means of complying with the ordinance trip reduction requirements.

4.3.1 The Primary or "Backbone" Network

The primary system consists of two key components, the Class I bike paths along major arterials, and Class I bike paths through the power line easement corridor and along the floodway of Pleasant Grove Creek. The components form a network that allows a cyclist or pedestrian to travel east and west, north and south, through the Plan Area along a separate trail system with only minimal street/pathway intersections. Access to a bike path system within the Plan Area is excellent. A cyclist need travel not more than a few blocks within a residential neighborhood before connecting with a designated bike path that will connect to other areas throughout the City.

Major arterial streets that provide a Class I bike path include Foothills Boulevard, Woodcreek Oaks Boulevard, Pleasant Grove Blvd., Country Club Drive, Junction Boulevard (west of Americana Drive), and Baseline Road. The Class I bike paths consist of a slightly undulating paved, 8-foot-wide path, totally separated from the street edge by landscaping within the landscaped corridor, as illustrated in Figure 24, Typical 6-Lane Arterial and Figure 25, Typical 4-Lane Arterial. The pathways will accommodate both pedestrians and cyclists, but the cyclists will also be able to use the Class II bike lane in the curb lane along both sides of the boulevard. Bikeways are intended to provide a safe and convenient route for commuting cyclists at a reasonable speed. Consequently, the alignment of the route should not vary so greatly that the safe and convenient movement of cycle traffic is inhibited.

In addition to the Class I backbone system in the floodway, powerline easement, and along the landscaped corridors, there are other opportunities in the Plan Area to link activity centers to the backbone system. These occur along some of the secondary utility easements that run through the Plan Area. These easements typically run north-south, and consequently, provide opportunities to link neighborhoods in the Plan to the primary system. The primary loops are shown on Figure 29, Bikeway Master Plan.

4.3.2 The Secondary or Collector Path System

The Class II bike lane system extends throughout the Plan Area within the right-of-way of collector streets and arterials, as illustrated in Figure 24, typical 6-Lane Arterial and Figure 25, Typical 4-Lane Arterial. The bike lanes will be seven feet wide, located adjacent to the travel lanes with signage and a stripe on the pavement demarking the edge of the lane. A Class II bike lane will be provided on both sides of all collector and arterial streets. In addition, the landscape corridor adjacent to the street will provide an 8-foot-wide path that may be used by pedestrians or cyclists.

Although the pathway will be jointly used by pedestrians, it is sufficiently wide to accommodate casual cyclists as well. It is intended that cyclists en route to a specific destination will use the Class II bike lane in the street.

4.3.3 Tertiary Bikeway System

All local streets within the residential neighborhoods will serve as Class III, on-street bikeways. The land use policies specify a land use pattern that facilitates access from the interior of neighborhoods to the secondary and primary bikeway system. The neighborhoods are also to be designed to restrict through vehicular traffic, thereby making the street safer for cyclists. The soundwalls which separate single family residential neighborhoods from adjacent major arterials will be penetrated at distances of not greater than 1,000 feet, and an average of 600 feet, to allow a cyclist or pedestrian direct access from the interior of a neighborhood to the backbone system. The breaks in the soundwall will connect to interior streets via short pedestrian/bike paths between residential areas, and where the interior streets are adjacent to the major arterials. A conceptual example of these connections is illustrated in Figure 10, Neighborhood Concept Diagram (Section 2, Land Use Element).

4.4 Public Transit

Bus service is the only form of public transit anticipated within the Northwest Specific Plan Area within a twenty-year horizon. Bus turnouts will be provided at major intersection locations along the arterial street system as indicated in Figure 30, Bus Turnout and Park-and-Ride Locations, to accommodate future bus service in the Plan Area. Due to the extent of arterial streets through the Plan Area, no residence within the area will be more than 1,500 feet from a bus stop. This level of service will facilitate ease of access which encourages high levels of ridership.

The City of Roseville is currently served by three public transit systems. The Regional Transit system provides commuter bus service between Roseville and points throughout the Sacramento region. Roseville Urban Shuttle (RUSH) provides regularly-scheduled route service within the City, and Roseville Area Dial-A-Ride (RADAR) provides on-call service throughout the City. The RUSH and RADAR systems will be expanded to the Plan Area as demand for these services occurs, as determined by the City.

Other mass transit, such as light rail, is not proposed at this time. It is recognized that overall densities and intensity of land uses in the Plan Area are not conducive to light rail service. Although no other form of mass transit is anticipated, it should be noted that the wide landscaped corridors along Foothills Boulevard and other major arterials could potentially accommodate alternative systems, such as light rail. In addition, the Southern Pacific rail line that runs adjacent to the Specific Plan on the east has the potential to provide a route for heavy rail commuter passenger service. The existence of an Amtrak passenger station in Roseville reinforces this potential by providing an immediately available passenger service. The Amtrak station is

KEY

6 Lanes/150' ROW

6 Lanes/100' ROW

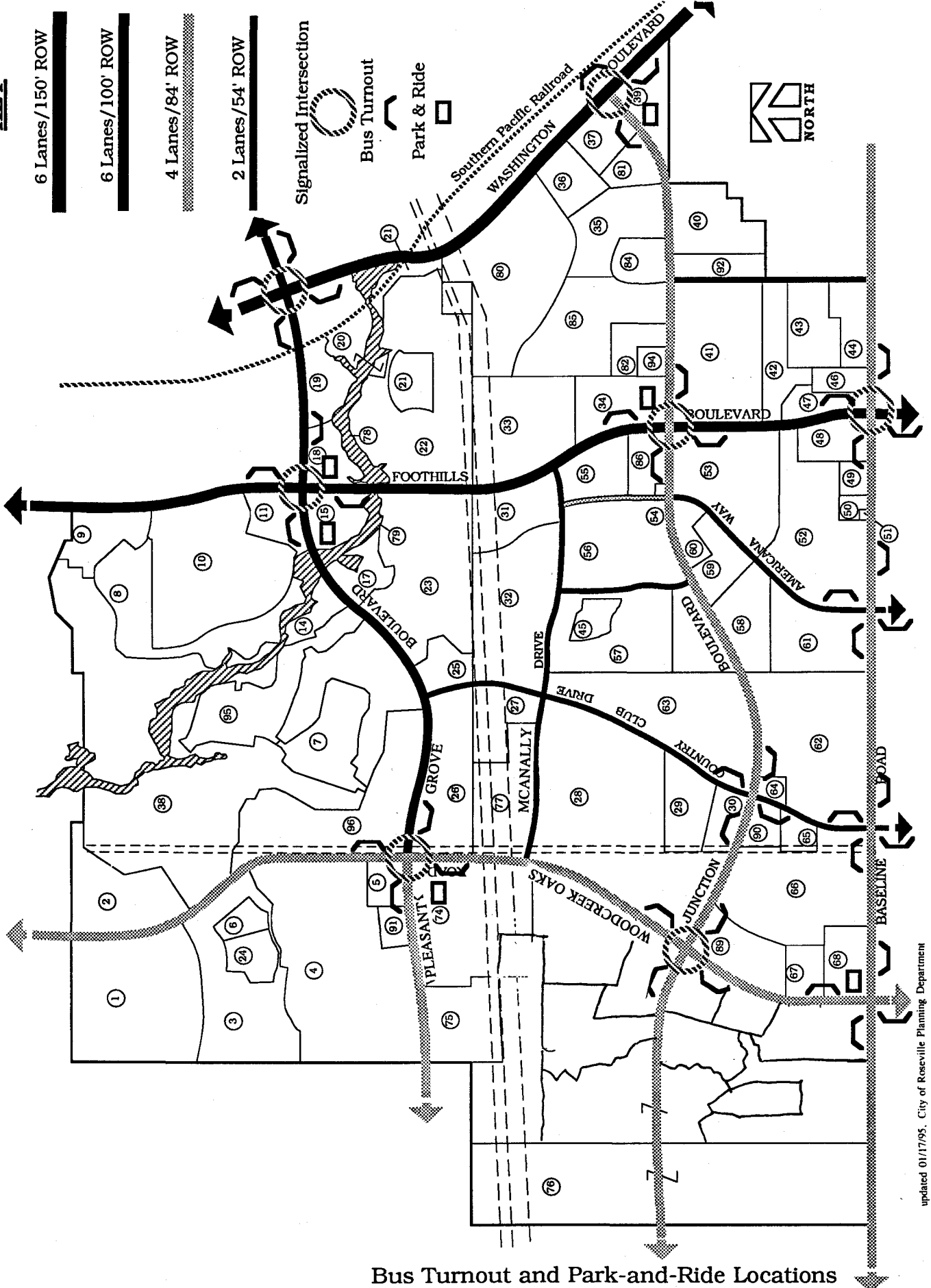
4 Lanes/84' ROW

2 Lanes/54' ROW

Signalized Intersection

Bus Turnout

Park & Ride



Bus Turnout and Park-and-Ride Locations
Figure 30

near the Northwest Plan Area, and it is conceivable that a passenger rail service from Roseville to downtown Sacramento could be instituted. Such a system would require multi-jurisdictional cooperation and funding.

4.5 Park-and-Ride Lots

Park-and-ride lots will be located throughout the Plan Area to provide convenient places for commuter car pooling. The park-and-ride lots will typically include approximately 20-30 spaces that are clearly set aside for the purpose, but may be incorporated in the parking for a commercial or business-professional site, a church, park or other institutional use. In those cases where park-and-ride lots are incorporated in a business parking area, they should be located so as to not interfere with the business operation. Appropriate park-and-ride lots include the City-wide park, and the commercial or business-professional uses located on Parcels 68, 74, 11, 15, 18, 34, and 39, as illustrated in Figure 30, Bus Turnout and Park-and-Ride Locations.

4.6 Transportation System Management (TSM)

Traffic impacts on Roseville streets can be reduced through TSM measures, which encourage employees to rideshare and travel at times outside of the normal peak-travel periods. Based on research conducted by Caltrans, the Institute of Transportation Engineers, and Fehr & Peers Associates, the traffic reductions which can reasonably be realized by these programs are summarized in Table 8.

Table 8
Estimate of TSM Effectiveness

Type of Employment	Peak-Hour Trip Reduction		
	Ridesharing	Flex Time	Total
Business-Professional	7%	4%	11%
Industrial (General or Light)	7%	9%	16%

Source: Fehr & Peers Associates, May, 1988

Traffic estimates based on trip-generation rates for business-professional land uses in the Northwest Specific Plan Area were reduced according to this estimate of effectiveness.

The City of Roseville adopted an ordinance to support TSM in February, 1983. The ordinance is directed to reducing the number and length of home-to-work commuting trips through a variety of methods. The predominant method is private ridesharing programs through the place of employment. Employers are required to participate in the Sacramento Rideshare Program sponsored by the Department of Transportation, or a locally-sponsored, comparable program. Roseville has jointly-sponsored a

part-time transportation coordinator position, in conjunction with the other jurisdictions in the South Placer region, each year since adoption of the Ordinance.

The City of Roseville participates in a joint program with the other jurisdictions in the South Placer region to monitor the rate of housing and job development, and traffic impacts. The information generated by each jurisdiction is compiled on an annual basis and shared with the other jurisdictions.

All new development within the Northwest Plan Area is subject to the provisions of the City TSM Ordinance; however, the provisions of the Ordinance as of May, 1988, are primarily intended for large employment activities. Within the Northwest Plan Area, the employment centers are relatively small compared to the major employment centers located in North Roseville, and in other portions of South Placer County. The TSM measure utilized by the larger employers to the north will have a definite beneficial effect on the traffic within the Plan Area; however, the opportunities to implement conventional Transportation Systems Management programs are more limited in a predominantly residential area than they may be in areas of concentrated employment. Consequently, the TSM measures in the Northwest Plan focus on the small steps that can be implemented there. TSM in the Plan Area will include:

- Incorporating park-and-ride areas within commercial parking lots
- Provision of secure bike parking at shopping areas-Provision of bike and pedestrian routes
- Bus turnouts
- Participation in rideshare and other transit information distribution programs that may be offered by the City of Roseville

4.7 Traffic Monitoring Program

The Northwest Specific Plan contemplates the development of a major transportation system over a period of a few years. Most of the basic circulation infrastructure will be constructed at one time under a single funding program; however, expansion of the system for additional lanes or improved intersections may occur as the traffic levels increase. Changes in traffic demand brought about by new types of vehicles, changes in life style, more effective TSM measures, improved public transportation, and the cost of private transportation, may all have an effect on traffic patterns over time. Furthermore, the improvements that may be required in the future would be prohibitively expensive to build until the need is actually demonstrated. Consequently, the City will implement, through the Public Works Department, a program of monitoring traffic conditions over time.

Traffic monitoring will be used to detect changes in traffic patterns that are approaching Level of Service "C" for intersections throughout the City (as defined in the 1985 edition of the Highway Traffic Manual). The Roseville Public Works Department will monitor key locations through a combination of site traffic counts, and techniques of modeling the effects of cumulative

growth attributable to approved development projects. The Public Works Department will maintain a list of traffic projects to be funded in a five-year capital improvements program. The program will be updated on an annual basis, and new projects added to the five-year program as LOS "C" is approached in specific locations. The monitoring program will be conducted on a City-wide basis, and funding of the specific improvements will come from a combination of City-wide traffic mitigation and development fees, conditions in various development agreements, assessment districts, and other sources.

4.8 Specific Plan Circulation Policies

4.8.1 Street System Design and Layout

1. Streets shall conform to natural topography and vegetation to the maximum extent possible.
2. Local streets shall be designed in a manner which is compatible with the proposed collector and major arterial street system. Intersections of collector streets with major arterial streets shall be kept to a minimum. Local interior residential streets should not directly intersect with major arterial streets.
3. Local streets shall not intersect collector streets closer than 150 feet from intersections of collectors and arterials.
4. Local streets within neighborhoods shall be designed to discourage through traffic.
5. Collector streets should not intersect with a major arterial street closer than 600 feet from an intersection formed by two arterial streets, or closer than 300 feet from another collector/arterial intersection.
6. Parking along collector streets will be discouraged throughout the Plan Area, and will be prohibited by signage in selected locations.
7. Access along major arterials is limited and shall be restricted to points approved by the Public Works Director.
8. Parking on all arterial streets is prohibited by posting.
9. Street alignments, crossings and bridges across floodways, within the woodland or other environmentally sensitive areas, are to be accompanied by additional environmental analysis, and include a revegetation and restoration plan.
10. Any urban interchange required in the Plan Area as a result of future traffic analysis shall be of low-profile design.
11. Transformer and switching boxes, risers, and other mechanical equipment shall be not less than eight (8) feet from the back of curb, and shall be screened as described in the Landscape Guidelines in Section 8, Urban Design Guidelines.

4.8.2 Bikeways and Pedestrian Paths

1. Class I bikeways within the landscaped corridors shall be designed to allow safe and convenient bicycling by commuters. Class I bikeways shall be a minimum of eight (8) feet wide, and shall not meander more than the distance of its width over a 100-foot run.
2. On-street, Class II bikeways of 7-foot width shall be provided on both sides of collector and arterial streets, with proper signage and striping.
3. Pedestrian paths and bikeways within easements shall be designed to minimize intrusion upon private property.
4. Pedestrian paths shall be located away from the street pavement, where feasible, to create a landscaped environment separate from the traveled right-of-way.
5. Landscaping and grade changes shall be employed as a means of separating pedestrian paths from streets.
6. Bike paths doubling as pedestrian walks should be a minimum of 8-feet wide and shall be constructed of cement.
7. Routes should be carefully chosen along natural grades to protect native vegetation and reduce grading, and should not exceed a gradient of five percent (5%).
8. Separation of the cyclist/pedestrian from the automobile should occur whenever possible. Frequent connections from adjoining land use to the backbone bikeway system should be encouraged. Projects adjacent to the backbone system shall provide points of access from the interior streets to the primary bikeway at points not greater than 1000 feet, and averaging not greater than 600 feet apart.
9. All Class I and Class II bikeways within the landscaped corridors shall be maintained by the Lighting and Landscape Maintenance District described in Section 7, Implementation Element. Maintenance of Class I bikeways through public easements is the responsibility of the City.
10. Inter-neighborhood off-street bikeways will occur in the existing easements, and in short, connecting easements between interior residential streets, and between interior residential streets and the adjacent backbone system.

4.8.3 Public Transit

1. Alternatives to the automobile as the means of transportation shall be encouraged. Public transportation services, such as those provided by Placer Mini-bus and by Roseville Area Dial-A-Ride (RADAR), shall be accommodated in the arterial and collector street system.

2. The Roseville Urban Shuttle (RUSH) service area should be expanded to the Plan Area as development occurs within the area, as demand warrants.
3. The Roseville Area Dial-A-Ride (RADAR) shall be available in the Plan Area concurrent with demand for service, as determined by the City.
4. Bus turnouts and shelters shall be located consistent with City Improvement Standards and as approved by the Public Works Director at the time of roadway installation. The design of the shelters shall conform to the standard set forth in Section 8, Urban Design Guidelines.
5. Park-and-ride lots, with approximately 20-30 spaces clearly designated for the purpose, will be located throughout the Plan Area to provide convenient places for commuter car pooling. Appropriate park-and-ride lots include the City-wide park, and the commercial or business-professional uses located on Parcels 68, 74, 15, 18, 34, and 39.

4.8.4 Transportation System Management (TSM)

1. Traffic conditions will be monitored periodically by the City Public Works Department in the Northwest Plan Area at intersections and on the major arterial linkages traversing the Plan Area. As an intersection approaches Level of Service "C", as determined by site observation, traffic counts, or modeling of cumulative growth conditions, the improvements required to maintain LOS "C" shall be identified for funding in the City-wide five-year traffic system improvements program. Level of Service "C" shall mean a measure of delay at an intersection as defined in the 1985 edition of the Highway Capacity Manual. For planning and evaluation purposes, the LOS "C" is assumed to be equivalent to a vehicle/capacity ratio of .80.
2. Employers shall be required to participate in the Transportation System Management program as provided pursuant to the TSM Ordinance of the City of Roseville.
3. Employment conditions and housing opportunity in the Northwest Plan Area will be monitored on an annual basis by the City of Roseville, through the annual employee survey and annual housing monitoring program conducted by the City Planning Department.
4. Applications for a conditional use permit for business-professional and commercial land use shall include information on the expected level of employee density in the proposed project, and the intent to apply TSM measures, such as van pools, carpools, and flexible hours.

4.8.5 Landscaping

1. All roadways are to be landscaped consistent with provisions of the Landscape Guidelines in Section 8, Urban Design Guidelines.
2. The landscape setback at intersections shall provide adequate line-of-sight consistent with the design speed.

3. The landscaped corridor including that portion in the public right-of-way adjacent to all multi-family residential, business-professional and commercial uses shall be installed and maintained by the property owner pursuant to standards set forth in the Landscape Design Guidelines for the Northwest Roseville Specific Plan Area.

5. OPEN SPACE AND RESOURCES MANAGEMENT ELEMENT

The Northwest Specific Plan Area encompasses many natural features which possess very high visual amenity and are important resources for the entire community. Urban development will invariably modify the natural environment; however, careful community planning and care in placing and constructing urban land uses, combined with judicious use of open space, can result in a community that retains and incorporates the essential character of the natural environment.

Human habitation also places demands on community resources, such as potable water, and an increased burden on other community or regional resources, such as the air basin and the available energy supply. It is the purpose of this element of the Specific Plan to address the conservation and management of both the natural resources and amenities within the Plan Area boundary, and the regional and community-wide resources that support urban development.

The Northwest Roseville Specific Plan is designed to conserve natural resources and mitigate, to the extent possible, the impacts associated with development in the Plan Area. In most instances resource management policies have been incorporated in various elements of the Plan. The redundancy provided in this element of the Plan, therefore, serves to clarify and underscore the importance of resource management.

The resources addressed in this Element include:

- Open Space
 - Drainageways
 - Golf Course
 - School Playfields
 - Powerline Easements
 - Parks and Nature Study Areas
- Vernal Pools
- Oak woodlands
- Soils
- Water Quality
- Potable Water
- Air Quality
- Energy
- Historic and Cultural Resources

Resource management issues tend to encompass multiple objectives and an approach to one issue often benefits other concerns. In this Specific Plan the land use, circulation system, open space, recreation and other public facilities all support the complex objectives of maintaining natural amenities in an urban setting, and of minimizing negative effects on air quality, water quality, energy demand, and the natural and historic resources in the area.

The following sections describe each of the resource categories, the concept for their use and protection, and the policies to implement these concepts.

5.1 Open Space

Open space is an important land use which accommodates both active and passive recreation needs, provides visual amenity, and defines the boundary of the developed areas. Open space also serves to conserve and protect certain other resources, and to meet other needs within the community.

Open space within the Plan Area can be categorized as "primary" or "secondary", depending upon the extent of the area and the function of the space. Primary includes the municipal golf course, the open field portion of school sites, parks and stream courses, as well as portions of the area within the powerline easement not designated for other uses. Secondary open space includes areas that serve other functions, such as circulation. Examples include linear parkways, pedestrian connectors within neighborhoods, and landscape corridors along major arterials and collector streets. The open space tabulation does not include those areas designated as Urban Reserve.

Primary open space area is summarized by category in Table 9. Approximately 442 acres, or 16.6 percent of the total land area within the Plan Area, will be left in primary open space or limited-development areas. This provides 22 acres of open space land per 1,000 people within the Plan Area.

Table 9
Summary of Primary Open Space Area

<u>Open Space Use</u>	<u>Acres</u>
Municipal Golf Course	201.0
City-wide Park	53.5
Park Reserve	30.0
Neighborhood/Community Parks	93.6
School (K-5)*	21.0
School (6-8)*	9.0
High School*	21.0
Floodway	21.6
Open Space/Wetland (Preserve)	46.4
	===
Total Primary Open Space Area	497.1

*Includes only that area estimated to be in Open Space.

The largest categories of open space in the Plan Area are natural stream courses, the municipal golf course, landscaped corridors along arterial and collector streets, and open space within the powerline easement. Less extensive, but equally important, forms of open space are provided by parks, school playfields, common open areas within the various residential villages, and open space easement areas on individual lots.

The linear open space areas will be a dominant feature of the urban setting in the Plan Area when it is fully developed. The drainage courses and powerline easement will establish a strong perception of the separation of urban areas from one another, and the inclusion of a prevalent natural environment within the Plan. The open space plays an important role, along with the arterial streets, in defining the bounds of the residential neighborhoods, a primary feature of the Northwest Specific Plan land use pattern.

5.1.1 Drainage Courses

It is intended that the unimproved reaches of these stream courses will remain in a generally natural condition and will constitute a form of linear open space suitable for passive recreation activities, such as hiking and bicycling, as further described in Section 4, Circulation Element. The natural floodplain and drainage courses are protected through dedication to the City. Recreation access will be provided along Pleasant Grove Creek where the floodway creates a greenbelt buffer, which is sufficiently wide to accommodate pedestrian paths and bikeways. Approximately 45.8 acres are designated as floodway with recreational use.

Storm drainage is further discussed in Section 6, the Public Facilities and Services Element.

5.1.2 Golf Course

The 201-acre municipal golf course located along Pleasant Grove Creek is a significant element of open space for the City residents who utilize the course, for passersby along the major roads that flank the course, and for the residential neighborhoods abutting it. The golf course is described more fully in Section 6, Public Facilities and Services Element.

5.1.3 School Playfields

A total of 101.8 acres of land are designated for school sites. Approximately one-half (1/2) of each school site will include turf and hard-surface areas, which will constitute an element of open space within the Plan Area. While intended primarily for use by school children, non-school-time use by surrounding residents is anticipated. In addition to providing space for recreation, school sites contribute a sense of openness in areas of higher residential density. The schools in the Plan Area are adjacent to City parks, which will accommodate joint-City and school district use of recreation facilities.

5.1.4 Powerline Easement

A powerline easement 375 feet in width transects the entire Plan Area from east-to-west for a distance of 11,500 feet, or a little more than two miles. Development is precluded within this easement, resulting in a greenbelt nearly 100 acres in size. Portions will be incorporated into the individual project site design, as parking areas, private recreation areas, or as common open space within multi-family residential developments.

The easement will include a pedestrian/bike path intended to facilitate off-street travel within the Plan Area. The pedestrian/bikeway will be incorporated in a linear parkway, which will connect the designated parks with the bikeways along arterial corridors designated in the Circulation Element (Figure 29, Bikeway Master Plan). The bikeway corridor will vary in width, but should not be less than 50 feet wide where adequate space is available.

The easement also serves to accommodate the natural drainage course in the west end of the Plan Area. The drainage is incorporated in the City-wide park, and will not require channelization to continue to perform as a storm drainage channel.

Much of the powerline easement will be utilized for private recreation. This includes a private racquet club located on 15 acres within the easement just west of Country Club Drive. There is no public access to the private land in the powerline easement except in those areas designated for parking in public areas, such as the business-professional office uses and the pedestrian/bikeway.

Dedication of portions of the powerline easement to the City for public access is anticipated only for parking areas, tennis courts, and similar uses, in conjunction with the development of City parks and the use of the bikeway through the easement.

5.1.5 Parks and Nature Study Areas

The Specific Plan includes a total of eleven (11) parks and designated nature study or preserve areas in 147 acres. These include native oak woodland and grasslands encompassing a vernal pool preserve area. The parks are fully described in Section 6, Public Facilities and Services Element.

5.1.6 Landscape Corridors

In addition to the natural open space retained in various forms throughout the Plan Area, there are landscaped corridors that flank the major boulevards and arterial streets within the Plan. Although these corridors will be formally landscaped, they will add to the sense of openness and the

amenity that will be characteristic of the fully-developed Plan. The corridors will provide setback buffers of 25 to 50 feet along the major streets incorporate a landscape of trees and ground covers. In addition, the corridors will include pedestrian/bikeways that link the schools, parks and other open space features, and provide for alternative circulation throughout the Plan Area. The bikeway and landscaping system is further discussed in Section 4, Circulation Element, and Section 8, Urban Design Guidelines.

5.1.7 Open Space Management Policies

1. Open space areas shall be incorporated into all multi-family projects and commercial projects.
2. Commercial, business-professional and planned development residential projects adjacent to open space shall, where feasible, merge the adjacent open space into the site design to avoid creation of distinct boundaries.
3. Whenever possible, the City shall utilize parks, drainageways and utility easements in a comprehensive trail system.
4. Open spaces shall be visually and physically linked, to the maximum extent possible.
5. The powerline easement area may be developed with private recreation facilities, plant nurseries, landscape corridors, parking areas, on-site landscaping, or other similar uses. The trail system easement shall not be less than 50 feet in width, and shall be wider where space between adjacent land uses and structures is available.
6. No habitable structures, other than those necessary to accommodate and/or promote the agricultural and open space use of the urban reserve, shall be permitted.
7. Street and other public infrastructure improvements shall be sited so as to minimize intrusion upon open areas, particularly stream courses.
8. Special areas of riparian or other botanical habitat shall be preserved through dedication to the City.
9. Development within the 100-year floodplain shall be prohibited through the following measures:
 - a. All area within the 100-year floodway shall be dedicated to the City.
 - b. The City will specifically prohibit construction of habitable structures, fill, and structures intended to dam the flow of water.
10. Street and other public infrastructure improvements required within the floodplain and riparian habitat shall be designed and sited to minimize the impact on the natural environment. This will be achieved by observing the following guidelines:

- a. Minimize the number of trees removed.
 - b. Promptly revegetate cleared areas with native species.
 - c. Place foot and bike paths/trails so that snags and trees favored by raptors are avoided, and require a raptors nest survey prior to construction in riparian areas.
 - d. Locate creek crossings and sewer interceptors so that they minimize intrusion into riparian vegetation areas.
 - e. Minimize the number of paths/trails.
 - f. Design all stream crossings to permit movement of wildlife beneath them.
 - g. Design all stream crossings for 100-year event.
 - h. Design stream crossings such that approaches are as close to a right angle as possible, and utilize bridges as directed by the City Improvement Standards.
 - i. Require specific erosion and sediment control plans for all construction activity.
 - j. Limit construction activities within channels to the summer, low-flow period.
 - k. Require input from biologists when designing any improvements/structures intended to occur or be developed within areas identified in the project EIR as riparian habitat areas.
 - l. Replace native trees as directed by the policies of this Specific Plan and the City ordinances.
11. Any public works projects in the floodway or woodland areas shall include a preservation and restoration plan to be approved by the Planning Commission and City Council.

5.2 Vernal Pools

Vernal pools are naturally-occurring depressions in soils containing a hardpan or other impermeable layer. The depression retains rainwater or surface drainage longer than the adjacent ground surface and, consequently, the pools support rare and unusual fauna and flora in the spring as the accumulated water evaporates.

The Northwest Specific Plan Area contains approximately 321 vernal pools, which are most abundant in the northeast quadrant of the Plan Area, north of the electricity transmission line corridor and east of Foothills Boulevard. Pool density is generally greatest in a wide band of about 3,000 feet that

crosses the Plan Area east-to-west through its midsection (Stromberg, L., Vernal Pool Survey and Evaluation, Northwest Roseville Specific Plan Area, July, 1987). The general location of the vernal pools is illustrated in Figure 31, Vernal Pools Preservation Area.

Bogg's Lake hedge hyssop (listed by the State as endangered) and dwarf downingia and vernal pool brodiaea (both on the California Native Plant Society List 4) occur in the Plan Area. Bogg's Lake hedge hyssop occurs in one pool and dwarf downingia occurs in three pools, including the one with the hedge hyssop. One vernal pool brodiaea was found in the annual grassland. Although suitable habitat is present for the tiger salamander, it is not present (Stromberg, July, 1987).

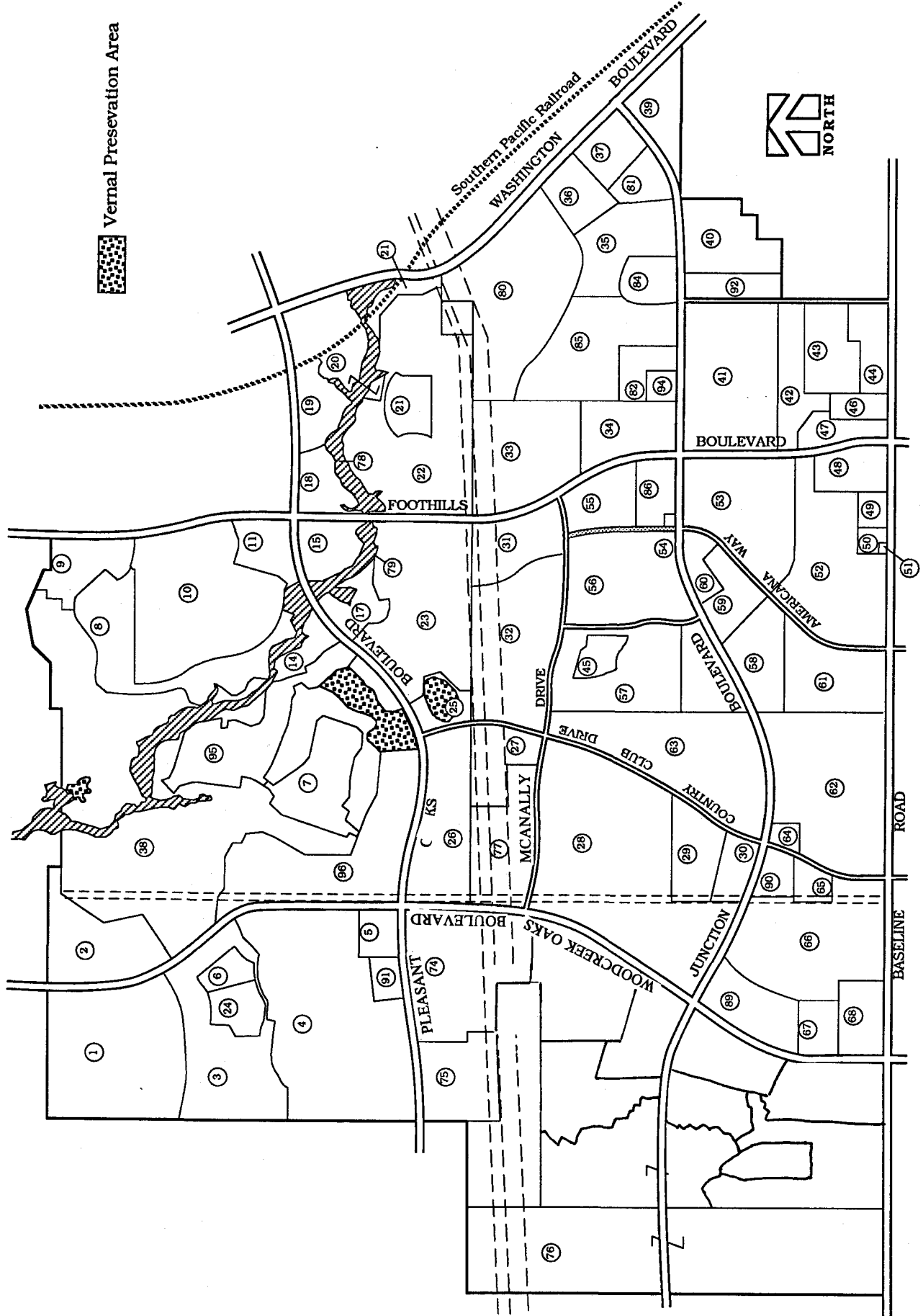
The Specific Plan incorporates two methods of reducing the impact of development in the vicinity of the vernal pools. Avoidance (mitigation) is to be accomplished by establishing three vernal pool preserve areas within which no existing pools would be disturbed. Partial restoration of values lost due to the destruction of pools not preserved (compensation) is to be accomplished by enhancing poor-quality pools and creating new pools in the preserves.

Three areas containing vernal pools will be left intact and undisturbed in natural annual grassland surroundings. The limits of these areas are set so that they will include several sites at which new pools may be created, and so that each preserve is large enough to contain a sufficient hydrologic buffer area.

The largest vernal pool area is located at the extreme south end of the golf course, just north of Woodcreek Oaks Boulevard. These pools include the very high-quality pool that contains both dwarf downingia (*Downingia humilis*) and the State listed Bogg's Lake hedge hyssop (*Gratiola heterosepala*). The golf course design has been adjusted in this area to accommodate approximately 25 existing vernal pools. Tees, greens, fairway, and other managed features can be constructed around the preserve, as long as the potentially adverse impacts of irrigation, run-off, and the application of chemical fertilizers are avoided. A second area, located near the northern edge of the golf course, contains the single largest pool in the Plan Area.

A third area of approximately 2.5 acres will be located in a neighborhood park immediately south of Woodcreek Oaks Boulevard and east of Country Club Drive. The park preserve will contain four pools, including one large, apparently man-made pool at the south end of the park, and three shallow "satellite" pools.

Several existing pools may be enhanced and others created in each preserve to produce added vernal pool values without adversely affecting the hydrology of the existing pools. In some cases, enhancement would involve only introducing seed collected from pools to be destroyed. Not all pools require seeding, but could benefit from it. Some are poor-quality pools deep enough to provide sufficiently-long inundation, but lack a well-developed pool flora. Others are shallow pools which could be improved by increasing their depth



Vernal Pool Preservation Area
Figure 31

and/or their outlet elevations, thereby increasing the depth and duration of inundation. These pools would be seeded to accelerate the development of species not originally present. The development that will occur pursuant to this Specific Plan may be subject to a permit issued by the U.S. Army Corps of Engineers under Section 404(b)(1) of the Clean Water Act. The City of Roseville will allow mitigation pursuant to such a permit to occur, but will not have responsibility to initiate or maintain an implement program.

Pool creation may occur at locations selected on the basis of overall preserve topography, local microtopographic variation, and the distribution and observable hydrologic connections among existing pools. At least nine sites were identified in the golf course area, and four sites in the park where it appears feasible to create vernal pools. These sites are tentative, and borings to characterize the subsurface conditions in existing pools, and at proposed sites, would be necessary to determine whether the impervious layer that perches water and causes ponding are present.

5.2.1 Vernal Pool Policies

The following standards shall apply and shall be incorporated as a condition of project approval for any project, including roadways or other infrastructure, adjacent to a vernal pool preserve:

1. A chain link fence shall be installed along the boundaries of the vernal pool preserves prior to any construction, including roadways, grading, the movement of materials or machinery onto the site or the issuance of any permits. The fencing shall not be removed until the completion of construction activity. Written release from the Planning Department must be received prior to the removal of any fencing. No activity of any type, except for that approved by the Planning Commission, shall occur within the preserve area.
2. A minimum 12" X 12" sign shall be erected along every 50 feet of fencing or portion thereof. The sign shall indicate that the area is a vernal pool preserve and that unauthorized trespassing is prohibited. The appropriate City Code section shall be referenced.
3. A minimum \$10,000 bond, or other security deemed appropriate by the Planning Commission and the City Attorney, shall be posted to ensure the preservation of the vernal pools during construction. Each occurrence of violation of any condition regarding vernal pool preservation shall result in forfeiture of the security.
4. The Vernal Pool Preservation Areas designated on Figure 31, Vernal Pool Preservation Area, shall be dedicated to the City for protection and enhancement.
5. A vernal pool analysis shall be prepared by a qualified plant ecologist, identifying any additional mitigation measures which should be incorporated during project construction. This report shall be submitted concurrently with development plans for Planning Commission review and action.

6. A vernal pool enhancement and creation plan shall be prepared by a qualified plant ecologist to direct the implementation of a specific City preservation and maintenance program. Any pools created should be on City property accessible to the general public.

7. The golf course and parks shall be designed with consideration of the recommendations of a consulting plant ecologist to preserve existing pools. In general, the following standards apply:

- a. The sprinkler systems must be designed so that no direct irrigation reaches any portion of the preserve. Grass-lined swales must be constructed at the margins of all turfed and irrigated areas that slope toward the preserves to intercept irrigation water and surface water run-off, and prevent flow into the pools.
- b. No concentrated run-off may be released from artificial swale networks into any natural swale that carries water to vernal pools, unless it has been treated to remove herbicides, fertilizers, and excess nutrients.
- c. No alteration in existing subsurface water regimes will be permitted unless detailed site-specific hydrologic analysis indicated that the alteration would not adversely affect vernal pool water balances. Wherever the direction of groundwater flow from an irrigated area would be toward the preserve, the irrigation system must be designed to continuously monitor soil moisture in the root zone, prevent excess watering, and automatically shut off before subsurface water movement is induced. As an alternative, a french drain may be installed to prevent subsurface flow from irrigated areas into the preserve. A hydrologic analysis should be conducted prior to construction to design the drain and determine whether or not the water it would capture should be released to the pools to maintain their water balances. If water must be released during the rainy season to meet that requirement, the water must be treated to remove fertilizers, pesticides, and excess nutrients. Any system installed to permit rainy-season release must be designed to prevent summer groundwater from reaching the pools.
- d. The City must have a plan to ensure that the facilities installed to preserve pool water balances and water quality including permanent monitoring equipment, continue to properly perform their required functions. The plan should include regular inspection and maintenance of the facilities and equipment.
- e. No mowing shall occur in the preserve, or in any adjacent areas of the golf course, where turf management is not necessary.
- f. Surface water run-off from Woodcreek Oaks Boulevard, or any paved surface, should not be directed into any intermittent tributary or swale which carries water to any vernal pool.

- g. A low fence of wood, or any other combination of materials that is visually appealing and compatible with the surrounding golf course or park features, shall be constructed around each preserve. The fence and pedestrian entry points should be designed to prevent access by dirt bikes and other motorized vehicles.
 - h. Each preserve area should be posted to state its purpose and to explain the unique values of the vernal pool resource.
 - i. Golf cart paths and paved foot paths can be allowed in the preserves. Where the design allows, these paths can cross natural drainage swales at the outlet points of pools to be enhanced by outlet barrier elevations. Where paths are used to elevate outlet barriers, provisions must be made to prevent erosion in the swales on the downstream side of the path.
 - j. The natural drainage swale crossed by the dirt road through the Golf Course Preserve shall be reconstructed without lowering the outlet elevations of pools #17 and #18, as listed in Stromberg (1987).
8. The following additional conditions are required for the preservation of pool #71:
- a. No turf must be installed within 50 feet of the pool's north, west, and south boundaries. The non-turfed intervening area must remain in undisturbed annual grassland.
 - b. On the west and north side of the pool, a grass-lined swale, or equivalent water conveyance system, must be constructed between the turfed and irrigated features and the pool to intercept surface run-off and direct it away from the pool. Sprinkler heads installed to irrigate any turf in the vicinity of the pool must be sized, located, and operated so that no non-turfed area (between the artificial swale and the pool) receives water.
 - c. Annual grassland between the artificial swale (or equivalent) and turfed features may be mowed, but no mowing can be allowed between the swale and the pool. No mowing is to be allowed on the slope to the east of the pool.
 - d. No turf may be installed west of the top edge of the terrace east of the pool. A hydrologic study should be conducted to determine the relative contribution of direct precipitation, surface water run-off, and groundwater to the pool water balance. If groundwater from the turfed area is found to contribute significantly, facilities must be designed to ensure that the quality, quantity, and seasonal variation in groundwater remain unaltered. The hydrologic study should include an investigation of the effects of using a combined swale-french drain system to reroute all surface and subsurface water from the turfed area away from the pool. If rerouting would have a negligible impact on the pool water balance, such a system could be installed to prevent impacts.

- e. The depth and duration of inundation and water quality must be monitored to ensure that they are not adversely modified, and that any swales, french drains, or other facilities installed to control impacts continue to properly perform their intended purpose. If they do not, corrective action must be taken; among them must be considered modification of the golf course features with which the impacts are associated. The implications of potential course modification (i.e., fairway shortening, tee relocation) should be taken into consideration at the time the course is designed.

5.3 Oak Woodland

Oak woodland areas the Northwest Specific Plan Area include scattered Valley oak (*Quercus lobata*) and interior live oak (*Quercus wislizenii*) among the open grasslands. Blue oak, a common specie found in over three million acres in the California foothill range, is the dominant specie in the wooded areas. Blue oak and riparian species are much more dense along the Pleasant Grove Creek drainage and adjacent minor tributary swales.

This Specific Plan recognizes the importance of these trees in the ecosystem of the area in providing habitat for numerous small animals and birds, and as a significant visual asset to the community. The Plan establishes detailed guidelines and policies for the future development and conservation of the areas that include oak woodland. These guidelines are generally applicable wherever native woodland occurs; however, they are specifically intended to apply to parcels identified in the Plan Area that are heavily-wooded. These include Parcels, 7, 17, 22, 23, 26, and 88. It is anticipated that the application of the woodland preservation guidelines may limit the development potential of a specific site to fewer dwelling units, or a lower intensity of business-professional or commercial use, than indicated on the Land Use Map.

The guidelines provided here are intended to complement and expand the land use guidelines found in Section 2, Land Use Element, and other City guidelines and ordinances. In those instances where the application of these guidelines restricts the development potential to fewer than the designated dwelling units, the units may be reallocated to other properties in the Plan Area, pursuant to amendment of the Specific Plan.

5.3.1 Oak Woodland Policies

The City of Roseville Tree Ordinance, when adopted, will apply to the Northwest Roseville Specific Plan. In addition, the following standards shall apply. Where inconsistencies exist between the two, the more restrictive shall apply.

1. It is the intent of this Specific Plan to ensure that all project design, grading, construction and landscaping shall give the highest priority to

preservation of native oak trees. The location and preservation of native trees shall be a primary factor in site design.

2. The cutting or removal of trees prior to specific development plan approval shall be prohibited. The sole exceptions shall be for City-approved roadways, sewer and utility extensions, removal suggested by an arborist, public health and safety, or for other reasons as shall be determined by the City. An arborist's report, submitted concurrently with development plans, is required for all projects with trees on the subject property. At the time of development plan submittal to the City, all trees will be mapped. Those proposed to be removed shall be identified and their removal shall be approved by action of the Project Review Commission, Planning Commission or the City Council, or as otherwise required by local ordinance or regulation.

3. The arborist's report and mapping shall serve as the basis for preparation of a plan to protect the trees. The plan shall contain any recommendations from the required arborist's report, as well as the policies expressed here. The survey and analysis shall occur at the earliest stage of project design. Prior to the movement of equipment onto the site or the issuance of any permits for the project, the specific recommendations in the arborist's report for each tree, or as required by the Project Review Commission, Planning Commission or City Council, shall be implemented under the direction of a certified arborist, with proof submitted to the Planning Department that this work has been completed.

4. Submittal of a bond, or other security from the developer's contractor, in a form and amount approved by the reviewing City body, shall be required for all development projects to ensure replacement of trees damaged or destroyed during construction. The amount of bond or security shall relate to the value and number of trees on the site.

5. Chain link fencing shall be installed one foot (1') outside the driplines of trees identified to be preserved on the property prior to project construction, grading, the movement of materials or machinery onto the site, the approval of improvement plans, or the issuance of any permits, to avoid damage to the trees and their root systems. Fences shall remain around trees to be preserved until occupancy permits for individual lots are issued. Written release from the Planning Department must be received prior to the removal of any fencing. During the period of road construction, all trees within the road right-of-way or abutting the road right-of-way which are threatened by construction or related activities and identified by the reviewing City body to be preserved, shall be fenced in accordance with the above requirement.

Prior to commencement of any road construction, the developer must receive written release from the Planning Department that all trees identified to be preserved are properly protected.

6. Paving within the driplines of trees identified to be protected shall be stringently minimized. When determined to be absolutely necessary by the reviewing City body, porous materials requiring no, or minimal compaction shall be used along with aeration systems, where appropriate.

7. Signs, ropes, cables, and other items shall not be attached to trees identified to be preserved.

8. No employee vehicles, construction equipment, mobile offices, supplies, materials, or facilities are allowed to be parked, stockpiled, or located within the driplines of trees identified to be preserved.

9. No artificial irrigation within the driplines of indigenous oak trees shall be permitted, unless recommended by a licensed arborist. Landscape and grading plans shall be designed to prevent irrigation or non-natural run-off from flowing within the dripline of native oaks. If necessary, swales and drainage systems will be required outside the dripline of native oaks to prevent such run-off. Irrigation of planted oak trees in new landscape areas may be acceptable, as determined by a licensed Landscape Architect or certified arborist.

10. Landscaping beneath indigenous oak trees may include non-plant materials such as boulders, cobbles, bark, etc. Plant species planted within the driplines of indigenous oak trees shall be generally limited to those which are tolerant of the natural semi-arid environs of the trees, and requiring no irrigation.

11. Native trees six inches (6") in diameter or greater at forty-eight inches (48") above grade, which are approved for removal shall be replaced on a inch-for-inch basis. Replacement shall be by use of a tree size determined appropriate by the reviewing City body in consideration of the soil conditions, the availability of water, and the ability of trees to survive transplanting. The standard shall prevail as amended by City ordinance. Replacement locations shall include the City parks, along the bikeway/pedestrian paths, and along public rights-of-way and adjacent landscape corridors, golf course, and in the design of specific projects.

12. Soil disruption within the dripline of trees shall be avoided. In those cases where it is determined by the reviewing City body that disruption is absolutely unavoidable, the following guidelines, along with arborist recommendations, shall apply:

- a. Soil surface removal shall not occur within the driplines of trees identified to be preserved.
- b. Earthen fill shall not be placed within the driplines of trees identified to be preserved.
- c. If cuts or fills are made near trees identified to be preserved beyond their dripline, adequate drainage and/or supplemental irrigation shall be provided to mitigate the adverse effects caused by elevation changes.

- d. No trenching shall be allowed within the driplines of trees identified to be preserved. If it is absolutely necessary to install underground utilities within the dripline of such trees, a single trench for all utilities should be either bored or drilled under the primary root zone, but not within six feet (6') of tree trunks. After trenching within the dripline, the tree should be pruned to remove canopy material proportional to the roots damaged or lost.
- e. Where soil compaction occurs within the dripline of a tree identified to be preserved, measures as recommended by an arborist shall be taken to restore soil condition and integrity.

13. Once construction is completed and bond or other security released, no tree identified for preservation in approved plans may be removed or significantly altered without approval by the Planning Department.

14. Tree preservation and site development policies set forth herein shall be incorporated into Covenants, Conditions and Restrictions (CC&Rs) for all subdivisions within the Plan Area to ensure that subsequent property owners are apprised of the obligation to preserve natural site features.

15. Development of the heavily-wooded parcels designated for business-professional and commercial land use (Parcels 15, 18 and 19) shall be designed to preserve the oak trees through careful siting of buildings and parking areas. Buildings shall be placed so as to avoid:

- a. compaction of the tree root zone
- b. discharge of roof run-off to the root zone
- c. placing parking or walkways across the root zone
- d. heat damage or scorching of trees from highly-reflective building materials

Such preservation measures may limit the allowable building coverage to less than the nominal square footage otherwise allowed in the Zoning Ordinance.

16. Development of residential land use on Parcels 7, 17, 22, 23, 26, and 88 (Figure 8, Land Use Map) shall require special attention to lot patterns and sizes, building location, grading, utility locations, landscaping and irrigation, due to the heavy woodland cover. The nominal dwelling unit allocation in each parcel may be reduced as a result of application of the oak woodland policies to a specific site design at the time a tentative map application is made. A building envelope shall be designated on each lot in the tentative map indicating the boundary of any structures to be allowed on the lot. In the event that the dwelling unit allocation on the Land Use Map is not realized, the property owner may reallocate the underutilized units to another location in the Plan Area subject to City approval of an amendment to the Specific Plan.

17. The City golf course shall be designed to preserve native oaks. All facilities and course components shall be located to minimize impacts on native oaks. Final grading, landscaping and irrigation plans shall prevent

irrigation run-off to vicinity of the root zone of native oaks. Course design and construction shall be supervised by a certified arborist. A long-term tree preservation program shall be developed in conjunction with course design.

5.4 Soil Protection

The predominant soil in the Northwest Plan Area is the Cometa-Fiddyment complex, as illustrated in Figure 6, Soils Map. Typically, the areas include a mixture of approximately thirty-five percent (35%) Cometa soils, thirty-five (35%) Fiddyment soils, and thirty (30%) sandy loam, loams, and scattered clay. The Cometa soil is generally deep, extending to approximately eighteen inches (18") in depth, consisting of a surface layer of brown sandy loam formed of alluvium, mainly from granitic sources. The subsoil is composed of brown clay which extends to approximately twenty-nine inches (29") in depth. The Cometa soil is described as well-drained with very slow permeability, slow surface run-off, and slight hazard of erosion. Fiddyment is described as a well-drained soil that is moderately-deep, formed over a hardpan. Similar to Cometa soil, permeability of the Fiddyment soil is very slow, surface run-off is slow, and erosion hazard is slight.

The Cometa-Ramona sandy loam occurs as isolated areas in the southwestern corner of the Plan Area on low terraces associated with the Kaseberg Creek drainage. The soil is a deep, well-drained clay pan soil that formed in alluvium, mainly granite. Permeability of this soil is considered very slow, largely as a result of the dense clay subsoil. Surface run-off is slow and the erosion hazard is slight.

In general, the erosion potential within the Plan Area is slight; however, exposure of the soils could result in erosion if not carefully managed during the construction period. Consequently, this Plan establishes policies for the maintenance of soil stability in the area.

5.4.1 Soil Protection Policies

1. Specific erosion control measures shall be adopted for all development plans. These measures shall include, but not necessarily be limited to, seeding of graded areas, watering during grading activities to reduce wind erosion, and use of hay bales and filter cloth to prevent siltation of stream courses.
2. Site grading for structures and streets shall be controlled. Natural landforms shall be preserved in the development process to the maximum extent possible. Construction techniques including, but not limited to, stepped footings and retaining walls shall be employed as a means of preserving native topography. Split-level dwellings and other flexible building designs shall be utilized which work with the natural topography.
3. Slopes with finish grades in excess of twenty-five (25%) shall be encumbered by open space easements and not developed.

4. Slopes shall be rounded and tapered to blend with existing on-site topography, contours on adjacent sites, and roadways. Steep slopes and retaining walls should be avoided when feasible.
5. Implement grading in a manner which minimizes disruption to existing natural features such as trees and other vegetation, natural ground forms, water courses and views.
6. Grading within the dripline of trees shall comply with the standards contained in Section 5.3, as well as any recommendations of a corresponding arborist's report.
7. Prompt replanting with native compatible, drought-resistant vegetation or comparable plant materials shall occur wherever soil is exposed in grading operations.
8. Prior to the development of any neighborhood identified in Section 2, Land Use Element, a master conceptual grading plan shall be approved which identifies the overall development concept, and generally indicates the approach to grading, preservation of natural features, and the balance of soil materials within the neighborhood.

5.5 Water Quality

Development within the Plan Area will increase the impervious surfaces where soil permeability is naturally very slow. The rate of storm run-off will increase as a result of the increase in impervious surface area; however, the storm drainage will be conveyed to the natural stream channels by a master storm drainage system. Water quality is of concern in areas where urban run-off is allowed to enter natural drainage courses from either rainfall or landscape irrigation. This Plan establishes guidelines for the management of urban run-off through design of drainage systems and land use regulations.

5.5.1 Water Quality Policies

1. The design of paved parking areas should be limited to the minimum area required to meet parking standards.
2. Permeable paving materials should be considered in all multi-family, commercial, and business-professional projects, and should be utilized wherever feasible.
3. Sediment traps, evaporation basins, flow reduction devices, and other methods to reduce the volume of pollutants in parking area and street surface run-off, shall be installed in the storm drain system in accordance with City standards .
4. Sediment traps, evaporation or infiltration basins, flow reduction devices, and other methods to reduce sediment, grease and oil pollutants, shall be installed at all construction sites.

5.6 Air Quality

Air quality in the Sacramento Valley is recognized as a significant environmental concern which influences the quality of life for all residents. Vehicle trips are a major factor in the deterioration of air quality, and new development can influence the degree to which air quality is affected in the region. The location of new residential and employment areas and the spatial layout of communities can play a role in the effectiveness of efforts to maintain air quality over a period of many years.

This Plan describes a land use pattern which provides housing to support nearby employment opportunities and public services. This land use pattern will help reduce automobile traffic and exhaust emissions within the Plan Area associated with daily routines. Retail goods and business-professional services are provided within the Plan Area for the convenience of residents and to induce residents to limit the length and number of trips, thereby reducing the average daily vehicle miles traveled (VMT) throughout the region.

In addition, this Plan provides for alternative transportation modes, including public transit, pedestrian and bike paths, and Transportation Systems Management (TSM) which will also serve to reduce automobile trips. Although the Plan does not anticipate other transportation modes, alternatives such as light rail could potentially be accommodated within landscape corridors adjacent to major arterials.

The City of Roseville adopted an Air Quality Plan in 1983, pursuant to adoption of the Regional Air Quality Plan. The City is a participant in the 1988 update of the Regional Air Quality Plan through funding contribution to the Phase 1 Study, through representation on the Technical Advisory Committee, and through the contribution of in-kind staff services. Upon adoption of the 1988 Regional Air Quality Plan, the City will amend its current air quality plan.

5.6.1 Air Quality Policies

1. This Specific Plan shall be amended upon the completion and adoption of the City of Roseville Air Quality Plan, and shall be in conformance with the City Plan.
2. The TSM measures established in the City Ordinance shall be fully implemented in this Plan Area.
3. Park-and-ride lots shall be strategically located in the Plan Area to facilitate ease of use.

5.7 Energy Conservation

The measures designed to help reduce the number and length of vehicle trips can also be effective in reducing the amount of energy required by residents and workers within the Plan Area. In addition, energy

conservation measures required by Title 24 will reduce heating and air conditioning requirements, as well as water heating for domestic purposes. This Plan establishes energy conservation policies that augment the statutory requirements.

5.7.1 Energy Conservation Policies

1. All inhabitable structures shall be designed and oriented to maximize potential for energy conservation wherever feasible. Such measures shall address, but not necessarily be limited to, utilization of solar energy.
2. Water conservation shall be encouraged through use of efficient plumbing fixtures, including flow-restricting devices, and the use of native, drought-resistant landscaping. Landscape irrigation should incorporate water conserving techniques, such as low precipitation spray heads and drip irrigation wherever feasible.
3. Trees shall be planted and maintained in all non-residential parking areas to ensure that, within fifteen (15) years of planting, at least fifty percent (50%) of the parking area is shaded at mid-day during the summer season in order to reduce solar gain.
4. Throughout the Plan Area, deciduous trees, which aid summer cooling and allow solar gain for winter heating, shall be included and appropriately sited relative to all habitable structures.
5. All developments within the Plan Area shall adhere to the alternative transportation programs and policies set forth in Section 4, Circulation Element, of this Plan.
6. Residential streets shall be limited to the minimum width necessary for public safety, in order to facilitate the growth of a tree canopy that will cover the street.

5.8 Historic Preservation

A cultural resource investigation was conducted as part of the process of preparing the Northwest Specific Plan (Public Anthropological Research, January, 1986). One eligible National Register of Historic Places property, the Diamond K Ranch complex, was noted during the survey. Two buildings in particular, a circa 1852 brick house and the 1892 Kaseberg victorian-style mansion, contain architectural value and have local significance; however, the complex is within an area already developed and will not be affected by proposed development within the Specific Plan.

Four historic and four prehistoric isolated artifacts or features were recorded during the survey. In addition, one previously recorded historic homesite was revisited. The isolated artifacts are not considered unique due to their isolated nature, and no further resource management was recommended.

5.8.1 Historic/Cultural Resource Protection Policies

1. Where test excavations or any excavation work results in discovery of cultural resources, work shall halt immediately for a distance of one hundred feet (100') from the discovery site. A qualified archaeologist shall be consulted for on-site evaluation, and the State Historic Preservation Office shall be notified.

2. Any artifacts discovered which can be relocated shall be dedicated to the City for inclusion in the Maidu Park Native American Center, if approved by a tribal representative.

6. PUBLIC FACILITIES AND SERVICES ELEMENT

A full range of urban public services and facilities will be provided within the Northwest Specific Plan Area. These include:

- fire protection
- police protection
- elementary schools
- high schools
- recreation and parks
- libraries
- waste disposal
- water
- wastewater treatment
- storm drainage systems
- electricity
- gas
- communications (telephone)

6.1 Fire Protection

Fire protection is provided throughout the City by the Roseville Fire Department. Each of three existing, fully-manned fire stations provide first response protection to a designated sub-area of the City. As further growth occurs, additional stations will be built under an overall plan to provide overlapping response areas.

Fire Station No. 2, serving the northwest quadrant of the City, was completed in 1987 on one acre designated for this purpose within the Plan Area on Junction Boulevard, just west of Foothills Boulevard. This site is centrally located to provide direct access to all portions of the Plan Area, and no additional fire station sites will be required in the Plan Area.

A fourth station planned within the North Central Specific Plan Area near the intersection of Roseville Parkway and Woodcreek Oaks Boulevard, and Station No. 1, located in downtown Roseville, will provide back-up response in the Northwest Plan Area. The back-up response will continue to come from the downtown station until the North Central station is completed.

6.2 Police Protection

The Northwest Specific Plan Area is located entirely within the City of Roseville, and will be served by the Roseville Police Department. No police substations are anticipated at this time.

6.3 Elementary Schools

The Northwest Plan Area is served by the Roseville City School District, east of Foothills Boulevard, and by the Dry Creek School District, west of Foothills Boulevard. The district boundary was amended to the current location in 1987, as delineated in Figure 32, Existing and Planned School Facilities. Each district will require new school facilities to accommodate the student enrollment anticipated in the Plan Area.

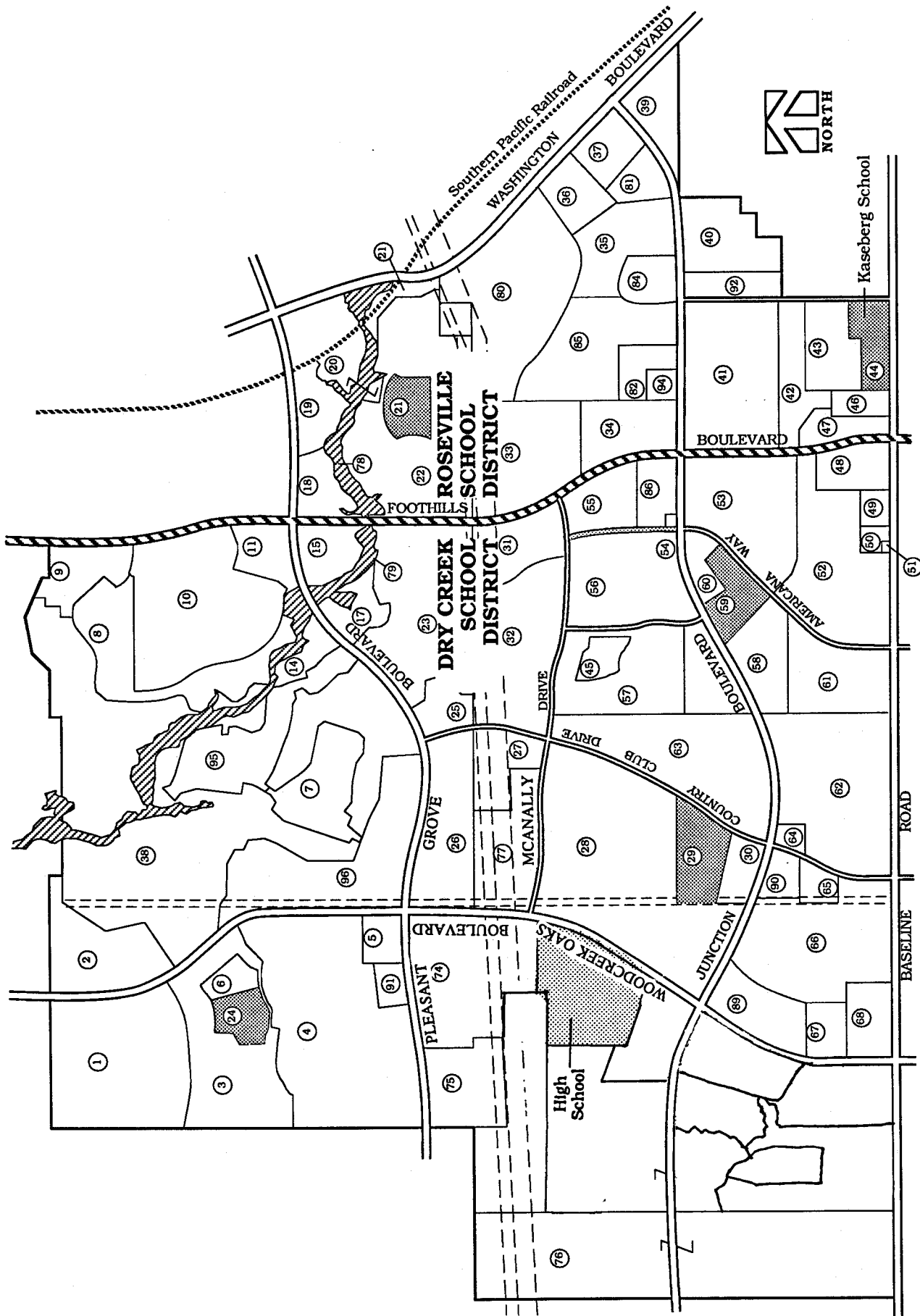
A total of 60.2 acres, including the existing Kaseberg School, but not including the urban reserve school site, have been designated as school sites within the Plan Area to serve the elementary school age (K-8) population.

The two elementary school districts have provided differing estimates of the number of students that are expected to come from each dwelling unit type within their district. For example, the Dry Creek District estimates that they will have 45 students in grades K-8 for every 100 single family dwellings. In comparison, the Roseville City School District estimates that they will have 52 K-8 students from 100 single family dwellings.

6.3.1 Roseville City School District

The Roseville City School District will serve the Kindergarten through 8th grade population from a total of 2,452 dwellings, or about thirty percent (30%) of the dwelling units within the Plan Area at full-buildout of the Plan. Approximately 1,000 of these units are built and occupied as of the Fall, 1988. The District currently operates Kaseberg Elementary School in the southeast corner of the Plan Area, adjacent to Baseline Road. Kaseberg School, with a total capacity of 600 students, serves the west side of the City, including students from existing residential areas within the Northwest Plan Area.

Total development of the Plan will generate an estimated total of 915 students in grades Kindergarten through 8th grade as indicated in Table 10. One additional school will be required to serve Kindergarten through 6th grade students north of Junction Boulevard, and east of Foothills Boulevard. A 10-acre site (Parcel 21), on the Specific Plan Land Use Map (Figure 8), is located near Pleasant Grove Creek, and a 9.2 acre park site (Parcel 20), is nearby. There is a potential for joint-school/park use of recreation facilities which will be determined at the time the school and park sites are confirmed in the tentative map for this area.



Existing and Planned School Facilities
Figure 32

Table 10
K-8 Student Enrollment Projection at Full-Buildout
Roseville City School District

Residential Use	Units	Ratio	Yield Rates	Students
R-3 to R-5	1,191	100%	0.5186	648
R-6 to R-9	420	50%	0.5186	55
		50%	0.2611	28
R-10 to R-12	487	100%	0.2611	0
R-14 to R-16	0	30%	0.2611	33
R-18		70%	0.1740	51
R-20	573	100%	0.1740	100
Total	2,452			915

6.3.2 Dry Creek School District

The Dry Creek Elementary School District will serve the Kindergarten through 8th grade students from 5,845 dwelling units in the Plan Area west of Foothills Boulevard. Approximately 700 of these units have been occupied as of the Fall, 1988. As indicated in Table 11, a total of three (3) elementary schools with a capacity of approximately 600 students each will be required to serve the K-5 population, and one (1) intermediate school with enrollment capacity to serve 750 6th through 8th grade students.

An elementary school site of 10 acres is designated on the south side of Junction Boulevard just west of Foothills Boulevard (Parcel 59 on the Land Use Map, Figure 8). This elementary school site will serve the K-5 students in the neighborhoods south of the powerline easement. A 7.3-acre neighborhood park adjacent to the school site will provide recreation facilities for the immediate neighborhood, and will provide potential opportunities for joint-use of some recreation facilities.

Table 11
K-8 Student Enrollment Projection at Full-Buildout
Dry Creek School District

Land Use	Units	Yield Rates (K - 5)	Yield Rates (6 - 8)	Students (K - 5)	Students (6 - 8)
Single Family R-3 to R-5	4,158	0.377	0.133	1,568	553
Multi-Family	1,687	0.148	0.052	250	88
Total	5,845			1,818	641

A second elementary school site of 10 acres is designated in the northwest quadrant of the Plan Area to serve the K-5 students (Parcel 24 on the Land Use Map, Figure 8). This site is also located adjacent to a 5-acre neighborhood park to expand the potential for recreation facilities.

A third elementary school site will be located in the urban reserve area on the west side of the Plan Area, when and if those areas are planned for residential use. Location of the third site in currently-planned residential areas is constrained by the presence of wooded areas, vernal pools, major powerlines, major arterial streets, and the proximity of other school facilities. Furthermore, the urban reserve areas are intended to serve, in part, as an "overflow" area to accommodate residential units allocated on the current Land Use Map, but not actually built in the planned density. Consequently, a third school site will be more effectively located when the actual need is better defined by a history of development in the Plan Area.

The intermediate school to serve all 6th, 7th, and 8th grade students in the east side of the Dry Creek School District is located on Junction Boulevard at Country Club Drive (Parcel 29 on the Land Use Map, Figure 8). This site of 18 acres is located adjacent to a neighborhood park to provide the potential for joint-use of recreational facilities. The site will also have access to the pedestrian bikeway system that will utilize the sewer system easement to the west of the site. This bikeway is part of the "backbone" bikeway system that will connect all areas of the Northwest Plan Area. The intermediate school is located here, in part, to allow convenient access for students on bikes.

All school sites are located with consideration of the possible health effects of exposure to the electromagnetic fields emanating from high-tension powerlines. Although information on the effect of exposure over a period of time is not conclusive, there is sufficient concern to justify extra precaution in locating school facilities. Consequently, all school sites within the Plan Area are located to avoid the powerline easements, consistent with the current State administrative guidelines.

6.4 High School

The Roseville High School District serves the entire Northwest Plan Area. Table 12 indicates that full-buildout of the Plan Area will generate a total of 1,645 residents of high school age. The District has determined that a new high school will be required to serve the students on the west side of the City that will accommodate an ultimate enrollment of up to 1,800 students, including a full athletics program. Consequently, a 41.6 acre site has been designated on the west side of the Plan Area (Parcel 71 on the Land Use Map, Figure 8). This site is located at the intersection of Cook-Riolo Road and Junction Boulevard to provide good vehicular access, and is on gently rolling terrain that will facilitate the design and construction of a large, spacious campus. The construction of the two major streets will be funded through the public infrastructure program described in the Implementation Element, Section 7. Access to the site for construction of a high school will be available within the time frame anticipated by the District, which is three

to five years after adoption of this Specific Plan. The project proponents, City and High School District have agreed to work together to develop financing options for construction of the High School site.

Table 12
9-12 Student Enrollment Projection at Full-Buildout
Roseville High School District

Land Use	Units	Ratio	Yield Rates	Students
R-3	1,399	100%	.2362	330
R-4	2,808	100%	.2362	662
R-5	1,148	100%	.2362	271
R-6	150	100%	.2362	35
R-7	448	50%	.2362	53
		50%	.1756	39
R-9	206	50%	.2362	24
		50%	.1756	18
R-10	577	50%	.2362	68
		50%	.1756	51
R-14	453	30%	.1756	24
		70%	.0445	14
R-18	614	100%	.0445	27
R-20	653	100%	.0445	29
Total	8,450			1,645

6.5 Recreation and Parks

The Northwest Specific Plan Area will ultimately be the home to nearly 20,000 residents. In order to meet the recreation needs of this population and provide for a high level of visual open space, the Specific Plan provides for substantial park area.

The City standard for recreation facilities is established in the General Plan adopted in 1977. The standard requires a total of nine (9) acres of parkland per 1,000 residents, allocated among three park types: neighborhood, community and City-wide. The standard and the park area required for each park type is summarized in Table 13.

Table 13
Summary of General Plan Park Area Requirements

Park Type	Service Area	Acres/1000 Population	Total Population	Acres Required
Neighborhood	3/4 -1 mile	2.5	20,016	50.0
Community	1-2 miles	1.5	20,016	30.0
City-wide	Total City	5.0	20,016	100.0
TOTAL		9.0		180.0

Park Acreage For Units Yet To Be Developed

<u>Housing Type</u>	<u>Units</u>	<u>Pop/Household</u>	<u>Population</u>
Single Family	3,511	2.64	9,269
Middle-Density	474	2.06	976
Multi-Family	945	1.76	1,663
TOTAL			11,908

<u>Park Type</u>	<u>Standard</u>	<u>Acres Required</u>
Neighborhood Park	2.5/1000	29.8
Community Park	1.5/1000	17.9
City-wide Park	5/1000	59.5

The standard of nine acres of parkland per 1,000 residents is significantly greater than that required by most other jurisdictions in the post-Proposition 13 era, and indicates the special value given to active recreation, and the substantial, long-term commitment of the City of Roseville to the recreation needs of the community.

The City standard, although adopted in 1977, has not been applied throughout the City until the use of Specific Plans, and the attendant development agreements has provided a means of acquiring the necessary parkland.

In the Northwest Plan Area, a substantial amount of land has been developed pursuant to the approval of subdivision maps under land use allocated in the 1985 version, or earlier versions, of the General Plan. Under the provisions

of the Subdivision Map Act, these subdivisions are required to meet a park area requirement of only five (5) acres per 1,000 residents. In all instances within the Northwest Plan Area, these requirements were met by payment of fees, rather than the dedication of park land. Consequently, the only park area that predates the Plan is the site adjacent to Kaseberg School, which was expanded to a total of 16.7 acres in 1988. The residential projects developed or approved pursuant to the 1985 General Plan are consistent with the provisions of that Plan, within the statutory authority of the City to exact parkland dedications or in-lieu fees.

6.5.1 Land Area Dedication within the Plan Area

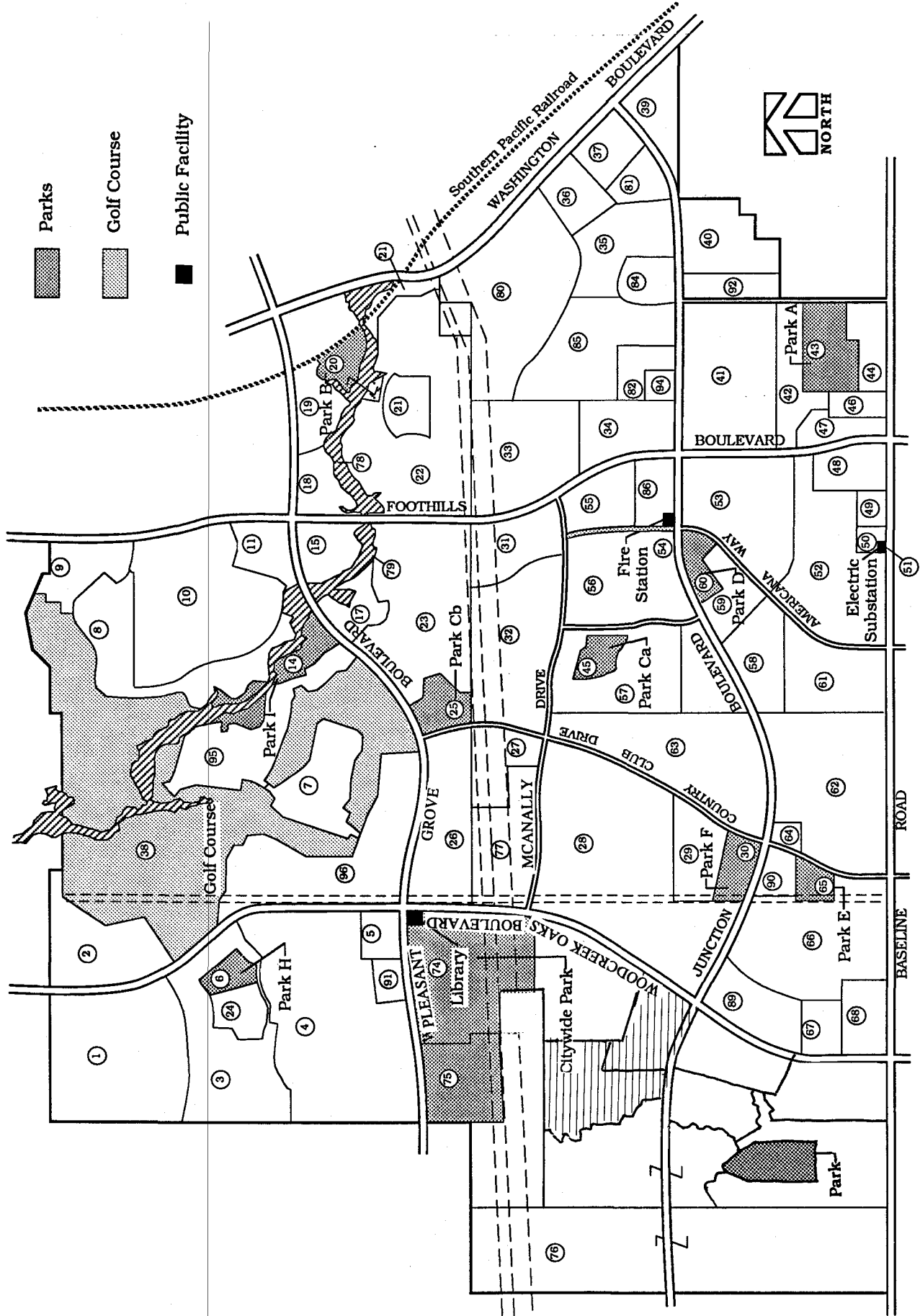
The park area within the Northwest Specific Plan is provided within those parcels that are subject to the provisions of the Specific Plan. Those parcels that were previously approved under the 1985 General Plan, as indicated in Figure 3, Existing Development Within the Specific Plan, have already met 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 this Specific Plan be required to dedicate more land than required in the General Plan standard. Consequently, the parkland area set aside within these parcels does not meet the standard of nine (9) acres per 1,000 residents for the entire Plan Area. 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. This reservation is in excess of the land area required for dedication under the General Plan standard, but is intended to provide an opportunity for the City to fulfill the General Plan policies.

6.5.2 Park Concept and Goals

The Northwest Specific Plan Area will provide for a total of eleven (11) designated park sites, including one large City-wide park and nine (9) neighborhood parks, as illustrated in Figure 33, Parks and Public Facilities Map. In addition to these designated park sites totaling approximately 138 acres, an interim park reserve site of 30 acres is designated for potential expansion of the community park to serve as a City-wide park. These facilities are supplemented by the open space corridors created by the powerline easements the landscaped corridors along the major boulevards, drainages, recreation facilities at the school sites, and the significant area dedicated to the use of a municipal golf course.

6.5.3 City-Wide Park

A City-wide park is intended to provide for very active recreation that requires extensive land area and generates high levels of noise, traffic and lighting in the evening hours. The Specific Plan designates a 53.5-acre park site at the west boundary of the Plan Area, with an additional 30-acre park reserve area. This park is intended to serve not only Plan Area residents, but also other residents in the northwestern section of the City. A public library will be located within this park.



Parks and Public Facilities Map
Figure 33

6.5.4 Neighborhood Parks

Neighborhood parks are intended primarily for use by residents of the immediate neighborhoods, and include passive and active recreational facilities not conducive to large, organized sporting events and the associated noise and vehicle traffic. Neighborhood parks will include turf-ed-lawn areas suitable for picnics and casual activities, in addition to children's play equipment.

The concept for each proposed park is illustrated in Figures 34 through Figure 43.

6.6 Municipal Golf Course

A special feature of the Northwest Specific Plan Area is the proposed Municipal Golf Course. The course is to be developed on land dedicated to the City specifically for that purpose. The 18-hole course will be developed by the City along the South Branch of Pleasant Grove Creek, and will benefit from the amenity of the heavily oak-wooded, gently rolling terrain. The course will be directly accessible from Woodcreek Oaks Boulevard and Cook-Riolo Road, and thus, will be easily reached via the Highway 65 Bypass, Foothills Boulevard, and existing Highway 65, as illustrated in Figure 33, Parks and Public Facilities Map. The course may provide full-service facilities, including a driving range, practice putting greens, a clubhouse, pro shop, and restaurant. Surrounding land uses are to be predominantly single family dwellings.

Approximately 201 acres will be required to accommodate the golf course facilities. The final design of the golf course will be reviewed by the Parks and Recreation Commission, the Planning Commission, and the City Council.

6.7 Public Libraries

A City branch library will be located within the City-wide park at the intersection of Woodcreek Oaks Boulevard and Cook-Riolo Road as illustrated in Figure 33, the Park and Public Facilities Map.

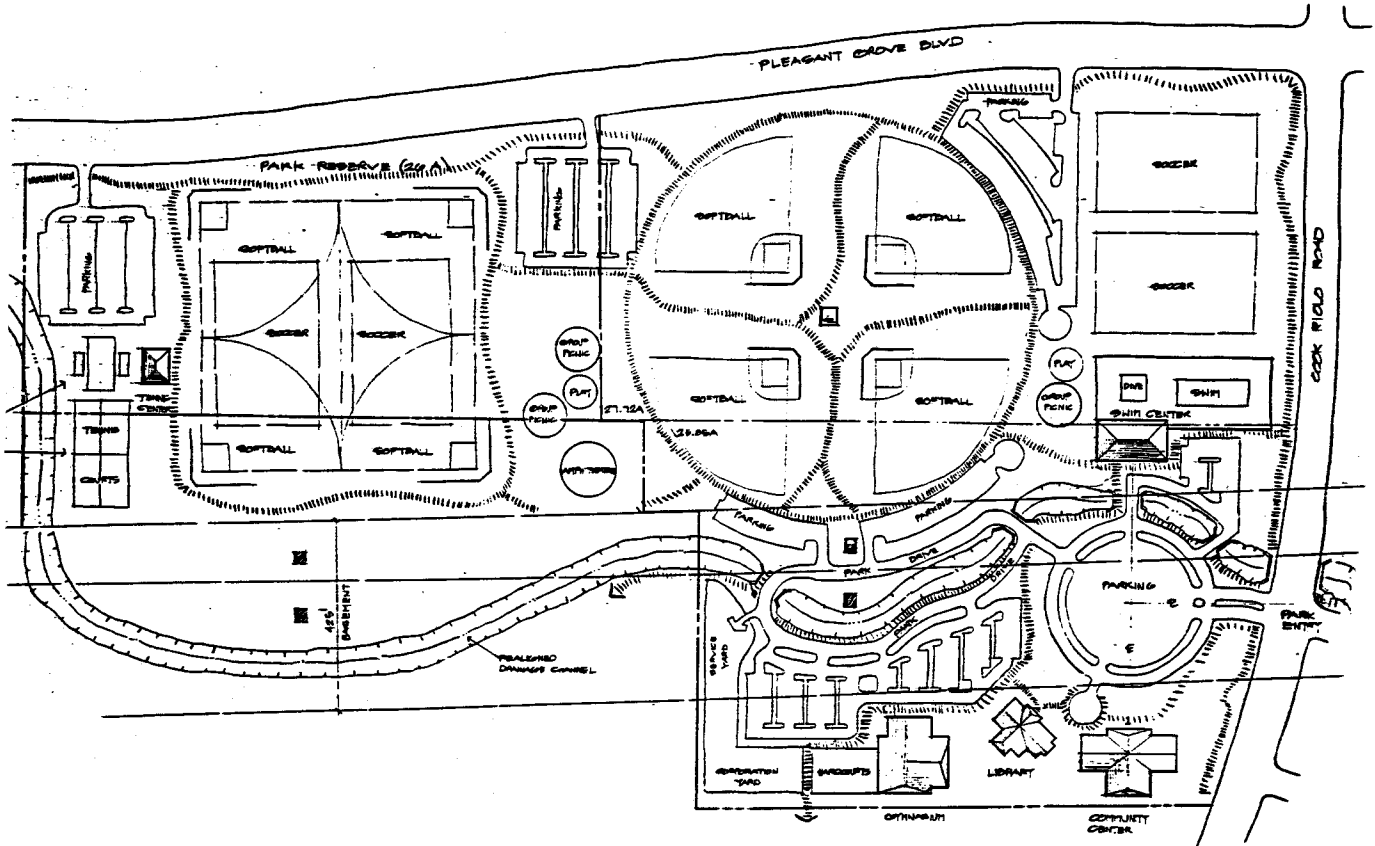
6.8 Solid Waste Disposal

Solid waste disposal for Plan Area development is provided by the Regional Landfill Authority at a landfill site northwest of the City. This site has a remaining collection life expectancy of about thirty-five (35) years.

6.9 Water Supply

The City of Roseville has water rights to 32,000 acre feet per year (AF/Y) from Folsom Lake, guaranteed under a contract with the Federal Bureau of Reclamation. The current City-wide usage is around 14,000 AF/Y for the existing population of approximately 28,000 residents. The current capacity of the City water treatment plant is 24 million gallons per day (mgd), but it is designed to expand up to 96 mgd. Present peak usage is around 20 mgd.

City-Wide Park Schematic
Figure 34

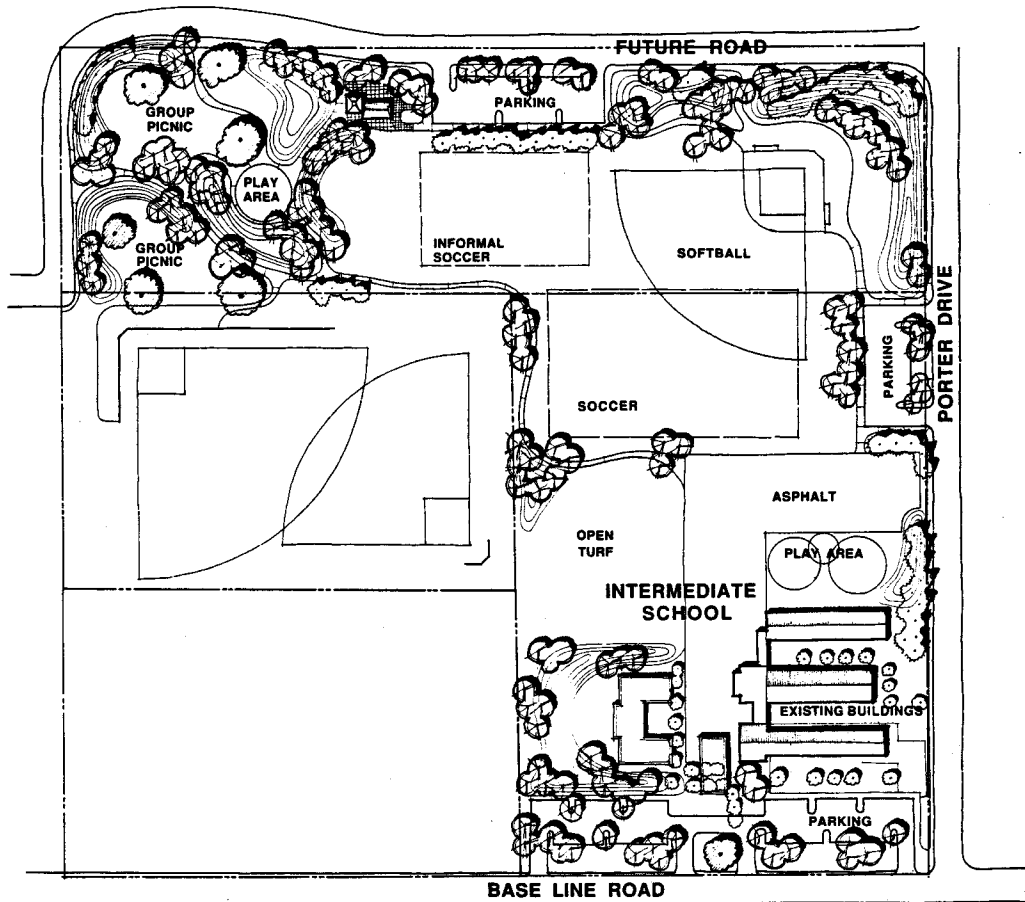


Area: 53.5 acres Parcel 74
Area: 30.0 acres Parcel 75 (Park Reserve)

Facilities can be expected to include lighted baseball diamonds and tennis courts, hard surface areas for basketball and active play, play structures, turfed playfields and a swimming pool. Picnic, restroom and on-site parking facilities will also be provided in sufficient quantity to meet projected user demand.

This park can also be expected to provide a location for certain public services such as youth and senior centers, and day care facilities.

Neighborhood **A** Park
Figure 35

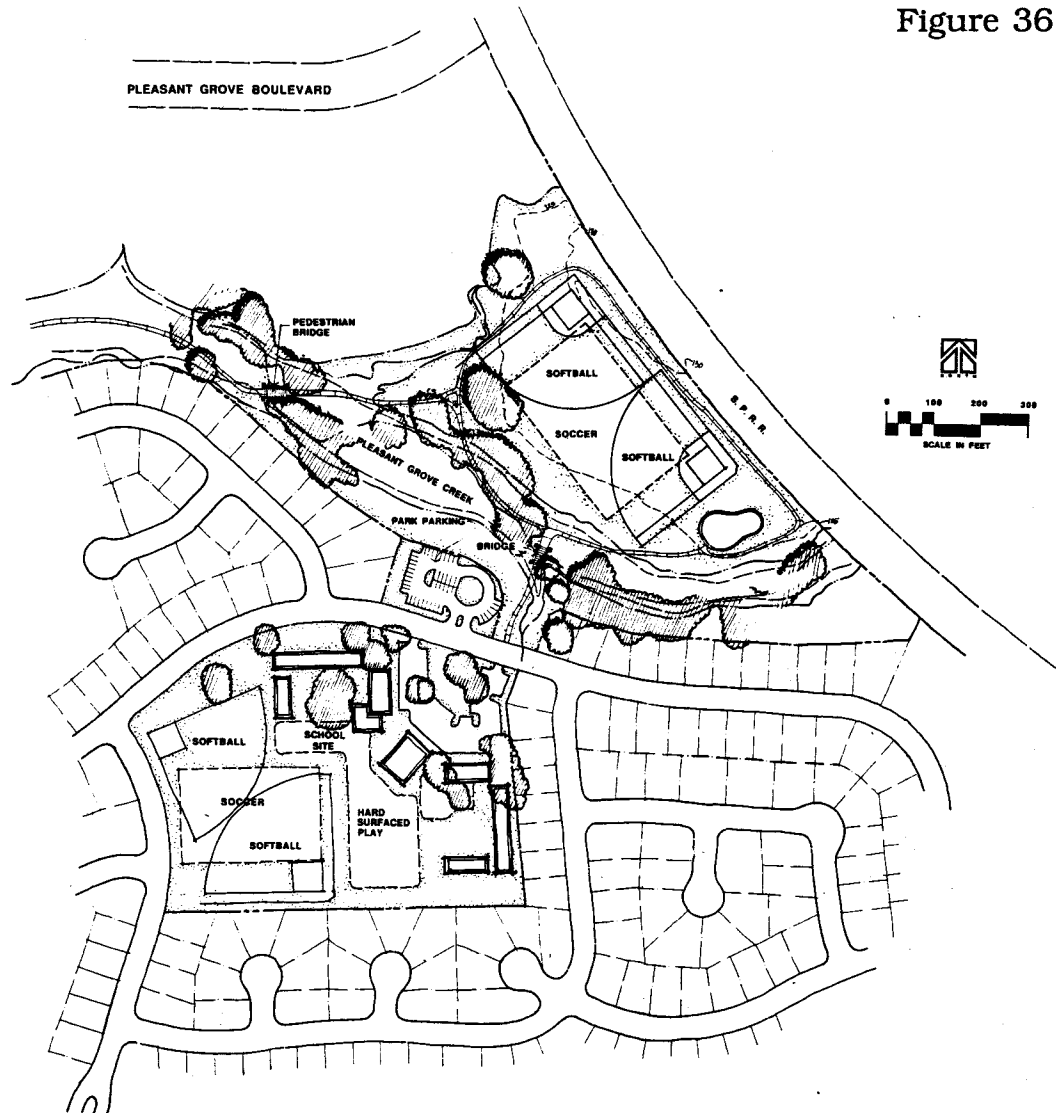


WADE ASSOCIATES
URBAN PLANNING • DESIGN

Area: 16.7 acres Parcel 43

This park is the existing Kaseberg Park that was expanded to 16.7 acres in 1987. The park is large enough to accommodate active recreation, including softball diamonds, Little League diamonds, and other similar facilities. The site is adjacent to Kaseberg School and joint use of recreation facilities with the school district is possible.

Neighborhood **B** Park
Figure 36

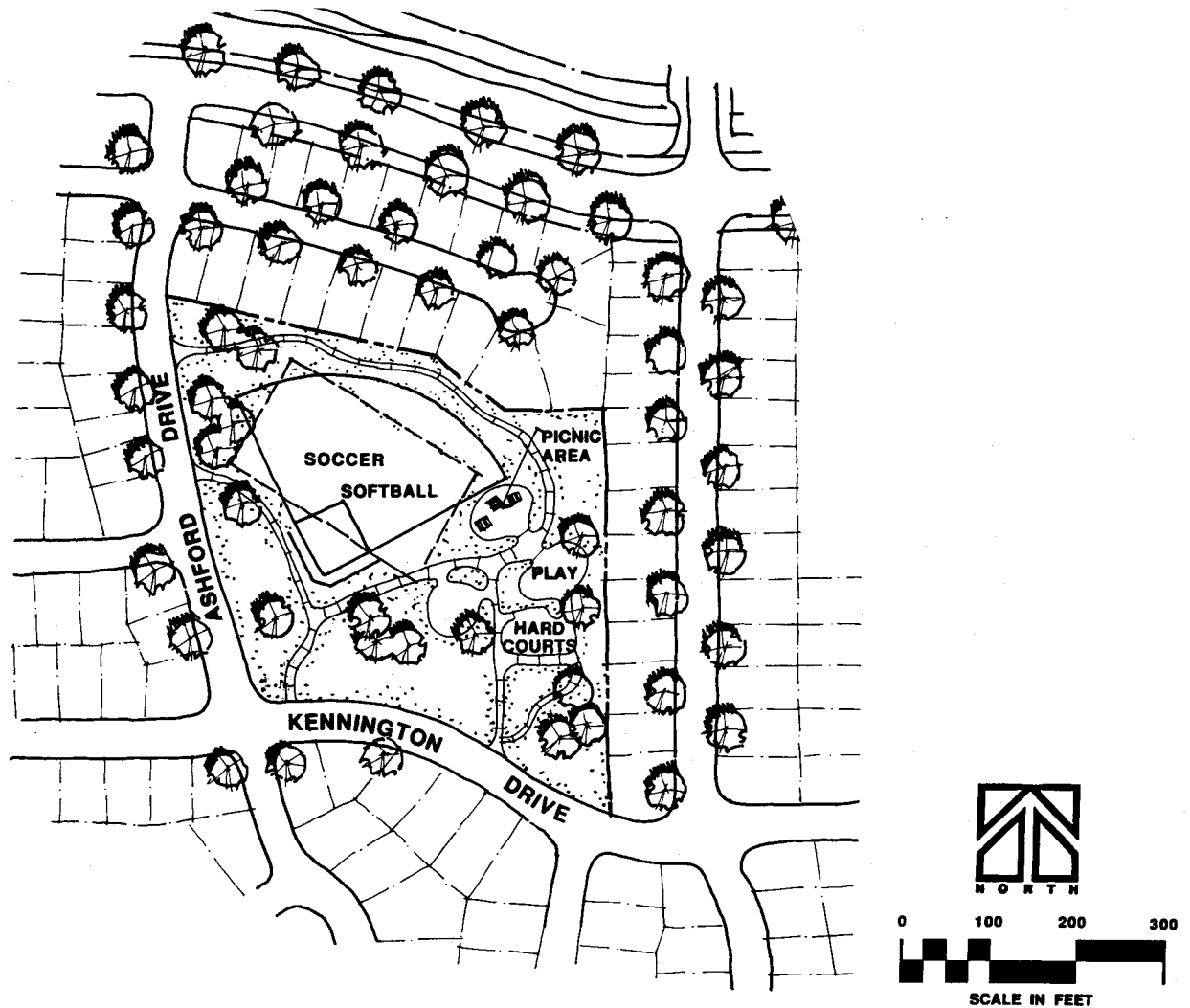


Area: 9.2 acres Parcel 20

The site is adjacent to Pleasant Grove Creek, and consequently, has a very attractive natural setting. The park is primarily intended to serve Neighborhood B, but may also be accessible from Pleasant Grove Blvd. and will be somewhat removed from the nearest residences. Consequently, it may serve a slightly larger community role than a typical neighborhood park. The facility is envisioned to include:

- 2 Little League diamonds
- 1 Youth Soccer field
- 2 outdoor basketball courts
- 1 play lot

Neighborhood C Park A
Figure 37

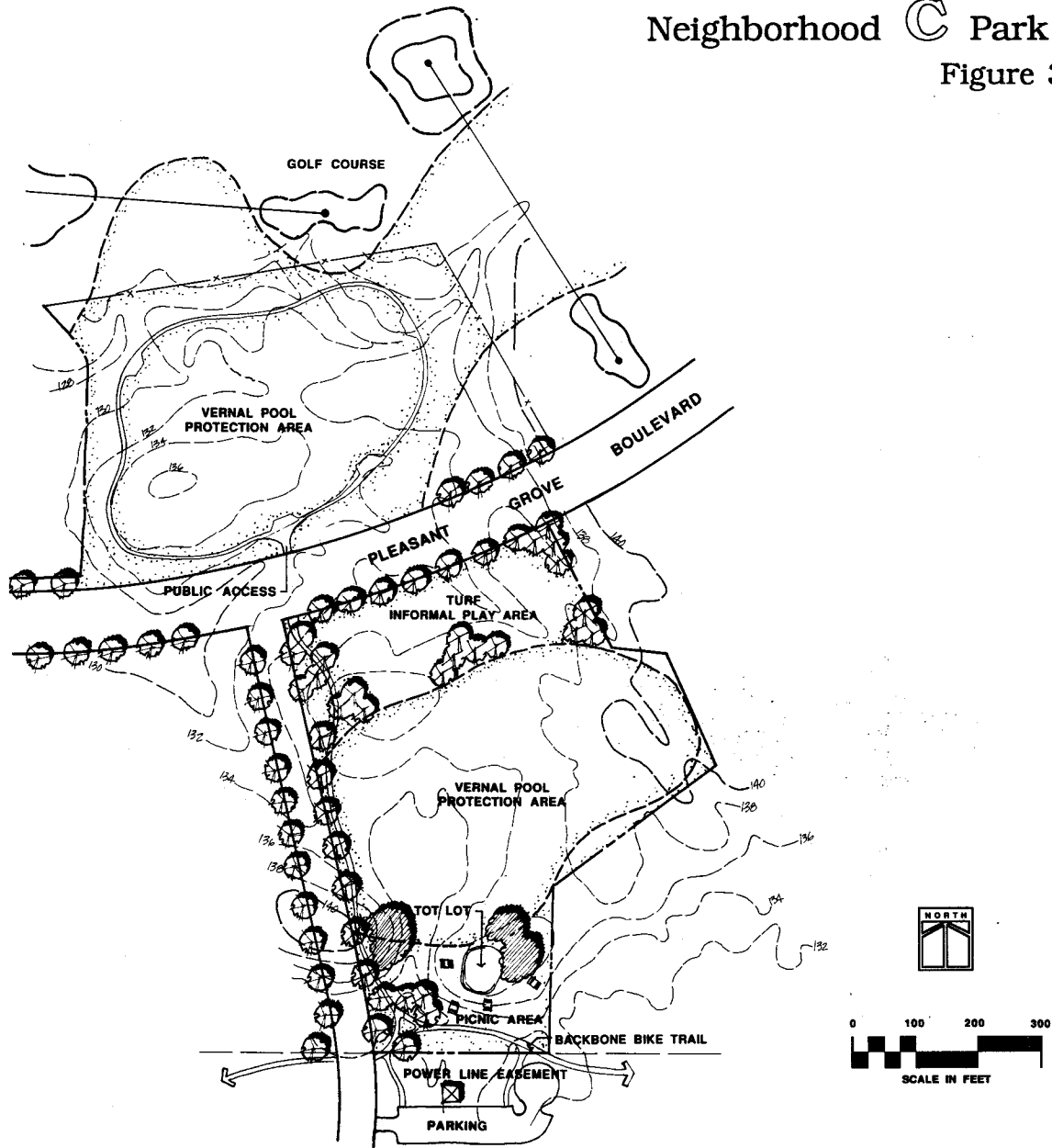


Area: 6.8 acres Parcel 45

This park is within the Silverado Oaks subdivision and is intended to serve the surrounding neighborhood. Although active facilities are included in this park, it is not intended to provide active recreation to residents beyond the Northwest Plan Area. Facilities can be envisioned to include:

- 1 Little League diamond
- 1 Youth Soccer field
- 2 outdoor basketball courts
- 1 playlot
- 3 acres of irrigated turf

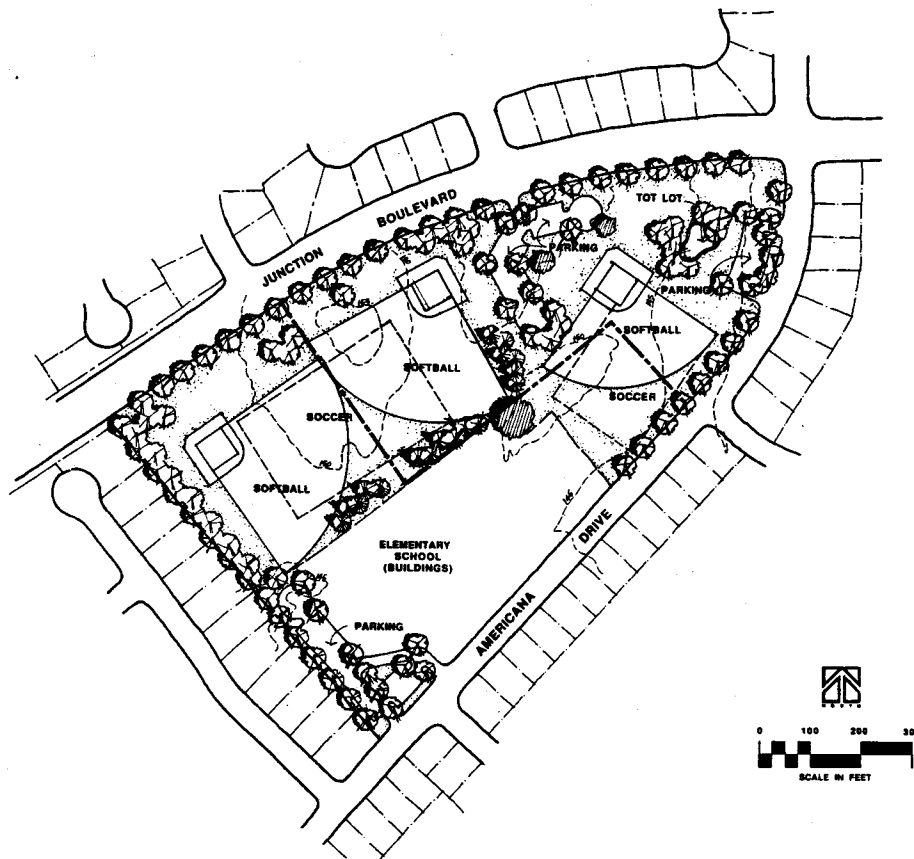
Neighborhood C Park B
Figure 38



Area: 7.8 acres Parcel 25

This park is intended to supplement the recreation facilities available in Neighborhood C, and to provide a small vernal pool preservation area. The park can accommodate a turf area and small, informal softball diamond, along with some picnic areas and a tot lot. The sites will need to be carefully graded in conformance with the guidelines set forth in Section 5 to protect the drainage into the vernal pool area. The vernal pools will be accessible by the public as a nature study area.

Neighborhood **D** Park
Figure 39



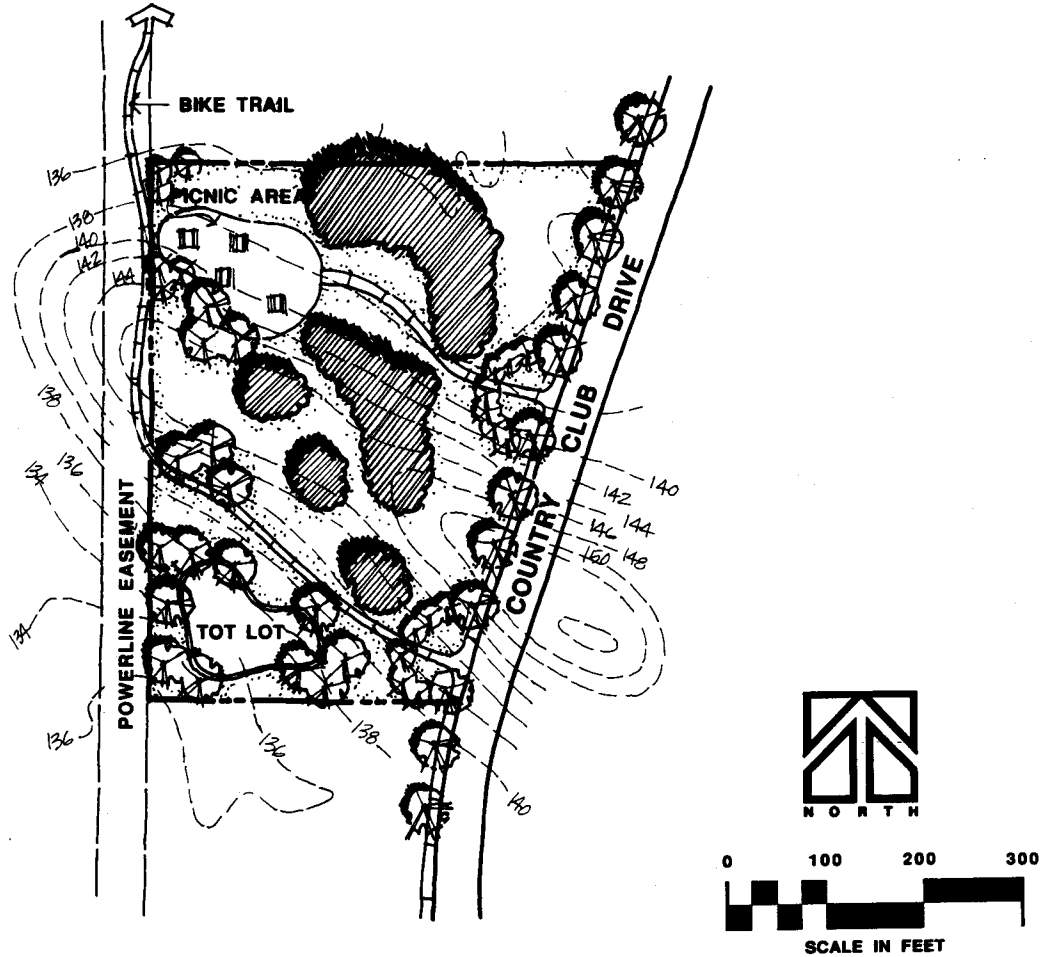
Area: 7.3 acres Parcel 60

This park is intended to serve the residential areas around it, as well as provide practice and game fields for organized softball and Little League. The site is adjacent to a K-5 school in the Dry Creek District, and there will be opportunities for shared facilities. The school site is 10 acres in addition to the 7.3 acres designated for this park. Care must be taken to protect the native oak trees located in the east end of the park. The final design will be subject to review by the school district.

Facilities can be expected to include:

- 2 Little League or softball diamonds
- 1 Soccer field
- 1 play lot

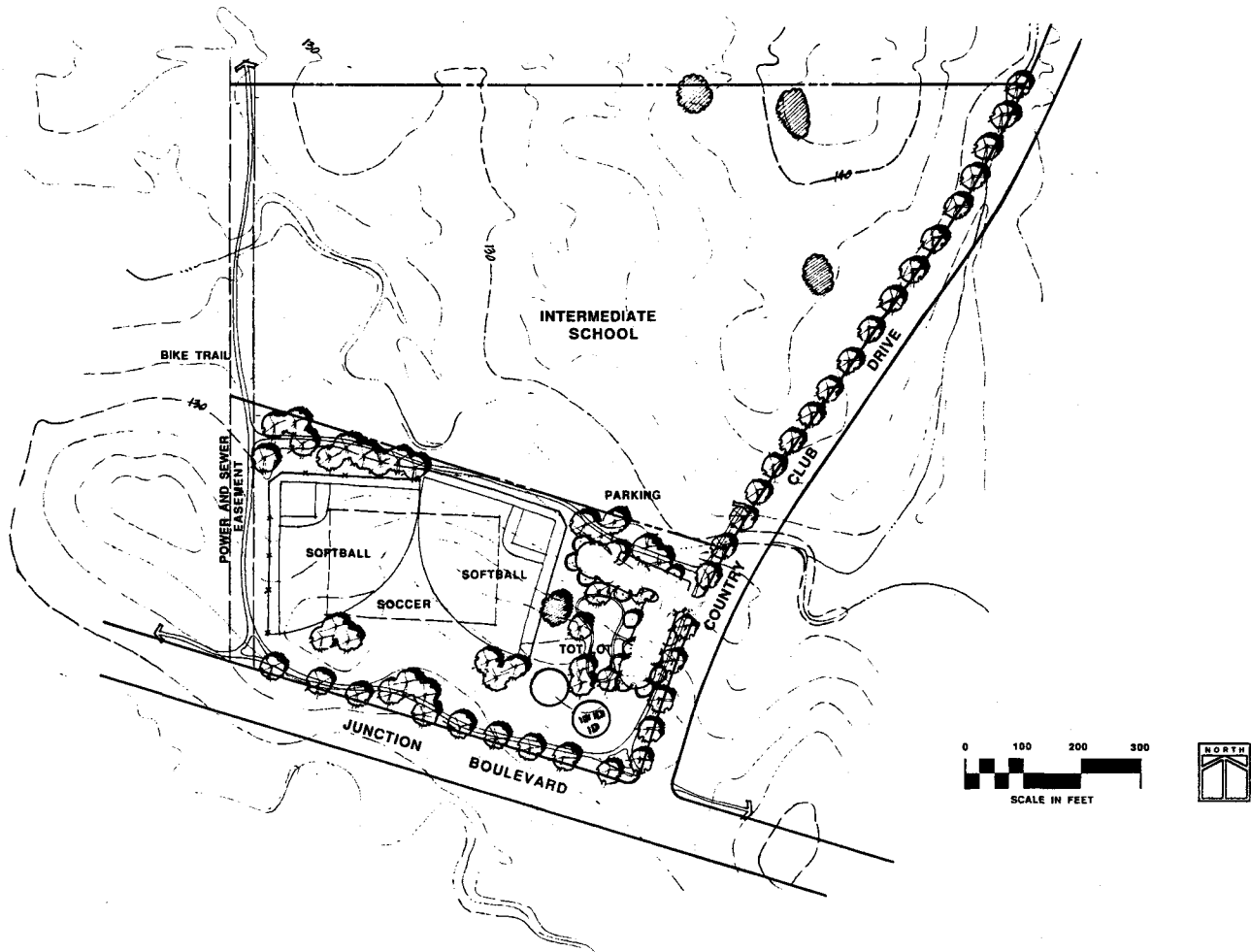
Neighborhood **E** Park
Figure 40



Area: 5.0 acres Parcel 65

This park is located to protect a grove of oak trees. It is essentially a passive park designed to serve the neighborhood, and active recreation facilities are available to the north at the park adjacent to the Intermediate School, and to the east at the Neighborhood D Park. Bikeway connection to the city-wide park is available through the sewer line easement that runs on the west side of the park. Facilities can be expected to include picnic areas, tot lots, and informal turf areas.

Neighborhood **F** Park
Figure 41



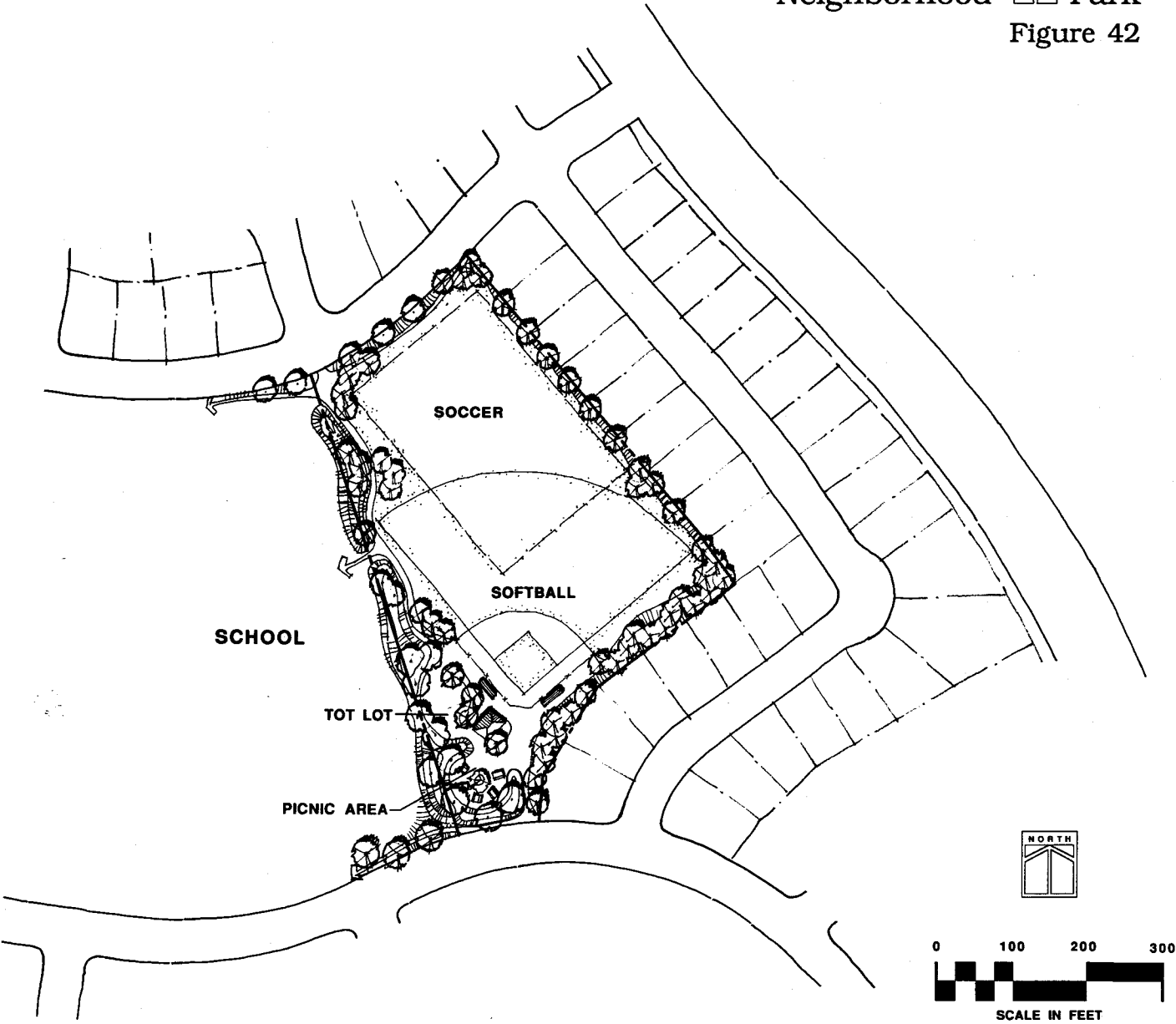
Area: 8.0 acres Parcel 30

This park is adjacent to the intermediate school, and will provide active recreation facilities in conjunction with the school facilities.

Facilities can be expected to include:

- 2 Little League or softball diamonds
- 1 Soccer field

Neighborhood **H** Park
Figure 42



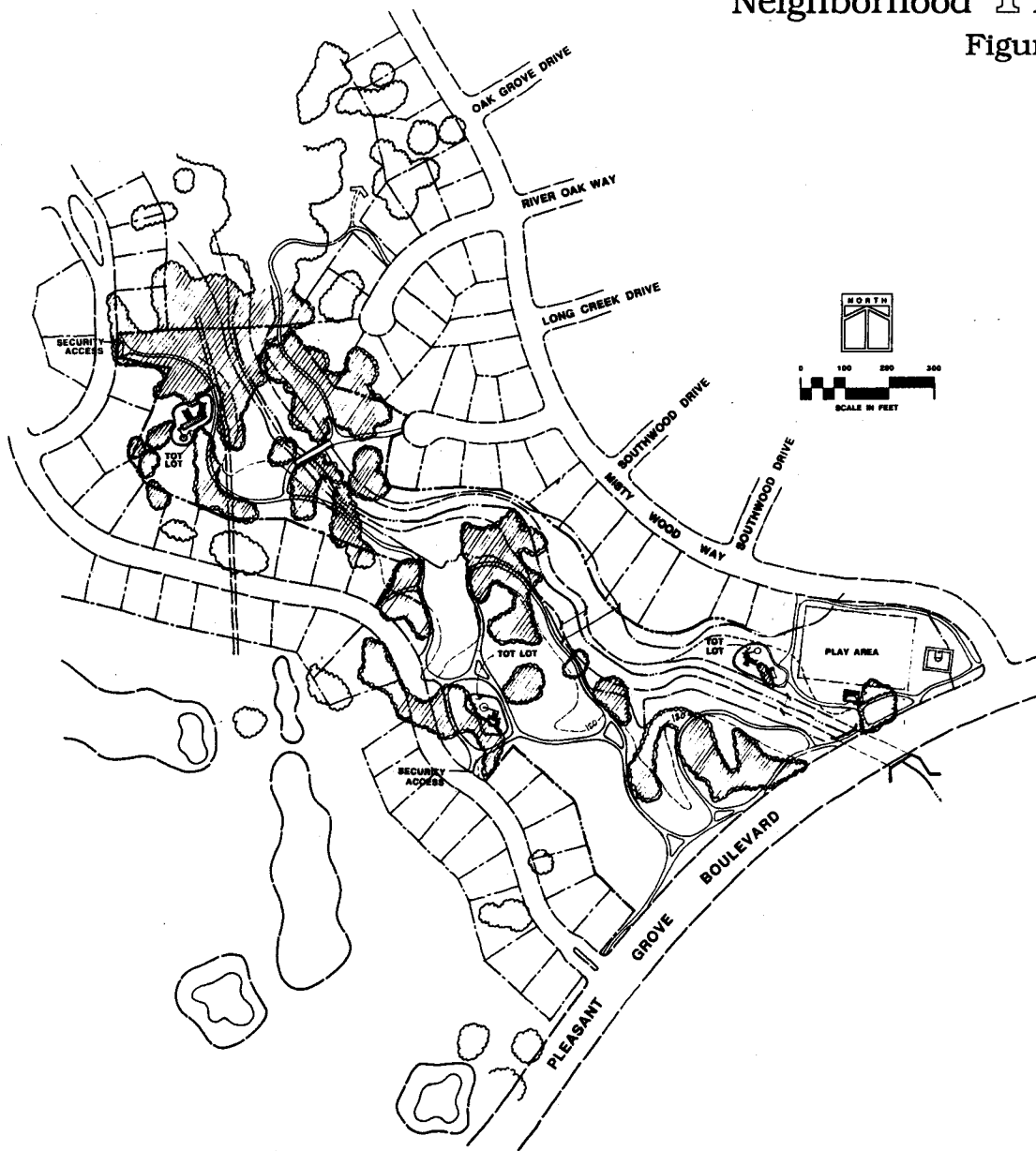
Area: 5.0 acres Parcel 6

This park is located adjacent to the elementary school and provides opportunities for joint use. However, the primary intent is to serve the local neighborhood.

Facilities can be expected to include:

- 1 softball or Little League diamond
- 1 soccer field
- 1 tot lot
- Picnic area

Neighborhood I Park
Figure 43



Area: 19.6 acres

Parcel 14

This park provides for limited active recreation in a small area of irrigated turf. The primary function of this park is to provide access to the recreation area along Pleasant Grove Creek. The area is heavily wooded and provides an attractive stream side environment.

- turf area
- hardcourt
- basketball
- restroom
- access to creekside area

Water is currently delivered to the Northwest Plan area via a 24-inch trunk line water main in Foothills Boulevard, between Baseline Road on the south and Blue Oaks Road on the north. The Foothills Boulevard trunk line was funded by the Northwest Roseville-Rocklin Sewer Assessment District. Future expansion of the water delivery system will include a 36-inch main which will enter the Plan Area along Woodcreek Oaks Boulevard from the North Central Plan Area to the east. Water will be distributed throughout the Plan Area via a series of 12, 24 and 30-inch lines located in the major arterial and collector streets, as shown on Figure 44, Water Plan Distribution.

The distribution water lines will be installed at the time the streets are constructed, in accordance with the Public Infrastructure Phasing Plan contained in the Implementation Element (Section 7). The streets and water mains are intended to be constructed under a single financing program that will result in the completion of all major infrastructure within approximately three years of the approval of the Specific Plan.

6.10 Wastewater Collection and Treatment

Wastewater treatment is provided in the Northwest Plan Area by the City at the Roseville Wastewater Treatment Plant. The plant has a treatment capacity of 11.75 mgd, and currently processes 7.0 mgd.

The majority of the Plan Area is served by the wastewater collection and transmission system funded by the Northwest Roseville-Rocklin Sewer Assessment District. The primary elements of this collection system are the existing 15-inch sewer force main which traverses the Plan Area in a north-south direction, near the future alignment of Cook-Riolo Road and the pump station located along Pleasant Grove Creek at the north edge of the Plan Area. The area to the east of this existing force main is within the original Northwest Roseville-Rocklin Sewer Assessment District, and the areas to the west will be required to annex to the District.

Four other sewer lines connect to the primary 15-inch force main heading south to the treatment plant. These include:

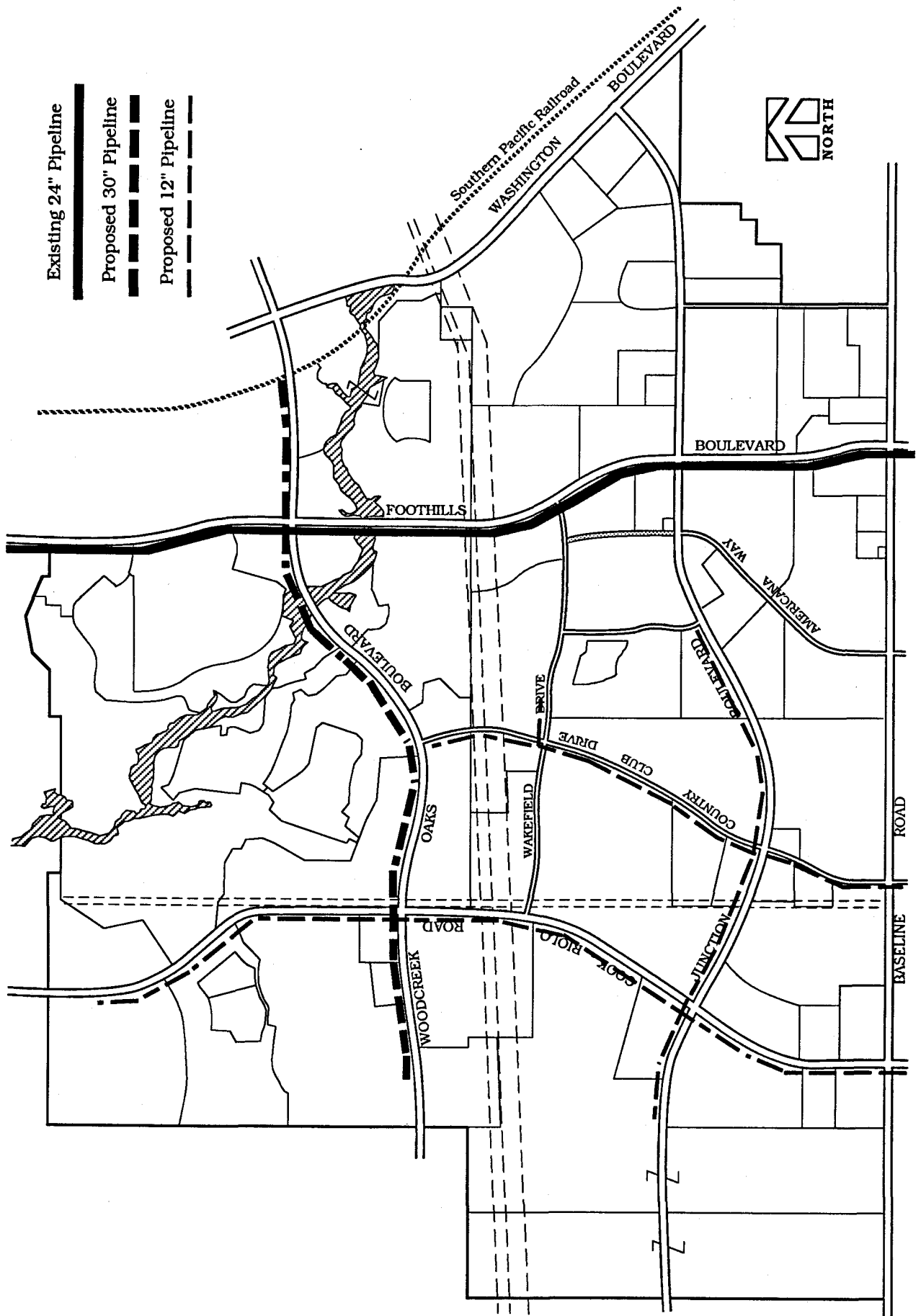
- 21-inch gravity line along the southern boundary of the Hewlett-Packard property
- 15-inch force main along the South Branch of Pleasant Grove Creek which connects at the main pump station
- 18-inch gravity line that serves the middle of the Plan Area
- 15-inch force main at the southern edge of the Plan Area.

Additional collection capacity will be provided by installation of new lateral collectors from east-to-west across the Plan Area. These new collectors will range in size from 8 to 21 inches, as shown in Figure 45, Wastewater Collection System. The lateral collectors will be force mains pumped by lift stations located at the west edge of the Plan Area.

Sewer service from the existing trunk lines will be extended as development occurs, in accordance with phasing described in the Public Infrastructure Phasing Plan in the Implementation Element (Section 7).

KEY

- Existing 24" Pipeline
- Proposed 30" Pipeline
- Proposed 12" Pipeline



Water Distribution Plan
Figure 44

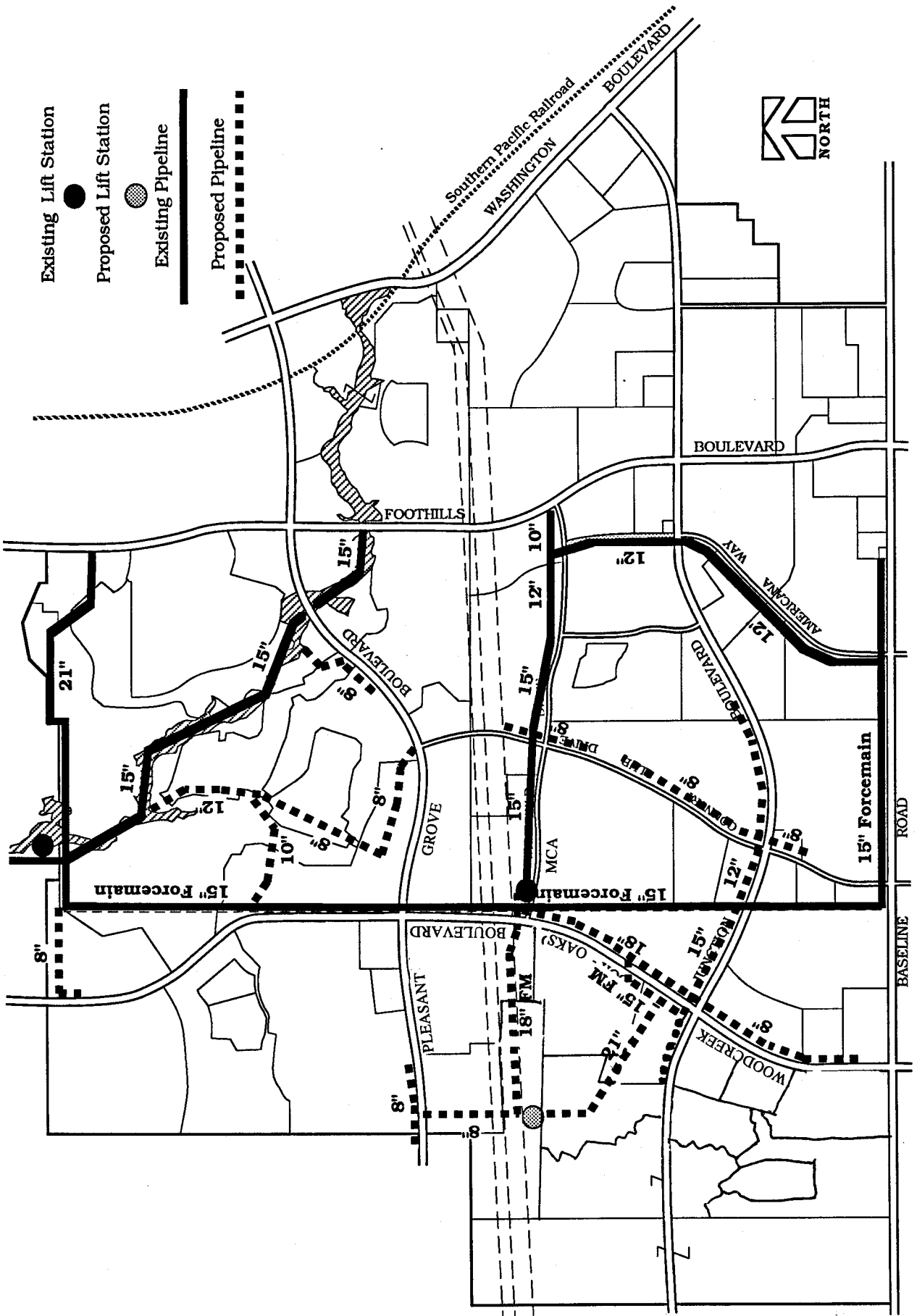
KEY

Existing Lift Station ●

Proposed Lift Station ●

Existing Pipeline —

Proposed Pipeline - - -



Wastewater Collection System
Figure 45

6.11 Storm Drainage

The natural drainage channels in the Northwest Plan Area flow north and west to join the main channel of Pleasant Grove Creek approximately three miles beyond the Plan Area boundary. The projected 100-year floodplain for the Pleasant Grove Creek drainage is identified in the Supplemental Floodplain Study (Nolte and Associates, 1986) and illustrated on Figure 46, Drainage System & Floodway. The other drainages within the Plan Area were considered minor, and were not mapped in the Nolte study. Such drainage will need to be analyzed and mapped prior to construction activity in the associated shed.

Storm drainage within the Plan Area will incorporate both underground culverts and open, natural channels. In an effort to preserve and enhance the natural features of the site, the Plan utilizes the natural drainage features of existing creeks and swales for major drainage. In certain instances open channels, created to appear as natural stream courses, will be constructed to supplement natural stream courses. It is intended that the unimproved reaches of these stream courses will remain in a generally natural condition and will constitute a form of linear open space.

A major tributary to the South Branch of Pleasant Grove Creek will be carried in open channel from the east side of the Silverado Oaks subdivision to a point of entry in a neighborhood park. From that point, the channel will be retained in a "naturalized" condition through the powerline easement to the western boundary of the Plan Area. Underground culverts and other man-made structures will be used primarily to convey storm drainage under streets and, in limited instances, through other areas where natural drainage has been altered. The flow of storm drainage into the drainage system and beyond the Plan Area will be regulated by incorporating retardation and water energy dissipators into the drainage system.

The City of Roseville commissioned a hydrologic study to investigate the effects of possible detention ponds in the South Branch of Pleasant Grove Creek (D. Dawdy, August 27, 1988). The preliminary findings of the study indicate that detention ponds will ameliorate the increased peak discharge which results from development of the South Branch. One pond will be located generally in the northwest portion of the proposed municipal golf course. Others will be located in the North Central Specific Plan Area.

6.12 Utilities

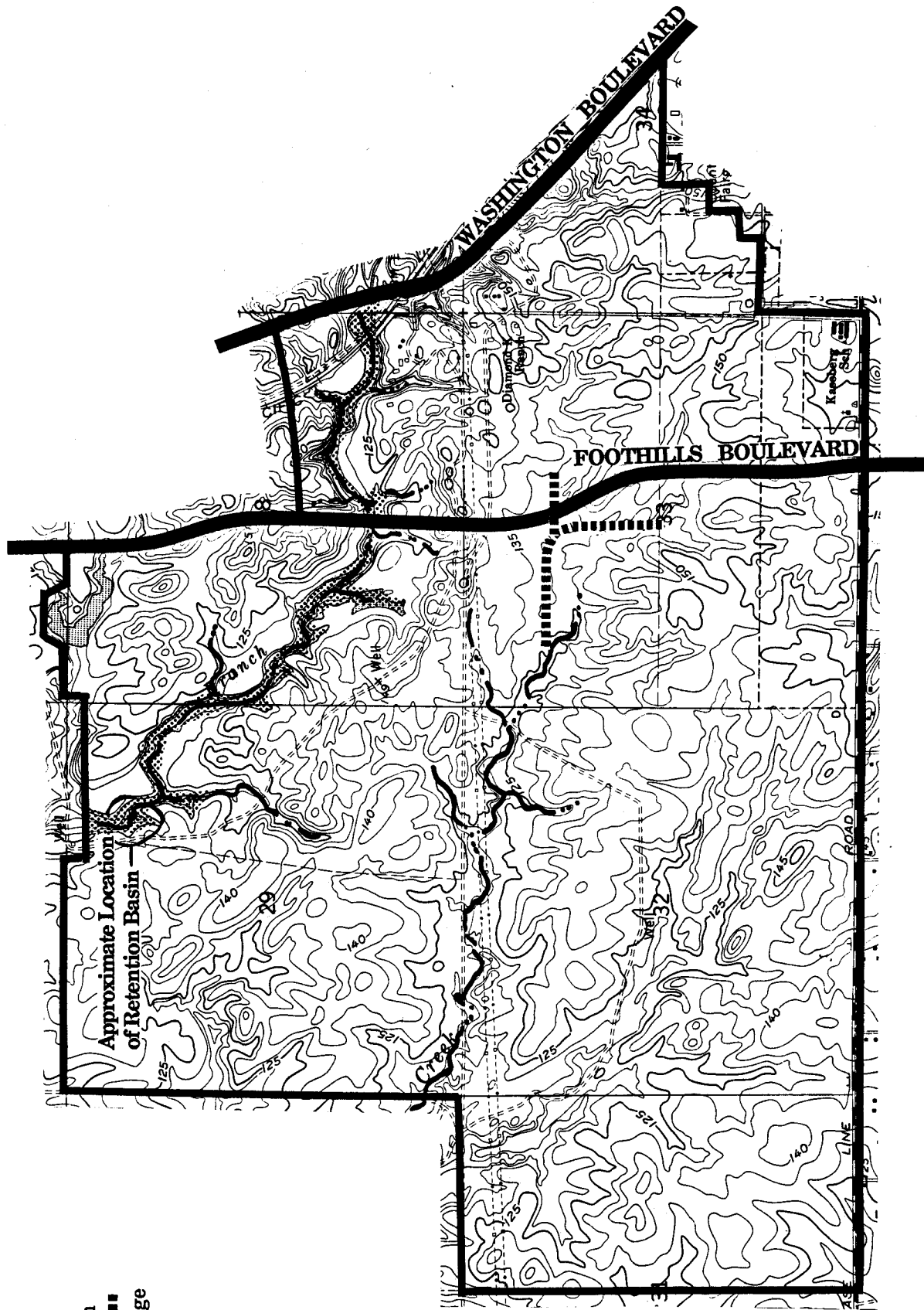
6.12.1 Electrical Substation

The Roseville Electric Utility Department supplies electricity to the Plan Area. Roseville purchases electricity from the Western Area Power Agency (WAPA), a Federal Agency. The City contracts for additional electricity from the Northern California Power Agency (NCPA).

Main electrical feeder lines exist within the Plan Area along Foothills Boulevard, Baseline Road and Junction Boulevard. When additional power

KEY

- Existing Storm Drainage System
- Proposed Drainage System
- Floodway



Drainage System & Floodway
Figure 46

demands are required, an electrical substation will be built along Baseline Road at a site previously acquired by the City, as illustrated in Figure 33, Parks and Public Facilities Map.

The City Electric Department has indicated the need for an additional electrical substation. A substation consistent with Roseville Electrical Department requirements will be provided adjacent to the powerline easement near its intersection with Fiddymont Road.

6.12.2 Street Lighting

Street Lighting will be provided along all major arterials at intervals in accordance with City policy. Energy-efficient lighting systems will be employed and cut-off type luminaries will be used to reduce light spillage and glare impacts on private property.

6.12.3 Natural Gas

Natural gas service will be provided by Pacific Gas and Electric (PG&E) on request and in accordance with the rules and tariffs of the California Public Utilities Commission. Although PG&E's long-range plans provide for availability of gas service to accommodate increased demand, delivery of gas service to any particular development will need to be reviewed by PG&E as each development is proposed. The growth envisioned in the Specific Plan area will place significant demands on existing transmission and distribution systems. Any new development will have a cumulative impact on PG&E's system and rights-of-way outside the development's boundaries.

Landscaping within the Specific Plan area should take into consideration operating requirements of any nearby utility facilities.

6.12.4 Communication

The Northwest Plan Area is serviced by Roseville Telephone Company. Telephone main feeder lines and associated conduit were installed along Foothills Boulevard when Hewlett-Packard located here. Distribution lines to individual tracts will occur as development takes place. The builder will dig trenches and provide one-inch PVC conduit from each unit to the service box at the property line, as required. A temporary cable television line exists along Junction Boulevard near Foothills Boulevard. This line or a replacement will be extended as development occurs in Northwest Roseville.

All electrical and communication lines will be installed underground. Appurtenant facilities such as transformers may be installed at grade level.

6.13 Specific Plan Public Facilities and Services Policies

1. Institutional uses, other than neighborhood schools and parks, shall be located on collector streets or major arterials so that associated vehicle traffic does not disrupt residential areas.

2. Schools, parks, and libraries shall be linked to the pedestrian path system.
3. Wherever possible, public open space and parks shall be located adjacent to school sites. The school districts are encouraged to enter into joint-use agreements, whenever possible, so that public use of facilities can be maximized.
4. Parks shall be of a size and contain apparatus and features consistent with the recreation needs of nearby residents.
5. Where school sites are contiguous to parks, play apparatus and other recreation features and amenities shall be coordinated to avoid duplication.
6. Parks shall be landscaped with native trees and shrubs to the maximum extent possible.
7. Parks shall be designed to minimize maintenance requirements.
8. Parks shall be designed to facilitate surveillance by adjoining residents, security services and police.
9. The park areas identified in this Plan shall be dedicated to the City as specified under the terms of the Development Agreement.
10. The recreation floodways identified in this Plan shall be dedicated to the City as specified under the terms of the Development Agreement.
11. Substantial setbacks and landscape buffering shall be provided within school sites abutting other land uses, unless such adjoining uses provide such buffers.
12. All public facilities shall be constructed consistent with policies in Open Space and Resources Management Element, Section 5.
13. A hydrologic study of the Kaseberg and Curry Creek drainagesheds shall be completed prior to development within these drainagesheds.
14. A master drainage plan shall be prepared for the Plan Area prior to review of individual projects.
15. Urban run-off should be directed to the pre-existing watershed.
16. All electrical, telephone and cable services shall be placed underground.
17. Public utilities, such as transformers, terminal boxes, meters, fire risers, backflow preventers and other similar facilities, shall be screened and oriented away from public view, except as required by City or public utilities.

18. All public facilities shall be designed and landscaped compatible with adjacent non-public uses.

19. All institutional uses shall be of a design and scale compatible with neighboring residential uses, and shall incorporate landscaping, setbacks and siting standards similar to those required in adjacent land uses.

20. The electrical substation shall be screened by a masonry wall and landscaping.

Additional standards are specified in Section 8, Urban Design Guidelines.

7 ○ **IMPLEMENTATION ELEMENT**

The Implementation Element addresses the enforcement of standards, the funding of capitol improvements, and the phasing of development.

7.1 Land Use Regulation

7.1.1 Zoning

All land within the Plan Area shall be zoned in accordance with Planned Development zoning districts described in the Roseville Zoning Ordinance.

7.1.2 Development Agreements

The property owners subject to the provisions of this Specific Plan will execute a development agreement in accordance with Ordinance No. 802. Such agreement will set forth the infrastructure improvements, public dedication requirements, landscaping amenities, and other contributions to be made by a property owner, in return for guarantees by the City that certain land uses and densities in effect at the time of agreement execution will be allowed.

7.1.3 Easements

Much of the open space in the Plan Area, including floodways, public parks, the golf course, and portions of the powerline easement set aside for bikeway corridors will be dedicated to the City. The bikeways and pedestrian pathways adjacent to single family residential use will be located within a street right-of-way or other public ownership. In those few instances where the open space areas will be privately-owned, such as portions of the powerline corridor, dedication of public access easements will be required to assure right-of-access by the general public for bikeways and pedestrian pathways.

Where the landscape corridor abutting single family residential use extends beyond the public right-of-way, that portion of the landscape easement shall be dedicated to the City for landscaping purposes.

Easements for public utilities access and maintenance will be dedicated to the City.

7.1.4 Covenants, Conditions and Restrictions (CC&Rs)

Covenants, Conditions and Restrictions shall be applied to multi-family residential and non-residential private properties that front on the arterial and collector streets designated for a landscaped corridor in Section 8, Urban Design Guidelines. In those instances, the CC&Rs shall provide that the property owner is responsible for installation and maintenance of the landscape corridor to the back of curb.

7.2 Maintenance of Common Facilities

Private common areas in commercial, multi-family developments, and open space areas will be maintained by the property owner. Landscape setback areas along arterial streets will be maintained by the property owner in multi-family residential and all non-residential properties. Landscaped setback areas in the single family residential areas shall be maintained by the City, using funding provided by a Landscape and Lighting Maintenance District created for this purpose. Maintenance of the bikeway and pedestrian pathways provided outside of the landscaped setbacks adjacent to arterial streets are the responsibility of the City.

7.3 Public Facility Financing

Public facilities will be provided through a variety of mechanisms including land dedications, reimbursement agreements, and assessment districts, as described below.

7.3.1 Land Dedication

Land will be dedicated to the City for the following purposes:

- Parks
- Street Rights-of-Way
- 100-year Floodway
- Bikeway Corridors within the Powerline Easements
- Utility Easements
- Lift Stations

School sites and facilities are to be acquired and constructed by the District through provisions of California statutes which may include, but not be limited to, a Mello-Roos Community Facilities District.

7.3.2 Assessments Districts

Assessment districts have been formed for the purpose of financing sanitary sewer and water improvements, and the construction of Foothills Boulevard. These include the North Roseville-Rocklin Sewer Assessment District which funded the basic sewer system now in place, as well as improvements to the City Wastewater Treatment Facility.

A Community Facilities District (Mello-Roos District) will be formed to fund the basic sewer, water, drainage and street improvements required to develop the land use proposed in the plan. The specific elements of the funding program include:

Woodcreek Oaks Boulevard	4 lanes
Junction Boulevard	4 lanes
Country Club Drive	2 lanes
Wakefield Drive	2 lanes
Cook-Riolo Road	2 lanes

The wastewater collection system, water distribution, and storm drainage facilities that are to be constructed within or adjacent to street right-of-way will also be funded through this mechanism.

7.3.3 Developer Financing

All of the primary infrastructure will be funded under the proposed Community Facilities District, or similar financing mechanism, except two of the four lanes required on Woodcreek Oaks Blvd. at full-development of the Plan Area. The construction of these two lanes, as well as other street, street light, water, and sanitary sewer trunk lines will be financed by the developer, subject to, if appropriate, reimbursement agreements administered by the City or the developer. These agreements will require subsequent developers within and outside of the Plan Area to reimburse the master developer for a portion of the initial installation cost, based on a "fair share" formula to be established. The specific provision of these methods as applied to the Specific Plan Area are detailed in the Development Agreements.

7.3.4 Park Improvements and Landscape Maintenance

The installation of turf, landscaping, and lighting for the neighborhood parks identified in Section 6, Public Facilities Element, specifically Parcels 6, 14, 20, 25, 30, 43, 45, 60, and 65, as shown on Figure 8, Land Use Map, is to be funded by a Lighting and Landscape Maintenance District formed in the Plan Area for this purpose. The District will also fund the maintenance of landscaped corridors along the arterial streets, adjacent to the single family subdivisions within the boundaries of the District.

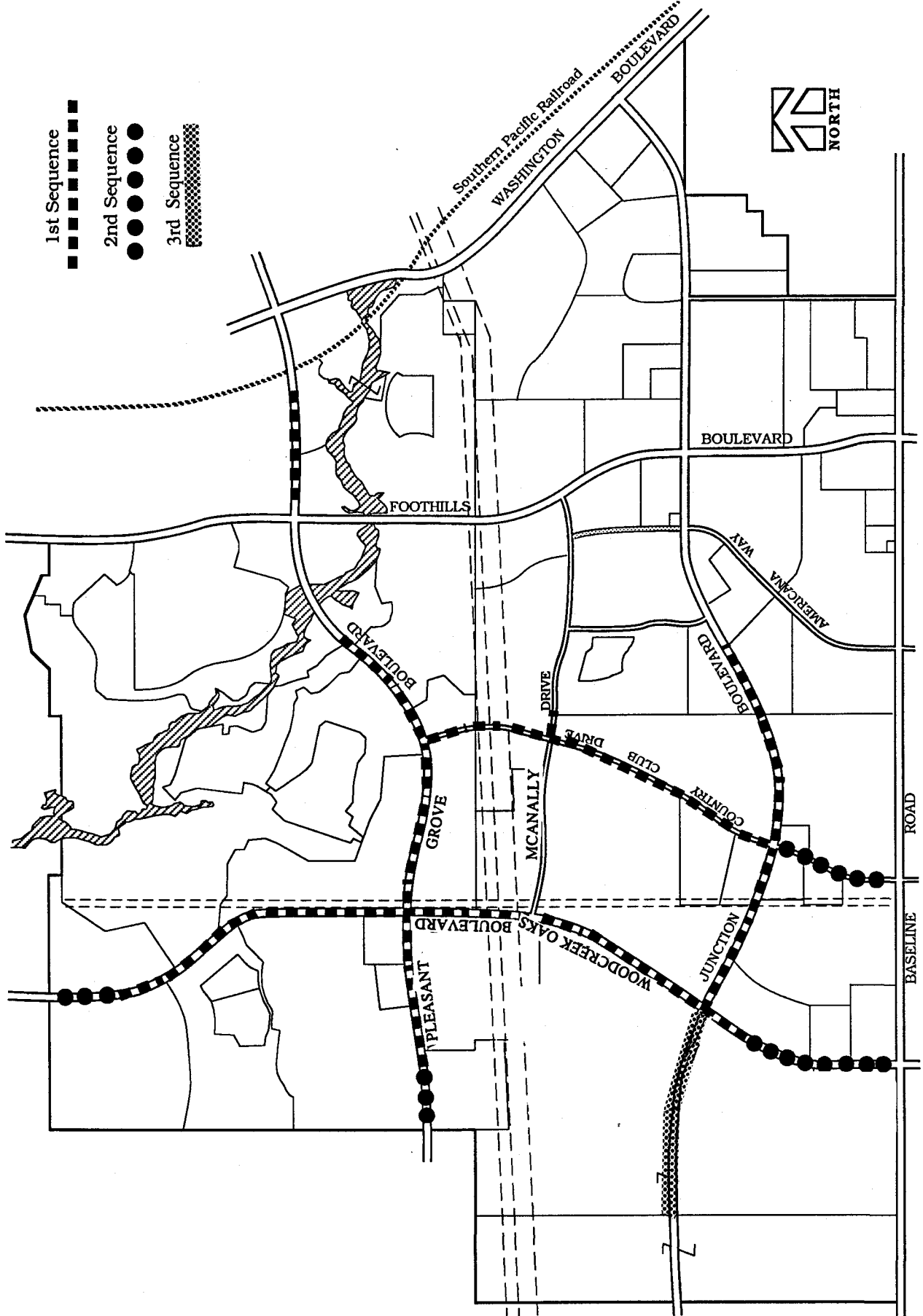
7.4 Phasing

It is intended that all basic infrastructure required to support the land use shown on the Specific Plan Land Use Map be constructed under a single funding program. The funding of such infrastructure will be provided by a single Community Facilities District, or other similar financing mechanism. It is intended that all the construction be completed within the three-year time frame imposed by the Community Facilities District. Consequently, the phasing of construction is dictated by the amount of work that may be completed in a single construction season, rather than funding cycles. In terms of funding, there is only a single phase for development of infrastructure because all of the funding will be committed under a single District authorization. The sequence of infrastructure construction is illustrated in Figure 47, Improvement Sequence Plan. Two phases are indicated; however, the phasing will occur over only two or three construction seasons.

Street construction includes paving, curbs, gutters, sidewalks, and street lighting. Installation of right-of-way landscaping, as described in Section 8, Urban Design Guidelines, as well as walls and fences along arterial and collector streets, will occur incrementally in conjunction with adjacent residential development.

KEY

- 1st Sequence ■■■■■■■■■■
- 2nd Sequence ●●●●●●●●
- 3rd Sequence ▨▨▨▨▨▨▨▨



Improvement Sequence Plan
Figure 47

8. URBAN DESIGN GUIDELINES

Urban Design is the fabric that binds together all the physical elements of the built community, both the man-made and the natural environment. These elements include:

- architecture (building form and style)
- landscaping
- screening/fencing
- lighting
- signage
- street furniture

The Urban Design Guidelines provide a level of consistency throughout the Plan Area for design elements that are common aspects of many of the proposed land uses. The consistency in urban design is intended to serve many specific purposes, but the fundamental purpose is to provide a sense of continuity and identity within the Plan Area.

This section of the Specific Plan is organized around the elements of urban design rather than specific land uses. Each subsection addresses one of the design elements. The section begins with general guidelines and objectives. Applications of the design guidelines on specific land uses are described as subheadings to the design element. This approach to organizing this section reflects the primary emphasis on the common themes in the design guidelines, rather than land use types. The emphasis in urban design is toward individual design features that are common throughout the Plan Area.

The Design Guidelines presented in this section overlap with the guidelines presented in the Land Use Element, Section 2. The land use and the urban design guidelines have certain similarities; however, the emphasis in the land use section is oriented to the relationship of land uses to one another, and to the design of land use as a distinct pattern, as in the single family neighborhood patterns. There is also overlap with the design guidelines relating to oak woodland preservation, erosion control, and the use of open space presented in the Open Space and Resources Management Element, Section 5. The design of the circulation features, including street patterns, the bikeways and pedestrian paths are addressed in the Circulation Element, Section 4. Bus stops and other street furniture are also addressed in this section.

In the Northwest Specific Plan Area there is no unique natural feature or historic setting that would dictate a particular theme, or selection of materials and architectural style. However, there are climatic and terrain features, and the dense oak woodland areas that suggest an approach to community design. Furthermore, there is an intent in this Plan to establish an identity for the area that will distinguish it from other areas in the City. Design emphasis in the Plan is given to the enhancement of the character of the Plan Area in gently rolling topography and oak-studded countryside.

The Guidelines are intended to serve as an evaluative aid to the City of Roseville's Project Review Commission, Planning Commission and City Council in the review of individual Planned Developments within the Plan Area. These Guidelines were created to express "intent" rather than "absolutes", thereby allowing flexibility and the ability to provide other solutions which may fulfill the intended design. Used in conjunction with Specific Plan policies described in this Plan, these Guidelines are intended to promote creativity and innovation, as well as consistent quality.

The Urban Design Guidelines are intended to promote high-quality development, a sense of place, convenient vehicular/non-vehicular access, and an aesthetic community environment for the residents of the Plan Area.

The General Goals inherent in these Urban Design Guidelines are:

1. Building densities and designs which reflect the suburban character of the Northwest Roseville Specific Plan Area.
2. Building form and layout which emphasizes architectural harmony in detail, materials, landscaping and signage within an individual project and within the larger community.
3. A built-environment that minimizes disruption of existing natural features and blends with the natural environment and topography.
4. Integration of the built-environment and open space systems to enhance living and working spaces.
5. Maximum potential for energy conservation, through building design and landscape designs, which recognize the climatic conditions in the area.
6. High-quality and aesthetically superior development.
7. Safety and convenience for all residents and visitors in the Plan Area.

8.1 Architecture (Building Form and Style)

The architectural aspect of these Design Guidelines is intended to provide a general guideline for architectural approach rather than strict design standards. It is recognized that architecture is a subjective matter that is open to broad interpretation. Consequently, design directives that would specify the use of certain materials or forms is not appropriate. However, the climate, topography, and the presence of significant stands of oak trees suggest that adherence to basic design guidelines is in order for all buildings within the Plan Area. These include:

1. Use of broad overhangs to shelter and shade walls of buildings, notably on the west and south-facing sides.
2. Use of materials that will withstand the extreme seasonal variation in temperatures that occur in the area.

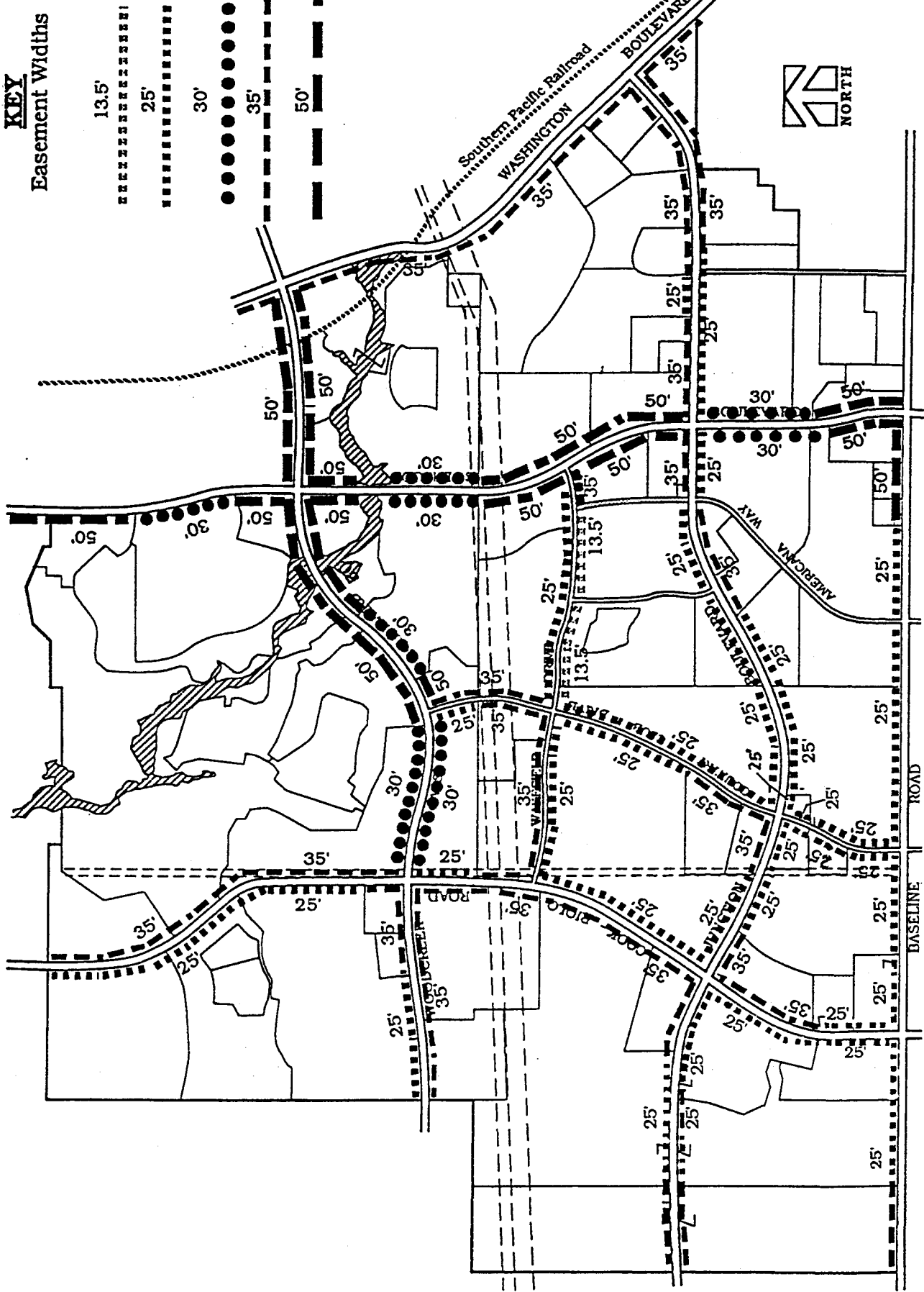
3. Use of light-colored building materials and finishes that complement the sense of open space and light that characterize the existing environment.
4. Use of stark white finishes and mirrored glazing is discouraged.
5. Site design that allows the built-environment to be incorporated in the oak woodland areas without damaging the trees. The Open Space and Resources Management Element (Section 5) provides detailed guidelines directed to complying with this guideline.
6. Antennas and other equipment, such as satellite receiving dishes, are prohibited.

8.2 Landscape Guidelines

The landscape improvement standards are specified in the Northwest Specific Plan Landscape Standards incorporated in this Plan by reference, and in the Landscape Design Guidelines document.

8.2.1 Street Landscaping

1. Street trees should be located along major thoroughfares to provide shade, foliage to soften the hard streetscape, and a canopy "ceiling" to help define a more intimate pedestrian scale, as illustrated in Figure 48, Landscaped Corridors Plan. Although a variety of trees can survive as effective street trees, it is recommended that a dominant species of tree be used on a particular street for visual continuity and harmony.
2. Landscaped setbacks shall be created along all arterial streets to shield private spaces and help create a sense of unity along the street and within the community. Specific policies are listed in the Circulation Element, Section 4.
3. Landscaping should include mounding and berming as a means of adding visual interest.
4. Within neighborhoods, dominant street trees shall be planted to provide shade and canopy. A minimum of one tree per lot shall be planted by the project developer. The use of planter-strips between the back curb and edge of the walk is strongly encouraged. If utilized, the City will consider setback reductions. In those cases where the walk is immediately adjacent to the curb, a 10-foot-wide street tree planting easement shall be established behind the walk. Trees shall be planted in this easement five (5) to eight (8) feet from the back of the walk. Neighborhood tree planting shall comply with Article 8.04 of the Roseville Municipal Code, Street Tree Ordinance. Information relating to neighborhood street tree planting shall be included in the public report for all neighborhood properties.
5. Drought-tolerant plant species should be used wherever possible.



Landscaped Corridors Plan
Figure 48

6. Special paving treatment, such as precast hexagonal concrete pavers on concrete or sand, should be used where special character paving emphasis is desired, such as at crosswalks and intersections, and major entrances to developments.

7. The landscaped corridor including that portion in the public right-of-way adjacent to all multi-family residential, business-professional, and commercial uses shall be installed and maintained by the property owner pursuant to standards set forth in the Landscape Design Guidelines for the Northwest Roseville Specific Plan Area.

8.2.2 Open Space Corridor Landscaping

Open space corridors will occur primarily along stream courses and within the powerline easement. These areas have been designated to remain as permanent open space. This network provides an excellent opportunity to blend the landscape system with planned urban landscape.

1. Increased run-off will require erosion control techniques which need to be integrated with the overall landscape design. Drainage channels should conform to the natural character of the landscape and minimize change to the existing state of creek channels, where feasible.

2. Earthen berms should be used as a land use buffer.

3. Open space/floodway corridors should be accessible from residential or employment areas.

4. Land uses should be oriented toward the riparian creek corridor rather than toward the street, where feasible.

5. Multiple-housing or business park open spaces are encouraged to connect to the corridor and related paths.

6. Tree plantings should be extended from the corridor into adjacent land use sites.

7. Accent trees should be used to frame views into floodway corridors.

8. New planting should draw upon native species.

8.3 Screening Guidelines

1. A six-foot (6) solid masonry wall shall be provided along single family residential areas adjacent to arterials, and between residential neighborhoods and non-residential uses, and a six-foot (6) solid wood fence with masonry pilasters adjacent to collector streets, to provide visual screens and acoustical barriers.

2. Screen and orient other visually-undesirable elements, such as trash enclosures, loading areas and service yards from public view.

3. Mechanical equipment, satellite dishes and similar structures shall be ground-mounted when practical. If not ground-mounted, such equipment must be screened from view of streets, adjacent properties, and the general public through the use of parapet walls, roof wells or other means incorporated as an integral part of building design.

4. Locate all utility lines and connections underground. Transformers, terminal boxes, meters, fire risers, backflow preventers and other similar facilities from public view, except as required by City or public utilities.

5. Ensure compatibility of all screens, fencing and retaining walls in material, color and texture with related buildings.

6. All noise-generating mechanical devices shall be located so that their potential as a nuisance to abutting properties is minimized. In addition to location, noise-reduction walls and low-emission products should be considered.

8.4 Lighting Guidelines

1. Provide exterior lighting for safety and security, as well as to enhance building design and landscaping.

2. Design lighting so as not to create glare for project occupants or neighboring properties.

3. The style and design of lighting fixtures should be compatible and consistent with building design.

4. High-pressure sodium vapor lights should be employed within cutoff-style fixtures to improve energy efficiency and reduce glare impacts.

8.5 Sign Guidelines

In general, signs should have a low profile, be subtle and unobtrusive, and relate to their surroundings in terms of size, shape, color, texture and lighting, so that they are complementary to the overall design of adjacent buildings. All signs within individual residential projects, commercial centers and office projects shall be coordinated. A planned sign program for the entire project shall be approved by the Project Review Commission at time of development plan approval.

8.5.1 Residential Signs

1. Entry points into residential developments may be marked by monument-style identification signs. Such signs shall be the minimum necessary to serve the intended purpose, and shall not exceed five feet (5') in height with maximum message area of twenty (20) square feet.

2. Use of wood, brick and stone materials is encouraged. Metal lettering will be allowed.

3. Interior-illuminated signs are not permitted.

8.5.2 Commercial Signs

1. One (1) freestanding monument-style sign is permitted for each frontage along a public roadway. The sign shall indicate the name of the center only, and shall be constructed of similar materials and style of building structures. The sign shall have maximum height of eight feet (8'). The total area shall be approved by the Project Review Commission, and shall be the minimum area necessary to convey the message.

2. Interior-illuminated monument signage is discouraged.

3. Signs on the rear elevations of structures are prohibited.

4. Wall signage shall be approved through site review and designed as an integral part of the building.

8.5.3 Business-Professional Signs

1. A single monument-style sign is permitted for each building. The sign shall indicate the name of the office building or the name of a tenant, if occupying more than fifty percent (50%) of the leasable floor area.

2. Signs shall have a maximum height of six feet (6'). The total area shall be approved by the Project Review Commission and shall be the minimum area necessary to convey the message.

3. Signs shall be constructed of similar materials and style of building structures.

8.5.4 Prohibited Signs

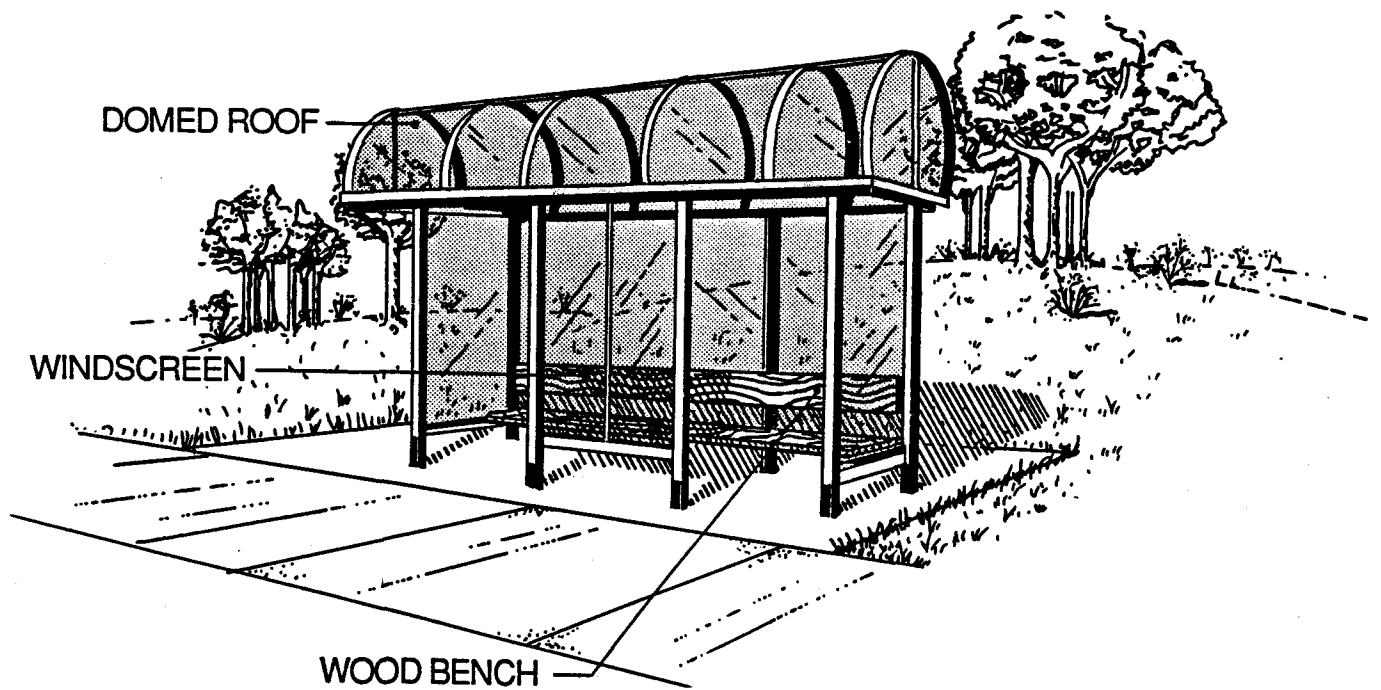
Temporary signs, A-frames, banners, flags, pennants, streamers, balloons, vehicle-mounted signage, roof signs, pole signs, animated or mechanical signs, painted signs, and off-site signs are prohibited.

8.6 Street Furniture

All street furniture, including trash receptacles, benches, bus shelters, signage and lighting, shall utilize a common design theme. Bus shelters shall be located in accordance with Figure 30, Bus Turnout and Park-and-Ride Locations, in the Circulation Element (Section 4). An illustration of the typical bus shelter is shown in Figure 49.

8.7 Artwork

The provision of artwork, such as sculptures, murals, water elements, carvings, frescoes, mosaics and mobiles is encouraged. Such work should relate in terms of scale, form and concept with the architecture and environment of the subject site. Artwork should be located to be visible to the public. Design of the artwork should be durable against vandalism and



Bus Shelter
Figure 49