

*X-12a
Spencer*

Report to the Roseville City Council

Roseville Redevelopment Project

August 1989

Burns & Watry, Inc.
Redevelopment Specialists

A California Corporation • P. O. Box 968, Kelseyville, CA 95451 • 707/279-2025

Economic and Planning Systems, Inc.
Consultants in Land Economics, Real Estate and Finance

1815 Fourth Street, Suite B, Berkeley, California 94710 • 415/841-9190
717 K Street, Suite 501, Sacramento, California 95814 • 916/444-2360

#651

TABLE OF CONTENTS

	<u>Page</u>
Proposed Project Area Map	<i>i</i>
I. INTRODUCTION	I 1
Background	1
Purposes	1
Report Organization	2
Definitions	2
II. REDEVELOPMENT	II 1
Statutory Definition	1
Objectives	2
Redevelopment Process	2
Planning Process	2
Physical Process	3
Development Process	3
Economic Process	3
Environmental Process	3
Housing Process	4
Social Process	4
Citizen Participation Process	4
Financing Process	4
III. PROJECT AREA	III 1
Statutory Definition	1
Setting	1
Location	1
Boundaries/Land Use	2
Subarea 1: Central Business District and Old Roseville	3
Subarea 2: Southern Pacific Railroad Yards	4
Subarea 3: Berry Street and Regional Mall	4
Subarea 4: Auto Mall	4

	<u>Page</u>
Boundary Selection Consideration	5
Reasons For Boundary Selection	6
IV. BLIGHT	IV 1
Objectives	1
Statutory Definitions	1
Physical Blight Findings	2
Structural Blight	3
Non-Structural Blight	10
Social Conditions	21
Population Characteristics	21
Employment Characteristics	22
Income Characteristics	23
Housing Characteristics	23
Housing Cost Characteristics	24
Crime Characteristics	24
Economic Conditions	24
Economic Dislocation	24
Economic Maladjustment	25
Summary	27
V. PROJECT DESCRIPTION	V 1
Introduction	1
Project Proposals	1
Proposed Redevelopment Projects	2

	<u>Page</u>
VI. REDEVELOPMENT FINANCING	VI 1
Statutory Authority	1
Financing Alternatives	1
Community Development Block Grant	1
Assessment Districts	3
City General and Capital Improvement Funds	3
Community Facilities District	5
Developer Participation	5
Tax Allocation Financing	5
Tax Increment Financing	6
Background and Legal Authority	6
Tax Increment Limitations and Requirements	7
VII. FINANCIAL FEASIBILITY	VII 1
Proposed Method of Financing	1
Cost/Revenue Analysis	1
Methodology	1
Costs	2
Revenues	2
Project Feasibility	6
VIII. RELOCATION	VIII 1
Statutory Requirements	1
Potential for Displacement	1
Property Acquisition	1
Implementation	2
Relocation	2
Low- and Moderate-Income Housing	2
General Relocation Procedures	3

		<u>Page</u>
IX.	ANALYSIS OF PRELIMINARY PLAN	IX 1
	Statutory Requirements	1
	Analysis	1
X.	PLANNING COMMISSION ACTIONS	X 1
	Statutory Requirements	1
	Implementation	1
XI.	PROJECT AREA COMMITTEE	XI 1
	Statutory Requirements	1
	Implementation	1
XII.	ENVIRONMENTAL IMPACT REPORT	XII 1
	Statutory Requirements	1
	Implementation	1
XIII.	REPORT OF COUNTY FISCAL OFFICER	XIII 1
	Statutory Requirements	1
	Implementation	1
XIV.	REPORT OF FISCAL REVIEW COMMITTEE	XIV 1
	Statutory Requirements	1
	Implementation	2

	<u>Page</u>
XV. NEIGHBORHOOD IMPACT REPORT	XV 1
Statutory Requirements	1
Neighborhood Impacts	1
Relocation	1
Housing Rehabilitation	2
New Housing Construction	2
Traffic Circulation	3
Environmental Quality	4
Public Services and Fiscal Conditions	6
Schools	7
Property Assessments and Taxes	8
Other Matters Affecting Physical/Social Quality	8
XVI. FISCAL IMPACT ANALYSIS	XVI 1
Statutory Requirements	1
Consultation Summary	1
Fiscal Impact Analysis	2
Conclusions	6
XVII. EXHIBITS	XVII 1

LIST OF FIGURES

		<u>Chapter</u>	<u>Page</u>
Figure 1	-- Subarea	III	3a,b
Figure 2	-- Structural Condition of Housing Survey	IV	4a,b
Figure 3	-- Areas of Nonconforming Land Use	IV	6a,b
Figure 4	-- Lots of Inadequate Parcel Size &/or Street Frontages	IV	8a,b
Figure 5	-- Areas with Deficient Sidewalks and Curbs	IV	14a-c
Figure 6	-- Existing Sewer System Deficiencies	IV	18a,b
Figure 7	-- Lots of Irregular Shape, Form or Size	IV	18c,d
Figure 8	-- Existing Public Improvement Deficiencies	IV	19a-c
Figure 9	-- Photographic Documentation	IV	20a-k
Figure 10	-- Vernal Pools in Subarea 3	IV	20l
Figure 11	-- Comparative Summary of 1980 Census Data: Population Characteristics	IV	22a
Figure 12	-- Comparative Summary of 1980 Census Data: Employment Characteristics	IV	23a,b
Figure 13	-- Comparative Summary of 1980 Census Data: Income Characteristics	IV	23c
Figure 14	-- Comparative Summary of 1980 Census Data: Housing Characteristics	IV	23d,e
Figure 15	-- Comparative Summary of 1980 Census Data: Housing Cost Characteristics	IV	24a
Figure 16	-- Locations of Reported Crimes	IV	24b,c
Figure 17	-- Comparative Summary of Gross Taxable Sales Data: Four-Year Trend	IV	26a
Figure 18	-- Redevelopment Improvements	V	11a-d

		<u>Chapter</u>	<u>Page</u>
Figure 19	– Flow Chart of Financial Feasibility Computations	VII	1a
Figure 20	– Total Project Cost Projection	VII	1b-e
Figure 21	-- Total Project Revenue Projections	VII	7a,b
Figure 22	– Allocation of Property Tax Revenue	XVI	7a
Figure 23	-- Projected Fiscal Impacts on City and County	XVI	7b,c
Figure 24	– Summary of Cumulative Fiscal Impacts	XVI	7d

I. INTRODUCTION

BACKGROUND

During the winter of 1988, the consulting firms of Burns & Watry, Inc., redevelopment specialists (Kelseyville), and Economic and Planning Systems, urban economics specialists (Berkeley and Sacramento), were retained by the Redevelopment Agency of the City of Roseville. They were retained to: (1) assist in determining the redevelopment program and financial feasibility of undertaking a redevelopment project within the City limits of Roseville; and (2) prepare a report describing that project, in accordance with certain requirements of the California "Community Redevelopment Law" (*Health and Safety Code*, Section 33000 *et seq.*), as mandated by the passage of AB 203 (the "Hannigan Bill") in 1984.

PURPOSES

The *general* purpose of this report is to provide affected taxing entities an opportunity to assess the nature and impacts of the redevelopment project in Roseville at an earlier phase of the redevelopment planning process than had been customary prior to the passage of AB 203. The *specific* purpose of this report is to provide documentation to those taxing entities directly affected by the project in compliance with the applicable requirements for a "Preliminary Report," as defined by the following excerpt from the "Community Redevelopment Law":

33344.5. After receiving the report prepared pursuant to Section 33328, or after the time period for preparation of that report has passed, a redevelopment agency, which includes a provision for the division of taxes pursuant to Section 33670 in the redevelopment plan, shall prepare and send to each affected taxing entity, as defined in Section 33353.2, a preliminary report which shall contain all of the following:

- (a) The reasons for the selection of the Project Area.*
- (b) A description of the physical, social, and economic conditions existing in the Project Area.*
- (c) A preliminary assessment of the proposed method of financing the redevelopment of the Project Area, including an assessment of the economic feasibility of the project and the reasons for including a provision for the division of taxes pursuant to Section 33670 in the redevelopment plan.*
- (d) A description of the specific project or projects then proposed by the agency in the Project Area in sufficient detail and specificity to permit the fiscal review committee, if one is created, to review the potential impacts of the proposed project.*
- (e) A description of how the project or projects to be pursued by the agency in the project area will improve or alleviate the conditions described in subdivision (b).*

REPORT ORGANIZATION

In concert with the foregoing statutory requirements, this Preliminary Report contains the following elements:

Chapter II, an overview of the nature of the redevelopment process;

Chapter III, a description of the geographical setting and boundaries of the Redevelopment Project Area in Roseville, and the reasons for selecting said boundaries;

Chapter IV, a review of the statutory definitions of "blight", as specified in the Community Redevelopment Law, and a description of the existing physical, social, and/or economic characteristics of blight present in the Project Area;

Chapter V, a description of the projects to be implemented in the Project Area, and how said projects/activities would serve to alleviate the identified blighted conditions in that area;

Chapter VI, an explanatory summary of the financial implications of redevelopment, including the nature of the tax increment financing process and other available financing mechanisms, and the mandatory obligations relative to the disposition of revenues derived from property tax increments and other available financing mechanisms;

Chapter VII, a cost/revenue analysis to ascertain whether the redevelopment proposal in Roseville would be financially viable;

Chapter VIII, a method and plan of relocation for individuals, families, owners, tenants, and/or businesses, should they be displaced by the project;

Chapter IX, An analysis of the Preliminary Plan for the Roseville Redevelopment Project, as approved by the Planning Commission of the City of Roseville;

Chapter X, the report and recommendations of the Planning Commission on the Redevelopment Plan, and the report required by Section 65402 of the Government Code;

Chapter XI, a summary of Project Area Committee activities, if any;

Chapter XII, the Environmental Impact Report assessing the potential environmental consequences of the Redevelopment Plan (transmitted under separate cover);

Chapter XIII, the report of the fiscal officer of the county of Placer relative to the potential fiscal impacts of the project on affected taxing entities;

Chapter XIV, the report of the Fiscal Review Committee, if any;

Chapter XV, a Neighborhood Impact Report;

Chapter XVI, a summary of redevelopment agency consultations with affected taxing entities, and an analysis of the fiscal impacts of the project on them; and

Chapter XVII, exhibits.

DEFINITIONS

The following definitions are provided to facilitate the understanding of certain common terms used throughout this report, and to preclude redundant explanatory discussions within the report text.

Affected Taxing Entity. Any local governmental agency or special district providing services within the Project Area, and levying an ad valorem (property) tax on all or a portion of the assessed value of the Project Area, as defined in Section 33353.2 of the CRL.

Agency. The Redevelopment Agency of the City of Roseville, a redevelopment agency established pursuant to Sections 33100-33115 of the CRL.

Base Year. The year of the last equalized assessment roll used in connection with the taxation of property within the Project Area prior to the effective date of the ordinance adopting the Redevelopment Plan.

Blight. Adverse physical, social, or economic conditions in a community, as defined by Sections 33030, 33031, and 33032 of the CRL. (Note: Refer to Chapter IV herein for a more detailed discussion of the statutory definitions of blight.)

City. The City of Roseville, a municipal corporation in the State of California.

City Council. The City Council of the City of Roseville, also referred to as the City's "Legislative Body".

Consultant or Consultants. Burns & Watry, Inc., Redevelopment Specialists (Kelseyville), in association with Economic and Planning Systems, urban economics specialists (Berkeley and Sacramento).

County. The County of Placer, a political subdivision of the State of California.

CRL. The State's "Community Redevelopment Law," as set forth in the *Health and Safety Code*, Section 33000 *et seq.*

Federal. Any agency or instrumentality of the United States.

General Plan. The *City of Roseville General Plan* and its various elements (as amended to date), prepared pursuant to the *State Government Code*, Section 65300 *et seq.*

Legislative Body. The City Council of the City of Roseville.

Very Low-, Low- and Moderate-Income. Persons or families of low- or moderate-income, as defined in the State *Health and Safety Code*, Section 50093.

Planning Commission. The Planning Commission of the City of Roseville.

Project or Redevelopment Project. Any undertaking of the Agency pursuant to the CRL.

Project Area. The specific geographical area within which the Agency proposes to initiate a Redevelopment Project pursuant to the CRL, as defined in Chapter III and illustrated at the beginning of this report.

Redevelopment. The process defined in substantial detail in Chapter II of this report.

Redevelopment Plan. The Redevelopment Plan for the Roseville Redevelopment Project - a proposed document governing the redevelopment of the Project Area (prepared and adopted in accordance with the provisions of Chapter 4 of the CRL).

Special Counsel. McDonough, Holland & Allen (Sacramento), a professional corporation of attorneys retained by the Agency to ensure full compliance with all applicable State statutes during the Project planning and Redevelopment Plan adoption process.

Tax Increments. That portion of property tax revenues received from the property tax levy against all assessed value within the Project Area in excess of the assessed value of Project Area properties in the Base Year, as defined in Section 33670 of the CRL. (Note: See Chapter VI herein.)

II. REDEVELOPMENT

STATUTORY DEFINITION

The following sections of the CRL provide a definition of the term "Redevelopment" and a summary of the types of activities involved:

33020. *"Redevelopment" means the planning, development, replanning, redesign, clearance, reconstruction or rehabilitation, or any combination of these, of all or part of a survey area, and the provision or such residential, commercial, industrial, public, or other structures or spaces as may be appropriate or necessary in the interest of the general welfare, including recreational and other facilities incidental or appurtenant to them.*

33021. *Redevelopment includes:*

- (a) *The alteration, improvement, modernization, reconstruction or rehabilitation, or any combination of these, of existing structures in a project area.*
- (b) *Provision for open-space types of use, such as streets and other public grounds and space around buildings, and public or private buildings, structures and improvements, and improvements of public or private recreation areas and other public grounds.*
- (c) *The replanning or redesign or original development of undeveloped areas as to which either of the following conditions exist.*
 - (1) *The areas are stagnant or improperly utilized because of defective or inadequate street layout, faulty lot layout in relation to size, shape, accessibility, or usefulness, or for other causes.*
 - (2) *The areas require replanning and land assembly for reclamation or development in the interest of the general welfare because of widely scattered ownership, tax delinquency, or other reasons.*
 - (3) *The areas require land assembly for the purpose of the development of a "new community" within the meaning of the Federal New Communities Act of 1968.*

33022. *Redevelopment does not exclude the continuance of existing buildings or uses whose demolition and rebuilding or change of use are not deemed essential to the redevelopment and rehabilitation of the area.*

OBJECTIVES

The objectives of redevelopment, as articulated by the State Legislature, are to:

- Eliminate slums and blight;
- Stabilize the tax base;
- Increase employment opportunities;
- Improve housing; and,
- Create an adequate social, economic, and psychological environment.

To achieve these ends, local communities, acting through their city councils, have been empowered by the State to utilize the redevelopment process after adopting a redevelopment plan. A city council, through its redevelopment agency, states the general objectives to be achieved by the redevelopment process, and carries out that process in accordance with the adopted redevelopment plan(s).

REDEVELOPMENT PROCESS

In a broader sense, redevelopment encompasses within itself a number of interrelated and mutually supporting community development processes:

PLANNING PROCESS

According to the State's *General Plan Guidelines* (Office of Planning and Research: 1987), p. xv:

In its broadest context, planning is an approach to problem solving, a process for making informed decisions about the future. Everyone plans to some extent by trying to anticipate the consequences of possible courses of action and selecting what appears to be the best course. In the narrower context of planning for a city or county, planning is usually characterized by a number of activities: identifying issues, opportunities, and assumptions; formulating goals, collecting and analyzing data; revising goals and determining objectives; developing and evaluating alternative plans including alternative policies and implementation measures; selecting and adopting the preferred plan; implementing the general plan; and, monitoring implementation and amending the general plan.

In practice, these activities are rarely distinct, sequential steps. These steps often overlap in a cyclical -- rather than a linear -- process in which experience provides the impetus for continuous course corrections. Like budgeting, governmental planning is a political process for allocating scarce resources among competing demands. Because of its cyclical nature, the purpose of planning is not merely to prepare plans, but also to enable the plan's users to make intelligent, informed decisions.

Within the context of this definition, redevelopment is clearly a *planning* process for a community. Furthermore, the interrelationship between redevelopment plans and a community's general plan is explicitly stated in the CRL:

33331. Every redevelopment plan shall conform to the general plan insofar as the latter applies to the project area.

The *City of Roseville General Plan* contains all the various elements mandated by the State, and has been periodically updated in accordance with the *State Government Code* (Section 65302). As a planning process in Roseville, the redevelopment process must be designed to implement the General Plan with respect to blighted conditions in the selected Project Area, and to remove those conditions preventing implementation of the General Plan within the Project Area boundaries.

PHYSICAL PROCESS

Redevelopment is also a *physical* process that can be used to: correct physical deficiencies, poor or incompatible land uses, and inadequate utility services; provide needed public facilities and improvements; mitigate obsolete traffic circulation or parking facilities, etc.

DEVELOPMENT PROCESS

The term "redevelopment" itself implies that it is a *developmental* process geared toward removing those conditions that impede or prevent the normal development and investment process from occurring in the Project Area, and to permit the public participation necessary to create new development desired and consistent with the adopted General Plan.

ECONOMIC PROCESS

As an *economic* process, redevelopment can: provide necessary public financing and stimulate private financing and/or investment to create a healthier economic community; stabilize and improve property values, the business climate, and the tax base of a community; and, increase employment opportunities. In this respect, the strategies of a redevelopment agency should be directed toward providing reasonable and competitive investment opportunities in an area supported by adequate public facilities, services, and improvements, and secured by the elimination of blight and the general improvement of the overall Project Area.

ENVIRONMENTAL PROCESS

By definition, redevelopment is an *environmental* process, since the primary impetus of a redevelopment plan is to eliminate environmental deficiencies (i.e., blighted conditions) and improve the "living environment" of an area.

HOUSING PROCESS

Within its role as a *housing* process, redevelopment can provide: replacement housing for those displaced (if any) by redevelopment activities; expansion of low- and/or moderate-income housing opportunities; housing assistance funds; and, a variety of housing financing methods, to assist in the new construction or rehabilitation of housing for low- and moderate-income households.

SOCIAL PROCESS

In direct correlation with the foregoing processes, redevelopment is also a *social* process that can create a better living environment for all segments of a community's population, and enhance the delivery of social services to those in need of assistance.

CITIZEN PARTICIPATION PROCESS

The numerous public meetings attendant to a redevelopment process are intended to encourage an active *citizen participation* process whereby the views of all population groups of a community can be heard and considered in the formulation and implementation of redevelopment plans. Under certain circumstances involving substantial displacement of low- or moderate-income families, and/or Federally-assisted projects, the redevelopment process requires a more intensive level of citizen participation via the formation of a "Project Area Committee" (PAC). A PAC can provide opportunities for interested and affected persons in the Project Area to advise and consult with the City and the Agency in the formulation of the redevelopment plan and its adoption.

FINANCING PROCESS

Finally, a redevelopment program can be used to integrate and/or facilitate various *financial* processes to expedite and ensure redevelopment plan implementation. In fact, one of the principal benefits of a redevelopment program is that it can combine and leverage tax increment revenue derived from a Project Area with other revenues available for economic and/or housing development purposes, such as: Community Development Block Grant (CDBG) and/or Urban Development Action Grant (UDAG) assistance funds authorized by the Housing and Community Development Act of 1977; Small Business Administration (SBA) business loan and guarantee programs; and, Economic Development Administration (EDA) employment development programs.

III. PROJECT AREA

STATUTORY DEFINITION

The following excerpts from the CRL provide an expanded definition of what constitutes a "Project Area" for redevelopment purposes:

33320.1. *"Project Area" means (...) a predominantly urbanized area of a community which is a blighted area, the redevelopment of which is necessary to effectuate the public purposes declared in this part, and which is selected by the planning commission pursuant to Section 33322.*

As used in this section, "predominantly urbanized" means that not less than 80 percent of the privately owned property in the project area (1) has been or is developed for urban uses; or (2) is characterized by the (blighted) conditions described in subdivision (a), (b), or (e) of Section 33032; or (3) is an integral part of an area developed for urban uses...For the purposes of this section, a parcel of property as shown on the official maps of the county assessor is developed if that parcel is developed in a manner which is either consistent with zoning or is otherwise permitted under law...For the purposes of this section, if property is acquired by the community less than 180 days prior to the date of adoption of the survey area resolution and is not dedicated or devoted to a public use on the date the survey area resolution is adopted, that property shall be deemed privately owned property.

33321. *A project area need not be restricted to buildings, improvements, or lands which are detrimental or inimical to the public health, safety, or welfare, but may consist of an area where such conditions predominate and injuriously affect the entire area. A project area may include lands, buildings, or improvements which are not detrimental to the public health, safety or welfare, but whose inclusion is found necessary for the effective redevelopment of the area of which they are a part. Each such area included under this section shall be necessary for effective redevelopment and shall not be included for the purpose of obtaining the allocation of tax increment revenue from such area pursuant to Section 33670 without other substantial justification for its inclusion.*

SETTING

LOCATION

In a regional sense, the City of Roseville is located in southern Placer County, at the westerly base of the Sierra Nevada Mountains, about 16 miles northeast of the City of Sacramento, and straddling the major east-west Interstate Route 80 and Southern Pacific Railroad transportation corridors.

The Project Area encompasses approximately 1,619 acres of land, most of which is centrally located in the incorporated area of Roseville. The Project Area includes the City's older central business district and strip commercial areas, and also includes some developing areas to the north and east of the central business district (as illustrated in Figure 1 in this chapter. The majority of the Project Area lies within a swatch of land running southwest to northeast, and containing the Southern Pacific Railroad yards, and the central business district. The Redevelopment Project is bounded on the Southwest by Atkinson Street and the rear property lines of parcels facing Church Street; on the southeast by Roseville Road and Sixth Street, including the parcels around Kenroy Lane and Riverside Avenue from Cirby Way to the dry creek and from Darling Way to Douglas Boulevard.

The eastern boundary winds along Park Drive, Folsom Road, and the rear boundary of parcels fronting Atlantic Street; the western area consists of a triangular-shaped area, including the historic downtown business district and the Placer County Fair Grounds, and is situated northwest of the main railroad right-of-way. This smaller area is bounded on the west by segments of Grant and Main Streets, the westerly (rear) property lines of lots fronting along a portion of Washington Boulevard (State Route 65), and the area bounded by All-America City Boulevard, Lawton Avenue, Vallejo Avenue, and Junction Boulevard; on the northeast by the "East Valley Line" railroad right-of-way; and, on the southeast by the aforementioned railroad yard/track corridor.

The northern boundaries include just over 207 acres of undeveloped land west of Interstate Route 80 and south of the State Route 65 Bypass, and 83.3 acres of undeveloped land east of Interstate Route 80 and bounded by North Sunrise Avenue, Lead Hill Boulevard, and Rocky Ridge Road. The 207 acre area is planned for development with a regional mall and other commercial development. This land is included in the City's North Central Roseville Specific Plan area. The 83.3 acres will be developed as a regional auto mall in the City's North West Roseville Specific Plan area.

BOUNDARIES/LAND USE

The following table, compiled by the City Planning Department staff, summarizes the Project Area acreage by various regions:

<u>Region</u>	<u>Estimated Acres</u>	<u>Percent of Total</u>
Downtown Area	353.560	21.84
Regional Mall Area	207.350	12.81
Berry Street Area (Landfill Parcel)	203.477	12.57
- Landfill Parcel	91.700	5.66
Atlantic Street-SPRR	50.143	3.10
Auto Mall Lot	83.300	5.15
Fairgrounds Area	84.909	5.24
Roseville Heights (commercial and industrial)	23.658	1.46
Vernon Street-SPRR	126.640	7.82
Vernon Street/Roseville Road-SPRR	346.039	21.38
Riverside Boulevard	48.038	2.97
TOTALS	1,618.814	100.00%

As a matter of convenience, and to facilitate subsequent discussions of existing conditions and Project-related proposals within this report, the Project Area has been divided into four (4) distinct "Subareas," illustrated in Figure 1 and described as follows:

SUBAREA 1: CENTRAL BUSINESS DISTRICT AND OLD ROSEVILLE

The first subarea includes much of the older portions of the City of Roseville, and for convenience sake has been divided into four (4) additional subareas described as follows:

Subarea 1-1: Atlantic Street. Subarea 1-1 is generally bounded by Atlantic Street on the north, Interstate route 80 on the east, the rear property lines of parcels fronting Atlantic street on the south, and, Folsom Road on the west. Lands fronting along Atlantic street are occupied by a mixture of service and automobile-oriented commercial uses and some industrial uses. The Wills Road environs (in the easterly portion of Subarea 1-1) is currently undergoing some development and change in land use but include several parcels of underutilized land (having a potential for new industrial and/or commercial uses). Existing uses in the remaining portions of subarea 1-1 include a mobile home park (fronting on Atlantic Street).

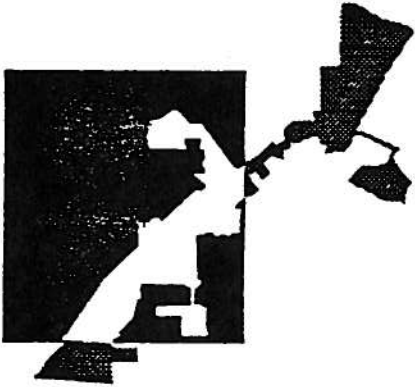
Subarea 1-2: Vernon Street. Subarea 1-2 is bounded by Atlantic Street and the Southern Pacific Railroad right-of-way to the north; Folsom Road to the east; Dry Creek and Douglas Boulevard to the south; and, the intersection of Douglas Boulevard, Riverside Avenue and Vernon Street to the west. This subarea is experiencing a shift in land uses. Many retail/service commercial, office, and public facility (City Hall, Post Office) uses line the Vernon Street corridor, but there are also numerous commercial structures lying vacant. While new businesses (primarily antique shops) have been attracted to this core area during the past 3 or 4 years, the long-term trend has been toward increasing vacancy rates for 10-15 years, as merchants move to larger, more conveniently situated commercial centers elsewhere in Roseville. The neighborhood along Oak and Royer Streets is also undergoing a transition from a predominately residential area to a combination of residential, commercial, public and professional office uses. Several public facilities--the Municipal Courthouse, Public Library, and the Police and Fire Stations--are located here, as are a number of commercial and professional uses.

Subarea 1-3: Old Roseville. This subarea, also known as the "Old Town Historic District", is roughly triangular in shape, and is bounded on the northeast by the Southern Pacific Railroad right-of-way, on the southeast by Southern Pacific Railroad yard property line, and on the west by portions of Grant and Main Streets, and the westerly (rear) property lines of parcels fronting on Washington Boulevard. Subarea 1-3 was historically the bustling commercial/retail hub of Roseville; however, because of changing traffic patterns and new development in outlying areas of the City, it has lost its vitality and is currently experiencing a high (25+/- percent) commercial structure vacancy rate. While there have been piecemeal attempts at rehabilitating one or two of the buildings in this substantially deteriorated subarea, such efforts have met with little success to date. Residential structures in this subarea are concentrated in an older neighborhood to the north of the historic business district, and on scattered parcels to the west and southwest of Washington Boulevard.

Junction Blvd.

FIGURE 1

Subareas



1-3

Main Street

Atkinson

Circuit Drive

1-2

2

1-4

Dry Creek

Foothill Blvd.

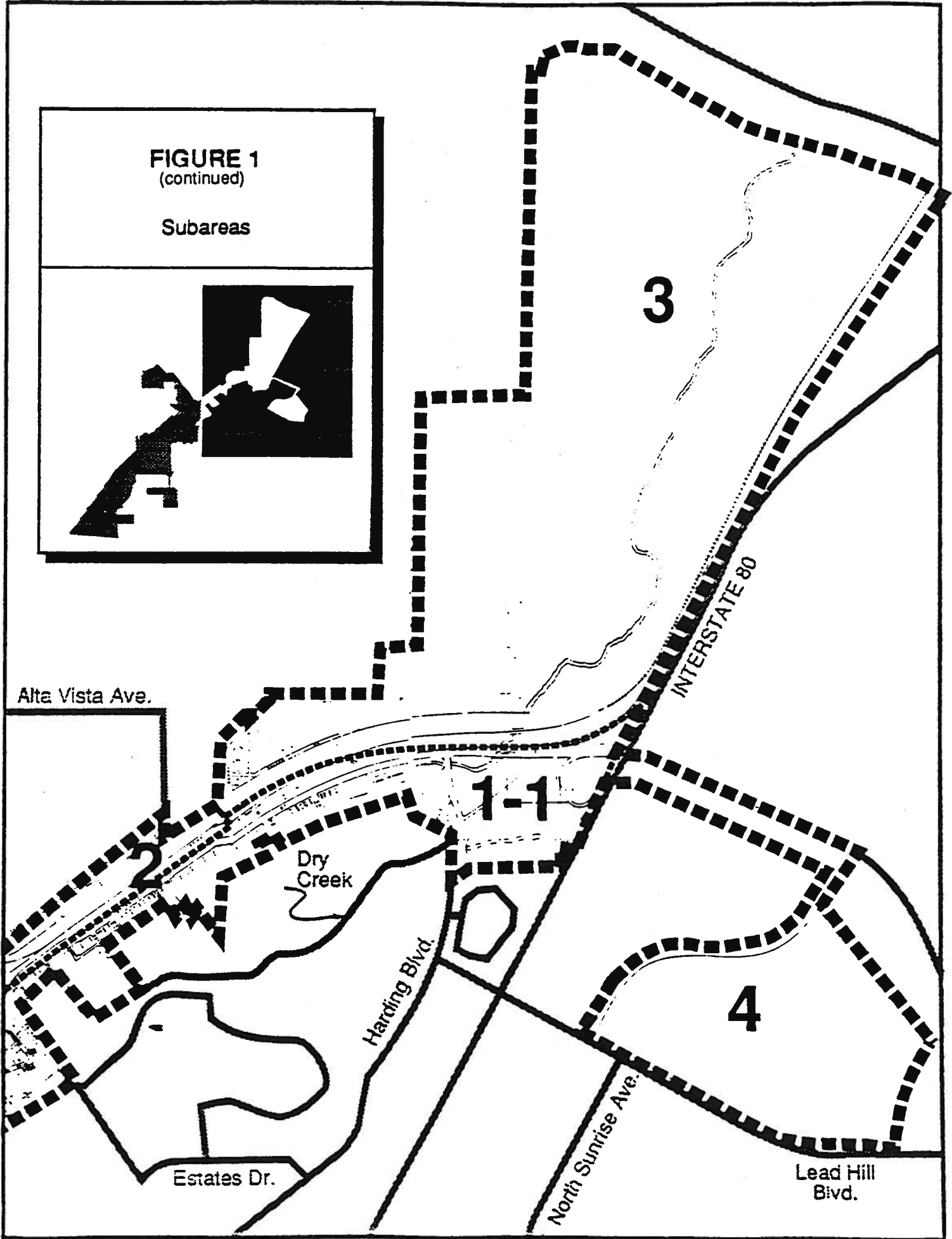
Darling Way

Project Area Extends Below
(See Inset Map for Detail)

Cirby Way

FIGURE 1
(continued)

Subareas



Subarea 1-4: Theiles/Riverside Avenue. This final subarea contains the largest area of residential land use of the four (4) subareas. It is bounded by Vernon Street on the northwest, Douglas Boulevard to the north, Riverside Avenue and Kenroy Lane to the east, and Sixth Street and Cirby Way to the south. The Riverside avenue corridor is occupied by strip commercial development, dominated by automobile dealerships. Kenroy Lane has commercial development to the south and the abandoned old ironworks to the north. The streets in Subarea 1-4 are laid out in a typical "gridiron" pattern, characterized by blocks bisected by alleyways and containing numerous long, narrow lots extending from street frontages back to the alleyways. This lotting pattern has resulted in the construction of second residential units on the rear of many lots (fronting on the alleyways), and in some instances of housing units abutting intensive commercial or industrial uses. Examples of such in compatible mixed land uses include residential units located in proximity to the Ready-Mix Cement plant at 5th and Vernon streets, and several homes interspersed between commercial uses along Riverside Avenue.

SUBAREA 2: SOUTHERN PACIFIC RAILROAD YARDS

The second major subarea is comprised of the Southern Pacific Railroad switching yards which run on the south from the Roseville City limits northeast to Berry Street. It is bounded on the north and west by Atkinson Street, Parcels facing Church Street, Pacific Street, Tahoe Avenue, and Fuller Avenue, on the South by the City of Roseville/Sacramento County line, on the south and east by parcels east of Roseville Road, portions of Roseville Road itself, portions of Vernon Street, and along Atlantic Street to Dewey Street, and on the east by Interstate Route 80 itself. The switching yards generate a great deal of noise and are unsightly throughout the project area.

SUBAREA 3: BERRY STREET AND REGIONAL MALL

The third subarea is currently composed of over 207 acres of undeveloped land, and has been considered as a prime location for commercial development. The southern boundary of this subarea contains the northern boundary of the older downtown area, including the Berry Street landfill. The area extends north and east of the current City development and is bounded on the north by the State Route 65 Bypass, on the east by Interstate Route 80, on the west by the proposed Harding Boulevard, on the southwest by Dewey Street, and on the south by Atlantic Street.

SUBAREA 4: AUTO MALL

The last subarea includes 83.3 acres slated for development as a regional auto mall. Currently under development, it is bounded by North Sunrise Avenue on the west, Lead Hill Boulevard on the south, Rocky Ridge Road on the east, and the rear boundary of parcels facing Eureka Road on the north. It also includes Eureka road from Interstate Route 80 east to North Sunrise Avenue, and North Sunrise Avenue south to the rear boundary of parcels facing Eureka Road. (See section on "Impaired Investments" at the end of Chapter IV.)

BOUNDARY SELECTION CONSIDERATIONS

The selection of the Project Area boundaries (shown in Figure 1) was guided by the following considerations:

- The goals and policies of the City's General Plan, including its Land Use, Circulation, Housing, Open Space, etc., elements.
- The provisions of Section 33320.1 of the CRL (quoted on p. 3.1), which require that a Project Area be "predominantly urbanized," meaning that:

...not less than 80 percent of the privately owned property in the project area (1) has been or is developed for urban uses; or (2) is characterized by the (blighted) conditions described in subdivision (a), (b), or (e) of Section 33032; or (3) is an integral part of an area developed for urban uses...for the purposes of this section, a parcel of property as shown on the official maps of the county assessor is developed if that parcel is developed in a manner which is either consistent with zoning or is otherwise permitted under law...

In this respect, the fact that the Project Area lies predominantly within the central core area of Roseville and is primarily within the service area of the City's existing urban infrastructure, makes it clear that the Project Area is "predominantly urbanized" and constitutes "an integral part of an area developed for urban uses." The ratio of urbanized private land to total private land is 80%, as required by the foregoing CRL excerpt.

- State policies directed toward the elimination of blighted conditions or blighting influences in communities, as set forth conditions in the CRL. In this regard, the purposes of the CRL would be attained in the Project Area by such actions as: (a) the removal of physically obsolete or substandard structures; (b) the elimination of illegal or nonconforming land uses; (c) the rehabilitation (with voluntary owner participation) of existing commercial and residential structures; (d) the assemblage of land into parcels suitable for modern integrated development with improved vehicular and pedestrian circulation; (e) the upgrading and/or replacement of outmoded and/or undersized utility systems and storm drainage facilities; and, (f) redevelopment of Project Area lands in conformance with the policies of the City's General Plan.
- Desires of the City to revitalize and upgrade a significant area of the community to: (a) reduce the costs of providing urban services; (b) assure economic stability; (c) increase local employment opportunities; (d) preserve the unique historical attributes of the community; (e) facilitate the development of affordable housing; (f) increase sales, business, and property tax revenues; and, (g) generally enhance the quality of life for all persons living or working in Roseville.

REASONS FOR BOUNDARY SELECTION

Within the context of the preceding considerations, the City selected the specific Project Area boundaries for the following reasons:

- Lands within the Project Area are in need of revitalization to ensure the continued availability of needed goods, services, and local employment opportunities for Roseville's present and future residents, via the orderly rehabilitation, expansion, and redevelopment of commercial lands along the Atlantic Street Corridor (Subarea 1-1), along Vernon Street (Subarea 1-2), along Vernon Street and Riverside Avenue (Subarea 1-4), and, within the Old Town Area (Subarea 1-3); and, via the provision of public improvements, such as toxic cleanup and noise barriers (Subarea 2) and infrastructure development (Subareas 3 and 4) needed to induce and/or facilitate modern commercial and residential growth at other appropriate locations within the Project Area.
- The Project Area encompasses lands encumbered by such blighting influences as: inadequate or outmoded public circulation improvements, parking facilities, utility infrastructures and storm drainage facilities; obsolete, fire-prone buildings, susceptible to severe earthquake damage; physically deteriorated and unsightly structures; inadequate or poorly maintained landscaping; unsightly outdoor storage yards; incompatible land uses; and poor traffic circulation.
- The above conditions have resulted in trends toward lost opportunities in appreciation of property values, impaired investments, and physical and economic stagnation--trends which have precluded lands in the Project Area from being developed to their real market potential, despite their favorable regional location and proximity to urban centers in eastern Sacramento County and southwestern Placer County.
- The need for downtown economic revitalization requires some restructuring of the Project Area's current economic base in order to aid transportation access to the Central Business District. This is primarily true of the Riverside Avenue corridor and the current car dealerships located there.
- The restructuring of the downtown economic base requires the relocation of the Riverside auto dealers to a regional auto mall in order to avoid negative fiscal impacts on the City while redeveloping its downtown core, as well as to effectively redevelop the Riverside Avenue and Kenroy Lane areas.
- The relocation of the auto dealers from Riverside Avenue will have negative fiscal impacts, and, therefore, inhibit, new development along Riverside Avenue. The property values, while in line with auto dealerships, are too high for other commercial uses. City participation is needed to avoid negative fiscal impacts on the City as well as long-term vacancies along the Riverside corridor. Since the Riverside Avenue corridor is an entrance to the downtown area, redevelopment is needed to revitalize and beautify this corridor.
- The extent of these blighting and negative effects is such that lands within the Project Area have become a physical and economic burden on the City which cannot be alleviated or reversed by the City and/or private enterprise, acting individually.

- Development of commercial lands north of downtown will provide a transportation link with downtown, as well as provide the economic linkages necessary to reshape the downtown area with land uses complimentary to the commercial development and attractive to the developments's customer base.
- Redevelopment of the Project Area would: provide a means of assisting residential property owners and tenants in rehabilitating and improving their living environment; serve to improve and expand the community's supply of affordable housing for low- and moderate-income persons and households; and provide the means to expand upon the currently deficient neighborhood park system.
- Redevelopment of the Project Area would further the goals and policies of the City's adopted General Plan, as well as the City's long-range objectives for orderly "in-fill" development pursuant to the General Plan.

IV. BLIGHT

OBJECTIVES

The principal objectives of this section are to: (1) provide an overview of the blight definitions set forth in the CRL; (2) evaluate existing conditions within the Project Area in Roseville as they pertain to the physical, social, and/or economic determinants of blight identified in the statutory definitions; and (3) identify the specific type(s) and extent of blighted conditions or blighting influences actually observed within the Project Area.

Toward these ends, the information presented in the following subsections was derived from a number of sources, including: interviews with staff personnel and officials of the City of Roseville and/or the Redevelopment Agency of the City of Roseville; published reports, plans, and other miscellaneous documents (provided by the City and others) describing existing conditions in the Project Area; and, on-site observations and field investigations conducted by the Consultant between November, 1985, and August, 1988.

STATUTORY DEFINITIONS

In its "Declaration of State Policy - Blighted Areas," Chapter 1, Article 3 of the CRL provides general guidance as to what constitutes a "blighted area" in a community, and specific definitions of blight characteristics, as follows:

33030. It is found and declared that there exist in many communities blighted areas which constitute either physical, social, or economic liabilities, requiring redevelopment in the interest of the health, safety, and general welfare of the people of such communities and of the state.

A blighted area is one which is characterized by one or more of those conditions set forth in Sections 33031 or 33032, causing a reduction of, or lack of, proper utilization of the area to such an extent that it constitutes a serious physical, social, or economic burden on the community which cannot reasonably be expected to be reversed or alleviated by private enterprise acting alone.

33031. A blighted area is characterized by the existence of buildings and structures, used or intended to be used for living, commercial, industrial, or other purposes, or any combination of such uses, which are unfit or unsafe to occupy for such purposes and are conducive to ill health, transmission of disease, infant mortality, juvenile delinquency, and crime because of any one or a combination of the following factors:

- (a) Defective design and character of physical construction.*
- (b) Faulty interior arrangement and exterior spacing.*

- (c) *High density of population and overcrowding.*
- (d) *Inadequate provision for ventilation, light, sanitation, open spaces, and recreation facilities.*
- (e) *Age, obsolescence, deterioration, dilapidation, mixed character, or shifting of uses.*

33032. *A blighted area is characterized by properties which suffer from economic dislocation, deterioration, or disuse because of one or more of the following factors which cause a reduction of, or lack of, proper utilization of the area to such an extent that it constitutes a serious physical, social, or economic burden on the community which cannot reasonably be expected to be reversed or alleviated by private enterprise acting alone:*

- (a) *The subdividing and sale of lots of irregular form and shape and inadequate size for proper usefulness and development.*
- (b) *The laying out of lots in disregard of the contours and other topography or physical characteristics of the ground and surrounding conditions.*
- (c) *The existence of inadequate public improvements, public facilities, open spaces, and utilities which cannot be remedied by private or governmental action without redevelopment.*
- (d) *A prevalence of depreciated values, impaired investments, and social and economic maladjustment.*

...

Obviously, the above blight characteristics are very broad in scope because they are intended to cover the full gamut of possible blighted conditions or blighting influences in a community. As a practical matter, the likelihood that any one prospective Project Area would exhibit all of the blight characteristics listed is rare; consequently, it is significant to note that Section 33030 of the law acknowledges that:

...A blighted area is one which is characterized by one or more of those conditions set forth in Sections 33031 or 33032...

In other words, the law clearly states that it is not necessary for all the "tests" for blight to be met before a prospective Project Area can be identified as being "blighted." Another important point to note from these definitions is that an area suffers from blight if such factors,

...cannot reasonably be expected to be reversed or alleviated by private enterprise acting alone.

PHYSICAL BLIGHT FINDINGS

Physical Blight can be classified into two (2) broad categories: structural blight and non-structural blight. The following discussions identify the blighting conditions observed in the Project Area within the context of these two (2) classifications.

STRUCTURAL BLIGHT

Structural blight involves buildings which are unfit or unsafe to occupy because of: (a) deterioration, dilapidation, age, obsolescence, mixed character, and/or shifting uses; (b) defective design or character of physical construction; (c) faulty interior arrangement or exterior spacing; (d) high density of population and overcrowding; and/or (e) inadequate provision for ventilation, light, sanitation, open spaces, and/or recreation facilities. A number of structures in the Project Area are affected by certain of these blight characteristics, as follows:

Deterioration and Dilapidation

Structures exhibiting various degrees of deterioration and/or dilapidation are located throughout the Project Area. Most of these homes are in excess of 30 years old, and many of the structures date back to the early decades of the 20th Century. Between January and March, 1985, as part of Roseville's 1985 Community Development Block Grant (CDBG) application to the Federal Department of Housing and Urban Development (HUD), a sidewalk/windshield survey of housing conditions was conducted by two (2) of the City's Housing Specialists. The survey of residential units requiring repair was conducted throughout six (6) neighborhoods, and encompassed all of the Project Area. Standards for levels of repair for each deteriorated unit were divided into the following three (3) categories:

- **Minor Repair:** Lack of paint, cracked windows, slight damage to porch or steps, slight wearing away of mortar between bricks or masonry, small cracks in walls, plaster or chimney, broken gutter or downspouts. (Note: Lack of paint alone does not justify classifying a unit as in need of repair.)
- **Intermediate Repair:** Holes, open cracks, rotted, loose, or missing materials in foundation, walls, roof, but not over a large area. Some rotted or loose window frames or sashes, no longer rain or windproof. Broken or loose stair treads, broken, loose or missing risers, balusters, or railings of inside or outside stairs. Several broken or missing window panes. Deep wear on bricks or cracks in chimney, not serious enough to be a fire hazard. Makeshift chimney, such as stovepipe or other uninsulated pipes leading directly from stove to outside through hole in roof, wall, or window. Shaky or unsafe porch, steps or railings.
- **Major Repairs:** Holes, open cracks, or rotted, loose or missing material (clapboard siding, shingles, bricks, concrete, tile, plaster, or floorboards) over large area of foundation, outside walls, roof, chimney. Substantial sagging of floors, walls or roofs. Extensive damage by storm, fire, or flood.

Of the 621 housing units surveyed within the Project Area, 175 (28.2%) were targeted as requiring some degree of work, with 72 units (11.6%) requiring minor repairs, 77 units (12.4%) intermediate repairs, and 26 units (4.2%) in need of major restoration. In comparison, the older federal program standards required only 20% of an area to need work in

order to be classified as blighted and receive funding. The following table summarizes the survey data for each subarea and the Project Area as a whole, and Figure 2 shows the locations of those housing structures identified as needing rehabilitation in the City survey.

LEVEL OF WORK NEEDED

	Total Housing Units	Minor	Inter- mediate	Major	Total Needing Work
Subarea 1-1: Atlantic Street	17	2 11.8%	2 11.8%	2 11.8%	6 35.3%
Subarea 1-2: Vernon Street	97	6 6.2%	21 21.6%	4 4.1%	31 31.9%
Subarea 1-3: Old Roseville	87	7 8.0%	12 13.8%	5 5.7%	24 27.6%
Subarea 1-4: Theiles	420	57 13.6%	42 10.0%	15 3.6%	114 27.1%
TOTALS	621	72 11.6%	77 12.4%	26 4.2%	175 28.2%

From the above findings, and a follow-up "windshield survey" of the Project Area by the Consultant, it is clear that a large proportion of the homes throughout the Project Area are in need of minor to major repairs to restore them to current fire and building code standards. Typical substandard conditions requiring attention in these residential structures were observed to include: cracked or peeling paint; excessively worn or sagging roofs; cracks or holes in walls or foundations; differential settlement of door/window frames, porches, and/or foundations; deteriorated siding, mortar, brickwork, or stucco; improperly vented heating systems; etc. (See photographs 1-6 at the end of this chapter.)

Most of the occupied commercial and industrial structures in the Project Area are scattered along the length of Atlantic Street in Subarea 1-1; Vernon Street in Subarea 1-2; Riverside Avenue in Subarea 1-4; and to a lesser degree Tahoe, Church, and Berry Streets. A majority of the commercial structures' second stories in Old Roseville (Subarea 1-3) and along Vernon Street (Subarea 1-2) are now vacant and severely deteriorated and/or dilapidated. Few of the commercial or industrial structures in the Project Area could be classified as "contemporary" in age or design, and while many of the non-residential structures were observed to be moderately well-maintained, a number of buildings were either functionally obsolete, vacant, or abandoned. Along the Atlantic Street corridor and in Old Roseville, numerous structures were observed to exhibit sagging and/or deteriorated roofing, sagging wooden or rusted sheet metal siding, exterior plumbing appurtenances (added many years after their date of original construction), differential foundation and/or masonry settlement, etc., and

Junction Blvd.

FIGURE 2

Structural Condition
of Housing Survey



- - Approx. Location of Parcel(s)
(May Include 1 or More Parcel)
Dot represents structures
requiring minor, moderate
and major rehabilitation

Foothill
Blvd.

Main Street

Alkinson

Circuit Drive

Dry
Creek

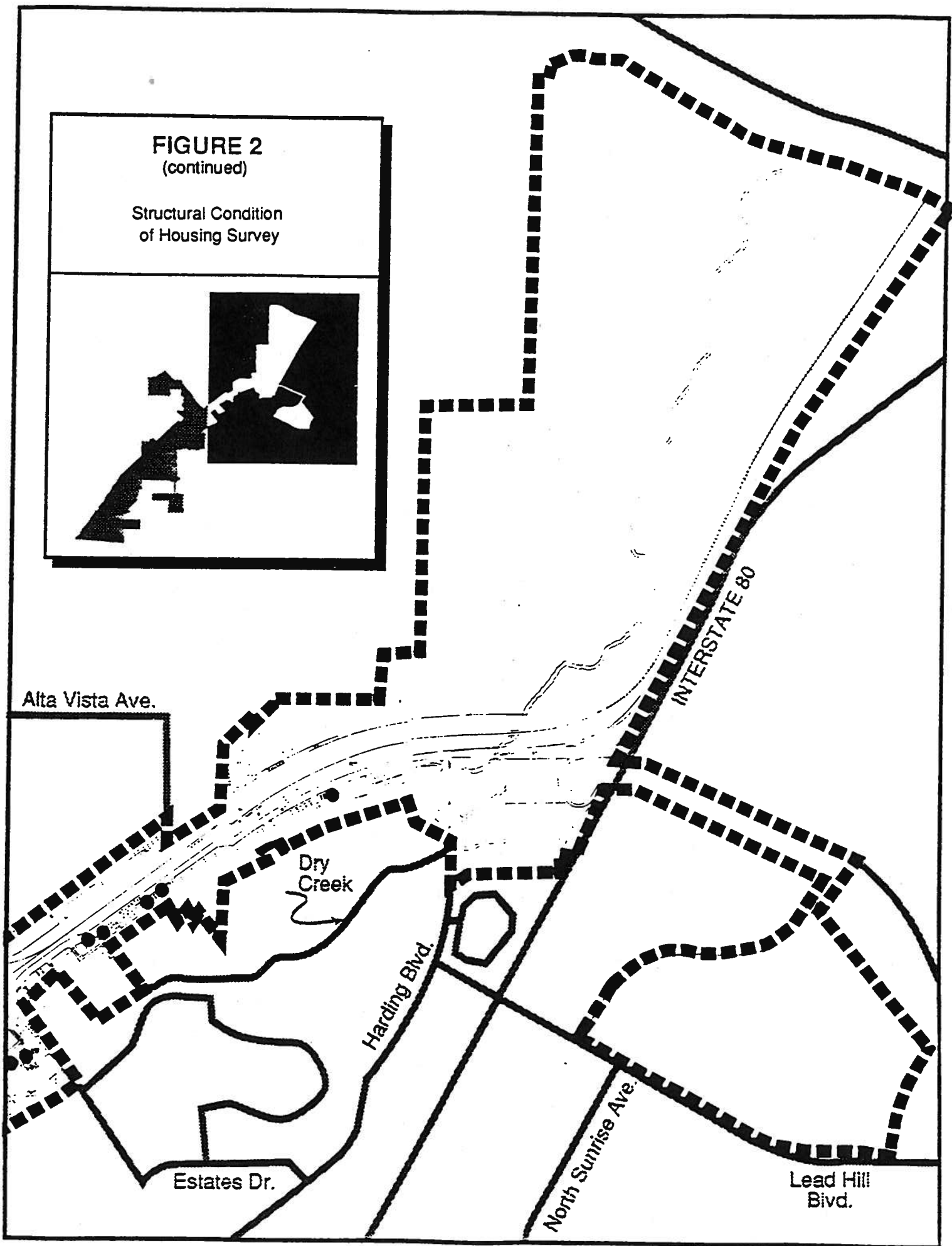
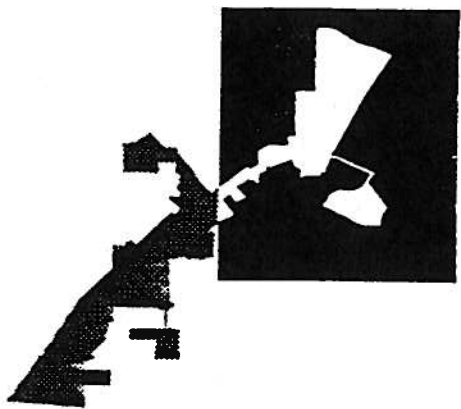
Darling Way

Project Area Extends Below
(See Inset Map for Detail)

Cirby Way

FIGURE 2
(continued)

Structural Condition
of Housing Survey



"patchwork" maintenance efforts. Costs to maintain, restore, or upgrade these structures to serve the needs of modern-day commercial uses are very high, and in many cases, have apparently been deferred by property owners who are either: (a) long-term owners who cannot afford the expensive repairs needed to meet present day codes; or, (b) speculators who have little incentive to complete costly repairs when they can continue collecting rents from tenants regardless of the physical condition of their structures.

Age and Obsolescence

The City's Building Division has a computer-based inventory of building permits issued since 1982, but cannot provide site-specific structural age data for the years prior to 1982 without conducting an exhaustive manual search of old building permit records. For this reason, the only readily retrievable data on structural age available is from the Neighborhood Statistical Program (NSP) of the 1980 Census. According to this source, approximately 38 percent of the year-round housing units in neighborhoods lying within the Project Area were built prior to 1940, and almost 95 percent before 1960, with Subareas 1-1 and 1-2 containing the largest percentage of older structures. From the Consultant's observations of the Project Area, it is evident that more than 70 percent of the commercial and industrial structure in the Project Area also predate 1960 in age. (See photographs and their descriptions at the end of this chapter.)

One of the consequences that frequently accompanies structural aging is obsolescence; i.e., as a building ages, its utility tends to diminish as newer, more efficiently designed structures are built in other location, or its utility may cease altogether if the original use terminates or relocates elsewhere. Internal deficiencies related to obsolescence can include substandard plumbing and/or wiring to accommodate modern appliances or fixtures, antiquated (or no) heating systems, and inadequate floor space in both residential and non-residential building types. Older commercial and industrial structures are often most severely affected by age and obsolescence because they typically lack adequate work area, storage, parking, and loading facilities needed for an efficient merchandising or manufacturing operation.

Within the Project Area, the adverse effects of the above aging factors are clearly evident in Subarea 1-3 (Old Roseville), and in Subareas 1-1 and 1-2, along portions of the Vernon, Riverside, and Atlantic Street corridors where commercial and industrial uses that were once vital to the livelihood of the community have decayed because their obsolete facilities can no longer compete effectively with more modern facilities located within a few minutes' driving time of the Project Area.

It is also evident in Subarea 1-4, along the Riverside Avenue corridor. Car dealers in this subarea, vital to the City's tax base, are moving from this area to an auto mall located in Subarea 4. One primary reason for this move is that the current dealership sites along Riverside Avenue do not provide vehicle storage and parking requirements due to dealership growth. According to the March, 1988 "Roseville Auto Mall Report on Economic Feasibility and Benefits to the City of Roseville,"

Dealer facility requirements are generally derived from the factory's formula based on dealer planning potential. In other words, given a certain planning potential, or number of new cars to sell per year, the dealer is required to have certain minimum facilities in terms of land and buildings.

Based on these requirements, the current auto dealerships along Riverside Avenue have become obsolete as evidenced by their scheduled move to the auto mall east of Interstate Route 80 in late 1989.

Since the majority of housing structures within the Project Area were built between 1900 and the early 1950's, they are also affected by age and obsolescence. Generally, the pre-World War II housing stock is characterized by numerous small working-class cottages, while post-war housing typically consists of modest suburban ranch-style homes, duplexes, and apartments. The types of physical structures in the Project Area suffer from such factors as inadequate living space, substandard plumbing and wiring, antiquated heating systems, and a lack of off-street parking facilities.

Mixed Character of Buildings

Buildings are generally characterized by the uses for which they were originally designed; i.e., commercial buildings have a commercial character, residential buildings have a residential character, etc. When buildings containing markedly different uses exist in close proximity to each other, they are considered to be of mixed character. In some instances, mixed character buildings can coexist compatibly if adequate visual, acoustical, or psychological buffering is provided between the structures. However, in most cases involving older developed urban areas, mixed character buildings can result in incompatible noise, aesthetic, odor, fire safety, parking, etc., conditions, particularly when residential structures lie adjacent to commercial or industrial activities.

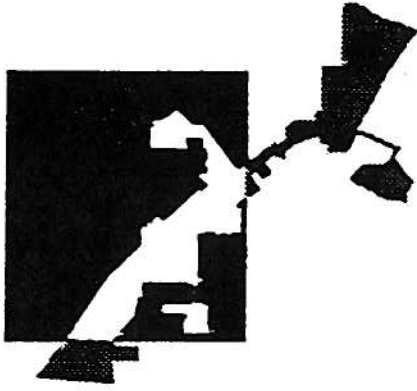
Within the Project Area, such conditions are common in subarea 1-1 along the Atlantic Street corridor, where residential units abut or share lots with automobile-related uses. The Riverside Avenue corridor in Subarea 1-4 (Theiles) also contains mixed character buildings on adjacent lots, such as residential structures interspersed between restaurants and automobile-related service uses (i.e., body paint shops, upholstery shops, gasoline stations). Furthermore, at 5th and Vernon Streets in this latter subarea, residential structures abut an existing concrete batching plant. (See photographs 8 and 11-14 at the end of this chapter.) Finally, the Southern Pacific railroad yard and track facilities (Subarea 2), which traverse the length of the Project Area, detract from the living environment of adjacent neighborhoods from a purely aesthetic perspective, and contribute to excessive noise and air pollution in the community (see section entitled *Public Health Hazards*).

The City of Roseville has identified areas of non-conforming land uses in Subarea 1 (see Figure 3). In all, there are over 100 parcels with current uses that do not match the zoned land use. This nonconformity relates almost exclusively to residential properties on lands zoned for commercial. However, some of the nonconformity relates to retail and public service uses.

Junction Blvd.

FIGURE 3

Areas of Nonconforming Land Use



● - Approx. Location of Parcel(s)
(May Include 1 or More Parcel)

Foothill Blvd.

Main Street

Atkinson

Circuit Drive

Dry Creek

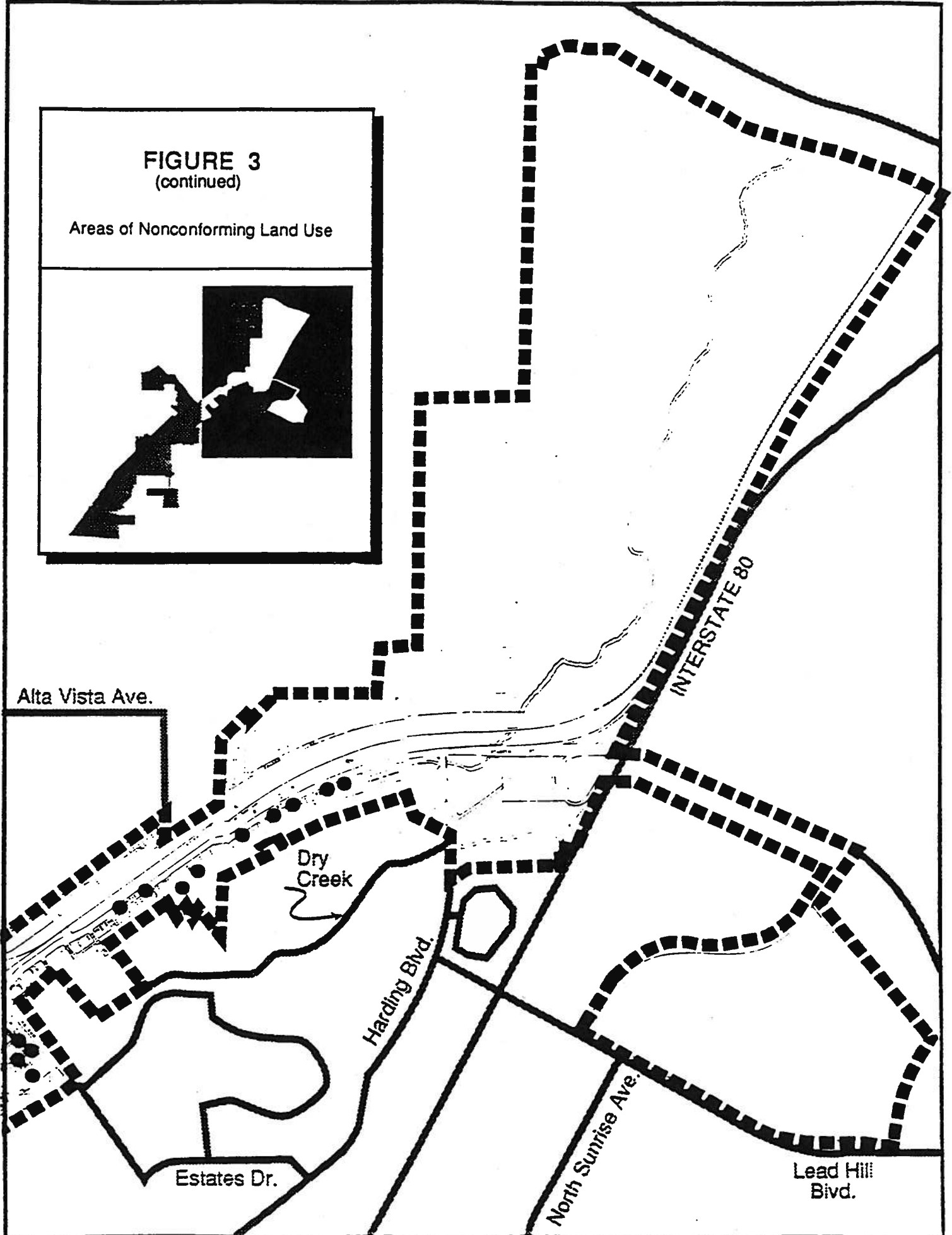
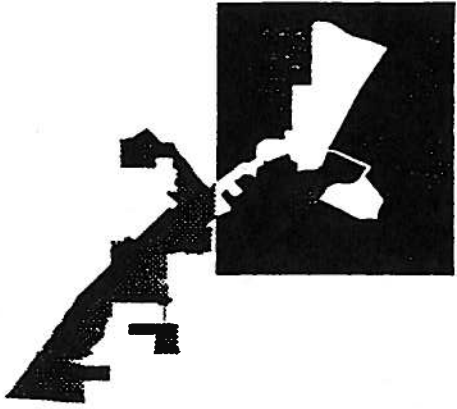
Daring Way

Project Area Extends Below
(See Inset Map for Detail)

Cirby Way

FIGURE 3
(continued)

Areas of Nonconforming Land Use



Defective Design and Character of Physical Construction

It is reasonable to assume that most pre-1970 structures in the Project Area have design defects which do not conform to present day Building and/or Fire Codes. For example, most (if not all) of the pre-1970 commercial and industrial structures lack interior sprinkler systems and fire walls. These design defects, coupled with inadequate water pressure and fire hydrants in the Project Area, severely inhibit the ability of the City's Fire Department to gain access to a potential fire and/or contain a fire within its structure of origin.

As another example, it is unlikely that any of the residential, commercial, or industrial structures built before 1970 meet current seismic safety design criteria for foundation ties, lateral structural bracing, etc., and it is obvious that the majority of the older deteriorated wood frame and/or corrugated metal structures (regardless of their use) would sustain major structural damage, and thus constitute a significant safety hazard to their occupants, in the event of a severe earthquake. Bringing older structures, especially ones built circa 1935 or earlier, up to current earthquake codes is very expensive, with direct costs for major retrofitting running at approximately \$50 to \$60 per square foot, according to a memo from the building department dated 2/13/89. There can also be additional "hidden" costs associated with temporary housing or business closures during extensive repairs for periods ranging from as little as a few weeks to as long as several months. Two of the most common seismic hazards in older structures are inadequate roofing and/or unreinforced masonry walls. In the first case, old roofing materials must be completely removed and rebuilt with plywood attached to the walls to keep the walls from falling away in an earthquake. In the second case, potential crumbling of unreinforced masonry walls can best be mitigated by strengthening the structure with timber or steel beams mounted to the building's frame.

Finally, it is likely that some of the older Project Area structures are wired with 2-line electrical services, which may have been consistent with the codes of their time, but are commonly "jerry rigged" (without the benefit of proper inspection) by property owners to meet increasing service needs. Such systems place definite limitations upon the number of circuits available for use and/or the total amperage which may be drawn from any single circuit, and often present safety hazards because of inadequate grounding. Modern 3-line wiring is needed in such structures to eliminate the service and safety deficiencies attendant to older 2-line systems. The number of buildings that fall under this category has not been determined. The building department estimates that rewiring cost will run \$2.50 per square foot for a residence and \$6.00 per square foot for a commercial unit.

Specific examples of 50-70 year old structures that do not conform to modern fire standards have been identified by the City Fire Department as follows: the "Sutter Arms Apartments" on Sutter Street, and the "Roseville" Theater on Vernon Street in Subarea 1-2; and, the "Roseville Rooming House" on Main Street, the "Barker Hotel" on Lincoln Street (photograph 20 at the end of this chapter), and the "Rose Vista Apartments" on Main Street in subarea 1-3.

Another design defect evident in the Project Area is the existence of buildings constructed in total disregard to the architectural character or scale of surrounding structures. For example, in modern industrial parks, there is usually an overall design theme, which is implemented via conformance to specified architectural controls. Existing industrial structures in Subareas 1-1 and 1-4 lack the cohesive design characteristics of more modern industrial complexes.

Faulty Exterior Spacing

Buildings located too close together or covering excessive portions of their lots reduce accessibility for deliveries, emergency fire apparatus, light, and air circulation between structures. In this respect, a number of the commercial and industrial structures throughout Subarea 1 are built to their front and side property lines. This development pattern: (1) limits off-street parking opportunities for employees, delivery vehicles, and customers; (2) creates parking conflicts with traffic flows along street frontages; (3) blocks access for firefighting purposes; (4) inhibits the ability of firefighters to contain a conflagration within the structure of origin; and, (5) inhibits the City from making needed street widenings. Nearly all commercial structures in the existing Central Business District (Subarea 1-2), Old Roseville (Subarea 1-3), and the Riverside Avenue corridor (Subarea 1-4) cover 100 percent of their lots. In addition, the City staff have identified lots in Subareas 1-3 and 1-4 with inadequate parcel size, street frontage, or both. This is shown in Figure 4. These conditions have contributed to parking congestion in the various commercial districts of the Project Area, both at curbside on the streets and in service alleyways, and thus, have occasionally impeded the passage of emergency service vehicles. In addition, the City Public Works Department is planning to widen Atlantic Avenue (Subarea 1-1) and the businesses and residences without proper frontages will be adversely affected. (See photographs.)

Shifting Uses and Vacancies

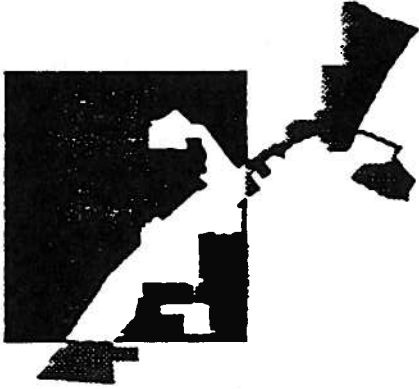
There is minimal site-specific information, from the City or other sources, on shifting uses and vacancies in the Project Area. The only site-specific information comes from the City's "Main Street Program" (MSP) which works with businesses in the downtown (Subarea 1-2) and Old Roseville (Subarea 1-3). In the period from November 1987 through September 1988, eleven (11) businesses closed or relocated from the MSP target area and eleven (11) businesses opened for business. In all, eight (8) previously vacant properties are now being utilized, while eight (8) previously utilized properties are now vacant; three properties merely changed lessee. However, the City staff, based upon its long-term familiarity with the community, has noted that there has been substantial turnover among commercial tenants within the entire Subarea 1 Project Area in recent years, and that the future viability of many new and existing businesses is considered to be marginal. Other general trends for vacancies, tenant turnover, and shifting uses applicable to various portions of the Project Area are summarized in the following discussion, based on materials provided by the City staff. (See photographs at the end of this chapter.)

Subarea 1-3 (Old Roseville), which was once occupied by a thriving commercial district oriented toward serving the railroad's personnel and passengers, is now a depressed area. This subarea is characterized by abandoned building shells and foundation remnants, such as those in evidence along Pacific Street; a handful of historic structures in need of extensive rehabilitation; and vacant lots overgrown with weeds and brush. Although a few of the historic structures have been renovated, neither the City nor the private sector had adequate capital to stimulate or implement the extensive rehabilitation needed to resurrect this subarea to its former role as a central business and activity area in the community. In the MSP tracking period, Old Roseville only gained a net two (2) businesses and three (3) jobs. Subarea 1-2 (Vernon Street) also exhibits characteristics of shifting uses. Although ground level commercial vacancies in the central business district along Vernon Street have diminished over the past few years, the second story levels of these structures remain, for the

Junction Blvd.

FIGURE 4

Lots of Inadequate Parcel Size
and/or Street Frontages



99% of Area

Main Street

Alkinson

Circuit Drive

Foothill Blvd.

98% of Area

Dry Creek

Darling Way

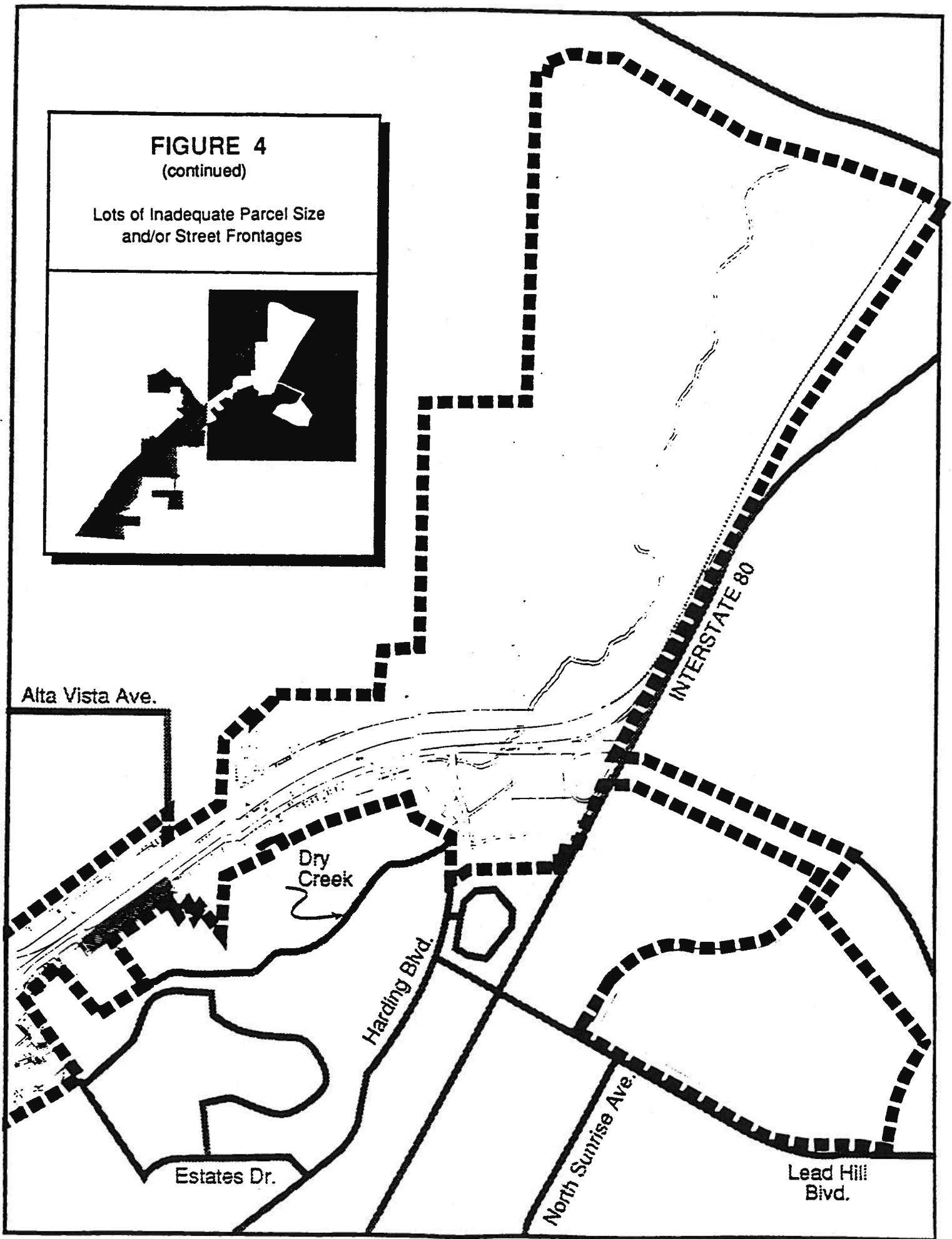
Project Area Extends Below
(See Inset Map for Detail)

Cirby Way

FIGURE 4

(continued)

Lots of Inadequate Parcel Size
and/or Street Frontages



most part, vacant, and the economic viability of many of the new businesses in the district is questionable. Additionally, several buildings located within the prime commercial district of the downtown area, located within the prime commercial district of the downtown area, such as the "Tower" theater, are being underutilized. According to the MSP documents, the Vernon Street corridor in the downtown area had a net loss of one (1) business between November 1987 and September 1988.

The Oak Street neighborhood in Subarea 1-2 has also been experiencing a major shift in land use as many residential structures have been converted to professional and/or business office uses, such as along the west side of Grant Street between Vernon and Oak Streets. In late 1984 and early 1985, the City's Planning Department prepared a study of this area ("Oak Street Study Area Background Data") utilizing data collected from: a survey mailed to residents, absentee property owners and businesses; interviews; windshield surveys; and, the 1980 census. This neighborhood, which is zoned C-2, is surrounded by commercial uses on the north, south, west, and by public uses on the east. The majority of the single family detached units were built in the 1930's and now serve as investment rental properties for absentee owners. Approximately 20% of the residential parcels have already been converted to other uses, with the current breakdown of business by type as follows:

Type of Business	Percent
Professional Office	40%
Medical Office	13%
Service Commercial	13%
Restaurant	13%
Studio	8%
Mixed Use	13%

When asked why this area was chosen as a business location, about 50% of the respondents cited the reasonable price of renting/buying business space, while the determining factor for the remaining 50% was the proximity to downtown. The three main problems and issues identified by the businesses were: (1) the loss of business in the downtown environs; (2) a lack of parking; and, (3) increasing through traffic. Careful investigation and planning will be required to accommodate existing/projected parking demands and increasing traffic in this area to avoid constraining future activities for the approximately 30 additional units which have been targeted as potential office conversions.

A study of the Old Town (Subarea 1-3) and downtown (Subarea 1-2) land uses was performed by EIP Associates in late 1988 for the Main Street Program (MSP). This study documented the current land uses of these areas, including vacancies. The study was done using parcel maps, estimates of building square footage, and a field survey. A summary of the information from this study is provided below:

Type of Business	Percent Downtown	Old Town
Industrial	0.0%	2.5%
Office-Private	25.5%	11.5%
Office-Public	23.6%	0.0%
Retail	44.2%	41.0%
Residential	0.0%	4.5%
Vacant	6.7%	40.5%

As can be seen from these survey results, the Old Town area is significantly impacted by vacant land uses.

In summary, from a community-wide perspective, the entire Project Area has suffered some degree of decay from the gradual erosion of Roseville's commercial and industrial activities away from the railroad-oriented Atlantic Street and Old Roseville districts. The primary cause for this gradual exodus is due to changing circulation patterns and the availability of more modern business spaces at satellite shopping areas in the outlying areas east of Interstate Route 80.

Inadequate Light, Ventilation, Open Space

These types of conditions are present to varying degrees in the older commercial districts within Subareas 1-2 and 1-3 of the Project Area, where structures built to cover 100 percent of their lots limit the amount of light and ventilation between structures and along service alleyways.

NON-STRUCTURAL BLIGHT

Non-structural blight conditions relate to properties suffering from deterioration and disuse because of such factors as: (a) inadequate public improvements (streets, utilities, storm drains, street lighting, etc.); (b) irregular forms or shapes which limit their utility for development; and, (c) lot layouts which disregard local topographic or physical conditions. The Project Area in Roseville is characterized by properties which suffer from disuse and deterioration because of the types of conditions described below.

Inadequate Public Improvements, Facilities, and Utilities

Traffic Circulation Deficiencies

Subarea 1. Traffic circulation deficiencies are factors which contribute to delays, congestion, and safety hazards, or preclude adequate access to areas primed for development. Regional access to the Project Area is available from Interstate Route 80 (I-80) via the Atlantic Street, Douglas Boulevard, and Auburn Boulevard (Riverside Drive) interchanges, and the State Route 65 bypass. Additionally, Washington Boulevard, and segments of Oak and Lincoln Streets within the Project Area constitute a portion of the State Route 65 corridor between I-80 and Marysville to the north.

The *City of Roseville General Plan*, as amended to 1985, summarizes traffic circulation conditions in Roseville as follows (p. V-4):

The developed area of Roseville is currently relatively compact and is centered around the freeway (I-80) and the railroad tracks. Historically, the limited capacity crossing both these facilities has presented barrier problems to east/west movements in the City. With population and employment projected to increase substantially, the demand for travel will thus increase significantly and will be closely tied to the distribution of development. Large increases in travel will occur both within and between the three sub-areas of the City, that is east (of I-80), central and northwest. Travel demand will be re-oriented from the current focus (towards I-80 and south to Sacramento) internally to Roseville destinations and particularly to the northwest of the City.

The principal traffic circulation deficiencies in central Roseville (i.e., in the Project Area) include: (a) inadequate pavement widths; (b) poor pavement surface conditions; (c) inadequate structural sections to accommodate heavy duty vehicles; and, (d) substandard road geometrics at certain intersections (e.g., Atlantic Street intersections with Wills Road and Harding Boulevard, and the Douglas Boulevard/Vernon Street/Riverside Avenue intersection). Roadways exhibiting one or more of these deficiencies include: Subarea 1-1 - Atlantic Street; Subarea 1-2 - Atlantic, Vernon, Oak, Royer, and Taylor Streets; Subarea 1-3 - Washington Boulevard; Subarea 1-4 - Riverside Avenue; and, numerous unpaved alleyway segments located throughout the Project Area. Typical conditions present along these roadways include: potholes; cracked, scaled, or otherwise deteriorated pavement (resulting from excessive road wear); disruptive "dips" (created by surface drainage features); poorly transitioned pavement patches; differential settlement (i.e., uneven surface); excessive crown heights resulting from "patchwork" overlay improvements; and/or, faded (or missing) pavement markings. Other factors - such as on-street loading and delivery activities, poorly defined driveway locations, and inadequate sight distances from many driveways and alleyways - create roadside friction conditions which not only inhibit the free flow of traffic, but also constitute hazards to vehicular and pedestrian safety. Finally, according to a (02/26/86) memorandum from the City Public Works Department:

Railroad interference at two locations exist in the City of Roseville: (a) from (the Project Area) to Berry Street at grade crossing, (b) from (the Project Area) to Yosemite St. at grade crossings. The crossing occurs at the peak flow time causing a backflow (of traffic congestion) easterly and westerly on Atlantic St.

Riverside Avenue north of Cirby Way (Subarea 1-4) is a major access point to the downtown area and Atlantic Street (see photograph 18 at the end of this chapter). Currently this roadway provides poor access due to its width and the adjacent land uses (i.e., car dealerships). The car dealerships' move to the Auto Mall (Subarea 4) will allow the City to provide appropriate land use development along Riverside Avenue and Kenroy Lane. Furthermore, this additional access will open up downtown access, vital to redevelopment of the entire Subarea 1.

Subarea 3. The development of Subarea 3 is integral to the connection of the State Route 65 bypass to the central downtown area. The need for this connection is due to the bypass' elimination of any reasonable access to downtown Roseville. Without a connection, traffic will invariably be directed around downtown areas in order to more efficiently move traffic. The access problem is increased by deteriorating roads into downtown as well as the at-grade railroad crossings at Yosemite and Berry Streets.

The improvement critical to tying the State Route 65 bypass to downtown is the Harding Boulevard interchange at the Route 65 bypass continuing south and providing an above-grade crossing of the Southern Pacific Railroad track and tying into Atlantic Street (Subarea 3). While this improvement will help the developing area in the north central Roseville area, above-grade railroad crossings are presently needed to mitigate current traffic problems (see discussion below). The need for this facility is also supported in the Year 2005 Specific Plan covering this area; even given that the area is not developed, it states that:

Under the "No-Project" alternative, however, many of the roadway connections through the North Central Area would not be constructed. Only the Harding Boulevard extension from Atlantic to the 65 Bypass is likely to be constructed under the No-Project case. Other facilities, including Roseville Parkway and its bridge across Interstate 80 and Carlsberg Boulevard between existing Route 65 and the 65 Bypass, would only be constructed if warranted by development outside of the North Central area.

Harding Boulevard improvements are also necessary to allow development of a proposed major commercial project to be located at the southeast intersection of the State Route 65 bypass and the proposed Harding Boulevard improvements. Construction of this site is contingent on the completion of the interchange and the construction of Harding Boulevard. Development of this project will create traffic circulation problems in this area and increase the need for a State Route 65 and downtown transportation link.

Atlantic Street (bordering Subareas 1-1 and 3) is currently two (2) lanes wide and in need of reconstruction; in addition, it has two (2) at-grade railroad crossings, mentioned above, which impede traffic flow. According to the *North Central Roseville Specific Plan EIR*, Atlantic Street carries approximately 12,000 vehicles per day. While in general this traffic level equates to a Level of Service (LOS) of "C," consistent with the City's General Plan goals, the poor condition of this street causes it to function at an LOS of "E". This is according to Larry Pagel, Assistant Public Works Director/City Engineer. Atlantic Street is proposed to be widened to four lanes from the core area to Harding Boulevard and to six or seven lanes from Harding Boulevard to Interstate Route 80. These improvements are necessary to cure existing inadequacies and future needs.

Building and upgrading the roadways in the Project Area would cost \$14,400,000+ (1989 dollars). City Capital Improvement Program funds to ameliorate such conditions are limited because of the need to allocate available capital for higher priority improvements in areas impacted by new development outside of the Project Area. A special blight study was prepared for this subarea and is included as Exhibit IV.1 in Chapter XVII.

Parking Deficiencies

Parking deficiencies are most evident in the Central business District (CBD) and Vernon Street portions of Subarea 1-2, the Historic Old Roseville commercial district in Subarea 1-3, and along Riverside Avenue in Subarea 1-4. According to notes provided by the City Planning Department Staff.

Nearly all structures in Historic Old Town Roseville, the Riverside Avenue corridor, and the existing CBD have 100% building lot coverage. Consequently, there is no ability to provide the required off-street parking. Although there are existing public parking lots in both Historic Old Town Roseville and the CBD, they are small, not centrally located, and access to them is not adequately lighted. Several variances to eliminate or reduce the off-street parking requirement have been approved which only serves to exacerbate the existing on-street parking deficiencies. There is a need in these two areas to provide some type of parking structure in order to encourage more foot traffic for business activity. (02/06/86)

Parking deficiencies within these commercial districts have created a variety of problems, including; (a) blockage of access to alleyways for delivery and emergency service vehicles; (b) conflicts between vehicles entering or leaving roadside spaces and through traffic flows; and, (c) unnecessary traffic generation and safety hazards to pedestrians (i.e., "distracted" motorists circulating in search of parking spaces many not be watchful of pedestrians, and tend to create additional traffic movements along the commercial corridors).

An increasing parking problem is also anticipated in the Oak Street neighborhood, as it continues to shift from residential to professional office uses. One potential means of mitigating this problem would be to investigate the possibility of off-street parking in the rear of parcels with alley access; however, this would only be a partial remedy and additional off-street parking facilities will have to be explored if the neighborhood is to continue its revitalization as a professional office district.

The cost of the public parking improvements would be \$6,000,000 (1989 dollars). Without the assistance of funding that could be available from the redevelopment process, the City and/or the local business community would not have sufficient financial resources to finance the high costs associated with developing the off-street parking spaces needed to adequately serve these areas.

The residential neighborhoods in the Project Area have also experienced parking deficiencies, as reported in the aforementioned City staff notes:

In the past several years, a number of small apartment projects have been either reduced in the number of dwelling units, or outright denied (by the City) due to surrounding neighborhood fears of increased traffic congestions. Many of these projects were located within the (Project Area) on long, narrow lots with insufficient room for on-street parking. While

many of the residential lots within the (Project Area) could accommodate off-street parking, it appears that it is more convenient to park on the street. This creates additional traffic conflicts within individual neighborhoods.

Deficient Curbs, Gutters, and Sidewalks

Scattered examples of this deficiency are evident throughout the Project Area, with Subarea 1 suffering the most severely from the absence of "normal" street frontage improvements - i.e., curbs, gutters, and sidewalks. Streets in need of curb, gutter, and/or sidewalk improvements include: Subarea 1-1 - Atlantic Street (from I-80 to East Street), and Short and Doyle Streets; Subarea 1-2 - Linda Drive, and, Taylor and Jefferson Streets; Subarea 1-3 - Lincoln and Elefa Streets; and, Subarea 1-4 - Riverside Avenue south of Darling Way. These are shown in Figure 5. The lack of curb, gutter, and sidewalk facilities not only leads to poor drainage, roadside parking, and pedestrian safety conditions, but also results in poor landscaping, front yard maintenance, and upkeep of frontage properties, since a cluttered, muddy road shoulder can stifle the initiative of affected owners or lessees to maintain front yards and building exteriors. The addition of sidewalks, curbs and gutters is therefore an important factor in the appearance, health and safety of the Project Area (see photographs 20 at the end of this chapter).

The City staff has estimated that 25 miles (131,823+ lineal feet) of curb, gutter, and sidewalk improvements are needed to complete the road network within the Project Area boundaries. At an estimated (1989) improvement cost of about \$2,382,960. Such costs are beyond the City's financial means within the foreseeable future; therefore, it is obvious that the City would not be able to mitigate these public improvement deficiencies without the aid of revenue sources that would be made available through the redevelopment process.

Street Lighting Deficiencies

While the entire Project Area is improved with street lighting, the City's Planning Department staff has noted:

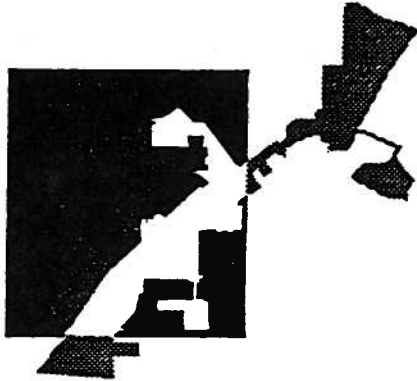
The problem of inadequate lighting has been brought to the City's attention by the existing business establishments located in (Subarea 1-3, Old Roseville). Several of the merchants in this area cite the lack of adequate lighting in the alleyways leading to off-street parking areas as the main reason that businesses are not open during evening hours. This problem is also evident in the residential areas of the (Project Area) served by alleys. These alleys provide the primary access to numerous homes that have been developed on long, narrow lots (Examples include the Theiles planning area, the Vernon Street planning area, Atlantic Street planning area and the Old Town planning area). From a safety standpoint, these areas appear to be the most dangerous in town. However, since the Police Department's crime beats are so large, it is difficult to determine if major crimes are localized in the alleyways as a result of insufficient lighting.

The lack of adequate street lighting not only inhibits routine police surveillance and police/fire emergency response activities; but also creates safety hazards for motorists; bicyclists; and pedestrians, especially during inclement weather (see photograph 21 at the end of this chapter). Installation of new street lighting fixtures within the commercial and residential districts of the Project Area would be \$517,000+ (1989 dollars).

Junction Blvd.

FIGURE 5

Areas with Deficient Sidewalks or Curbs



..... - No Sidewalk

———— - No Sidewalk or Curb

Foothill Blvd.

Main Street

Atkinson

Circuit Drive

Dry Creek

Darling Way

Project Area Extends Below
(See Inset Map for Detail)

Cirby Way

FIGURE 5

(continued)

Areas with Deficient
Sidewalks or Curbs

--- - No Sidewalk

■ - No Sidewalk or Curb

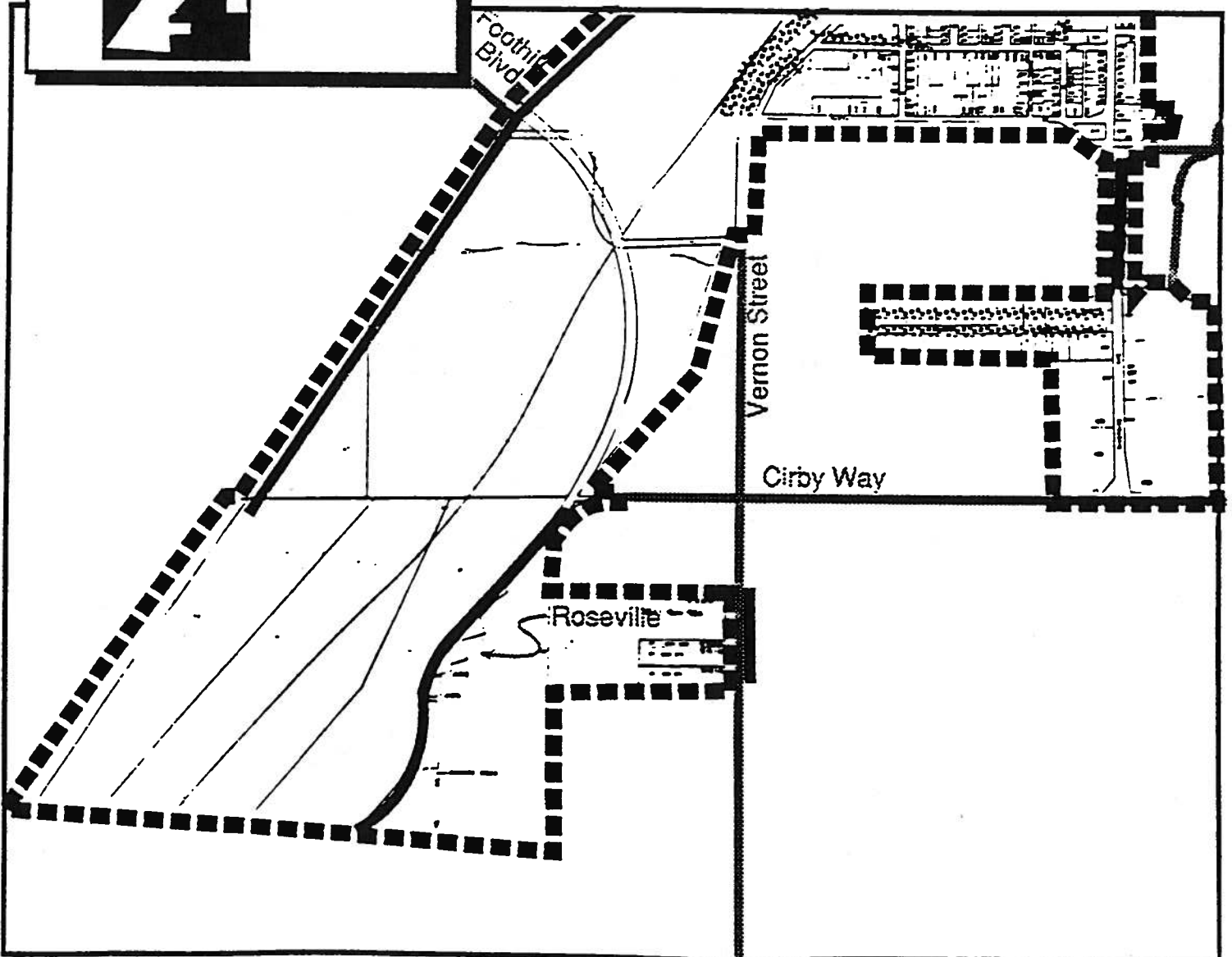
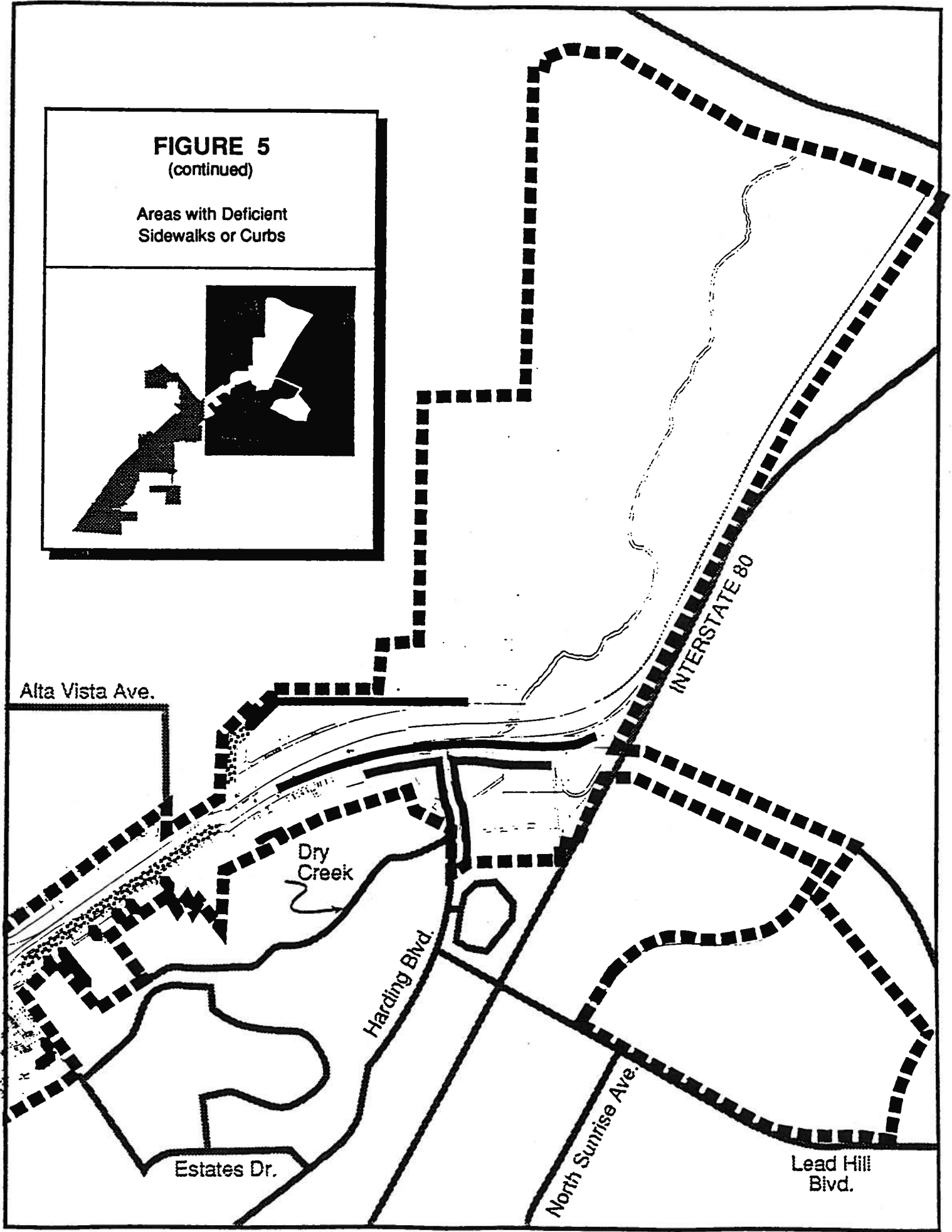


FIGURE 5
(continued)

Areas with Deficient
Sidewalks or Curbs



Drainage System Deficiencies

Many streets in the Project Area are susceptible to localized roadside flooding and ponding because of the lack of curbs and gutters (described above) and inadequate subsurface storm drains. Drainage deficiencies throughout the Project Area were inventoried by the City's Street Superintendent in January, 1986, and described in a 01/23/86 memorandum as follows:

- *The following locations need the Culverts replaced:*
 - Lincoln Street Church to Pacific (2 places)*
 - Church Street At Owl Club*
 - Vernon Street At Tillets*
 - Vernon Street At Lincoln (Placer Savings)*

- *The following drains should be upgraded to Type C:*
 - Taylor Street at Oak Street (4 Drains)*
 - Taylor at Royer (1 Drain)*
 - Atlantic Street across from the Triangle Service Station Complex*

- *Atlantic & Yosemite - Needs manhole on main to solve problem with drain on northeast corner of intersection.*

- *Area in B, C, D, & E, Streets 2nd, 3rd, 4th, too much water flow to drains in the 300 blocks of B & C Street, 200 Block of D Street, and 100 block of E Street.*

- *Sixth Street has water flowing from 100 block to the drain in 600 block.*

- **Note: Only drain in #2 areas are 300 block or B & C Street, 200 block of D Street & at corner of E Street & 5th.*

- *Pooling of water at Atlantic & Almond in gutter at intersection.*

- *Install storm drain along Berry Street.*

Based upon a preliminary estimate by the City's Engineering Division, the necessary drain inlet, manhole, culvert, etc., improvements needed to mitigate these deficiencies would cost \$196,000 (1989 dollars), and could require additional funding, "once plans and specifications are developed."

In addition to the above street drainage deficiencies, the Federal Emergency Management Agency's (FEMA) "Flood Insurance Rate Map" for Roseville indicates that certain areas adjacent to the Dry Creek channel - most notably, developed lands along the westerly portions of Fifth Street, Sixth Street, and Dudley Road, and near the Darling Way/Riverside Avenue intersection in subarea 1-4 - are susceptible to shallow flooding during certain 100-year storm cycles, and more extensive flooding under 200-year storm conditions.

Water System Deficiencies

Water is supplied to the City of Roseville, and the Project Area, from Folsom Lake. The City has a contract with the U.S. Bureau of Reclamation for an annual allotment of 36,000 acre feet of water from the lake, with current annual consumption being approximately 7,200 acre feet; consequently, this water source is adequate to meet current water consumption demands from the entire Roseville community. As demands increase with future development, the City anticipates that it will be able to increase the amount of water contracted for with the Federal Bureau of Reclamation, and expand its existing Treatment Plant located on Barton Road east of the City. The Treatment Plant, which has a design capacity for 40 million gallons daily (mgd), is currently operating with a capacity of 24 mgd.

Water system deficiencies identified by the City staff include antiquated cast iron mains, undersized mains and hydrants, possible cross connections to the storm and sewer system, substandard water meters, and galvanized service laterals. In the first case, most of the cast iron piping in the system is of an obsolete leaded joint variety which, on numerous occasions, has fatigued to a point to which it cracks or splits, thus requiring considerable manpower and resources to repair. Projects identified include: installation of a 24 inch main along Atkinson Street between Church and Hilltop Streets, upgrading of mains in the Theiles neighborhood, and installation of a 12 inch main along 4,000 feet of Berry Street. In the second case, 43 of the 94 fire hydrants within the Project Area are 4-inch wharf types which are fed off of 25,600 feet of 4-inch water mains (see photograph 23 at the end of this chapter). These mains and hydrants are undersized and do not provide sufficient flows to sustain adequate fire protection. In the third case, plumbing alterations to many older commercial and multi-storied structures in the Project Area have increased the possibility of old cross connections from these buildings into City mains - a condition which could result in the backflow of contaminated water into the distribution lines. In the fourth case, many businesses in the Project Area have water meters that were installed before revisions or amendments were made to the city Building Specifications requirement for bypasses on 2-inch and larger meters. Finally, with regard to service lines, the City staff has noted that:

(...) the Project Area has very aggressive soil and (...) the majority of the water services are of old galvanized pipe, which is also prone to deterioration due to electrolysis. In this light, it is recommended that these services be replaced when time and manpower constraints allow.

The estimated cost to upgrade the 4-inch cast iron mains to 6-inch lines is \$1,688,000 (1989 dollars), and replacement of the obsolete wharf head hydrants in the commercial and residential districts of the Project Area would cost \$37,375+ (1989 dollars). Additional costs to inspect and mitigate possible backflow hazards from cross connections and to upgrade all water meters to comply with the City's Water Division standards are estimated to total \$575,000 (1989 dollars). The cumulative total cost of all these water system improvements (\$2,300,375) is an expense that is well in excess of what the City can afford to fund from its current revenue sources.

Sewer System Deficiencies

Wastewater collection, treatment, and disposal services in the Project Area are provided by the City at the Roseville Treatment Plant on Booth Road, adjacent to Dry Creek. this facility serves the Dry Creek Basin, including Roseville, Rocklin, Loomis, and the surrounding areas,

and discharges treated wastewater into Dry Creek pursuant to standards set by the Central Valley Water Quality Control Board. In 1982, the facility expanded from flow capacity of 5.75 MGD (million gallons per day) to 11.75 MGD, and now has an ultimate design flow capacity of 24 MGD.

Unlike the treatment system, which is adequately sized to accommodate current and anticipated future capacity demands, the sanitary sewer collection system in the Project Area suffers from numerous deficiencies as described in the following data provided by the City's Engineering staff (cost of items 1-21 inflated by 25.6% from 1986 estimates) and illustrated in Figure 6.

The City does not have an adequate allocation within its budget to make the improvements necessary to the sewer system and could benefit from the additional revenue sources that would be generated from the Project.

Number(s) Keyed to Figure 6	Description	Estimated Cost (1989 \$)
1	Flat lines reverse flow, need to lower 400 feet of 6" main.	\$ 19,700
2	Fourth Street - 12" Main is badly cracked and root intrusion flow line up and down. 1,600 feet of 12" main and 50 laterals with cleanouts.	67,100
3	This sewer main is laid under an apartment complex. Maintenance is almost non-existent. (Slip lining or replace).	201,000
4	This area is a known problem for grease, oils, and solvents that have been dumped into the sewer system.	?
5-10	End of lines that need flushing branches or manhole installed.	37,700
11	This line needs attention. It is very deep and always surcharged. (We cannot T.V. this line).	25,100
12-18	Manholes need attention. The sides are falling off into the main (need replacement or rehab).	22,600
19	Need to disconnect up town rain gutters taken off the sanitary sewer system.	18,800

20	Need to disconnect Old Town rain gutters taken off the sanitary sewer system.	18,800
21	The swimming pool pumps directly into the sewer system causing flooding of the system in the alley just before Fifth Street.	?
22	New sewer line along 2,000 feet of Berry street, east of the High School (area not currently served).	67,000
<hr/> TOTAL		\$ 297,000

Lots (Parcels) of Irregular Form, Shape, and/or Size

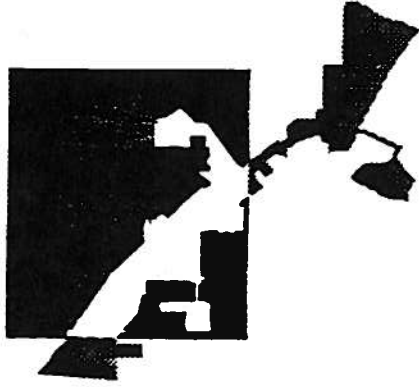
The majority of the Project Area is laid out in a "gridiron" street pattern, whereby streets run parallel and perpendicular to one another. While the long, narrow (40-50 foot wide) lots resulting from this configuration were adequate by the design standard of the 1900's to 1950's, they lack sufficient width for many modern uses (particularly commercial uses), and do not conform to present zoning requirements mandating minimum lot dimensions of 60 x 100 feet for interior and 75 x 100 feet for corner lots. This type of development pattern spanning a period of more than 80 years, along with the sporadic nature of urbanization, has resulted in a legacy of undersized lots (by present-day development standards), and disjointed and fragmented ownership and parcel patterns, which have collectively served as a deterrent to modern commercial or planned residential development. For example, in order to assemble a suitably sized building site to accommodate a modern commercial user with associated off-street parking facilities and landscaped setbacks, a prospective developer must negotiate with, and acquire the properties of several owners, anyone of whom could block the development by declining to sell. These factors have contributed to the reluctance of private enterprise to assume a more aggressive role in upgrading the central business district area of Roseville, and have been at least partially responsible for the decline of the Atlantic Street commercial district as the retail center for day-to-day purchases by Roseville residents.

Another problem detracting from the utility of many Project Area properties has resulted from the incremental development of each gridiron neighborhood over time. In the early years of Roseville's development, it was a standard practice to align the gridiron blocks parallel to the railroad rights-of-way, as evidenced in Subarea 1-2 and the southerly portion of Subarea 1-3. However, in later years, it became the vogue for surveyors to lay out newer neighborhoods along a north-south axis, such as along the southerly edge of Subarea 1-2 (Douglas Boulevard), in the northerly portion of Subarea 1-3 (north of Main Street), and throughout Subarea 1-4. The problem occurs at the edges of such areas, where the juxtaposition of north-south versus "railroad oriented" grids has resulted in the creation of many triangular or wedge-shaped parcels. In all, the City has identified forty-six (46) irregular parcels; these are shown in Figure 7. The majority of these are located in Subareas 1-3 and 1-4. Strict conformance to modern zoning setback requirements greatly reduces the size of potential building "envelopes" on these parcels, and the odd shapes of the envelopes generally require higher design and construction costs for new structures. These factors, coupled with

Junction Blvd.

FIGURE 6

Existing Sewer System Deficiencies



Main Street

Atkinson

Circuit Drive

Foothill Blvd.

Dry Creek

Darling Way

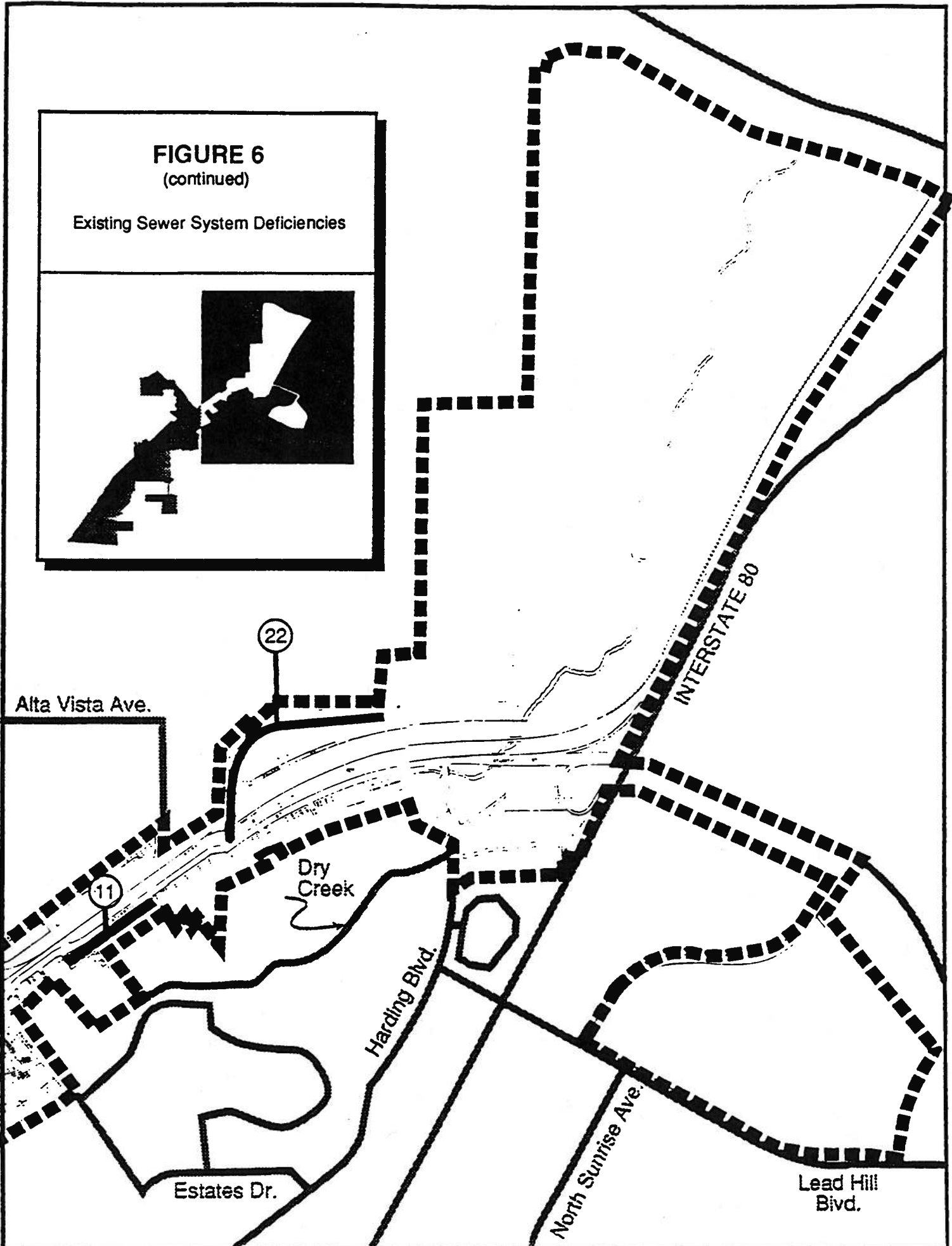
Project Area Extends Below
(See Inset Map for Detail)

Cirby Way

FIGURE 6

(continued)

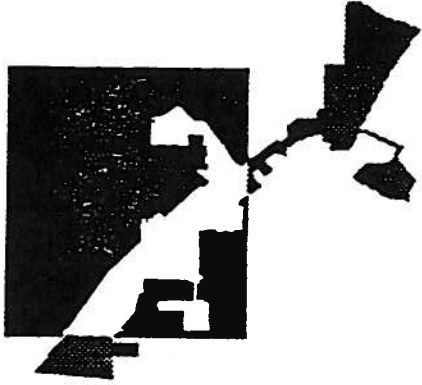
Existing Sewer System Deficiencies



Junction Blvd.

FIGURE 7

Lots of Irregular Shape, Form, or Size



● - Approx. Location of Parcel(s)
(May Include 1 or More Parcel)

Foothill Blvd.

Main Street

Alkinson

Circuit Drive

Dry Creek

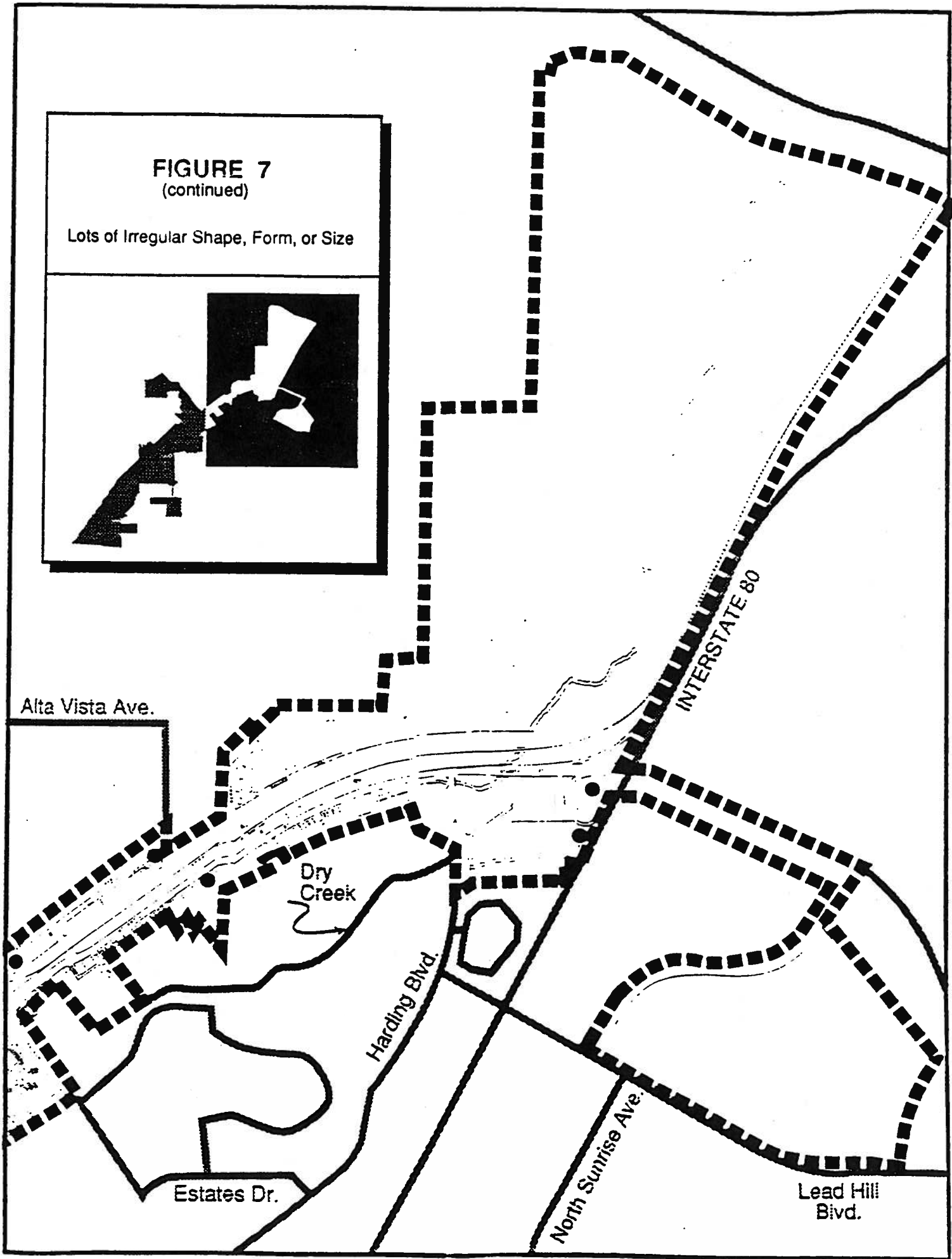
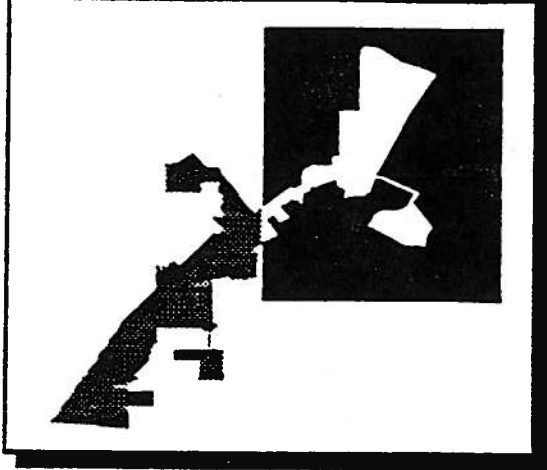
Daring Way

Project Area Extends Below
(See Inset Map for Detail)

Cirby Way

FIGURE 7
(continued)

Lots of Irregular Shape, Form, or Size



difficult access configurations and a general lack of adequate space to provide off-street parking per City zoning standards, have inhibited efficient utilization or redevelopment of a number of parcels in the Project Area.

Public Health Hazards

Hazards to public health include such conditions as rodent infestations, insect breeding areas, airborne chemical pollutants, toxic chemical disposal sites, excessive noise, etc.

Figure 8 (Public Improvement Deficiencies) and **Figure 9** (photographs) identify the locations of many of the non-structural blight conditions described in the preceding discussions and provide photographic documentation to illustrate a variety of physical blight characteristics observed in the Project Area.

Subarea 2. The City of Roseville, on page X-2 of their General Plan (as amended in 1985) defines noise as "any undesired sound or an erratic, intermittent or statistically random oscillation." They further cite the negative effects of noise as creating:

- temporary hearing losses,
- permanent inner ear damage,
- interference with speech communication and the perception of other auditory signals,
- disturbed sleep,
- general annoyance,
- interference with the performance of complicated tasks; especially when involving speech communication or response to auditory signals,
- decreased opportunities for privacy,
- adverse influences on mood and relaxation, and,
- private and community economic costs.

In addition to detailing the effects of noise, the City has developed policies relating to noise "in order to maintain a high quality of community life by eliminating or reducing to a minimum unnecessary or unwanted noise. These policies, in part, state that the City should:

- provide a land use plan that considers proper noise levels between the various land uses,
- provide flexibility in the use of the various techniques that are necessary to meet acceptable noise levels, and,
- support legislative efforts directed at source control of noise emissions.

The Southern Pacific Railroad Yards (Subarea 2), which run between residential and commercial development from the southwest to the northeast of the City, has been identified as one of the primary noise generators in the downtown and lower Vernon Street areas. According to the "Lower Vernon Land Use Study" completed by City staff in November 1988, the railroad "marshalling yard must be considered an undesirable land use due to noise and aesthetic considerations."

The City has identified a need to acquire property and construct sound wall barriers between the railroad marshalling yards and residential and commercial land uses throughout the Project Area, at a cost of \$2,790,000 (1989 dollars). The noise from the marshalling yards creates an environment that is detrimental to the public health, safety, and welfare; and

FIGURE 8 LEGEND

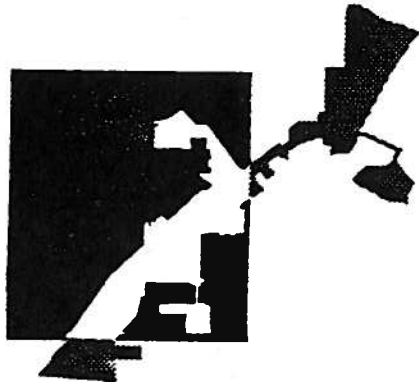
DEFICIENCY TYPE

- A Substandard intersection geometrics
- B Substandard at-grade railroad crossing
- C Inadequate off-street parking for commercial uses
- D Inadequate off-street parking for residential uses
- E Deteriorated or incomplete street frontage
(curb, gutter, sidewalk) improvements
- F Street lighting deficiencies in commercial district
- G Street lighting deficiencies in residential neighborhoods
- H Inadequate or undersized drainage culvert(s)
- I Inadequate or undersized storm drains and/or inlets
- J Area susceptible to shallow flooding
- K Areas of water ponding
- L Undersized or obsolete water mains and/or hydrants
- M Sanitary sewer system deficiencies (see Figure 6)

Junction Blvd.

FIGURE 8

Existing Public Improvement Deficiencies



Main Street

Alkinson

Circuit Drive

Foothill Blvd.

Dry Creek

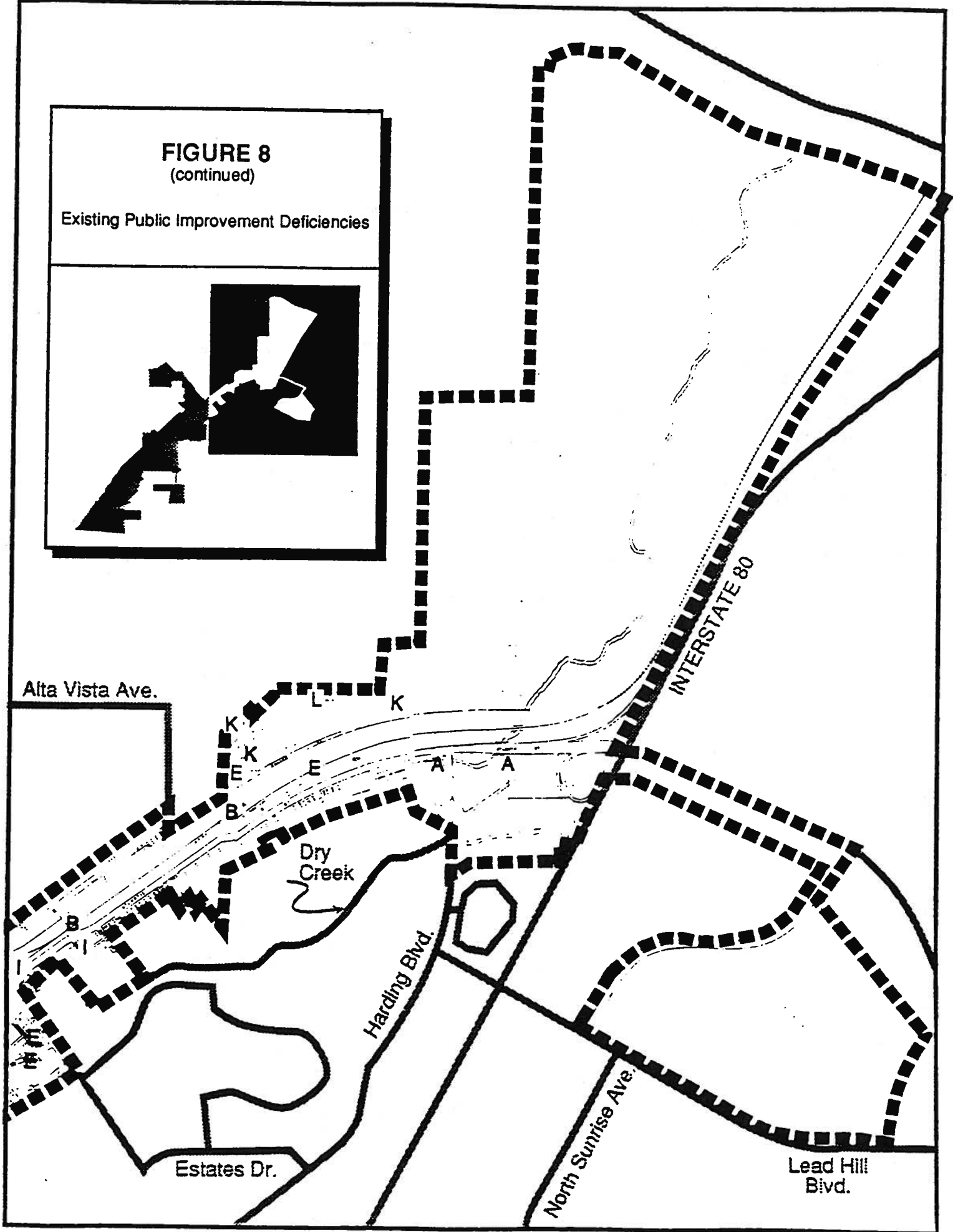
Daring Way

Project Area Extends Below
(See Inset Map for Detail)

Cirby Way

FIGURE 8
(continued)

Existing Public Improvement Deficiencies



mitigation of the railroad noise problem is necessary to create an adequate social, economic and psychological environment. The projects are consistent with the City's General Plan and necessary to effectively implement redevelopment throughout the downtown area. Furthermore, the cost of such mitigation is such that it can not be completed by the private sector acting alone.

Subarea 3. The area surrounding Berry Street (lower portion of Subarea 3) includes the City landfill, an abandoned wood products plant, as well as residential development. In memos dated 4/8/88 and 8/25/88, City staff identified the Berry Street area as potentially dangerous to the public health and safety due to methane accumulation in the City landfill, near to mixed land uses. In this vein, it is important to note that Roseville High School is just west of this portion of Subarea 3.

Prohibitive Geologic Conditions

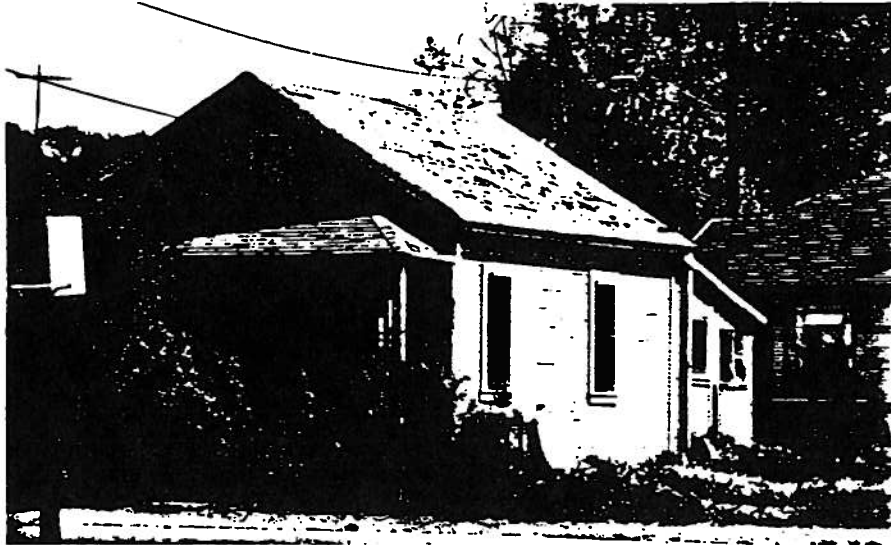
Subarea 3. Soil conditions in Subarea 3 provide a serious development constraint that requires specialized construction techniques which add significantly to a project's cost. The North Central Roseville Specific Plan (NCRSP) Draft Environmental Impact Report (DEIR) elaborates on the soil conditions as follows:

Mehrten material, particularly the breccia, can pose significant constraints to development. The most obvious constraint evolves around the "hardness" of the material. Excavation of utility trenches, grading for roadways, and leveling for building foundations may all require extensive ripping or possibly blasting in order to break the Mehrten mantle. Generally, construction costs are higher in areas where Mehrten material must be excavated. Further difficulties in developing areas underlain by Mehrten center on the ability to maintain an attractive land use. Because of its impermeable nature, coupled with the limited soil resources, Mehrten material has an exceptionally limited ability to support vegetative growth. Single family residential development, or other uses which include relatively extensive landscaping for yards, are not well suited for Mehrten areas. Without extensive irrigation and importation of topsoil materials, traditional yards and domestic limited water capacity and shallow depth of soil in areas underlain by Mehrten material, the City of Roseville Land Use Element restricts the types of land uses which can be developed in these areas to nonresidential or high density residential uses.

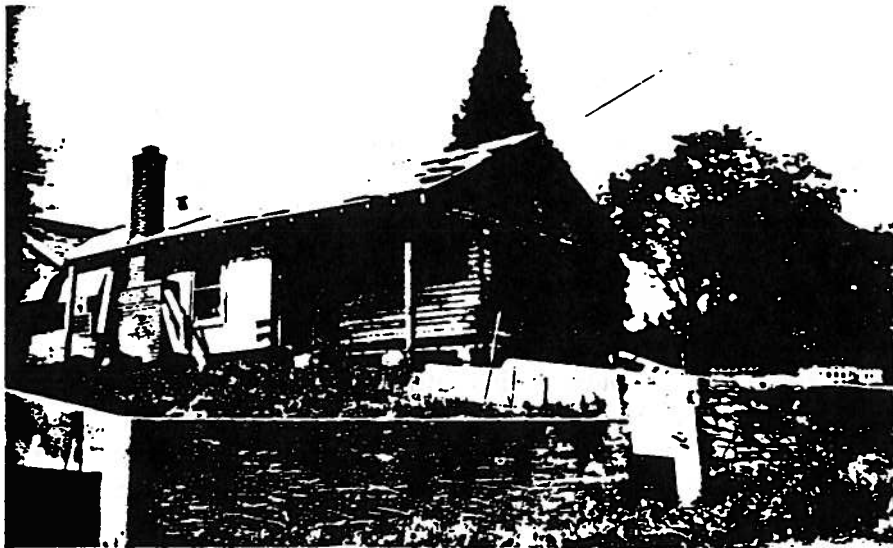
Prohibitive Vegetation and Wildlife

Subarea 3. The significant problem in this category has to do with the preservation and/or relocation of vernal pools in Subarea 3 shown in Figure 10. According to the August 1988 Gateway Center Regional Mall Draft Environmental Impact Report, this regional/commercial site supports approximately 30% of the total number of vernal pools in the North Central Roseville Specific Plan (NCRSP) Area. The importance of these vernal pools is indicated on Page F-4 of the NCRSP DEIR:

The occurrence of vernal pools within both Plan areas constitutes a significant vegetation resource which is of local, State, and Federal concern. Much of the uniqueness of vernal pools lies in their relatively limited natural occurrence and distribution. Outside of California, similar pools are only known to occur in Africa.



- 1 This Atlantic Street (Subarea 1-1) home exhibits cracked and peeling paint, deteriorated roofing and siding, broken windows, and unkempt yard areas, and it is doubtful whether it meets present-day codes pertaining to insulation, fire safety, and/or seismic shaking.



- 2 The Linda Drive (Subarea 1-2) home shown is characterized by many of the same deficiencies noted above, and is clearly in need of major rehabilitation. The deteriorated appearance of this (and the preceding) structure is heightened by the lack of street frontage (curb, gutter, and sidewalk) improvements.



3 In addition to the obvious exterior evidence of maintenance deferral and deterioration visible on this Lincoln Street (Subarea 1-3) residence, this property is characterized by outdoor debris storage, untended landscaping, an unusable garage, excessive frontyard vehicle parking, and, a lack of street frontage improvements.



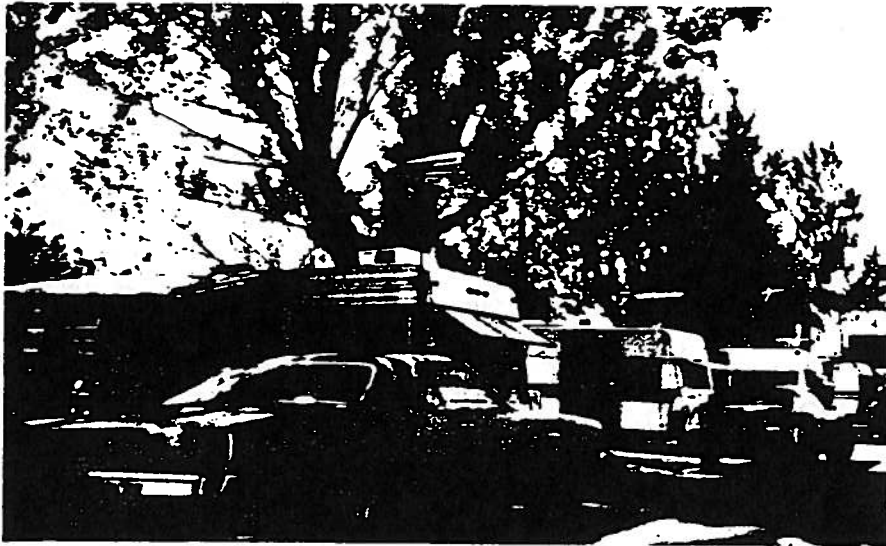
4 Similar exterior deterioration is visible on this home on B Street in (Subarea 1-4)



- 5 This home in Subarea 1-4 is typical of many "alley homes" built on the rear of long rectangular lots behind units fronting on streets. Many of these "alley homes" do not comply with current health and safety codes, and because they are often built to their lot lines, they contribute to neighborhood overcrowding and parking congestion, which in turn can have the potential to block emergency vehicle access.



- 6 This mobilehome court is on Atlantic Street (Subarea 1-1) east of East Street and adjacent to a State Department of Transportation (Caltrans) maintenance yard. The combination of adjacent activities in the maintenance yard and traffic along the Atlantic Street and railroad corridors to the north generates dust, vibration, and noise conditions which are not conducive to a pleasant residential environment.



- 7 The units in the aforementioned mobilehome court are older models which lack the living space of more contemporary models, and probably do not conform to present-day safety codes relating to access and materials. Such units often contain asbestos insulation and/or paneling materials that emit noxious gases and burn with intense heat. As seen in this view, residents of this complex suffer from inadequate open space and parking congestion conditions which inhibit emergency access.



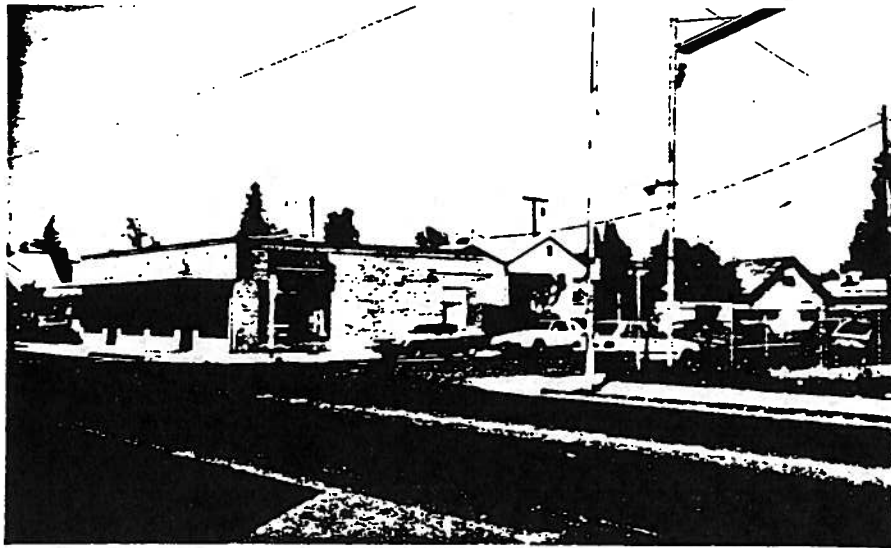
- 8 Uses along Wills Road (Subarea 1-1) include bulk fuel storage and open storage of building materials and heavy-duty trucks. The road is only partially paved, and its unpaved sections are severely eroded by heavy truck and equipment movements. These conditions contribute to excessive dust generation in the summer, and deep, muddy ruts during the winter rainy season.



9 Many of the industrial structures along Wills Road (Subarea 1-1) are marginally maintained, the area is devoid of landscaping, and the lack of paved street improvements contributes to haphazard parking practices and poor drainage.



10 Shifting uses are clearly evident in this view along Grant Street (Subarea 1-2) where numerous residential structures have been converted to professional office and other commercial uses. Remnant residential uses in such transitional neighborhoods can be adversely affected by business activities, parking congestion, and a general erosion of their privacy.



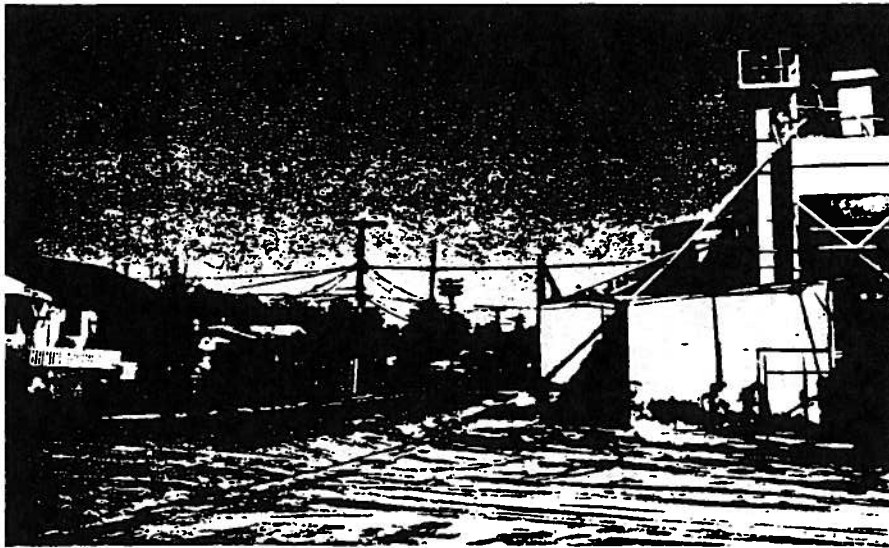
- 11 Mixed character conditions are evident in several portions of the proposed Project Area. The two Riverside Avenue (Subarea 1-4) views shown illustrate a common situation of residential structures amidst and/or abutting heavy commercial uses along this busy traffic corridor. The view above shows a home abutting the rear of a restaurant.



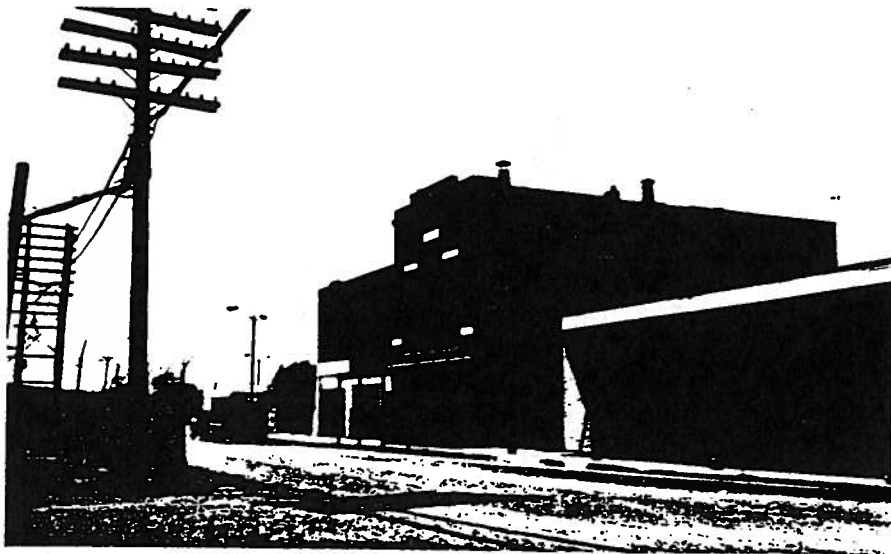
- 12 In this case, a relatively well-maintained home is "sandwiched" between frontage commercial structures. Residents of such homes not only lose their privacy, but are also subjected to noise, glare, and/or odor impacts from their commercial neighbors. Additionally, the high, stark, rear and/or side walls of the commercial buildings tend to cast the adjacent homes in shadows, block sunlight, and create windy conditions between the structures.



- 13** Mixed uses are also present along the Atlantic Street corridor (Subarea 1-1) where isolated frontage homes can be found scattered amongst commercial uses which are primarily automobile-oriented.



- 14** Another example of incompatible uses is the concrete batch plant at Vernon and Fifth Streets (Subarea 1-4), across the street from residential lots. Residents of this area are subjected to noise and dust associated with day-to-day plant operations and truck traffic, and the physical mass and unsightly appearance of the plant facilities are grossly out of scale with the character of the surrounding neighborhood.



- 15** These vacant structures on Pacific Street in Historic Old Roseville (Subarea 1-3) bear testimony to the depressed condition of this once vital central business district of the community. Such structures are characterized by substandard utility systems (which can include cross-connected water systems and antiquated water meters, a lack of fire sprinklers, etc.); numerous building code violations; inadequate fire access and parking; and, insufficient interior floor spaces to serve modern commercial uses.



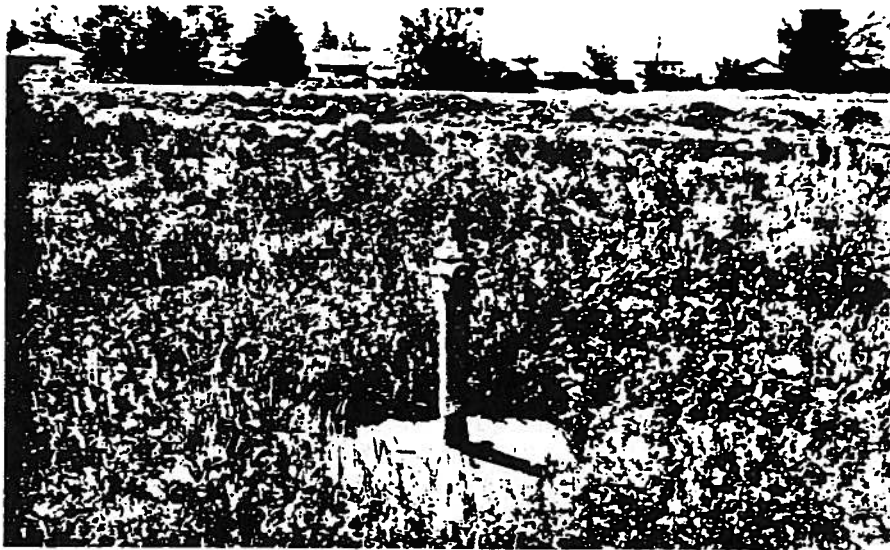
- 16** The "Barker Hotel" on Lincoln Street (Subarea 1-3) was historically a modest lodging facility for railroad passengers, but is now occupied by low-income transients. This anachronistic structure, and similar structures in Old Roseville, have been identified as being of marginal construction design, and do not conform to present-day health and safety codes.



17 The "Tower Theatre" on Vernon Street (Subarea 1-2), in the heart of Roseville's central business district, is a striking example of both economic dislocation attributable to "outside" competition, and underutilization of a large commercial structure that was once a prominent focal point in the community.



- 18** Traffic circulation deficiencies in the proposed Project Area include poor pavement conditions, narrow pavement widths, and inadequate sight distances. This view along Riverside Avenue exemplifies the traffic congestion associated with this narrow commercial corridor, and its attendant safety hazards to motorists, bicyclists, pedestrians, and emergency service vehicles.



- 19** There are 43 undersized 4-inch wharf head hydrants located throughout the proposed Project Area. These hydrants, and their feeder mains, fail to provide sufficient flow volumes for firefighting purposes, and in many locations, the spacing between the hydrants greatly exceeds that required by the City Fire Department's current standards.



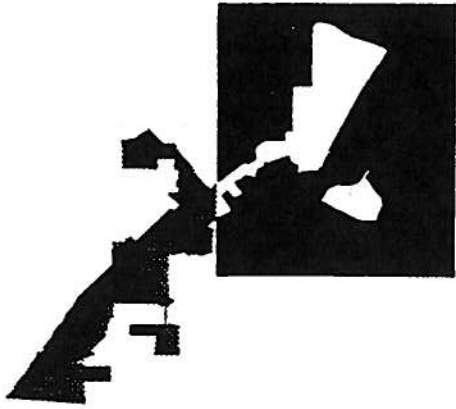
- 20** This view along Lincoln Street (Subarea 1-3) illustrates two problems facing many residential portions of the proposed Project Area — the absence of street frontage improvements, and a lack of any type of visual or acoustical buffering between the railroad tracks and adjacent residential neighborhoods.



- 21** Most alleyways within the proposed Project Area lack street lighting improvements. This poses a safety hazard to residents of the numerous "alley houses" (particularly small children), and inhibits the ability of local public safety services to respond to emergency calls or perform routine police surveillance operations.

FIGURE 10

Vernal Pools in Subarea 3
(Approximate Location)



SWA 31

Dohu

Grhe

Grhe (3)

Suggested Preserve Area

INTERSTATE 80

Alta Vista Ave.


Dry Creek

Harding Blvd.

Estates Dr.

North Sunrise Ave.

Lead Hill Blvd.

 - *Dichelostemma lacunna-veralis*
(abundant)

 - Suggested preserve area

Sensitive plant locations
Four-letter symbol indicates
species; number indicates
number of populations
Dohu - *Downingia humilis*
Grhe - *Gratioia heterosepala*

Mitigation efforts could preclude development of vernal pool acreage which will in turn increase the infrastructure cost share to the remaining developable land. This occurrence will harm the marketability of the land and depress development in the North Central Specific Plan area. If this happens, the City will lose significant potential property and sales tax revenue.

SOCIAL CONDITIONS

Site specific population and housing statistics for lands lying within the Project Area are only partially retrievable from the available census data because: (1) the census tract and/or enumeration district boundaries used in the 1980 Federal census are not coterminous with the Project Area boundaries; and, (2) the City of Roseville does not have adequate staffing resources to interpolate the available census data to a block, or parcel-specific level of detail. Consequently, the following discussions of various demographic characteristics are based upon a comparison of 1980 census data for: the entire City of Roseville (Census Tract 06-172), including the Project Area; and, five (5) smaller neighborhood "Block Groups" (designated 001, 003, 014, 016, and 019) encompassing all four (4) of the Subareas, as extracted from statistical summaries prepared by the Sacramento Area Council of Governments (SACOG). Since 100 percent of the population of the Project Area resides within these five "Block Groups," the demographic data for these neighborhoods are considered to provide a relatively accurate profile of the entire Project Area population. (Note: The term "Project Area," as used in the following demographic discussions and accompanying figures, refers to aggregated data from these five "Block Groups.")

POPULATION CHARACTERISTICS

According to the 1980 Data summaries published by SACOG, the City of Roseville's total population has grown from 18,221 in 1970 to 24,347 in 1980, representing an increase of 33.6 percent over this 10-year period. The 1985 Special Census revealed a total City population of 28,527, reflecting an increase of 17.2 percent during the preceding 5-year interval, or an average annual growth rate from 1980 to 1985 of 3.2 percent. This is considerably higher than the 2.4 percent annual growth rate reported for the overall SACOG Region during the same period.

Year	Total City-Wide Population Increase	Percent Growth Rate	Average Annual
1970	18,221	-	-
1980	24,347	33.621%	2.941%
1985	28,527	17.168%	3.220%
15-YEAR TREND			3.034%

Relatively few new housing units (primarily single family dwellings and apartments) were built in the Project Area during the 1970s and 1980s. In fact the outlying areas of Roseville has 650% greater increase in housing and population than the project area's 0.6% between 1980 and 1988 (SACOG estimates).

Figure 11 contains a summary comparison of Project Area and citywide census data. From this figure, it can be seen that Roseville's overall population is younger than that of the Project Area; i.e., the median age of Roseville's population was 31.9 years in 1980, which was younger than the 32.5 year median age reported for the Project Area. Also, the mean household size for the Project Area (1.98 persons per household) is substantially lower than the overall community. The immediate conclusion to be drawn from these statistics is that the Project Area population contains a larger proportion of elderly households, who are long-term owners/tenants of the older housing stock characteristic of this area, as opposed to the younger families with children found in the newer sections of the city.

The race/ethnicity characteristics in Figure 11 reveal that minorities comprise 7.5 percent of Roseville's total population, which is lower than the average of 16.8 percent within the Project Area. Persons of Spanish origin or with Spanish surnames (all races) constituted only 10.6 percent of the city's population, as compared to 23.5 percent in the Project Area.

EMPLOYMENT CHARACTERISTICS

Figure 12 provides a comparison of employment characteristics for the City of Roseville and the Project Area. Generally, city-wide employment patterns are similar to those of the Project Area, except that the Project Area unemployment rate (14.2 percent of the civilian labor force) was substantially higher than the city-wide average of 7.5 percent in 1980.

Employment in the Retail Trade, and Public Administration sectors registered the higher proportions of the total labor force in both the city and the Project Area; however, the ratios of Project Area residents working in Agriculture (2.6 percent), Transportation (16.6), and Personal, Entertainment, & Recreation Services (6.7), were markedly higher than the comparable 1.6 (Agriculture), 8.9 (Transportation), and, 3.5 (Personal, Entertainment, & Recreation Services) percentages for all of Roseville. Conversely, higher percentages of city-wide workers were employed in Finance, Insurance, and Real Estate (7.2 percent), Educational Services (8.6 percent), Wholesale Trade (4.7 percent), and Retail Trade (18.5 percent), than Project Area workers (5.5, 7.5, 2.4, and 16.0 percent, respectively). These findings generally indicate that:

- The Project Area houses higher ratios of agricultural, blue collar, and low-level white collar workers than the city as a whole.
- The higher ratio of Project Area workers employed in industries such as Agriculture, Transportation, and Personal, Entertainment, & Recreation Services (25.9 percent of all Project Area workers, as compared to 14.0 percent city-wide) has undoubtedly contributed to the Project Area's higher unemployment rate, since these industries tend to exhibit annual patterns of seasonal hiring and layoffs.

From the occupational data in Figure 12, it can be seen that Project Area workers tended to be employed in lower-paying occupations than their city-wide counterparts, with higher percentages employed in Service, Framing, Precision Production, Craft, and Repair Service,

**FIGURE 11 COMPARATIVE SUMMARY OF 1980 CENSUS DATA:
POPULATION CHARACTERISTICS**

Population Characteristic	Project Area		City of Roseville	
	Number	Percent of Total (%)	Number	Percent of Total (%)
Population by Sex				
Males	2,918	48.3	15,383	48.8
Females	3,120	51.7	16,168	51.2
TOTAL	6,038	100.0	31,551	100.0
Mean Household Size (Persons/Household)				
1960	N/A	-	N/A	-
1970	N/A	-	N/A	-
1975	N/A	-	N/A	-
1980	1.98	-	2.37	-
Median Age				
Males	30.4	-	30.8	-
Females	34.5	-	32.9	-
TOTAL	32.5	-	31.9	-
Race/Ethnicity				
White	5,026	83.2	29,177	92.5
Black	21	0.3	93	0.3
American Indian	77	1.3	263	0.8
Asian	53	0.9	390	1.2
Other	861	14.3	1,628	5.2
TOTAL	6,038	100.0	31,551	100.0
Spanish Origin (All Races)	1,419	23.5	3,346	10.6
Civilian Employment				
Employed	2,058	85.8	13,098	92.5
Unemployed	340	14.2	1,055	7.5
TOTAL LABOR FORCE	2,398	100.0	14,153	100.0

Sources:

All data entries in this Figure were extrapolated from a variety of 1980 Census Data Summaries obtained from the Sacramento Area Council of Governments (SACOG).

Machine Operator, Transportation, and Labor-related Occupations than the City's labor force, and significantly lower percentages working in Executive, Managerial, Professional Specialty, Sales, and Administrative Support (Clerical) occupations. (Note: All other occupational groups are relatively equal in size for both the city and the Project Area).

INCOME CHARACTERISTICS

From an examination of the employment characteristics in Figure 12, it was deduced that Project Area workers were employed in lower paying occupations than Roseville's overall labor force. This presumption is borne out by the income data summarized in Figure 13, which shows that:

- Median annual household income in the Project Area was \$7,000+ less than comparable averages for the total City, with family incomes in the Project Area being \$8,000+ less.
- 45 percent of the Project Area households had annual incomes below \$10,000 as compared to 26.7 percent city-wide.
- 78.6 percent of the Project Area households earned less than \$20,000 per annum in 1980, versus 53 percent city-wide.
- 45.3 percent of the Project Area population had incomes below 200 percent of the poverty level (as defined in the 1980 census), while the comparable city-wide statistic was 25.2 percent.

HOUSING CHARACTERISTICS

In 1980, there were 2,715 housing units in the Project Area, including 1,310 owner occupied units (48.3 percent), 1,304 renter occupied units (48 percent), and 101 vacant units (3.7 percent), as shown in Figure 14. As compared to the overall community, the Project Area had:

- A lower percentage of owner occupied units (48.3 versus 66.7 percent city-wide);
- A larger ratio of rented units (48.0 in the Project Area versus 27.1 percent in Roseville);
- A significantly lower vacancy rate (3.7 versus 6.2 percent city-wide), indicating a greater demand for Project Area housing;
- A higher share of older homes continuously occupied by the same household for more than 20 years (24.3 versus 12.2 percent); and,
- Higher percentages of units: overcrowded (i.e., with more than 1.01 persons per room); lacking complete plumbing; with no bathroom or only a half bath; and/or, lacking central heating and kitchen facilities (refer to Figure 14).

Estimates by the Sacramento Area Council of Governments (SACOG) show that census minor analysis zones (209100, 210000, and 210010), which encompass a majority of the project area, experienced an overall growth in the number of households of only 0.6% per year

**FIGURE 12 COMPARATIVE SUMMARY OF 1980 CENSUS DATA:
EMPLOYMENT CHARACTERISTICS**

Employment Characteristic	Project Area		City of Roseville	
	Number	Percent of Total (%)	Number	Percent of Total (%)
Civilian Labor Force				
Employed	2,058	85.8	13,098	92.5
Unemployed	340	14.2	1,055	7.5
TOTAL	2,398	100.0	14,153	100.0
Employment by Industry				
Agriculture, Forestry, Fisheries & Mining	54	2.6	215	1.6
Construction	156	7.6	919	7.0
Nondurable Goods Mfg.	89	4.3	440	3.4
Durable Goods Mfg.	83	4.0	540	4.1
Transportation Communications	342	16.6	1,162	8.9
& Public Utilities	85	4.1	618	4.7
Wholesale Trade	49	2.4	618	4.7
Retail Trade	330	16.0	2,426	18.5
Finance, Insurance, & Real Estate	114	5.5	947	7.2
Business/Repair Services	42	2.0	450	3.4
Personal, Entertainment, & Recreation Services	137	6.7	457	3.5
Health Services	126	6.1	896	6.3
Educational Services	155	7.5	1,131	8.6
Other Professional & Related Services	72	3.5	473	3.6
Public Administration	224	10.9	1,806	13.8
TOTAL	2,058	100.0	13,098	100.0
Employment by Occupation				
Executive, Managerial, & Administrative	191	9.3	1,627	12.4
Professional Specialty Technicians	141	6.9	1,439	11.0
& Related Support	31	1.5	437	3.3
Sales	153	7.4	1,608	12.3
Administrative Support, including Clerical	353	17.2	2,469	18.9
Private Household	21	1.0	78	0.6
Protective Service	21	1.0	187	1.4
Service, except Protective & Household	359	17.4	1,421	10.8

**FIGURE 12 COMPARATIVE SUMMARY OF 1980 CENSUS DATA:
EMPLOYMENT CHARACTERISTICS (continued)**

Employment Characteristic	Project Area		City of Roseville	
	Number	Percent of Total (%)	Number	Percent of Total (%)
Employment by Occupation				
Farming, Forestry, & Fishing	76	3.7	242	1.8
Precision Production, Craft, & Repair Services	321	15.6	1,709	13.0
Machine Operators, Assemblers, & Inspectors	128	6.2	644	4.9
Transportation & Material Moving	134	6.5	783	6.0
Handlers, Equipment Cleaners, Helpers, & Laborers	129	6.3	454	3.5
TOTAL	2,058	100.0	13,098	100.0

Source:

Sacramento Area Council of Governments, Regional Census Data Center, "Summary Tape File 3" (Sacramento: 1982).

**FIGURE 13 COMPARATIVE SUMMARY OF 1980 CENSUS DATA:
INCOME CHARACTERISTICS**

Income Characteristic	Project Area		City of Roseville	
	Number	Percent of Total (%)	Number	Percent of Total (%)
Median Income (1979)				
By Household	\$11,408	-	\$18,779	-
By Family	\$13,304	-	\$21,709	-
Number of Households by Annual Income Levels				
\$ 0 - \$ 5,000	459	17.6	1,157	10.0
5,000 - 7,499	407	15.6	1,020	8.8
7,500 - 9,999	308	11.8	911	7.9
10,000 - 14,999	544	20.8	1,579	13.6
15,000 - 19,999	335	12.8	1,473	12.7
20,000 - 24,999	287	11.0	1,500	12.9
25,000 - 34,999	162	6.2	2,120	18.3
35,000 - 49,999	77	2.9	1,290	11.1
50,000 +	34	1.3	553	4.8
TOTAL HOUSEHOLDS	2,613	100.0	11,603	100.0
Ratio of Income to Poverty (Number of Persons)				
Below 75% of Poverty Level	680	11.3	1,586	5.0
75% to 124% of Poverty	923	15.3	2,581	8.2
125% to 149% of Poverty	425	7.0	1,120	3.6
150% to 199% of Poverty	707	11.7	2,644	8.4
200% or More of Poverty	3,261	54.0	23,170	73.4
Not Reported	42	0.7	450	1.4
TOTAL POPULATION	6,038	100.0	31,551	100.0

Source:

Sacramento Area Council of Governments, Regional Census Data Center, "Summary Tape File 3" (Sacramento: 1982).

FIGURE 14 COMPARATIVE SUMMARY OF 1980 CENSUS DATA: HOUSING CHARACTERISTICS

Housing Characteristic	Housing Units by Type of Occupancy						Total		
	Owner Occupied		Renter Occupied		Vacant		Number	Percent of Total	Percent of Total
	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total			
Total Year-Round Housing Units in:									
1 Family Structures	1,244	45.8	814	30.0	87	3.2	2,145	79.0	
2 Family Structures	7,421	60.1	1,671	13.5	579	4.7	9,671	78.3	
3-4 Family Structures	51	0.9	139	5.1	0	0.0	164	6.0	
5+ Family Structures	5	0.2	371	3.0	33	0.3	455	3.7	
Mobilehomes	170	1.4	174	6.4	5	0.2	184	6.8	
	7	0.3	531	4.3	40	0.4	749	6.1	
	43	0.3	177	6.5	9	0.3	193	7.1	
	29	1.1	715	5.8	36	0.3	794	6.4	
	551	4.5	59	0.5	0	0.0	29	1.1	
TOTAL HOUSING UNITS	1,310	48.3	1,304	48.0	67	0.5	677	5.5	
	8,236	66.7	3,347	27.1	101	3.7	2,715	100.0	
					763	6.2	12,346	100.0	
Tenure (Years in Unit)									
1979-80	70	2.7	688	26.3			758	29.0	
1975-78	1,198	10.3	1,949	16.8			3,147	27.2	
1970-74	188	7.2	348	13.3			536	20.5	
1960-69	2,747	23.7	926	8.0			3,673	31.7	
1950-59	191	7.3	117	4.5			308	11.8	
1949+	1,515	13.1	224	1.9			1,739	15.0	
	227	8.7	102	3.9			329	12.6	
	1,358	11.7	193	1.7			1,551	13.4	
	298	11.4	49	1.9			347	13.3	
	822	7.1	55	0.5			877	7.6	
	336	12.9	-	0.0			336	12.9	
	596	5.1	-	0.0			596	5.1	
TOTAL OCCUPIED UNITS	1,310	50.1	1,304	49.9			2,614	100.0	
	8,236	71.1	3,347	28.9			11,583	100.0	

PROJECT AREA
CITY OF ROSEVILLE

FIGURE 14 COMPARATIVE SUMMARY OF 1980 CENSUS DATA: HOUSING CHARACTERISTICS
(continued)

Housing Characteristic	Housing Units by Type of Occupancy								Total	
	Owner Occupied		Renter Occupied		Vacant		Total		Number	Percent of Total
	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total		
TOTAL HOUSING UNITS	1,310	48.3	1,304	48.0	101	3.7	2,715	100.0		
Persons Per Room	8,236	66.7	3,347	27.1	763	6.2	12,346	100.0		
1.01 or less	1,289	49.6	1,192	45.9			2,481	95.5		
Persons per Room	8,071	69.8	3,193	27.6			11,264	97.3		
1.01 to 1.50	35	1.3	45	1.7			80	3.1		
Persons per Room	131	1.1	99	0.9			230	2.0		
1.51 or more	10	0.4	28	1.1			38	1.5		
	33	0.3	44	0.4			77	0.7		
TOTAL	1,334	51.3	1,265	48.7			2,599	100.0		
Units lacking complete plumbing	8,235	71.2	3,336	28.8			11,571	100.0		
Units with no bathroom or only a half bath	3	0.1	65	2.4	6	0.2	74	2.7		
Units with complete kitchen facilities	22	0.2	75	0.6	13	0.1	110	0.9		
Units lacking complete kitchen facilities	20	0.7	34	1.3			54	2.0		
Units with no heating equipment	52	0.4	46	0.4			98	0.8		
	(Not Available)	(Not Available)	(Not Available)	(Not Available)	(Not Available)	(Not Available)	2,652	97.7		
							12,211	98.9		
							63	2.3		
							135	1.1		
							18	0.7		
							29	0.2		

Source:

Sacramento Area Council of Governments, Regional Census Data Center, "Summary Tape File 3" (Sacramento: 1982).

from 1980 to 1988. During the same time period, the City as a whole experienced an average annual growth rate of 4.5%. This clearly shows growth stagnation in the downtown portions of Roseville.

HOUSING COST CHARACTERISTICS

The preceding housing characteristics point toward a general conclusion that housing is more affordable in the Project Area than elsewhere in Roseville because: (a) living costs for rental units are normally less per month than owner occupied units; (b) outstanding mortgages (if any) on units occupied by the same owner for more than 20 years carry lower interest rates and monthly payments than newer homes; and, (c) long-term owners of older homes in the Project Area pay lower property taxes than owners of new tract homes in the community. This conclusion is substantiated by the housing cost data in Figure 15, which show that:

- Fully 53.8 percent of the residents of owner-occupied units in the Project Area had no monthly mortgage rental payments, versus 16.9 percent city-wide.
- Only 14.6 percent of the Project Area homeowners paid more than \$300 per month for housing, while 34.1 percent of Roseville's total homeowners paid more than this amount in 1980.

CRIME CHARACTERISTICS

Much of the project area is blighted by criminal activity which makes for an unacceptable social and psychological environment. This is especially true in all of Subarea 1 and the areas surrounding Subarea 2. For the sixteen month period between June, 1987 and September, 1988, there were a total of 1,029 criminal offenses in and around Subareas 1 and 2; over 16% of the total crimes for the City in 1988. In addition, there were 201 traffic offenses and 369 service reports (no offenses). One-third of the criminal offenses involved robbery, assault, burglary, thefts, and vehicle thefts; the other two-thirds included alcohol related offenses, vandalism, and other offenses.

The streets hardest hit by crime were Atlantic Street (Subarea 1-1, 1-2, and the border of Subarea 2) with 340 total offenses and reports; and Vernon Street (Subarea 1-4 and 2) with 579 total offenses and reports. According to Chief of Police Greg Cowart, the rate of crime is higher in the downtown redevelopment area than the City as whole due to the high number of transients in that area. Figure 16 shows the general locations of the reported crimes and offenses.

ECONOMIC CONDITIONS

ECONOMIC DISLOCATION

Roseville's retail and service districts have already been described in various portions of this report. The existing businesses in the Project Area not only provide a significant share of the community's local employment opportunities, but also provide a major share of the City's

FIGURE 15 COMPARATIVE SUMMARY OF 1980 CENSUS DATA: HOUSING COST CHARACTERISTICS

Housing Cost Characteristic	Housing Units by Type of Occupancy						PROJECT AREA	
	Owner Occupied			Renter Occupied			CITY OF ROSEVILLE	
	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total
No Mortgage or Cash Rent	685	53.8	36	2.8	721	56.6		
\$ 0 - \$ 99	1,741	16.9	115	1.1	1,856	18.0		
100 - 149	24	1.9	54	4.2	78	6.1		
150 - 199	54	0.5	69	0.7	123	1.2		
200 - 249	71	5.6	196	15.4	267	21.0		
250 - 299	141	1.4	322	3.1	463	4.5		
300 - 349	60	4.7	262	20.6	322	25.3		
350 - 399	559	5.4	527	5.1	1,086	10.6		
400 - 499	76	6.0	292	22.9	368	28.9		
500+	543	5.3	791	7.7	1,334	13.0		
TOTAL RESPONDING	80	6.3	209	16.4	289	22.7		
	455	4.4	504	4.9	959	9.3		
	50	3.9	107	8.4	157	12.3		
	442	4.3	290	2.8	732	7.1		
	77	6.0	83	6.5	160	12.6		
	451	4.4	316	3.1	767	7.5		
	57	4.5	44	3.5	101	7.9		
	762	7.4	285	2.8	1,047	10.2		
	3	0.2	0	0.0	3	0.2		
	1,849	18.0	73	0.7	1,922	18.7		
	1,183	92.9	90	7.1	1,273	100.0		
	6,997	68.0	3,292	32.0	10,289	100.0		

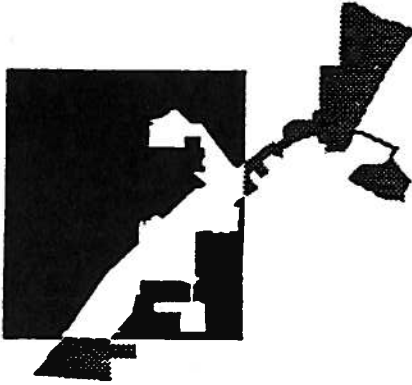
Source:

Sacramento Area Council of Governments, Regional Census Data Center, "Summary Tape File 3" (Sacramento: 1982).

Junction Blvd.

FIGURE 16

Locations of Reported Crimes
(June 1987 through Summer 1988)



- Shading and solid lines both indicate locations

Main Street

Alkinson

Circuit Drive

Foothill Blvd.

Dry Creek

Daring Way

Project Area Extends Below
(See Inset Map for Detail)

Cirby Way

sales tax revenues. Business enterprises in the Project Area range from a variety of small-scale shop and local service establishments in the commercial area of Old Roseville, and scattered along portions of Vernon and Atlantic Streets, to outdoor storage and wholesaling operations along Wills Road, and automobile oriented businesses and dealerships along the Riverside Avenue Corridor.

Earlier discussion in this report have noted the existence of mixed, often inharmonious, land uses within the Project Area, and the negative aesthetic, noise, safety, and psychological effects of having residential and commercial or industrial uses situated side-by-side. The principal consequence of this development pattern in Roseville is that it has inhibited expansion of commercial activities in the historic core areas of the community (Subareas 1-2 and 1-3), since modern businesses seeking a competitive edge are loath to develop new facilities in a commercial area impacted by residential uses of insufficient parking. This is the principal reason why: (a) newer businesses have located along the "strip commercial" corridors of Harding and Douglas Boulevards; and, (b) the former dominant role of the "Old Town" commercial core of Roseville has shifted to serving mainly local neighborhood residents.

ECONOMIC MALADJUSTMENT

An area is economically maladjusted when it is simultaneously suffering from several economic ills, such as high vacancy rates, business stagnation or failure, declining gross sales, impaired investments. The Physical Blight section has already noted problems in the Project Area relative to shifting uses and vacancies; the following paragraphs describe other types of economic maladjustment observed in the Project Area.

Business Stagnation or Failure

Statistics kept through the City's "Main Street Program" (MSP) show that from November, 1987 through 1988, seven (7) businesses closed and four (4) relocated from Subarea 1. This resulted in a loss of twenty-two (22) retail and service jobs. In the same time period, eleven (11) business starts were recorded, bringing twenty-seven (27) jobs to the area. In all, only five (5) new jobs have been added to the MSP target area since November, 1987. In addition, the car dealerships in subarea 1-4 are in the process of relocating to the auto mall (Subarea 4).

Competition from outside of Roseville has contributed to the demise of viable business activities in the community. In a sense, Roseville's businesses are victims of geography, since they are located only a few miles from the modern "Sunrise Mall" regional shopping district in Citrus Heights, and less than 1/2 hour from most of the other regional shopping centers in the greater Sacramento metropolitan area. Because merchants in these regional centers serve a much larger clientele, they can purchase a greater variety of goods and offer them at lower prices than local Roseville retailers. Also, since a large segment of Roseville's labor force is employed in Sacramento and its suburbs, it is relatively convenient for many Roseville residents to patronize the regional centers on a daily basis during their homeward journeys at the end of the work day. This outside competition has had the effect of eroding the viability of businesses in Roseville, both within and outside of the Project Area. In short, the newer commercial centers can create their own environment, and provide more convenient parking for patrons than the older downtown businesses.

Despite this trend, Roseville's geographic location, directly in the path of the northeasterly expansion of the Sacramento Metropolitan area, can become a significant asset in the future, provided that the infrastructural deficiencies and other developmental constraints described in the sections titled Physical Blight and Social Conditions can be mitigated in the community. According to the City's (1985) General Plan Update (p. I-1):

The Roseville Plan Area has been experiencing significant growth pressures in recent years. Its central location between the San Francisco Bay Area and the Lake Tahoe Basin make it an attractive place to live and work. Major industries such as Hewlett-Packard and NEC Electronics have discovered the benefits of locating in Roseville to both the employer and employee. Lower land costs, proximity to recreation and education facilities, relatively mild climate, and responsive full-service government all contribute to high quality of life. (...)

Gross Sales Trends

Since many of Roseville's commercial establishments generating taxable sales are located within the boundaries of the Project Area, an analysis of city-wide gross taxable sales would appear to provide a representative picture of local sales activity patterns and the general economic health of the Project Area. Figure 17 shows gross taxable sales data for the City of Roseville for the years 1983-84 through 1987-88, as reported by the State Board of Equalization. From this figure, it can be seen that "Gross Taxable Sales" (column (3)) rose in each of the years reported. However, this does not give a true accounting of annual sales trends in Roseville because it fails to consider the declining value of local sales receipts attributable to the rapid inflation rates experienced in recent years. Using Consumer Price Index (CPI) data from the Federal Department of Labor (Bureau of Labor Statistics) to adjust the gross taxable sales for inflation, it can be seen (from column (5) and the "Notes" in Figure 17) that:

- "Adjusted gross Taxable Sales" in Roseville was below the inflation rate during the fourth (1986-87) year; and,
- The 26.5 percent increase in taxable sales shown for 1983-84 was actually a statistical anomaly caused by expansion of the "Douglas Plaza" shopping center and the opening of a new automobile dealership (outside of the Project Area) in that year.

Impaired Investments

Subarea 1. A business or income property on which the return on invested equity is stagnating, declining, or has ceased, is considered to be an "impaired investment." From the preceding descriptions, it is evident that many properties within the Project Area, including transitional businesses and vacant buildings in the Central Business district (Subarea 1-2) and the vacant commercial properties in the Historic Old Roseville Core (Subarea 1-3), represent impaired investments because they are not earning income or providing returns on the invested equity of their owners.

This type of economic maladjustment can have a substantial impact on the public sector as well as private sector landowners, for as an area declines, the community begins to experience accelerating costs for providing services and simultaneous reductions in property and sales tax revenues. In Roseville, this problem has increased to acute proportions since the passage of "Proposition 13" because: (1) the City can no longer raise funds to cover the added

FIGURE 17: COMPARATIVE SUMMARY OF GROSS TAXABLE SALES DATA: 4-YEAR TRENDS

Year	San Francisco-Oakland Area		City of Roseville		(5) Change in Adjusted Gross Taxable Sales from Previous Year (%)
	(1) Consumer Price Index (CPI)	(2) Annual Inflation Rate (%)	(3) Gross Taxable Sales (\$)	(4) Adjusted Gross Taxable Sales (1967 Dollars)	
1983-84	325.8	6.0	360,818,800	117,415,815	+26.5
1984-85	336.4	3.3	429,189,000	127,703,959	+8.8
1985-86	343.6	2.1	459,425,000	133,709,255	+4.7
1986-87	360.9	5.0	494,832,000	137,110,557	+2.5
1987-88	377.0	4.4	540,179,100	143,283,581	+4.5

Notes:

- (1) The Consumer Price Index (CPI) is an indicator of the purchasing power of "Current Year" dollars in terms of "Base Year" (1967 dollars required to purchase a "fixed market basket" of goods and services, including food, housing, apparel, transportation, health, and recreational goods and services. For example, the 1983-84 CPI of 325.8 can be interpreted to mean that an individual would have to spend \$325.80 in 1983-84 to purchase an equivalent amount of goods and services costing \$100.00 in 1967. The CPI figures shown were reported for December of each year by the Federal Department of Labor, Bureau of Labor Statistics, for all urban wage earners in the San Francisco-Oakland urban area (i.e., the urban area closest to the City of Roseville for which such information is available).
- (2) The "Annual Inflation Rate" is determined by dividing the difference between Current and Previous Year CPI entries in column (1) by the Previous Year CPI in column (1), and multiplying by 100.
- (3) Based upon actual sales tax revenues received during each year by the City of Roseville, as reported by the State Board of Equalization, except for the last entry, which was estimated for the second half of the year.
- (4) Computed by multiplying the Current year entry in column (3) by the Base Year CPI (i.e., by 100), and dividing by the Current Year CPI in column (1). On the first line of the table, the \$117,415,815 represents the number of "1967 Dollars" having buying power equivalent to the \$360,818,000 in "Gross Taxable Sales" reported in Roseville in 1983-84 (in column (3)).
- (5) These percentage estimates were computed by dividing the difference between the Current and Previous Year entries in column (4) by the Previous Year entry in the same column, and multiplying by 100. According to the City Staff, the high percentage increase in "Adjusted Gross Taxable Sales" shown for the year 1983-84 (i.e., +26.5%) was directly attributable to new sales in Roseville resulting from the expansion of the Douglas Plaza Shopping Center and the addition of a new automobile dealership (both outside of the proposed Project Area).

expenses for serving and maintaining the infrastructure of the Project Area by increasing property tax rates; and, (2) the City's new property tax revenues from developments completed since "Proposition 13" have not provided sufficient excess funds to cover the City's increasing service delivery costs in the Project Area.

Subarea 4. Impaired investments also occur when areas of new development critical to the City's economic base cannot be developed due to excessive infrastructure costs. Subarea 4 is scheduled to be developed as a Regional Auto Mall site with up to twenty-one (21) different auto dealers leasing space. A number of these dealers will relocate from the Riverside Avenue north of Cirby Way. In the "Roseville Auto Mall Report on Economic Feasibility and Benefits to the City of Roseville, the Roseville Auto Mall Partnership showed that while the formation of an auto mall is necessary for the survival of the auto business in Roseville, the on- and off-site improvements needed to develop the auto mall are not economically feasible without City financial participation. In summary, the total facilities cost to develop the auto mall site is estimated to be \$60,491,000. Assuming a ten (10) percent loan spread out over twenty (20) years, the equivalent monthly facilities costs to the auto dealers would be \$592,000 per month. Even assuming a thirty-five (35) percent increase in auto sales and a rental factor charge of \$200 per car, the study asserts that the auto dealers could only afford \$416,000 per month in facilities cost.

It is evident through the fiscal analysis performed on the site that the private sector acting alone would be unable to provide fully the development's infrastructure requirements. Therefore, some type of local or redevelopment assistance will be required. A report paid for by the Roseville auto mall membership entitled "Roseville Redevelopment Project: Conditions of Blight," is attached as appendix IV.2 in Chapter XVII.

SUMMARY

The foregoing discussions have provided an overview of the "blight" definitions in the CRL, and the specific blighted conditions and blighting influences observed in the Project Area. In the words of Section 33030 of the CRL, the Project Area is characterized by:

(...) one or more of those conditions set forth in Sections 33031 or 33032, causing a reduction of, or lack of, proper utilization of the area to such an extent that it constitutes a serious physical, social, or economic burden on the community which cannot reasonably be reversed or alleviated by private enterprise acting alone. (Underlining emphasis added.)

The specific blighting conditions identified in the Project Area include: physical blight (deterioration and dilapidation; age and obsolescence; mixed character of buildings; defective design; faulty exterior spacing; shifting uses and vacancies; inadequate public improvements, facilities, and utilities; and, lots of irregular form, shape, or size); public health hazards; prohibitive geologic conditions; prohibitive vegetation and wildlife; social maladjustment (conditions primarily relating to the lower income levels and high unemployment rate of Project Area residents); and, economic maladjustment (business stagnation and impaired investments). Given the extent of these conditions, the major expenditures needed to mitigate such problems, and the relative paucity of City revenues to fund the needed improvements, it is clear that the blighted conditions identified herein cannot be reversed by the City and/or the private sector without the infusion of additional revenue attendant to the Redevelopment Project.

V. PROJECT DESCRIPTION

INTRODUCTION

In keeping with the objectives of redevelopment declared by the State Legislature (see Chapter II), the Agency staff in Roseville has tentatively proposed a number of projects for implementation within the proposed Project Area to:

- Eliminate many of the local blight characteristics identified in Chapter IV of this report;
- Stabilize the tax base of the Project Area;
- Increase employment opportunities in central Roseville;
- Improve housing conditions for low- and moderate-income households and families living in the Project Area; and,
- Create a better living and working environment in the community.

The following subsection provides a listing of each redevelopment action proposed in the Project Area, including: a general description of the nature of each proposal; and, a brief statement as to how each proposal would alleviate the blighted conditions described in Chapter IV of this report. Figure 18 (at the end of this Chapter) schematically illustrates the location(s) of each Project proposal.

PROJECT PROPOSALS

The following projects have been tentatively identified for implementation in the Project Area during the redevelopment period. It is important to note that the numerical designations accorded to each Project proposal in this subsection and in Figure 18 are not intended to be an indication of their relative priorities for implementation. Such priorities would be established and periodically reviewed by the Agency, and would be dependent upon extant conditions in the Project Area and the availability of Agency revenues at different points in time during the Project implementation period. Every effort will be made to include and encourage participation of the project area residents in the development and prioritization of redevelopment activities. The Redevelopment agency's Public Working Committee has suggested widening the radius list for notification purposes when considering specific projects and conducting a series of public hearings rather than only one. These processes will be detailed in an administrative plan which the Agency plans to adopt to guide its redevelopment activities. All cost estimates, unless otherwise noted, have been computed by City of Roseville staff in terms of "1988-89 dollars."

PROPOSED REDEVELOPMENT PROJECTS

1. Replace Main Water Lines

Description. Most of the water mains serving the proposed Project Area consist of antiquated cast iron pipes, the majority of which contain obsolete leaded joints. The City staff has reported that many of these older pipe segments have suffered fatigue over the years to the point where cracks and splits are becoming a major problem requiring considerable manpower and costs to repair. Furthermore, antiquated galvanized service pipes throughout the proposed Project Area have deteriorated with age because of electrolysis, and the overall water distribution system does not provide adequate pressure and flow characteristics to meet present-day domestic and firefighting needs. The Agency proposes to replace the substandard water main segments and install a 24 inch water main along Atkinson Street between Hilltop and Church, a 12 inch water main along 4,000 feet of Berry Street east of the High School and to upgrade the water mains in the Theiles neighborhood for sufficient fire protection water flows. These projects, proposed by the City Public Works Department, have an estimated cost of \$1,688,000.

Purpose(s). This proposal would enhance the reliability of the water distribution system serving the older developed portions of the proposed Project Area, substantially reduce ongoing system maintenance and repair costs, and eliminate existing fire flow deficiencies.

2. Replace Fire Hydrants

Description. In addition to the substandard water mains noted above, existing fire hydrants throughout the proposed Project Area are obsolete, and are spaced too far apart to meet current maximum spacing standards of 500 feet in residential areas and 250 feet in commercial areas. The City staff has estimated that: 43 of the existing 94 hydrants in the proposed Project Area need to be replaced; and, 55 to 65 new hydrants are needed to meet these replacement needs and/or provide additional hydrants to reduce spacing between hydrants in conformance with present-day firefighting standards. At an estimated cost of \$575 each for hydrant purchase and installation, the Agency, at the Fire Department's suggestion, proposes to install up to 65 new fire hydrants within the proposed Project Area, at a total cost of \$37,375.

Purpose(s). This project would eliminate existing fire flow and hydrant access deficiencies which currently pose a high risk of personal injuries and property damage within the proposed Project Area.

3. Storm Drain Improvements

Description. Portions of the proposed Project Area have been plagued by localized flooding problems in recent years because of the lack of adequate surface or subsurface storm drainage improvements. These conditions not only have the potential to cause property damage in low- and moderate-income neighborhoods, but also tend to inhibit the passage of emergency service vehicles and provide ideal conditions for mosquito breeding. To alleviate

such problems, the Agency proposes to complete neighborhood storm drainage improvements, including: the upgrading of drainage inlets to "Type C" facilities; make drainage modifications to eliminate ponding at 5th and R Street and along Berry Street; and, install a storm drain along Berry Street. Proposed by the City Public Works Department, the total estimated cost of these improvements is \$196,500.

Purpose(s). The principal purposes of this proposal are to: eliminate a safety hazard which has deterred affected property owners from maintaining or improving their properties; stabilize the tax base in neighborhoods where property values are adversely affected by existing substandard drainage conditions; and, improve living conditions in areas containing a large concentration of housing units affordable to low- and moderate-income households.

4. Curb, Gutter, and Sidewalk Improvements

Description. Many street segments within the proposed Project Area lack complete frontage improvements - curbs, gutters, and/or sidewalks. Streets exhibiting such deficiencies include:

Street Name	Segment	Subarea
Atlantic Street	East Street to I-80	1-1
Harding Street	Atlantic Street to Dry Creek	1-1
Eggleston Street	From Atlantic to rear property line	1-1
Doyle Street	From Atlantic to rear property line	1-1
Short Street	From Atlantic to rear property line	1-1
Jefferson Street	Vernon Street to Linda Drive	1-2
Taylor Street	Between Oak and Royer Streets	1-2
Lincoln Street	Pleasant Street to All America City Boulevard	1-3
Riverside Avenue	Darling Way to Dry Creek	1-4
Kenroy Lane	Entire Length	1-4
Atkinson Street	Entire Length	2
Berry Street	Entire Length	4

To eliminate such deficiencies, the Agency proposes to complete, at the suggestion of City Public Works and Risk Management, 81,123 lineal feet of sidewalk and 50,700 lineal feet of curb and gutter improvements, as needed, throughout the proposed Project Area at an estimated cost of \$2,382,960.

Purpose(s). These improvements are intended to mitigate blight by: eliminating unsafe travel conditions for motorcyclists, bicyclists, and pedestrians (particularly school children); precluding further roadside drainage ponding, which constrains roadside parking and is conducive to mosquito breeding; improving access for residents, employees, business

patrons and emergency service vehicles; enhancing the aesthetic appearance of Project Area streets, both along major thoroughfares and within residential neighborhoods predominantly occupied by low- and moderate-income households; and, reducing long-term street repair and maintenance costs.

5. Public Parking Improvements

Description. According to a summarized list of "Proposed Projects and Activities for the Redevelopment Project Area" prepared by the Agency staff on June 19, 1986:

This is a complicated issue because there are different (parking) needs associated with the different sectors of the project area. Old Roseville's (Subarea 1-3's) parking problem stems from the fact that the existing buildings cover the entire lots leaving no parking on site. The City currently owns three parking lots which provide a total of 49 spaces. Other possible parking sites include the Junction City Market and Old Press Tribune building.

The (City) Engineering Department feels that any improvements or additional lots would not make a difference. As far as having a paved parking area, this may be true, but the perception of a safe parking area may be a mitigating factor. New paving, landscaping and lighting would improve the environment of this area (...).

The Riverside Avenue corridor (Subarea 1-4) poses a separate dilemma in that this is a long narrow commercial area in which one central parking area alone would not serve the needs of the stores on the extremities. The (City) Engineering Department mentioned obtaining residential lots on side streets off Riverside and providing parking on (such lots...).

The Vernon Street (Subarea 1-2) area also requires additional parking. This area may be more conducive to a large centrally located parking lot.

While this project has been suggested by merchants and property owners in downtown and Old Roseville, it would be premature to identify site-specific locations or cost estimates for such parking improvements in the absence of a more comprehensive assessment of existing and projected public parking needs. For this reason, the Agency staff has recommended that the Agency allocate \$6,000,000 to cover possible site acquisition, clearance, relocation, and/or improvement costs that could arise in the Old Town, Downtown, and Civic Center areas as a result of implementing a public parking program.

Purpose(s). This proposal is intended to: eliminate haphazard (and frequently dangerous) parking conditions and practices in the commercial districts noted; enhance the accessibility of local business enterprises; aid in reversing the declining business climate in the proposed Project Area; and thus, contribute indirectly to the expansion of local employment opportunities for Roseville residents (from all income groups) and sales tax revenues accruable to the City.

6. Backflow Prevention/Water Meter Improvements

Description. Many older commercial structures in the proposed Project Area (primarily in Subarea 1-3) have had their plumbing systems changed or revised over the years, and the City staff has indicated a high probability that numerous structures may contain cross-connected water lines which could produce backflow health hazards within the City's water distribution system. Additionally, the majority of the water meters in these older structures do not meet current City standards because they were installed prior to revisions to the City's Building Specifications (which now require bypasses on all meters). In the absence of a comprehensive inspection program to define the precise scope of improvements needed, the Agency staff, at the suggestion of the City Building Department, proposes to allocate \$575,000 to ameliorate these water service deficiencies in the proposed Project Area.

Purpose(s). This proposal would safeguard the integrity of the Project Area's (and City-wide) water distribution infrastructure against possible backflow health hazards.

7. Street Lighting Improvements

Description. The description for proposal 5 above has already suggested that a higher level of nighttime illumination in the Old Roseville (Subarea 1-3) portion of the proposed Project Area could aid in reducing the general public's reticence to patronize businesses within the historic commercial district. Such improvements would also benefit traffic safety and neighborhood security in the other commercial districts of the proposed Project Area. The City's Police Department security lighting standard for commercial districts is 1 foot candle of illumination - a lighting level that can be achieved by installing street light fixtures at 50-foot intervals. Suggested by area residents, merchants and property owners, the Agency proposes to install up to 120 new street light fixtures within the Old Roseville environs (Subarea 1-3) and other commercial and residential districts of the proposed Project Area at an estimated cost of \$517,500.

Purpose(s). This proposal would directly mitigate an existing condition which has contributed to reduced patronage and the general decline of the Old Roseville commercial district. As such, it would tend to stimulate increased patronage of (and investment in) businesses in Subarea 1-3, which in turn would have the potential to: stabilize the area's tax base; expand employment opportunities for local residents; and, increase revenues to offset the City's costs for providing services to the district. Additionally, this proposal would enhance nighttime visibility conditions within the Project Area's other commercial and residential districts, and thereby improve safety conditions for motorists, pedestrians, and bicyclists, and visibility for police surveillance activities.

8. Repair/Replace Sewer Lines

Description. Sewer system deficiencies exist throughout the proposed Project Area, as listed in Chapter IV and illustrated in Figure 6. The Agency proposes to mitigate the identified deficiencies by providing necessary improvements such as: lowering "flat" mains to improve gravity flow characteristics; installing flushing branches and/or manholes to

facilitate system maintenance; and, disconnecting storm drains from the sanitary sewer system. Suggested by City Public Works and area residents, the estimated total cost of these improvements is \$297,000.

Purpose(s). The purpose of this proposal is to upgrade and improve the Project Area sewer system to eliminate health and safety hazards attendant to the existing system deficiencies.

9. Street and Road Improvements

Description. There are many traffic circulation deficiencies which contribute to delays, congestion, and safety hazards, and preclude adequate access to areas primed for development. Regional road access to the proposed project area is very limited and will hinder economic development if not corrected. Several projects which seek to alleviate the existing traffic circulation problems, as well as increase the regional access to the downtown area, have been proposed. These projects include: extension of Harding Boulevard, which currently runs south of the downtown area and dead-ends at Atlantic Street, overcrossing the railroad tracks (\$4,162,281); construction of a Roseville Parkway overcrossing at Interstate-80 and Industrial Boulevard (\$1,402,500); construction of an urban interchange at the intersection of Roseville Parkway and Harding Boulevard (\$1,075,000); widening of Atlantic Street from two (2) to four (4) lanes from Folsom Road to Harding Boulevard (\$3,091,920 including construction, land acquisition, relocation of businesses and building demolition); and an urban interchange at Cirby Way and Riverside Avenue (\$1,075,000). Other projects which seek to alleviate the internal circulation and safety problems include: street widenings at Atkinson Street from Hilltop to Vineyard Street (\$884,400), Folsom Road from Vernon to Dry Creek (\$265,320), Washington Boulevard between Main Street and Junction Boulevard (\$403,444), and Judah Street from Vernon to Douglas (\$353,760); improvement to Berry Street (\$120,000); improvements to other project area streets as necessary (\$1,500,000); installation of a traffic signal at the corner of Judah and Douglas (\$100,000); and repaving approximately 50,700 feet of streets as needed throughout the Project Area and improving traffic flow (\$1,622,400). These projects were proposed by a combination of Agency Staff, City Public Works, and property owners. The total cost of all of the proposed street and road projects is \$16,056,025.

Purpose(s). These projects provide greater regional access to the downtown area and would open up the downtown area to the new retail and commercial development planned for the NCRSP area. This will offer the downtown opportunities to provide commercial and retail services complimentary to new development and help to alleviate economic maladjustment in the Project Area. In addition, it will provide a needed circulation link to the north, alleviate adverse traffic impacts in the downtown area, and make City streets safer to drive.

10. Roseville Road Improvements

Description. Development along lower Roseville Road has been hindered by the many blighting factors discussed in Chapter IV. This project would improve Roseville Road in order to encourage development of the properties in the area. The Agency would participate in activities to include the following: development of a City water, sewer, electric, and other City services; upgrade Roseville Road to meet current City standards as planned for the area;

complete the storm drainage system serving Cresthaven, Foothills, and Vernon Oaks subdivisions which currently empties, at grade, onto adjacent properties; develop roadways within the industrial area designed to improve traffic circulation and improve access for the various land owners in the subject properties; develop landscaping along Roseville Road to provide for an appropriate entrance to the City of Roseville; and other improvements which enhance circulation along Roseville Road. Proposed by Agency staff and property owners, the cost of these improvements to the Agency is estimated to be \$331,170.

Purpose(s). By assisting in the overall improvement of the Roseville Road area, this project could have the effect of making the area more attractive to private development.

11. Lincoln Street/Sierra Boulevard Bridge

Description. The existing bridge is very narrow and has a substandard curvature. As Old Town is revitalized and traffic increases, there will be a need to improve traffic circulation over the railroad tracks. However, the Agency's Working Committee believes the existing bridge is an historical structure and should not be modified. The working committee recommends a new bridge be built to accommodate traffic resulting from revitalization and the existing bridge be restored as an historical resource (\$1,150,000).

Purpose(s). The purpose of this project is to improve the traffic flow in the Old Town area, and correct current safety hazards to both vehicles and pedestrians. In addition, this project will protect a structure considered to be of historical significance.

12. Soundwalls

Description. The Southern Pacific Railroad Yards (Subarea 2) has been identified as one of the primary noise generators in the downtown and lower Vernon Street areas. The noise generated from the train and switching yard operations poses a health hazard, as detailed in the City's General Plan. The noise problem is exacerbated by the residential and commercial mixed uses that front much of the railroad property throughout the project area. This project would construct 37,200 lineal feet of soundwall, or alternate sound buffers, along Atlantic Street, Vernon Street, Church Street, Pacific Street, Roseville Road, Berry Street, Tahoe Street, and Pullen Street. At an estimated \$75 per lineal foot (taken from a December 1988 bid for Masonry soundwalls along Cirby Way), the total cost of these soundwalls would be \$2,790,000. This project was proposed by area residents, merchants, and property owners.

Purpose(s). The purpose of sound buffers is to reduce noise and other negative impacts generated by railyard activities on adjacent uses to an acceptable level, given the land use. These sound buffers will also make the areas adjacent to the railyards more attractive to business development.

13. Historical Museum

Description. The area in and around Old Roseville (Subarea 1-3) has suffered from high

vacancy rates and shifting uses of buildings. Currently there is no unifying factor in the Old Roseville area to encourage or guide commercial growth. The construction of an historical museum—with exhibits such as railroad culture, history, natural history, etc. as they relate to Roseville and its environs—would provide a focus to the area that would be in the context of its historical roots. The project proposed here would provide the foundation of the development and construction of such a museum. This project would include acquisition of 51,000 square feet of vacant property, acquisition of 30,000 square feet of property with a building, and acquisition of 90,000 square feet of railroad property. Proposed by the Roseville Historical Society and the City's Redevelopment Working Committee, the total cost of the site acquisitions and parking structure would be \$1,555,000.

Purpose(s). This project would serve as the cornerstone for the rehabilitation of the Old Roseville area in order to restore it to an activity area in the community. It would also have the potential to create jobs and attract tourists to the area, which in turn would stimulate the Old Roseville economy.

14. Expansion of Downtown City Facilities and/or Assistance with the Auto Mall Development

Description. The downtown area suffers from several different conditions of structural and non-structural blight, described in detail throughout Chapter IV. Specific blighting conditions include deterioration and dilapidation of buildings, age and obsolescence, mixed character of buildings, inadequate public improvements, and faulty exterior design. This project would include agency participation in the expansion of downtown City facilities as part of the Civic Center Master Plan. The Agency could assist in the following activities: site acquisition for City Hall block and parking structure; financing new construction of parking structure, police facility, and community development building; financing connection to Royer Park; financing community meeting facilities for library; remodel and expansion of public safety building and City Hall. If necessary, and as consistent with the limitations set forth in the agreement between the City and the Auto Mall developers, the Agency will assist in the Auto Mall development. The estimated cost of these Agency-proposed activities would be \$8,400,000.

Purpose(s). By facilitating the improvement of the Civic Center area, this project would potentially make the downtown more attractive to business investment and retail activity. It would also lead the way for private investment in improving the exterior look of the downtown area.

15. Transit

Description. Access to the Project Area is currently limited to auto traffic and demand-response transit provided by the City. Adequate access to the City is a prerequisite to the redevelopment of the entire Subarea 1. This project would assist in providing access to the downtown area via extension of the Sacramento Regional Transit District's light rail transit system. The extension of this service could help reduce traffic congestion in the Project Area and open the area up to consumers that currently find it difficult to drive to the downtown

area. This project would include the site acquisition and building of two light rail stations, one with parking and one without. The cost of this project is estimated to be \$1,000,000 for the station with parking, \$500,000 for the station without parking, \$750,000 for site acquisition, and \$350,000 for track and other equipment for total estimated costs of \$2,600,000. This project was proposed by Agency and Main Street Program staff.

Purpose(s). This project could help improve traffic flow in the downtown area as well as provide a convenient new access to the downtown area to attract retail trade and make the downtown area more attractive to private development.

16. Commercial Rehabilitation Program

Description. As discussed throughout Chapter IV of this report, numerous commercial structures within the proposed Project Area suffer from deterioration, age, obsolescence, design, building code, space limitation, etc. deficiencies which have cumulatively contributed to the decline of Roseville's central commercial districts. To arrest such conditions, and at the suggestion of Agency Staff, the Main Street Program, and property owners, the Agency proposes to allocate up to \$4,479,480 to finance commercial improvements such as: correction of health and safety deficiencies; remodeling to make older structures economically viable; and, business expansion improvements.

Purpose(s). The intents of this proposal are to: eliminate health and safety deficiencies; stimulate new investment in local businesses; improve the utility of older commercial structures; expand local employment opportunities; and, compliment the development occurring in regional shopping centers in order to increase retail trade in the Redevelopment Area.

17. Commercial Facade Improvement Program

Description. Past attempts by property owners to "modernize" the facades of older commercial structures in all four Subareas have resulted in a milieu of competing visual forms, architectural styles, colors, signage, textures, etc., which have contributed to chaotic and visually offensive commercial streetscapes. In concert with the preceding commercial rehabilitation proposal, the Agency proposes to make \$625,000 available (via grants and/or below-market-rate loans) to assist local businesses in upgrading and integrating the exterior facades of the Project Area's commercial districts.

Purpose(s). By facilitating improvement of the aesthetic appearance of the proposed Project Area's commercial districts, this proposal would have the potential to make such districts more attractive to business investment and customers.

18. Revitalization Planning

Description. Many of the foregoing proposals emphasize activities geared toward eliminating existing infrastructure and structural deficiencies within the commercial districts and residential neighborhoods of the proposed Project Area. To take these efforts a step further, the Agency proposes to undertake several revitalization studies within the Project Area's

commercial districts to: (1) determine what types of new businesses should be encouraged in each district from an economic and/or local market area standpoint; (2) formulate strategies to attract such businesses and their customers to the Project Area; and, (3) identify and set priorities for site-specific improvements to stimulate new private sector investments in each district. This proposal would include studies of the Atlantic Street (Subarea 1) and Old Roseville (Subarea 1-3) environs, the Riverside Avenue commercial corridor (in Subarea 1-4), and the Downtown area (subarea 1-2). In addition, revitalization would be proposed for Church Street, Tahoe Avenue, and Berry Street. Proposed by Agency and Main Street Program staff, these studies have an estimated cost of \$315,000.

Purpose(s). The principal purpose of this proposal is to develop site-specific long-term strategies and plans for the revitalization of commercial areas presently suffering from deterioration, disuse, age, obsolescence, mixed uses, shifting uses, vacancies, inadequate public improvements, etc.

19. Revitalization/Relocation Program

Description. This proposal would involve the allocation of \$12,112,500 to implement the site-specific recommendations of the foregoing revitalization studies and/or assistance in relocating auto dealers to the Auto Mall. Since the studies have not been completed to date, it is not possible to precisely define the "final" improvement scenario for each of the targeted districts. Such funds could be utilized for the following types of activities, suggested by Agency and Main Street Program staff, merchants, and property owners:

- Utility undergrounding improvements;
- Acquisition and rehabilitation of facilities such as the Tower or Roseville Theaters;
- Landscaping and streetscape improvements;
- Modification of traffic flow;
- Site acquisition and parcel assembly to attract specific businesses;
- Opening Lincoln Street, which could include a pedestrian overcrossing;
- Development of cultural facilities;
- Development of a business recruitment program;
- Financing of public infrastructure once the fairgrounds develop.
- Assistance in the relocation of auto dealers from Riverside Avenue to the Auto Mall.

Purpose(s). As implied by its name, the primary intent of this program is to revitalize the targeted portions of the proposed Project Area, and in so doing, enhance the physical, visual, social, and economic characteristics of what are presently blighted areas.

20. Project Cost Contingency

Description. In order to assure adequate funding over the forty (40) life of the Redevelopment Program, Agency staff have proposed a five (5) percent contingency of all non-affordable housing project costs. This contingency would cover cost overruns as well as inaccurate cost estimates due to a lack of complete information at this time. Proposed by Agency staff, the total contingency cost is estimated to be \$3,105,425.

Purpose(s). To assure proper funding and success of the Redevelopment Program throughout its entire forty (40) year time span.

21. Low- and Moderate-Income Housing

Description. Section 3334.2 of the CRL requires that an Agency utilize twenty percent (20%) of all tax increment revenue derived from a Project Area to increase or enhance the community's supply of low- and moderate- income housing. (Note: This requirement is discussed in substantial detail in Chapter 6 herein, and within the context of the financial feasibility analysis in Chapter 7.) Since the City has had an active Housing Rehabilitation Program (HRP) in operation since 1979 (including grant, low interest loan, and deferred loan mechanisms to fund rehabilitation activities), and since the City has utilized portions of its Community Development Block Grant (CDBG) funds from the U.S. Department of Housing and Urban Development (HUD) to support the HRP, it is anticipated that most monies derived from the "20% Housing Set-Aside" of tax increment revenue from the Redevelopment Project would be allocated to further implement the HRP goals to eliminate health and safety deficiencies within the residential neighborhoods of the four (4) subareas. Other uses of such funds could include providing assistance to developers constructing new affordable housing units, and/or providing neighborhood improvements in the Project Area that would directly benefit low- and moderate- income households. The estimated cost of this proposal would be 20% of all tax increment revenue derived from the proposed Project Area during the term of the Project, i.e., approximately \$16,303,484 as derived in Figure 20 of this report.

Purpose(s). This final proposal would serve to directly implement one of the key thrusts of the CRL; i.e., to increase and enhance affordable housing opportunities for low- and moderate- income households.

FIGURE 18 LEGEND

REDEVELOPMENT IMPROVEMENTS

-  - Street Widening
-  - Sidewalks Needed
-  - Sidewalks & Curbs Needed
-  - Waterlines
-  - Sewer Lines
-  - Soundwall
-  - Upgrade Drop Inlets
-  - Ponding
-  - Civic Center
-  - School Rehabilitation
-  - Interchange
-  - Street Extension
-  - Signal
-  - Historical Museum

Junction Blvd.

FIGURE 18

Redevelopment Improvements



Main Street

Alkinson

Circuit Drive

Foothill Blvd.

Dry Creek

Darling Way

Project Area Extends Below
(See Inset Map for Detail)

Cirby Way

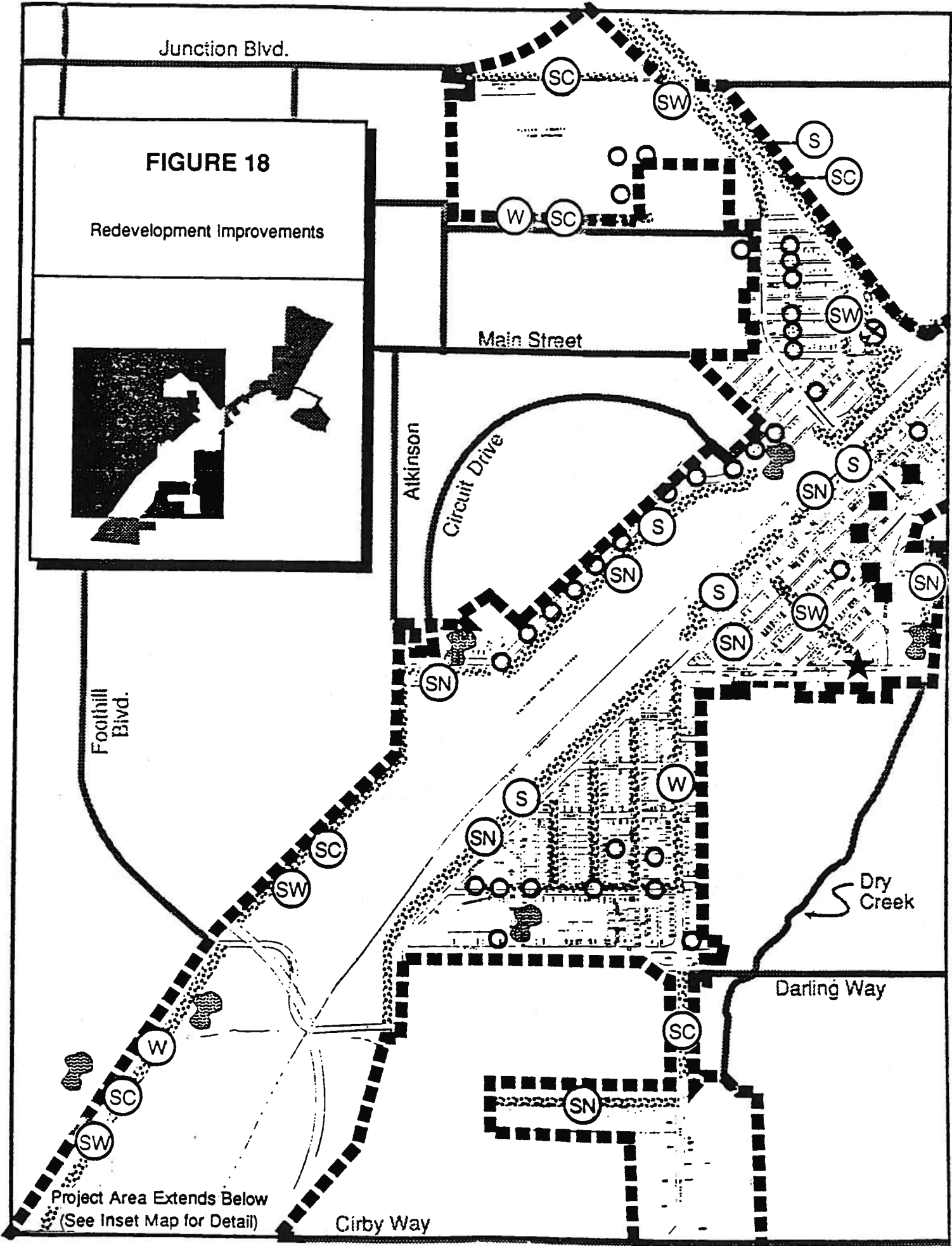


FIGURE 18

(continued)

Redevelopment Improvements

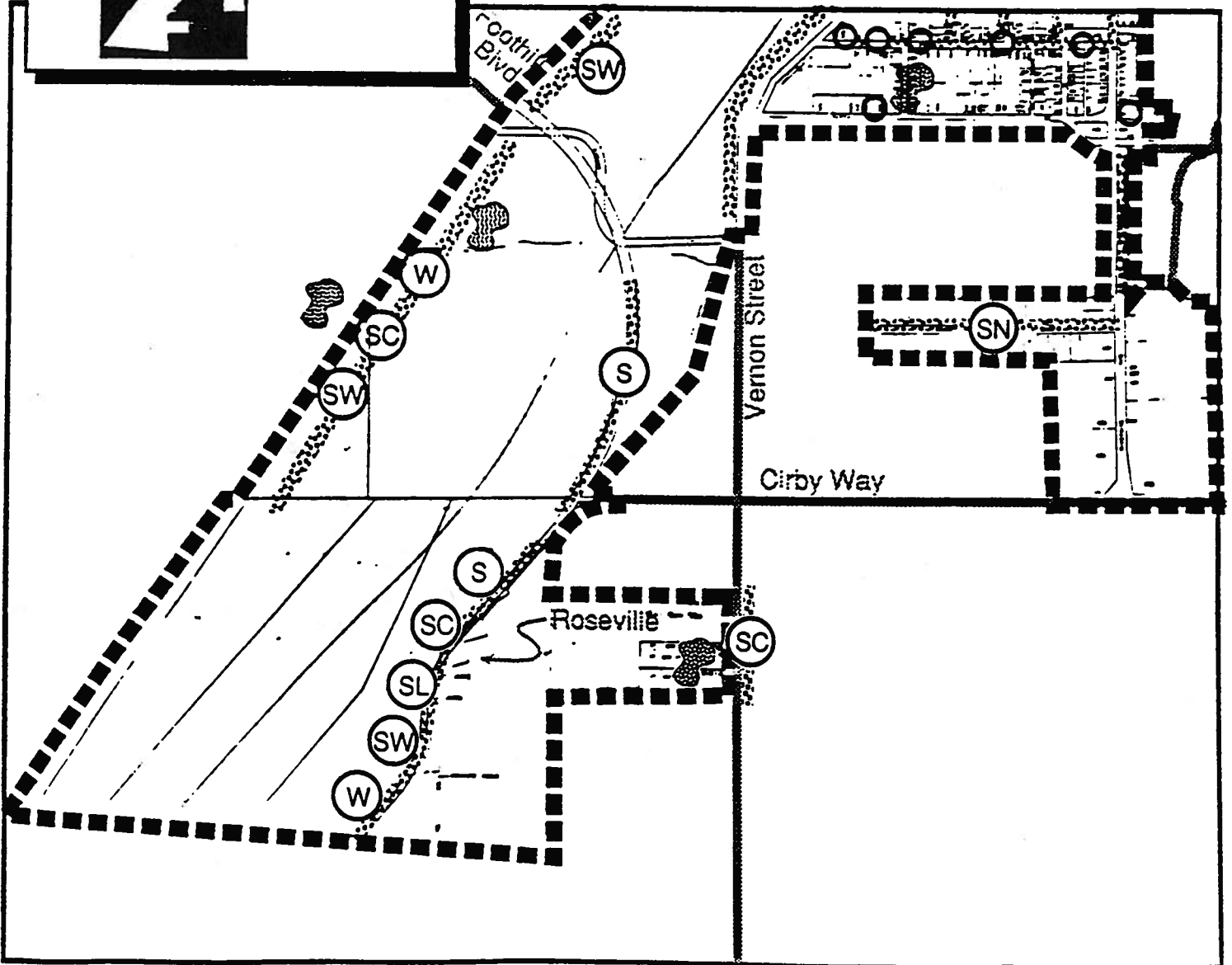
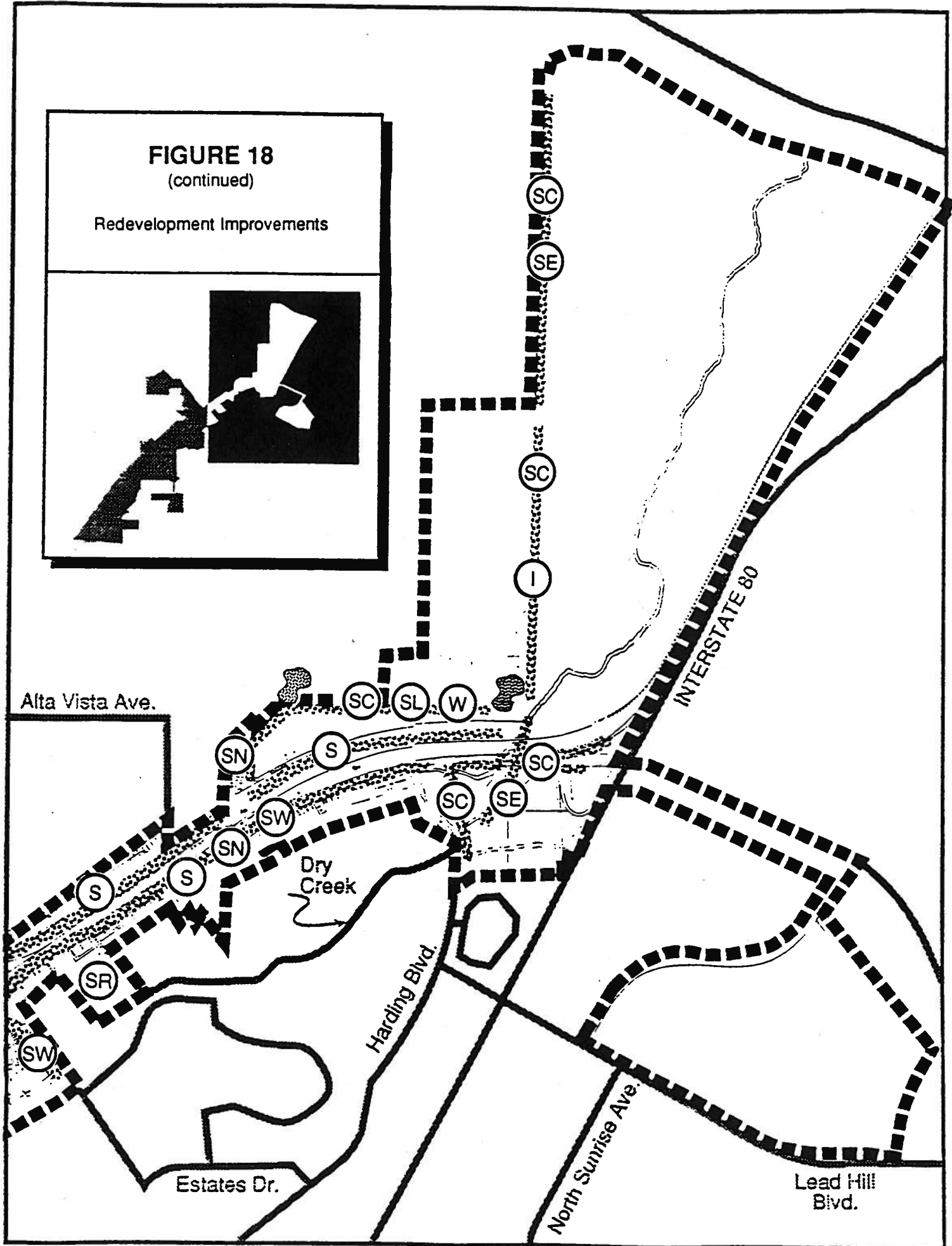


FIGURE 18

(continued)

Redevelopment Improvements



VI. REDEVELOPMENT FINANCING

STATUTORY AUTHORITY

The general authority for the variety of financing alternatives permitted for a Redevelopment Agency is found in Sections 33600 and 33601 of the CRL, as follows:

33600. An agency may accept financial or other assistance from any public or private source, for the agency's activities, powers, and duties, and expend any funds so received for any of the purposes of this part.

33601. An agency may borrow money or accept financial or other assistance from the state or the federal government or any other public agency for any redevelopment project within its area of operation, and may comply with any conditions of such loan or grant.

An agency may borrow money (by the issuance of bonds or otherwise) or accept financial or other assistance from any private lending institution for any redevelopment project for any of the purposes of this part, and may execute trust deeds or mortgages on any real or personal property owned or acquired.

FINANCING ALTERNATIVES

There are many financing vehicles available to the Redevelopment Agency of the City of Roseville (the "Agency"). As permitted by law, funds can come not only from local, state, and/or federal government grants and assistance programs, but also from private sector sources. Some specific types of funding sources that have been utilized in redevelopment projects, and their applicability to the redevelopment project in Roseville, are discussed on the following pages.

COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) PROGRAM

Community Development Block Grant (CDBG) funds from the U.S. Department of Housing and Urban Development (HUD) have provided a limited source of revenue for many redevelopment activities in California, and the City of Roseville has obtained assistance from this source on nine (9) different occasions in recent years:

- 1975. In 1975, the City received a \$93,000 grant which was used in the eastern portion of the Atlantic Street neighborhood (Subarea 1-1) for alley overlays and street reconstruction.
- 1976. Roseville obtained CDBG funds amounting to \$69,000 in 1976 and utilized those funds for alley improvements and reconstruction of B Street in Subarea 1-4.

- 1977. Of the \$390,000 in CDBG funds received by the City in 1977, \$313,730 was applied toward street reconstruction and alley overlays in the Atlantic Street area (Subarea 1-1), while the remaining \$76,270 was allocated to residential rehabilitation activities in the Theiles neighborhood (Subarea 1-4).
- 1981. Roseville was successful once again in obtaining block grant funds amounting to \$387,989 in 1981. Approximately \$145,719 of this total was applied toward street and curb/gutter improvements in the Roseville Heights area (outside of the Project Area), and the remaining \$242,270 was used for residential rehabilitation activities in the Roseville Heights and Theiles (Subarea 1-4) neighborhoods.
- 1985. CDBG funding in the amount of \$190,419 was received in 1985 to help stimulate economic development activity in the depressed Historic Old Roseville district (Subarea 1-3). This money was loaned to the "Junction City Market" to assist in purchasing inventory and supplies.
- 1986. In 1986, Roseville became an entitlement jurisdiction for CDBG funds and received a \$231,000 used to perform street work in Roseville Heights, housing rehabilitation, and planning activities.
- 1987. CDBG funding in the amount of \$227,000 was obtained in 1987. These funds were used for three purposes: \$142,000 for a 63 unit elderly housing complex, \$50,000 for residential rehabilitation, and \$35,000 for planning through the Main Street Program.
- 1988. Similar uses were put to the \$221,000 received in 1988. The funding was disbursed among three (3) uses: \$135,000 for an 80-unit elderly complex, \$51,000 for residential rehabilitation, and \$35,000 for planning through the Main Street Program.
- 1989. The 1989 grant is an amount totaling \$231,000, but its use was not designated as of 3/15/89.

Given that the City is now an entitlement jurisdiction under the CDBG Program, it is assured of receiving annual allocation of CDBG funds as long as the program continues at the federal level, and plans to use such funds for commercial and residential rehabilitation and planning purposes within the Project Area. However, it should be noted that the future availability of CDBG monies may be extremely limited nationwide over the next few years as a direct result of implementation of the "Gramm-Rudman-Hollings Budget Balancing Act" which became effective in January, 1986. This legislation, which has a basic goal to achieve a balanced federal budget, has already resulted in substantial funding cutbacks for most federal agencies, and the reduction or elimination of many federal assistance programs. For this reason, it would not be prudent for the Agency to count on the CDBG program (or any other HUD housing assistance programs) as a funding source for a long-term (40-year) Redevelopment Project.

ASSESSMENT DISTRICTS

Assessment districts have become more popular as a funding source for public improvement projects in local communities, and could be a potential source of revenue for redevelopment activities in the project area on a limited scale. However, since assessment districts have the disadvantage of increasing site-specific improvement and long-term operating costs for private property owners, they are a less desirable funding mechanism than other options available. When appropriate, the Agency would consider participation in assessment districts.

CITY GENERAL AND CAPITAL IMPROVEMENT FUNDS

Prior to the passage of the "Proposition 13" property tax limitation initiative a decade ago, local governmental entities in California (including cities) were able to fund many of their ongoing general operating and capital improvement expenses by raising local property taxes. However, the restrictions placed on such practices by this constitutional amendment have resulted in a situation whereby property tax revenues can no longer be relied upon to offset increases in operating and capital costs attributable to inflation and/or demands for additional services or facilities generated by population growth. This situation, combined with the demise of federal revenue sharing programs in October, 1986, and the previously described problems inherent in competing for financing assistance from federal and State governmental programs, has made it exceedingly difficult for local governmental entities to collect sufficient annual revenues to undertake long-term redevelopment activities.

According to the City Manager's "budget message" in the annual budget of the City of Roseville for FY 1988-89, the City's General Fund is presently strong, as exemplified by the following excerpts:

Nineteen years ago, the undersigned submitted to the Roseville City Council an \$8 million budget which included \$3.5 million for a new \$6.5 million water treatment plant. A population of 18,000 was served by 191 City employees and power sales were estimated at \$1,220,000. For 1988-89, a budget of \$92.0 million has been developed which includes \$7 million to expand that same water treatment plant. Our population of 34,368 is currently served by 430 employees and power sales are estimated at \$21,525,000. (...)

The 1988-89 budget is similar to the 1987-88 budget in many respects. The four specific plan areas, two in development and two well into the planning process, continue to impact our operations to the extent that 36 additional positions are included throughout the Budget. As in the 1987-88 budget, the General Fund is projected to reduce its balance by a significant amount with heavy expenditures for capital improvement projects and equipment. Fortunately, unanticipated revenue coupled with unspent appropriations, allowed the General Fund to begin the new fiscal year with over \$3 million. (...)

...it is gratifying to be able to include a multi-million dollar capital improvement program in spite of the continuing squeeze for operating dollars. This is the bright spot of the budget, totalling over \$40 million and including some projects which have been stalled for a year or more.

While this summary is very optimistic in tone, a review of the various budgetary tables and fund summaries revealed the following points:

- Of the \$578,000 of General Fund revenue allocated for Public Works capital improvements city-wide: no funds were earmarked for street resurfacing, and only \$40,000 was allocated for storm drain studies and improvements, \$50,000 for curb and gutter replacement/construction, \$57,000 for sidewalk repairs, and, \$23,500 for alley reconstruction.
- Since the foregoing allocations are for city-wide improvements, it is evident that even smaller amounts would be available to improve street and drainage conditions within the Project Area.

With regard to the Capital Improvement Program (CIP), the City collects a variety of "Impact Fees" from new developments to cover park development, traffic circulation, and traffic signalization improvement demands directly attributable to new growth in the community, and combines such funds with gas tax revenues, utility connection and user fees, and other designated revenues to fund the improvements. The CIP budget for 1988-89 is \$43,809,740 (including the aforementioned General Fund revenues) for capital improvement expenditures city-wide, which is considerably more than the CIP estimated expenditures of around 25 million in 1987-88. Major projects accounting for approximately \$33 of the \$44 million include: electric and water capital improvements, sewer construction, 65/Harding interchange construction, and residential tax improvements. Although there is still approximately \$11 million remaining in the CIP after funding these major projects, very little of this balance has been appropriated for the types of improvements required within the Project Area. For example, the \$38,000 total allotment for sewer capital improvements is well below the estimated cost of \$297,000 required to mitigate sewer deficiencies in the Project Area. As another example, it has been estimated that approximately \$2,382,960 worth of curb, gutter, and sidewalk improvements are needed in the Project Area, while the CIP budget allows for only \$695,750 in "Local Street Improvements" for the entire city.

Although the City has passed a recent traffic mitigation ordinance, the fees collected under this ordinance will not benefit the roadway projects in the Project Area. According to a 2/27/89 memo from the City Engineer:

...there were approximately seventy segments of roadways and bridges that are needed to maintain Level of Service C traffic standard within the next twenty years or more. Each of these roadway segments is being financed by the seven planning areas within the city and their contributions by traffic to each of these roadway segments. One of these planning areas is listed as "existing" which meant these costs are not included in the Traffic Mitigation Fee, but would have come from the General Fund revenues.

Given these and the foregoing General Fund considerations, it is apparent that the City lacks sufficient general and capital improvement revenues to support the level of public improvements needed to implement a long-term redevelopment program in the Project Area and simultaneously meet high priority demands for capital improvements in the newer, rapidly growing sectors of the community.

COMMUNITY FACILITIES DISTRICT

The State's "Community Facilities Act of 1982" (Government Code, Sections 53311-53365.5), commonly known as the "Mello-Roos Act," provides an alternative method of financing certain public capital facilities and services, especially in developing areas and areas undergoing rehabilitation. Under the provisions of this law, the Agency, acting autonomously or under a joint exercise of powers agreement with one or more other local governmental entities, could establish a "community facilities district" to expand existing public facilities and/or levels of service to meet demands generated by new development in the Project Area. The District could then be empowered (by a 2/3 vote of its qualified electors) to levy special taxes and charges (as defined in the law), and to issue bonds (if necessary) to finance the public facility/service improvements. The principal drawback of this financing method parallels that for assessment districts; i.e., it places a long-term financial burden on property owners that inhibits their ability to fund private improvements on their properties.

DEVELOPER PARTICIPATION

In many communities, developer participation has become a much more common vehicle for obtaining funds for redevelopment activities. For example, a developer could advance funds to the Agency for public improvements in the form of a grant or loan to be repaid during the course of Project implementation from tax increment revenues. However, since, (1) recurrent statewide and national trends toward unstable interest rates have severely curtailed the ability of developers to offer such loans; and, (2) the size of most new developments in older urbanized areas is generally not sufficient to carry the cost of advancing funds, the long-term feasibility of this funding approach has diminished in recent years.

From 1979 through 1988, the City had a developer participation policy whereby residential developers paid fees of \$100 per dwelling unit in projects having density of 5 units or less per acre, and \$50 per unit in projects exceeding a density of 5 units per acre. Fees collected under this policy were deposited in a "Home Improvement Account" for use in the City's Housing Rehabilitation Program (HRP). These monies were useful in contributing toward residential rehabilitation efforts. Due to new state legislation, these fees can no longer be charged as of January 1989.

TAX ALLOCATION (OR INCREMENT) FINANCING

Given the foregoing considerations, tax allocation financing appears to be the most reliable and predictable source of long-term redevelopment funding available to the Agency at this time. Because of the complexity of this funding mechanism, a somewhat comprehensive explanation of the tax "increment" financing process is provided in the following subsection.

TAX INCREMENT FINANCING

BACKGROUND AND LEGAL AUTHORITY

Tax increment financing has been the backbone of redevelopment financing in the State of California since the mid-1960's, and has become increasingly important since the termination of former federal urban renewal programs, and in light of the continuing decline of federal dollars for block grant and other development assistance programs.

Generally, when a redevelopment plan is adopted, the total value of all of the taxable property in the Project Area is determined as of a specific ("Base Year") date. From that date onward, all of the entities which levy taxes in the Project Area - the City, the County, local school districts, local special districts, etc. - continue to receive property taxes accruable from this total "frozen" value of taxable property. In many Project Areas, the effect of redevelopment has been to stabilize the tax roll of these taxing entities where it was steadily declining, or in danger of being eroded by declining property values. However, redevelopment is also expected to result in new construction and higher property values over time. The increased property taxes generated from such new construction and higher property values within a Project Area are the "tax increments" which are allocated by the State Constitution, pursuant to the CRL, to a Redevelopment Agency to pay the costs of implementing the Project. The Agency may incur these implementation costs directly, or (as noted earlier) may borrow funds or issue bonds. Tax increments from the Project Area are then allocated to the Agency to reimburse the Agency for direct costs; repay loans; and/or, repay any bonds issued. When all loans, advances, and/or indebtedness of the Agency are paid, the Project is completed. From that time onward, tax increments from the Project Area flow back to the taxing entities, who in turn benefit from the substantial increase in property tax revenues accruable from a revitalized and redeveloped Project Area. In fact, experience has shown that many taxing entities can quickly recoup sufficient revenue within a few years after completion of a redevelopment program to compensate for revenues allocated to an agency during the term of the redevelopment period.

The primary purpose behind tax allocation financing is best explained by referring to the ballot argument favoring the State constitutional amendment (approved by the voters in 1952) which authorized this method of financing. That ballot argument, which has been cited and upheld by the courts since that time, stated that:

...without this constitutional amendment, the expense would come out of general funds of the city or county or from federal subsidy. This constitutional amendment makes it possible for the entire amount advanced out of public funds to be reimbursed out of taxes on the increased valuation of the property after improvement. In other words, the property will carry itself, and the expenses will be paid out over a term of years.

...the procedure provided for adjusting tax revenues derived from increased valuation of redeveloped areas that were previously blighted areas are fair and equitable to the taxpayers of the community.

...Blighted areas are an economic and social drag upon the community and it is good public business to eliminate them. By the adoption of this constitutional amendment it will be made possible for the property to pay its own way and finance the cost of redevelopment without an additional levy upon already overburdened taxpayers.

It must be emphasized that tax increments do not automatically go to a Redevelopment Agency. They are allocated for use by an Agency: (a) only if the redevelopment plan contains a tax allocation provision (most redevelopment plans contain this provision); (b) only to the extent that the Agency requests the allocation of taxes (Some agencies request only a portion of the allocation in any year, leaving the balance to the taxing entities; however, many bond indentures require the entire amount of tax increment to be paid to the bond trustee with provision for release of any surpluses, after providing for reserve funds, back to the Agency.); and, (c) only to the extent that Project loans or advances have been made, or indebtedness incurred, for the repayment of which tax increments have been pledged.

TAX INCREMENT LIMITATIONS AND REQUIREMENTS

The enactment of AB 203 (the "Hannigan Bill") during the 1984 State legislative session has modified past methods of distributing tax increment revenues, as described in the following excerpt from the CRL:

33676. (a) Prior to the adoption by the legislative body of a redevelopment plan providing for tax-increment financing pursuant to Section 33670, and unless an agreement is entered into or payments are otherwise distributed by the agency in accordance with Section 33401, an affected taxing agency may elect, and every school and community college district shall elect, to be allocated, in addition to the portion of taxes allocated to the affected taxing agency pursuant to subdivision (a) of Section 33670, all or any portion of the tax revenues allocated to the agency pursuant to subdivision (b) of Section 33670 attributable to one or both of the following:

- (1) Increases in the rate of tax imposed for the benefits of the taxing agency which levy occurs after the tax year in which the ordinance adopting the redevelopment plan becomes effective.*
- (2) Increases in the assessed value of the taxable property in the redevelopment project area, as the assessed value is established by the assessment roll last equalized prior to the effective date of the ordinance adopting the redevelopment plan pursuant to subdivision (a) of Section 33670, which are, or otherwise would be, calculated annually pursuant to subdivision (f) of Section 110.1 of the Revenue and Taxation Code...*

In layman's terms, this means that tax increment revenues directly attributable to any increases in: (1) the tax rate of one or more affected taxing entities providing services to the Project Area; and/or, (2) annual inflationary adjustments to the tax base of the Project Area (limited to a maximum of 2% per year since the passage of "Proposition 13") occurring after adoption of a redevelopment plan would have to be distributed to local school and community college districts, and to any other affected taxing entities requesting such revenues prior to redevelopment plan adoption. This represents a significant change in the law, since

before passage of the "Hannigan Bill," one of the major sources of tax increment revenues in many redevelopment Project Areas was taxes generated by the annual inflationary adjustments to the Project Area tax base.

The appropriation of tax increment revenues by a Redevelopment Agency is further constrained by certain bonding and financial limitations placed on each redevelopment plan by the CRL. For example, Section 33333.2 of the CRL requires that a redevelopment plan shall contain:

...A limitation on the number of dollars of taxes which may be divided and allocated to the redevelopment agency pursuant thereto. Taxes shall not be divided and shall not be allocated to the redevelopment agency beyond such limitation, except by amendment of the redevelopment plan.

Furthermore, Section 33334.1 specifically requires that:

...If a plan authorizes the issuance of bonds to be repaid in whole or in part from the allocation of taxes pursuant to Section 33670, the plan shall establish a limit on the amount of bonded indebtedness which can be outstanding at one time without an amendment of the plan...

And finally, Section 33334.2 requires that:

...Not less than 20 percent of all taxes which are allocated to the agency pursuant to Section 33670 shall be used by the agency for the purposes of increasing and improving the community's supply of low- and moderate-income housing available at affordable housing cost, ...to persons and families of low or moderate income, ...and very low income households, ...unless one of the following findings is made:

- (1) That no need exists in the community, the provision of which would benefit the project area to improve or increase the supply of low- and moderate-income housing; or*
- (2) That some stated percentage less than 20 percent of the taxes which are allocated to the agency pursuant to Section 33670 is sufficient to meet such housing need; or*
- (3) That a substantial effort to meet low- and moderate-income housing needs in the community is being made, and that this effort, including the obligation of funds currently available for the benefit of the community from state, local, and federal sources for low- and moderate-income housing alone or in combination with the taxes allocated under this section, is equivalent in impact to the funds otherwise required to be set aside pursuant to this section...*

The effects of these limitations on tax increments upon the Redevelopment Project in Roseville are considered, as appropriate, in the next chapter (Chapter VII) of this report.

VII. FINANCIAL FEASIBILITY

PROPOSED METHOD OF FINANCING

Chapter VI concluded that tax increment financing would appear to be the most reliable source of long-term redevelopment funding available to the Agency at this time. For this reason, the following analysis is geared toward examining the financial feasibility of the Project under a "worst case" assumption that tax increment revenue would constitute the sole source of funding for the redevelopment activities described in Chapter V.

Before proceeding with an analysis of the tax increment method of Project financing, it is important to note the following excerpt from the CRL:

33334. Every redevelopment plan shall describe generally the proposed method of financing the redevelopment of the project area. (Underlining added.)

In essence, this Chapter recognizes that the method of financing must be described in a "general" manner, due to the duration of a typical redevelopment project (normally 30-40 years), and the large number of variables affecting development rates in a prospective project area - interest costs, market demand, availability of revenues, construction costs, etc. Consequently, while the following analysis may have the appearance of being somewhat specific in scope, it should not be construed to be any more than a general approximation of a long-term method of financing the Project.

COST/REVENUE ANALYSIS

METHODOLOGY

In order to determine whether the Redevelopment Project in Roseville would be financially feasible, it is necessary to compute both the costs to the Agency for Project implementation, and the potential revenue that the Agency could expect to receive to cover such costs during the assumed 40-year life span of the Project. If the total projected revenue exceeds the total projected cost, the Project would be financially feasible. Conversely, if the total projected revenue falls short of the total cost, the Project would not be financially viable.

As a practical matter, the calculations necessary to evaluate Project feasibility are extremely complex, and have been accomplished via the use of a series of microcomputer spreadsheets; however, the computational procedure itself is relatively easy to comprehend. The flow chart shown in Figure 19 illustrates the steps needed to compute the "Total Project Cost" and "Total Project Revenue" for the Project. Within this Figure, each computational step is referenced to either Figure 20 or 21, in which the specific background data, assumptions, and/or computations are shown and explained in greater detail. Finally, to further aid understanding, the topical headings and all terms appearing in italics in the following discussion correspond to items shown in the various "boxes" of Figure 19.

FIGURE 19
FLOW CHART OF FINANCIAL FEASIBILITY COMPUTATIONS

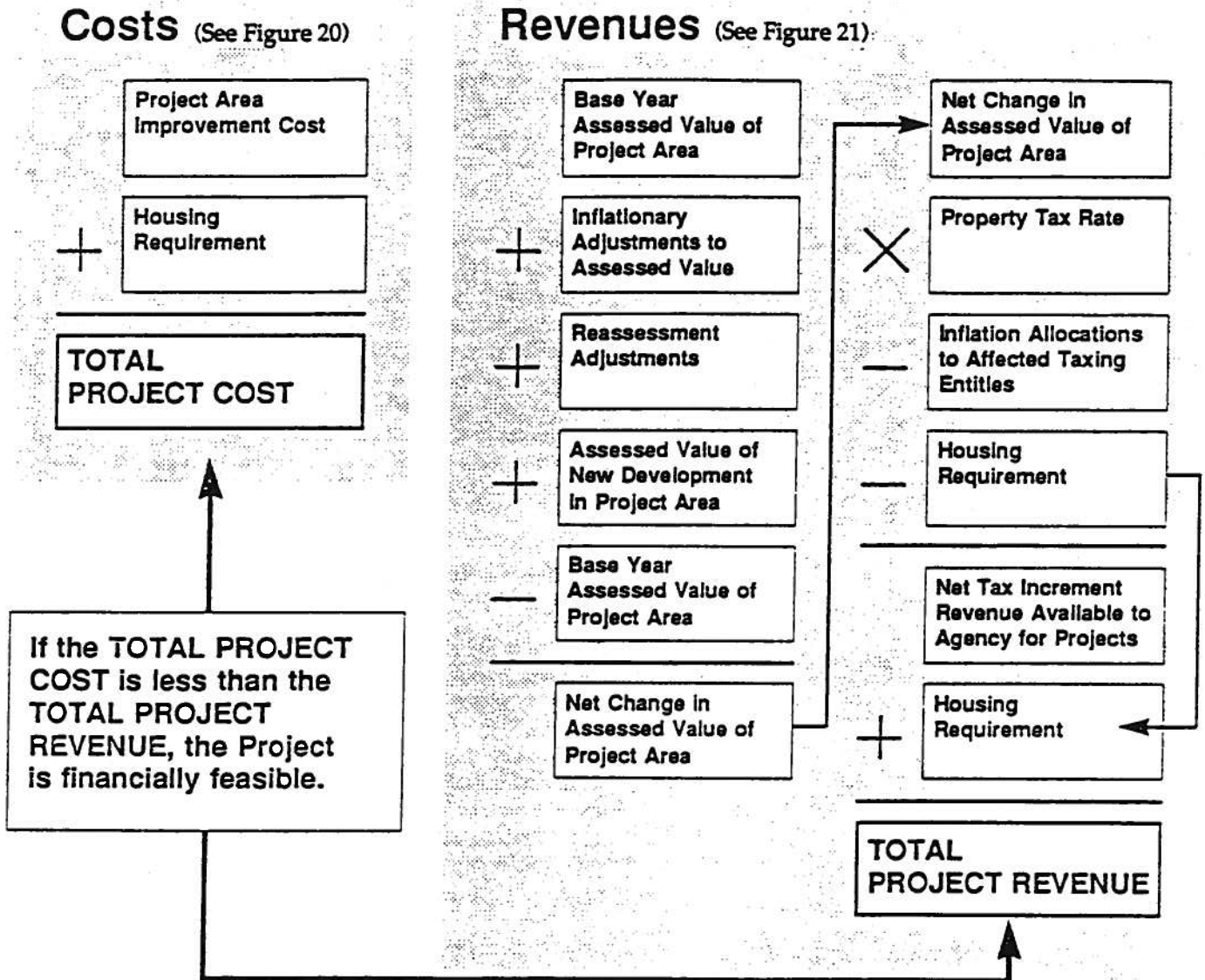


FIGURE 20: TOTAL PROJECT COST PROJECTION

Project Description	Estimated Cost (1988-89 Dollars)
<p>1. Replace Main Water Lines Replacement of antiquated cast iron water mains and galvanized service pipes throughout the project area.</p>	\$1,688,000
<p>2. Replace Fire Hydrant Replacement of 43 obsolete fire hydrants, and installation of up to 65 new hydrants (to reduce spacing between hydrants in conformance with present-day standards) throughout the project area.</p>	37,375
<p>3. Storm Drain Improvements Upgrading of 25 drainage inlets to "Type C" facilities; construction of one (1) manhole; reconstruction of five (5) driveways with existing culverts; and, completion of drainage modifications to eliminate recurrent ponding at Atlantic and Almond Streets.</p>	196,500
<p>4. Curb, Gutter, and Sidewalk Improvements Completion of 16,000+/- lineal feet of curb, gutter, and sidewalk improvements, as needed, throughout the project area.</p>	2,382,960
<p>5. Public Parking Improvements Acquisition, clearance, and/or development of new sites for public off-street parking facilities within the commercial districts of the project area.</p>	6,000,000
<p>6. Backflow Prevention/Water Meter Improvements Elimination of cross-connected water lines and/or replacement of obsolete water meters in older commercial structures, to preclude possible backflow contamination of municipal water lines.</p>	575,000
<p>7. Street Lighting Improvements Installation of 120 new street lighting fixtures within the Old Roseville (Subarea 3) and other commercial districts of the project area, to enhance nighttime visibility and security conditions.</p>	517,500

FIGURE 20: TOTAL PROJECT COST PROJECTION (cont.)

Project Description	Estimated Cost (1988-89 Dollars)
<p>8. Repair/Replace Sewer Lines Elimination of existing sewer system deficiencies within the project area, including the lowering of "flat" mains (to improve gravity flow characteristics), the installation of flushing branches and/or manholes (to facilitate system maintenance), and, the disconnection of storm drains from the sanitary sewer system.</p>	\$ 297,000
<p>9. Street and Road Improvements Construction of several new roads, overcrossings, and urban interchanges, including Harding Boulevard and Cirby at Riverside; widening of Atlantic Street, and street widenings of Atkinson Street, Folsom Road, Washington Boulevard, and Judah Street; installation of a traffic signal; and repairing of roads and improving traffic flow throughout the project area.</p>	16,056,025
<p>10. Roseville Road Improvements Improvements along Roseville Road in order to encourage development of the properties in the area. Projects include roadway upgrade, city public works services, storm drain improvements, traffic circulation improvements, and landscaping.</p>	331,170
<p>11. Lincoln Street/Sierra Boulevard Bridge Includes construction of a new bridge to replace the current bridge, and the revitalization of the old bridge as an historical resource.</p>	1,150,000
<p>12. Soundwalls This project includes the construction of 37,200 lineal feet of soundwall throughout the project area bordering the Southern Pacific railyards.</p>	2,790,000
<p>13. Historical Museum Includes participation in the development of an historical museum in Old Roseville. Project could include site acquisition and construction of a parking facility.</p>	1,555,000

FIGURE 20: TOTAL PROJECT COST PROJECTION (cont.)

Project Description	Estimated Cost (1988-89 Dollars)
<p>14. Expansion of Downtown City Facilities and/or Assistance with the Auto Mall Development This project would include Agency participation in the expansion of Downtown City facilities as part of the Civic Center Master Plan. Project activities could include site acquisition, and construction financing, and remodel and expansion of City Hall and public safety building. The project could also include assistance in the Auto Mall Development.</p>	8,400,000
<p>15. Transit This project would assist in the extension of light rail transit to the Downtown area. Activities would include site acquisition and building of two light rail stations, track, and other equipment.</p>	2,600,000
<p>16. Commercial Rehabilitation Program Establishment of a commercial rehabilitation program to provide technical and financial assistance to project area business owners for such activities as: correcting health and safety deficiencies; remodeling older commercial structures to enhance their long-term viability for modern business uses; and/or, business expansion improvements.</p>	4,479,480
<p>17. Commercial Facade Improvement Program Provision of grants and/or below-market-rate loans to assist businesses in upgrading and visually integrating the exterior facades of their structures, to enhance the aesthetic appearance of the project area's commercial districts.</p>	625,000
<p>18. Revitalization Planning Completion of three (3) new neighborhood revitalization studies for the Atlantic Street (Subarea 1), Old Roseville (Subarea 3), and Riverside Avenue (Subarea 4) commercial districts, and upgrading of the previously completed (1969) Revitalization Plan for the Vernon Street (Subarea 2) business core area, to determine the types of new businesses needed, formulate strategies to attract such businesses, and, identify and prioritize site-specific improvements to stimulate private sector investments in each district.</p>	315,000

FIGURE 20: TOTAL PROJECT COST PROJECTION (cont.)

Project Description	Estimated Cost (1988-89 Dollars)
19. Revitalization/Relocation Program Implementation of the site-specific improvement recommendations of the foregoing neighborhood revitalization studies within the four (4) targeted commercial districts and/or assistance in relocation of Riverside Avenue auto dealers to the Auto Mall.	12,112,500
20. Project Cost Contingency Five percent (5%) of project costs to ensure adequate funding over the 40-year life of the Redevelopment Program.	3,105,425
Project Area Improvement Cost	\$65,213,935
21. Housing Requirement (Low- and Moderate-Income Housing) According to Section 33334.2 of the CRL, 20% of each tax increment dollar preempted from the affected taxing entities by the Agency for redevelopment activities, "(...) shall be used by the agency for the purposes of increasing and improving the community's supply of low- and moderate-income housing (...)." The amount of tax increment revenue needed to meet this "Housing Requirement" is computed via the use of the above "Project Area Improvement Cost" (PAIC) as follows:	16,303,484
$\text{Housing Requirement} = (\text{PAIC} + 80\%) - \text{PAIC}$	
TOTAL PROJECT COST	\$81,517,419

* Chapter V of this report contains more detailed discussions of each Project proposal and a schematic map (Figure 18) illustrating their approximate locations within the project area.

COSTS

Project Area Public Improvement Cost. Chapter V described twenty (20) projects, plus contingencies, deemed necessary by the Agency staff to alleviate the blighted conditions identified (in Chapter IV herein) in the project area. Figure 20 contains a summary listing of these same projects, and shows that the total Project Area Improvement Cost, as estimated by the Agency staff, would be \$65,213,415 (1988-89 dollars).

Housing Requirement. As noted earlier, Section 33334.2 of the CRL requires that 20% of all tax increment revenues collected by a redevelopment agency be used for increasing and/or improving a community's supply of low- and moderate-income housing. In other words, 20 cents out of each tax increment dollar allocated to the Agency during the life of the Project must be used to benefit low- or moderate-income housing. Figure 20 illustrates the method used to compute this Housing Requirement, which is estimated to be \$16,303,484 for the project in Roseville.

As reported in Chapter V, the Agency tentatively plans to utilize this amount to further implement its established Housing Rehabilitation Program (HRP) goal to eliminate health and safety deficiencies in the project area's older housing stock. The Agency could also conceivably allocate funds from this source to assist prospective developers of new affordable housing units for low- or moderate-income households and/or to provide neighborhood improvements in the project area that would directly benefit low- or moderate-income residents. However, it should be recognized that the actual disposition of such funds would depend upon the outcome of additional analyses at subsequent stages of the Project formulation and Redevelopment Plan adoption processes.

Total Project Cost. From Figure 20, it is estimated that the Total Project Cost, including the project area Public Improvement Cost and the Housing Requirement, would be \$81,517,419 (in 1988-89 dollars), as indicated in the box at the bottom of Figure 20.

REVENUES

Base Year Assessed Value of Project Area. As noted in Chapter VI, the assessed value of a project area is "frozen" at the beginning of a redevelopment program, and the computation of tax increment revenues derived from increases in the assessed value above this "frozen" or "Base Year" assessed value. In this vein, the Project is expected to commence during the 1989-90 tax year; therefore, the "Base Year" for tax increment projection purposes would be 1989-90.

On November 23, 1988, the County Auditor-Controller reported that the current (1988-89) total assessed value of the project area is \$201,601,333. Since a 1989-90 Base Year Assessed Value of the project area has not been provided by the County to date, it is assumed in this analysis that the assessed value of the project area would increase by amount equal to the sum of the annual assessed value inflation adjustment (2%), the assessed value growth rate (3%), and the growth for new development (1%) or a total of six (6) percent between the 1988-89 and 1989-90 tax years. This assumption yields a 1989-90 Base Year Assessed Value

of project area of \$213,697,413. (NOTE: This Base Year Assessed Value of project area appears as the first numerical entry in columns (1) and (5) of Figure 21.)

Inflationary Adjustments to Assessed Value. The "normal" growth rate of the assessed variables: (1) increases from *Inflationary Adjustments to (the) Assessed Value* of taxable properties, as permitted by Article XIII A of the State Constitution; (2) changes resulting from property *Reassessment Adjustments* at the time a property is sold or upgraded; and, (3) increases directly attributable to the *Assessed Value of New Development* in (the) project area. In the first case, *Inflationary Adjustments to Assessed Value* of properties which have not been sold or upgraded are limited to the lesser of either the annual increase in the Consumer Price Index (CPI) reported by the Federal Department of Commerce, or 2% per annum. For purposes of this analysis, it is assumed (in Column (2) of Figure 21) that such *Inflationary Adjustments to Assessed Value* of properties would account for a 2% annual increase in the assessed value of the project area during the 40-year redevelopment period.

Reassessment Adjustments. When ownership of a taxable property in California is transferred (i.e., when a property is sold), or when an existing improved property is upgraded in a manner that increases its market value (exclusive of new development of vacant property), State law permits said property to be reassessed to its current market value (subject to certain limitations which are not particularly germane to this revenue projection). This means that in a typical tax year, the assessed value of a redevelopment project area can increase beyond the maximum 2% attributable to the *Inflationary Adjustments to (the) Assessed Value* described above, even if no new development occurs in the project area during that year.

According to the project area combined role, using the public utilities role provided by the State Board of Equalization and the secured and unsecured roles from the Placer County's Assessor's office, for the tax years 1983-84 through 1987-88, the total assessed value of the incorporated area of Roseville increased at an average annual rate of 9.1 percent, as illustrated in the following table:

Tax Year	Project Area NET Assessed Value of Taxable Property	% Increase from Prior Year	Average Annual % Increase Since 1983-84
1983-84	\$ 117,900,000	(not available)	(not available)
1984-85	129,500,000	9.8	9.8
1985-86	141,400,000	9.2	9.5
1986-87	149,400,000	5.6	8.2
1987-88	167,100,000	11.8	9.1

If it is assumed that two percent (2%) of this 9.1 percent "Normal Growth Rate" trend resulted from the aforementioned *Inflationary Adjustments to Assessed Value*, then the remaining 7.2 percent increase must have resulted from a combination of increases attributable to *Reassessment Adjustments* and the *Assessed Value of New Development* in (the) project area. Since: (1) virtually all of the project area itself is already developed in urban uses; (2) new development within the project area boundaries has been limited to relatively minor in-fill construction in recent years; and, (3) much of the increases experienced during the 1980's have been the result of an overheated economy.; and, (4) no reliable empirical breakdown of assessed value increases from *Reassessment Adjustments* versus the *Assessed Value of New Development* in project area is available. To avoid over-predicting future changes in the project area assessed value (and future tax increment revenues derived therefrom), it is conservatively estimated (in column (3) of Figure 21) that *Reassessment Adjustments* would not account for more than a three percent (3%) annual increase in the assessed value of the project area during the 40-year redevelopment period.

Assessed Value of New Development in Project Area. At the present time, the only "New Development" in the project area that can be predicted with reasonable certainty would involve the construction of the Auto Mall (Subarea 4), and commercial development of Subarea 3. Estimated assessed values for each of these areas have been included in column (4) of Figure 21 in the year in which they are expected to be built out. It is reasonable to assume that some new development would occur in the other subareas, particularly if the Agency's efforts toward revitalizing the commercial districts of the project area are successful in attracting new business investment in the area. For this reason, and in keeping with the aforementioned 8.7 percent increase in the project area between 1987-88 and 1988-89, it is conservatively assumed in this analysis that the *Assessed Value of New Development* in (the) *Project Area* would account for a one percent (1%) increase in the total assessed value of the project area during each year of the redevelopment period. (Note: Since the Subareas 3 and 4 land value has already been considered in the *Reassessment Adjustments* described above, inclusion of land values in the "Unit Cost Factors" would result in "double counting" of the land's assessed value in this revenue projection. To avoid this, an adjustment has to column (4) of Figure 21 has been made in the third and fifth years of the Redevelopment Project.

Net Change in Assessed Value of Project Area. The cumulative assessed value of the project area at the end of each year of the redevelopment period (Column (5) in Figure 21) is obtained by adding the *Base Year Assessed Value of Project Area* to the *Inflationary Adjustments to Assessed Value*, the *Reassessment Adjustments*, and the *Assessed Value Added by New Development in project area*. Subtracting the *Base Year Assessed Value of project area* from this sum yields the *Net Change in Assessed Value of (the) Project Area*, which is then used to compute the annual tax increment revenue generated in the project area. From Column (6) of Figure 21, it can be seen that, in terms of "Future Year Dollars," this annual *Net Change in Assessed Value of Project Area* would vary from \$12,821,845 at the end of fiscal year 1990-91 to \$3,211,177,010 at the end of the Redevelopment period in the year 2029-2030.

Property Tax Rate. For purposes of this study, it is assumed that property taxes would continue to be computed at a rate of 1% of the assessed value of all properties within the project area, pursuant to procedures instituted in the wake of "Proposition 13." However, it should be noted that this is a conservatively low estimate in that additional property tax revenues would be available to the extent that voter approval and/or debt service rates exist in excess

of the 1% "Constitutional" property tax rate. The total tax increment revenue generated during each year is computed by multiplying the Net Change in *Assessed Value of Project Area* by the assumed 1% Property Tax Rate. Column (7) in Figure 21 shows that the "Total (Tax Increment Revenue) Generated" in the project area over the 40-year redevelopment period would be \$457,715,032 in "Future Year Dollars." However, since the purchasing power (in terms of 1989-90 dollars) of each of these "Future Year Dollars" would decline because of inflation, it is necessary to convert each annual revenue amount into its equivalent value (or "Present Value") in 1989-90 dollars before making a direct comparison between potential Project revenues and the previously computed *Total Project Cost* in Figure 20. This conversion is provided in the italicized entries labeled "Present Value in 1989-90 \$" in Column (7) of Figure 21, assuming an average annual inflation rate of 5% throughout the Project implementation period. The total at the foot of this column indicates that the projected stream of total tax increment revenue generated during the lifetime of the Project, \$457,715,032 in "Future Year Dollars," would have an equivalent "Present Value in 1989-90 \$123,280,385.

Inflation Allocations to Affected Taxing Entities. According to Section 33676 of the CRL:

33676. (a) Prior to the adoption of the legislative body of a redevelopment plan providing for tax-increment financing pursuant to Section 33670, and unless an agreement is entered into or payments are otherwise distributed by the agency in accordance with Section 33401, an affected taxing agency may elect, and every school and community college district shall elect, to be allocated, in addition to the portion of taxes allocated to the affected taxing agency pursuant to subdivision (a) of Section 33670, all or any portion of the tax revenues allocated to the agency pursuant to subdivision (b) of Section 33670 attributable to one or both of the following:

- (1) Increases in the rate of tax imposed for the benefit of the taxing agency which levy occurs after the tax year in which the ordinance adopting the redevelopment plan becomes effective.*
- (2) Increases in the assessed value of the taxable property in the redevelopment project area, as the assessed value is established by the assessment roll last equalized prior to the effective date of the ordinance adopting the redevelopment plan pursuant to subdivision (a) of Section 33670, which are, or otherwise would be, calculated annually pursuant to subdivision (f) of Section 110.1 of the Revenue and Taxation Code...*

This CRL excerpt means that, in addition to their "frozen" share of property taxes computed on the basis of the Base Year Assessed Value of (the) project area, affected taxing entities can obtain a portion of the total tax increment revenue generated in the project area during the course of the redevelopment period under either or both of two (2) circumstances. First, if an affected taxing entity levies a "new" tax on project area properties after adoption of a redevelopment plan, that entity would be entitled to receive all project area tax increment revenue generated by that "new" tax. And second, affected taxing entities are entitled to request that their respective shares of tax increment revenues attributable to the 2% annual Inflationary Adjustments to Assessed Value not be allocated to the Agency to finance redevelopment activities. In this respect, it is assumed in Figure 21 (Column (8)) that each affected taxing entity providing services in the project area would request its respective share of the 2% *Inflationary Adjustments to Assessed Value* prior to adoption of the Redevelopment Plan. The cumulative total of these *Inflation Allocations to Affected Taxing Entities* during

the 40-year redevelopment period is estimated to be \$46,180,060 in "Future Year Dollars," or the equivalent of \$13,200,236 in 1989-90 dollars (see Column (8) of Figure 21).

Housing Requirement. It has already been established that 20% of all tax increment revenue allocated to a redevelopment agency must be used to increase and improve a community's supply of low- and moderate-income housing, per Section 33334.2 of the CRL. In the case of the Project in Roseville, 20% of the cumulative total tax increment revenue generated over the 40-year term of the Project, after deducting the preceding Inflation Allocations to Affected Taxing Entities, would amount to a Housing Requirement "set-aside" of \$82,306,994 in "Future Year Dollars" or \$22,016,030 in 1989-90 dollars, as shown in the shaded boxes at the foot of Column (9) in Figure 21.

Net Tax Increment Available to Agency for Projects. The cumulative total tax increment revenue generated in the project area (\$457,715,032), minus the *Inflation Allocations to Affected Taxing Entities* (\$46,180,060), minus revenue required to be set aside to meet the Housing Requirement (\$82,306,994), would yield an estimated cumulative *Net Tax Increment Revenue Available to Agency for Projects* of \$329,227,978 in "Future Year Dollars," or \$88,064,119 in 1989-90 dollars, as shown in the shaded boxes at the foot of Column (11) in Figure 21. This is undoubtedly the most critical figure from the Agency's perspective, since this amount represents revenue that could be expected to become available to fund the total project area Public Improvement Cost derived in Figure 21.

Total Project Revenue. In terms of 1989-90 dollars, the sum of the revenues needed to satisfy the Housing Requirement (\$22,016,030 from Column (9) in Figure 21 plus the cumulative *Net Tax Increment Revenue Available to Agency for Projects* (\$88,064,119) from Column (11) in Figure 21 would result in a potential Total Project Revenue of \$110,080,149 (i.e., the italicized number in the shaded box at the foot of Column (13) in Figure 21).

PROJECT FEASIBILITY

From the foregoing analysis, it is concluded that:

- In terms of 1989-90 dollars, the estimated *Total Project Revenue* of \$110,080,149 (from Column (13) of Figure 21, projected to be available to the Agency to fund the public improvement and housing aspects of the Project, would exceed the estimated Total Project Cost of \$81,17,419 (from Figure 20) by \$28,62,730.
- Since this potential revenue surplus would occur even under the conservatively low assessed value growth rate assumptions used in this analysis, it can generally be concluded that the Roseville Redevelopment Project would be financially feasible.
- It may be feasible for the Agency to finance a share of the project area improvements by issuing bonds, and utilizing tax increment revenue to cover bond issuing and debt service costs. In this respect, because the face value(s) of the bond(s) would depend upon a number of variables that cannot be predicted at this preliminary stage of the Project formulation process - e.g., the ultimate improvement priority schedule desired by the Agency, varying interest rates, the outcome of desired by the Agency, varying interest rates, the

outcome of anticipated negotiations with affected taxing entities vis-a-vis the allocation of tax increment revenues, etc. - it would be inappropriate to assess an alternative cost scenario involving bond financing of the Project at this time.

In summary, it is concluded that the Agency would be able to derive sufficient revenue from the project area during the 40-year period to cover the anticipated costs of redeveloping that area. However, it should be recognized that periodic "fine tuning" of the Project phasing and financing scenario would be needed to ensure that the Agency's ongoing cash flow posture would be adequate to cover Project costs during the course of the redevelopment period.

FIGURE 21 - TOTAL PROJECT REVENUE PROJECTIONS

Year Project	Assessed Value (\$)		(Refer to notes following this table)				Tax Increment Revenue (\$)		Inflation Allocations to Affected Taxing Agencies During the Year	
	(1) At Start of Year	(2) Added by Inflationary Adjustments During Year	(3) Added by Reassessment Adjustments During Year	(4) Added by New Development During Year	(5) At End of Year	(6) Net Change In Assessed Value	(7) Total Generated During Year Future Year Dollars	(8) Present Value in 1989-90 \$	(9) Future Year Dollars	(10) Present Value in 1989-90 \$
0						0	0	0	0	0
1	213,697,413	4,273,948	6,410,922	2,136,974	213,697,413	12,821,845	128,218	122,113	42,739	40,704
2	226,519,258	4,530,385	6,795,578	50,000,000	226,519,258	74,147,808	741,478	672,542	86,334	78,307
3	287,845,221	5,756,904	8,635,357	2,878,452	305,115,934	91,418,521	914,185	789,708	130,800	112,990
4	305,115,934	6,102,319	9,153,478	100,000,000	420,371,731	206,674,318	2,066,743	1,700,315	176,155	144,923
5	420,371,731	8,407,435	12,611,152	4,203,717	445,594,034	231,896,621	2,318,966	1,816,971	222,418	174,270
6	445,594,034	8,911,881	13,367,821	4,455,940	472,329,677	258,632,264	2,586,323	1,929,954	269,606	201,184
7	472,329,677	9,446,594	14,169,890	4,723,297	500,669,457	286,972,044	2,869,720	2,039,457	317,737	225,810
8	500,669,457	10,013,399	15,020,084	5,006,695	530,709,625	317,012,212	3,170,122	2,145,663	366,832	248,286
9	530,709,625	10,614,192	15,921,289	5,307,096	562,552,202	348,854,789	3,488,548	2,248,749	416,908	268,742
10	562,552,202	11,251,044	16,876,566	5,625,522	596,305,334	382,607,921	3,826,079	2,348,881	467,985	287,302
11	596,305,334	11,926,107	17,889,160	5,963,053	632,083,654	418,386,241	4,183,862	2,446,218	520,085	304,083
12	632,083,654	12,641,673	18,962,510	6,320,837	670,008,673	456,311,260	4,563,113	2,540,912	573,226	319,194
13	670,008,673	13,400,173	20,100,260	6,700,087	710,209,194	496,511,781	4,965,118	2,633,108	627,430	332,739
14	710,209,194	14,204,184	21,306,276	7,102,092	752,821,745	539,124,332	5,391,243	2,722,944	682,718	344,819
15	752,821,745	15,056,435	22,584,652	7,528,217	797,991,050	584,293,637	5,842,936	2,810,552	739,112	355,525
16	797,991,050	15,959,821	23,939,732	7,979,911	845,870,513	632,173,100	6,321,731	2,896,058	796,633	364,947
17	845,870,513	16,917,410	25,376,115	8,458,705	896,622,744	682,925,331	6,829,253	2,979,581	855,306	373,167
18	896,622,744	17,932,455	26,898,682	8,966,227	950,420,109	736,722,696	7,367,227	3,061,235	915,151	380,264
19	950,420,109	19,008,402	28,512,603	9,504,201	1,007,445,315	793,747,902	7,937,479	3,141,130	976,194	386,313
20	1,007,445,315	20,148,906	30,223,359	10,074,453	1,067,892,034	854,194,621	8,541,946	3,219,370	1,038,457	391,384
21	1,067,892,034	21,357,841	32,036,761	10,678,920	1,131,965,556	918,268,143	9,182,681	3,296,053	1,101,966	395,542
22	1,131,965,556	22,639,311	33,958,967	11,319,656	1,199,883,499	986,186,076	9,861,861	3,371,276	1,166,744	398,851
23	1,199,883,499	23,997,670	35,996,505	11,998,835	1,271,876,499	1,058,179,086	10,581,791	3,445,127	1,232,819	401,370
24	1,271,876,499	25,437,530	38,156,295	12,718,765	1,348,189,089	1,134,491,676	11,344,917	3,517,695	1,300,215	403,155
25	1,348,189,089	26,963,782	40,445,673	13,481,891	1,429,080,434	1,215,383,021	12,153,830	3,589,060	1,369,958	404,257
26	1,429,080,434	28,581,609	42,872,413	14,290,804	1,514,825,260	1,301,127,847	13,011,278	3,659,302	1,439,077	404,727
27	1,514,825,260	30,296,505	45,444,758	15,149,253	1,605,714,776	1,392,017,363	13,920,174	3,728,495	1,510,598	404,611
28	1,605,714,776	32,114,296	48,171,443	16,057,148	1,702,057,662	1,488,360,249	14,883,602	3,796,712	1,583,550	403,953
29	1,702,057,662	34,041,153	51,061,730	17,020,577	1,804,181,122	1,590,483,709	15,904,837	3,864,022	1,657,960	402,795
30	1,804,181,122	36,083,622	54,125,434	18,041,811	1,912,431,989	1,698,734,576	16,987,346	3,930,489	1,733,859	401,176
31	1,912,431,989	38,248,640	57,372,960	19,124,320	2,027,177,909	1,813,480,496	18,134,805	3,996,176	1,811,275	399,132
32	2,027,177,909	40,543,558	60,815,337	20,271,779	2,148,808,583	1,935,111,170	19,351,112	4,061,144	1,890,240	396,697
33	2,148,808,583	42,976,172	64,464,257	21,488,086	2,277,737,098	2,064,039,685	20,640,397	4,125,449	1,970,785	393,906
34	2,277,737,098	45,554,742	68,332,113	22,777,371	2,414,401,324	2,200,703,911	22,007,039	4,189,146	2,052,940	390,787
35	2,414,401,324	48,288,026	72,432,040	24,144,013	2,559,265,404	2,345,567,991	23,455,680	4,252,287	2,136,738	387,370
36	2,559,265,404	51,185,308	76,777,962	25,592,554	2,712,821,328	2,499,123,915	24,991,239	4,314,923	2,222,212	383,681
37	2,712,821,328	54,256,427	81,384,640	27,128,213	2,875,590,607	2,661,893,194	26,618,932	4,377,101	2,309,396	379,747
38	2,875,590,607	57,511,812	86,267,718	28,755,906	3,048,126,044	2,834,428,631	28,344,286	4,439,867	2,398,323	375,590
39	3,048,126,044	60,962,521	91,443,781	30,481,266	3,231,013,606	3,017,316,193	30,173,162	4,500,266	2,489,029	371,234
40	3,231,013,606	64,620,272	96,930,408	32,310,136	3,424,874,423	3,211,177,010	32,111,770	4,561,338	2,581,550	366,698
							457,715,032	123,280,385	46,180,060	13,200,236

FIGURE 21 - TOTAL PROJECT REVENUE PROJECTIONS

(Continued)

(9) Tax Increment Revenue (\$)		(10) Cumulative Available for 20% Housing Requirement During Year		(11) Net Available for Improvement Projects During Year		(12) Cumulative Net Available for Improvement Projects to Date		(13) Total Preempted by Agency During Year		(14) Cumulative Total Preempted by Agency to Date	
0	0	0	0	0	0	0	0	0	0	0	0
17,096	16,282	17,096	16,282	68,383	65,127	68,383	65,127	85,479	81,409	85,479	81,409
131,029	118,847	148,125	135,129	524,115	475,388	592,499	540,515	655,144	594,235	740,623	675,644
156,677	135,344	304,802	270,472	626,708	541,374	1,219,207	1,081,889	783,385	676,718	1,524,009	1,352,361
378,118	311,078	682,919	581,551	1,512,470	1,244,313	2,731,677	2,326,202	1,890,588	1,555,391	3,414,596	2,907,753
419,310	328,540	1,102,229	910,091	1,677,239	1,314,160	4,408,916	3,640,362	2,096,548	1,642,700	5,511,145	4,550,453
463,343	345,754	1,565,572	1,255,845	1,853,373	1,383,016	6,282,289	5,023,378	2,316,717	1,728,770	7,927,861	6,279,223
510,397	362,729	2,075,969	1,618,574	2,041,586	1,450,917	8,303,876	6,474,296	2,551,983	1,813,647	10,379,844	8,092,870
560,658	379,475	2,636,627	1,998,049	2,242,632	1,517,902	10,546,508	7,992,197	2,803,290	1,897,377	13,183,135	9,990,247
614,328	396,001	3,250,955	2,394,051	2,457,312	1,584,005	13,003,820	9,576,203	3,071,640	1,980,007	16,254,775	11,970,253
671,619	412,316	3,922,574	2,806,366	2,686,475	1,649,263	15,690,295	11,225,465	3,358,094	2,061,578	19,612,869	14,031,832
732,756	428,427	4,655,329	3,234,793	2,931,022	1,713,708	18,621,317	12,939,173	3,663,778	2,142,135	23,276,647	16,173,967
797,977	444,344	5,453,307	3,679,137	3,191,909	1,777,375	21,813,227	14,716,548	3,989,887	2,221,718	27,266,533	18,395,685
867,538	460,074	6,320,844	4,139,211	3,470,150	1,840,295	25,283,377	16,556,843	4,337,688	2,300,369	31,604,221	20,696,054
941,705	475,625	7,262,549	4,614,836	3,766,820	1,902,500	29,050,198	18,459,343	4,708,525	2,378,125	36,312,747	23,074,179
1,020,765	491,005	8,283,314	5,105,841	4,083,060	1,964,022	33,133,257	20,423,365	5,103,825	2,455,027	41,416,572	25,529,206
1,105,020	506,222	9,388,334	5,612,063	4,420,078	2,024,889	37,553,335	22,448,253	5,525,098	2,531,111	46,941,669	28,060,317
1,194,790	521,283	10,583,123	6,133,346	4,779,158	2,085,131	42,332,494	24,533,384	5,973,948	2,606,414	52,915,617	30,666,730
1,290,415	536,194	11,873,539	6,669,540	5,161,661	2,144,777	47,494,154	26,678,161	6,452,076	2,680,971	59,367,693	33,347,701
1,392,257	550,967	13,265,796	7,220,504	5,569,028	2,203,854	53,063,183	28,882,014	6,961,285	2,754,817	66,328,978	36,102,518
1,500,698	565,597	14,766,493	7,786,101	6,002,791	2,262,389	59,065,974	31,144,403	7,503,489	2,827,986	73,832,467	38,930,504
1,616,143	580,102	16,382,637	8,366,203	6,464,573	2,320,409	65,530,547	33,464,812	8,080,716	2,900,511	81,913,183	41,831,016
1,739,023	594,485	18,121,660	8,960,688	6,956,093	2,377,940	72,486,640	35,842,752	8,695,116	2,972,424	90,608,299	44,803,440
1,869,794	608,751	19,991,454	9,569,439	7,479,178	2,435,006	79,965,817	38,277,758	9,348,972	3,043,757	99,957,272	47,847,197
2,008,940	622,908	22,000,395	10,192,347	8,035,762	2,491,632	88,001,579	40,769,389	10,044,702	3,114,540	110,001,974	50,961,737
2,156,974	636,961	24,157,369	10,829,308	8,627,897	2,547,842	96,629,476	43,317,231	10,784,872	3,184,803	120,786,845	54,146,539
2,314,440	650,915	26,471,809	11,480,223	9,257,761	2,603,660	105,887,237	45,920,891	11,572,201	3,254,574	132,359,047	57,401,114
2,481,915	664,777	28,953,724	12,145,000	9,927,660	2,659,107	115,814,898	48,579,988	12,409,576	3,323,884	144,768,622	60,724,998
2,660,011	678,552	31,613,735	12,823,551	10,640,042	2,714,207	126,454,940	51,294,205	13,300,053	3,392,759	158,068,675	64,117,756
2,849,375	692,245	34,463,110	13,515,797	11,397,502	2,768,981	137,852,442	54,063,186	14,246,877	3,461,226	172,315,552	67,578,983
3,050,697	705,863	37,513,808	14,221,659	12,202,790	2,823,450	150,055,231	56,886,637	15,253,487	3,529,313	187,569,039	71,108,296
3,264,706	719,409	40,778,514	14,941,068	13,058,824	2,877,636	163,114,055	59,764,272	16,323,530	3,597,044	203,892,569	74,705,340
3,492,174	732,889	44,270,688	15,673,957	13,968,697	2,931,557	177,082,752	62,695,829	17,460,871	3,664,446	221,353,440	78,369,786
3,733,922	746,309	48,004,610	16,420,266	14,935,690	2,985,234	192,018,442	65,681,063	18,669,612	3,731,543	240,023,052	82,101,329
3,990,820	759,672	51,995,430	17,179,938	15,963,279	3,038,687	207,981,721	68,719,750	19,954,099	3,798,359	259,977,152	85,899,688
4,263,788	772,983	56,259,219	17,952,921	17,055,153	3,091,934	225,036,875	71,811,684	21,318,942	3,864,917	281,296,094	89,764,605
4,553,805	786,248	60,813,024	18,739,169	18,215,221	3,144,993	243,252,096	74,956,677	22,769,027	3,931,241	304,065,120	93,695,846
4,861,907	799,471	65,674,931	19,538,640	19,447,629	3,197,883	262,699,725	78,154,560	24,309,536	3,997,354	328,374,656	97,693,200
5,189,193	812,655	70,864,124	20,351,295	20,756,770	3,250,622	283,456,495	81,405,182	25,945,963	4,063,277	354,320,619	101,756,477
5,536,044	825,826	76,400,950	21,177,102	22,147,306	3,303,226	305,603,801	84,708,407	27,684,132	4,129,032	382,004,752	105,885,509
5,906,028	838,928	82,306,994	22,016,030	23,624,176	3,355,712	329,227,978	88,064,119	29,530,221	4,194,640	411,534,972	110,080,149
82,306,994	22,016,030			329,227,978	88,064,119			411,534,972	110,080,149		

FIGURE 21 NOTES:

- (1) The first entry in this column is the assumed Fiscal Year 1989-90 (or "Base Year") assessed value of the project area, the derivation of which is described in the previous text. All other entries reflect the total assessed value at the end of the previous year, as shown on the preceding line in column (5).
- (2) The annual "Inflationary Adjustment" to the assessed value of the project area is assumed to be the maximum 2% of the corresponding entry in column (1) permitted by Article XIII A of the State Constitution.
- (3) Annual assessed value increases attributable to "Reassessment Adjustments" when properties are transferred (resold), or existing property improvements are upgraded, are assumed to be 3% of the corresponding entry in column (1), as explained under "Reassessment Adjustments" in the text.
- (4) According to the Agency staff, no new development proposals of a significant magnitude are known to be planned within the project area within the foreseeable future; however, it is reasonable to assume that some new development would occur in the area during the 35-year redevelopment period. For purposes of this analysis, it is assumed that such new development would increase the assessed value of the project area by 1% annually. In this report, all entries in this column are computed by multiplying the corresponding entry in column (1) by 1%.
- (5) The first entry in this column is the assumed "Base Year Assessed Value" of the project area. All other entries are computed by adding the corresponding annual entries in columns (1) through (4).
- (6) The figures in this column reflect the net change in the assessed value of the project area from the frozen "Base Year Assessed Value" of \$213,697,413. This net change, computed by subtracting \$213,697,413 from the corresponding annual entry in column (5), is used as the basis for computing the total tax increment revenue generated in the project area each year.
- (7) Assuming continuation of the "1% of Market Value" tax rate instituted by "Proposition 13," the total tax increment generated in the project area each year would be 1% of the corresponding entry on Column (6), as shown in the "Future Year Dollars" column under this heading. The "Present Value in 1989-90 \$" entries under this (and subsequent) heading(s) represent the current-year (1989-90) values of the corresponding entries in the preceding column, assuming an annual inflation rate of 5 and 1/2%.
- (8) In this column, it is assumed that all affected taxing entities would request the inflationary increase of the "Base Year Assessed Value" of the project area up to the maximum 2% permitted by Section 33676 of the CRL. The amounts shown are computed by increasing the "Base Year Assessed Value" at a rate of 2% per annum compounded annually for the appropriate number of years, subtracting the "Base Year Assessed

Value" from this amount, and multiplying the result by the "1% of Market Value" property tax rate.

- (9) As required by Section 33334.2 of the CRL, the Agency must use 20% of each tax increment dollar derived from the project area to increase and improve the supply of low- and moderate- income housing. This "Housing Requirement" is computed by subtracting the "Inflation Allocations to Affected Taxing Entities During Year" [column (8)] from the "Total Tax Increment Generated During Year [column (7)], and multiplying the result by 20%.
- (10) The cumulative sum of the corresponding current and prior year entries in column (9).
- (11) Column (7) minus the corresponding amounts shown in columns (8) and (9).
- (12) The cumulative sum of the corresponding current and prior year entries in column (11).
- (13) The "Total Tax Increment Preempted by Agency During Year" is obtained by adding the corresponding annual amounts in columns (9) and (11).
- (14) The cumulative sum of the current and prior year entries in column (13).

VIII. RELOCATION

Statutory Requirements

Section 33352(g) of the CRL requires that this "Report to the Legislative Body" contain:

(...) A method or plan for the relocation of families and persons to be temporarily or permanently displaced from housing facilities in the project area, which method or plan shall include the provision required by Section 33411.1 that no persons or families of low or moderate income shall be displaced unless and until there is a suitable housing unit available and ready for occupancy by such displaced person or family at rents comparable to those at the time of their displacement.

Potential for Displacement

The proposed Redevelopment Plan envisions little or no acquisitions of, or alterations of, properties that might result in the displacement of individuals, families, businesses, or others during the course of Project implementation. "However, the Agency may not use its power of eminent domain to acquire real property zoned for residential uses." (Subsection 309 of the Redevelopment Plan.) Since it is probable that the Agency would have to acquire additional rights-of-way and/or property for certain public improvement projects, the Plan contains the following provisions relative to property acquisition.

[§308] PROPERTY ACQUISITION

[§309] Real Property

Except as specifically exempted herein, the Agency may acquire, but is not required to acquire, any real property located in the Project Area by any means authorized by law.

It is in the public interest and is necessary in order to eliminate the conditions requiring redevelopment and in order to execute this Plan for the power of eminent domain to be employed by the Agency to acquire real property in the Project Area which cannot be acquired by gift, devise, exchange, purchase or any other lawful method, however, the Agency may not use its power of eminent domain to acquire real property zoned for residential uses. Eminent domain proceedings, if used, must be commenced within twelve (12) years from the date the ordinance adopting this Plan becomes effective. (...)

As currently anticipated, direct property acquisitions by the Agency would be limited to the possible purchase of properties in the commercial districts of the proposed Project Area for projects such as the development of public parking facilities (Project 5, as described in Chapter 5). The Agency does not anticipate being financially capable of acquiring additional occupied or developed property (or properties) in the proposed Project Area for the simple reason that it would not have enough revenue to fund property acquisitions and simultaneously finance the other improvement proposals described earlier (in Chapter 5). To the extent that private developer resources might become available during the course of Project implementation, the Agency would retain its power of eminent domain to facilitate the

acquisition of such properties; however, in all cases, the Agency would actively promote private settlements prior to resorting to eminent domain proceedings. As quoted above, subsection 309, p. 7 of the Agency's Redevelopment Plan states that "the Agency may not use its power of eminent domain to acquire real property zoned for residential uses."

Implementation

The following sections of the Redevelopment Plan outline the broad policies that would be implemented by the Agency in the event that the Project were to result in the displacement of existing Project Area occupants:

[§313] RELOCATION OF PERSONS (INCLUDING INDIVIDUALS AND FAMILIES), BUSINESS CONCERNS AND OTHERS DISPLACED BY THE PROJECT.

[§314] Assistance in Finding Other Locations

The Agency shall assist all persons (including individuals and families), business concerns and others displaced by the Project in finding other locations and facilities. In order to carry out the Project with a minimum of hardship to persons (including individuals and families), business concerns and others, if any, displaced from their respective places of residence or business by the Project, the Agency shall assist such persons (including individuals and families) business concerns and others in finding new locations that are decent, safe, sanitary, within their respective financial means, in reasonably convenient locations and otherwise suitable to their respective needs. The Agency may also provide housing inside or outside the Project Area for displaced persons.

[§315] Relocation Payments

The Agency shall make relocation payments to persons (including individuals and families), business concerns and others displaced by the Project for moving expenses and direct losses of personal property and additional relocation payments as may be required by law. Such relocation payments shall be made pursuant to the California Relocation Assistance Law (Government Code Section 7260 et seq.) and Agency rules and regulations adopted pursuant thereto. The Agency may make such other payments as may be appropriate and for which funds are available.

(...)

[§329] LOW- AND MODERATE-INCOME HOUSING

[§330] Replacement Housing

In accordance with Section 33334.5 of the Community Redevelopment Law, whenever dwelling units housing persons or families of low or moderate income are destroyed or removed from the low- and moderate-income housing market as part of the Project, the Agency shall, within four (4) years of such destruction or removal, rehabilitate, develop or construct, or cause to be rehabilitated, developed or constructed, for rental or sale to persons and families of low or moderate income an equal number of replacement dwelling units at affordable rents within the

Project Area or within the territorial jurisdiction of the Agency in accordance with all of the provisions of Sections 33413 and 33413.5 of said Community Redevelopment Law.

From the above Plan excerpts, it can be seen that the Agency would: (1) provide potential displacees with assistance in finding new quarters suitable to and compatible with their needs and financial posture; (2) make relocation payments to displacees as required by applicable regulations and Agency rules and regulations adopted pursuant thereto; (3) be empowered to make additional discretionary relocation payments which it may deem reasonable and necessary to achieve the Project's long-term goals; and (4) provide, either directly or indirectly, for the replacement of any low- or moderate-income dwelling units destroyed or removed by Project activities on a minimum one-to-one basis.

General Relocation Procedures

Since the potential necessity to relocate households or businesses would be a function of countless variables that cannot be predicted with certainty at this preliminary stage of the Project planning process, the Agency has *not* prepared a specific plan for relocation activities to date. However, it can be said that the Agency would assume lead responsibility for implementation of any relocation action(s) needed to meet Project objectives, and it would be understood that there could be instances where development agreements could require the participation of one or more Project Area developer(s) in the provision of relocation payments. Other general relocation procedures envisioned by the Agency staff would be as follows:

Administrative Organization

Responsible Agency. The Agency would be responsible for providing relocation payments and assistance to individuals, families, and/or businesses that might be displaced from the proposed Project Area by Agency actions. The Agency could meet its relocation assistance responsibilities via the use of either staff or consultants, or a combination thereof, and would utilize available community resources and services to provide relocation assistance in the most effective manner.

Functions. The Agency's staff and/or consultant(s) would perform the following functions:

- Inform and advise Project Area residents of the Agency's Plan, and its possible effects upon site occupants and neighbors;
- Work with Project Area occupants to determine their relocation needs and plans, keeping them fully informed of their rights and responsibilities under the applicable relocation laws, and of the relocation resources, special services, and forms of assistance available to them;
- Advise and assist business owners and tenants in understanding and taking advantage of any development participation opportunities which might be provided within the Project Area (including assistance to each displaced business in obtaining and becoming established in a suitable replacement location, should they choose to continue in business);

- Establish and maintain effective working relationships with property brokers and realtors, the Chamber of Commerce, the Small Business Administration, lending institutions, and other appropriate relocation resources;
- Act as liaison between the above organizations and displacees in order to promote and achieve optimum results in each relocation case;
- Assist displaced persons in preparing claims for relocation payments, and securing payment for these claims in an expeditious and timely manner;
- Establish and maintain an equitable and workable system for obtaining competitive bids from moving and storage companies, and from other concerns whose services might reasonably be required in the relocation process;
- Maintain relocation records and prepare reports in accordance with applicable State and Federal relocation laws and regulations; and
- Provide all services required in such a manner as to ensure that the relocation process results in fair, uniform, and equitable treatment for all affected parties, regardless of their race, color, religion, national origin, sex, marital status, or other arbitrary circumstances.

Relationship with Project Area Occupants

The Agency would maintain a close relationship with Project Area occupants and would keep them, absentee owners, and the general community apprised of its plans and programs. As appropriate and needed, these relationships would be achieved via personal interviews, mailings, the distribution of informational materials, and public meetings to provide information and respond to questions. In all cases, these efforts would be maintained at such a level as to ensure that each affected Project Area tenant, property owner, business, etc., would be fully informed as to the relocation program, available services and resources, and applicable time schedules.

Relocation Standards for Residents

It would be the objective of the Agency to ensure that displaced residents (if any) be established with a minimum of hardship in replacement housing which would be decent, safe, and sanitary, and suitable to their needs. Furthermore, the Agency would ensure that housing for displaced residents is located in areas that are at least as desirable as their former home(s) with regard to: (a) proximity to public utility infrastructures, public facilities, and commercial facilities; (b) accessibility to their place(s) of employment or potential employment; and, (c) housing costs within their financial means. In this latter respect, to ensure compliance with Section 33411.1 of the CRL, the Agency does *not* propose to displace any low- or moderate-income person, family, or household until there is a suitable housing unit available and ready for occupancy by such displaced individual(s) at rents/costs comparable to those at the time of their displacement.

Assistance to Businesses

Business occupants of the Project Area who might be displaced would be: (a) interviewed at length to determine their individual relocation needs and preferences; (b) provided with all required informational materials; (c) assisted in locating suitable replacement locations; (d) assisted in preparing relocation claims; and (e) referred, as appropriate, to outside agencies or organizations for assistance in achieving their relocation in a satisfactory manner. In this latter vein, the relocation staff would (as appropriate) refer Project Area business occupants to, and maintain liaison among, the Small Business Administration, trade associations, the Chamber of Commerce, financial institutions, realtors, and brokers, to ensure that they would be assisted without discrimination in obtaining suitable relocation premises, financial assistance, and knowledgeable guidance in re-establishing their business operations.

Temporary Moves

Temporary moves would be required/permitted only under circumstances allowed by the applicable State and Federal relocation laws and regulations.

Grievance Procedures

Individuals, families, or businesses that might be subject to displacement during the course of Project implementation would be informed by the Agency staff/consultant(s) of their right to appeal relocation payment claims, or their decisions made affecting their relocation. Such appeals would be made and reviewed in accordance with the grievance procedures adopted by the Agency, pursuant to the applicable State and Federal relocation laws and regulations.

IX. ANALYSIS OF PRELIMINARY PLAN

Statutory Requirements

Section 33322 of the CRL requires that a local planning commission formulate a "Preliminary Plan" for the redevelopment of "each selected project area," and Section 33324 provides the following directives for preparation of that preliminary plan:

33324. *A preliminary plan need not be detailed and is sufficient if it:*

- (a) Describes the boundaries of the project area.*
- (b) Contains a general statement of the land uses, layout of principal streets, population densities and building intensities and standards proposed as the basis for the redevelopment of the project area.*
- (c) Shows how the purposes of this report would be attained by such redevelopment.*
- (d) Shows that the redevelopment conforms to the master or general community plan.*
- (e) Describes, generally, the impact of the project upon residents thereof and upon the surrounding neighborhood.*

Finally, Section 33352(e) of the CRL requires that a "Report to the Legislative Body" contain an analysis of the Preliminary Plan.

Analysis

The *Preliminary Plan for the Roseville Redevelopment Project*, as formulated and prepared by the City's Planning Commission, was accepted by the Agency Board on August 17, 1988, via *Resolution No. 2-88*, reproduced as Exhibit IX.1 in Chapter 17 herein. From a review of the enclosed copy of this Preliminary Plan (see Exhibit IX.2 in Chapter 17), it is evident that said Plan has complied with the requirements of Section 33324 of the CRL (quoted above).

Since adoption of the Preliminary Plan, the Agency has developed a more detailed *Redevelopment Plan for the Roseville Redevelopment Project* encompassing the same Project Area and applying the same general standards, uses, and programs for the redevelopment of that Project Area set forth in the Preliminary Plan. Because this Redevelopment Plan (transmitted under separate cover) does not contain any substantive changes from the Preliminary Plan, an analysis of the Preliminary Plan is, in fact, an analysis of the proposed Redevelopment Plan addressed throughout the body of this "Report to the Legislative Body." In this respect, the Redevelopment Plan reaffirms provisions of the Preliminary Plan establishing standards for development, ensuring enforceability of Plan objectives, and requiring that redevelopment activities conform to the City's adopted General Plan. Such additions as have been made to the Redevelopment Plan have been designed to clarify and provide requisite detail as required by the CRL, and are fully consistent with the adopted goals and objectives of the Preliminary Plan.

X. PLANNING COMMISSION ACTIONS

Statutory Requirements

The following sections of the CRL describe the purpose and requirements for review of a redevelopment plan by the Planning Commission:

33346. Before the redevelopment plan of each project area is submitted to the legislative body, it shall be submitted to the planning commission for its report and recommendation concerning the redevelopment plan and its conformity to the general plan adopted by the planning commission or the legislative body. The planning commission may recommend for or against the approval of the redevelopment plan.

33347. Within 30 days after a redevelopment plan is submitted to it for consideration, the planning commission shall make and file its report and recommendation with the agency. If the planning commission does not report upon the redevelopment plan within 30 days after its submission by the agency, the planning commission shall be deemed to have waived its report and recommendations concerning the plan and the agency may thereafter approve the plan without the report and recommendations of the planning commission.

Implementation

On August 11, 1988, the proposed Redevelopment Plan was formally reviewed for General Plan consistency by the City's Planning Commission. According to a summary of the meeting minutes provided by the City staff, it was stated that "...the redevelopment activities undertaken in the Project Area will be consistent with the City's General Plan." a motion was made:

(...) to amend the boundaries of the Project Area for the Roseville Redevelopment Project as selected and designated by the Planning Commission by motion made on October 24, 1985, as amended by motion made on February 26, 1987, to include the Added Area described in Exhibit A to City Council resolution No. 88-79, adopted on April 13, 1988, and that the Planning Commission approve the Amended Preliminary Plan for the Roseville Redevelopment Project and submit the Amended Preliminary Plan to the Redevelopment Agency of the City of Roseville.

As reported in the City staff notes (reproduced in Exhibit X.1 in Chapter 17), this motion passed, with one abstention, on a voice vote of the Planning Commissioners. Since the Planning Commission in Roseville has not been granted authority to adopt resolutions on such matters by the City Council, no resolution was passed. However, the Commission recommended that the Redevelopment Plan be approved and adopted.

XI. PROJECT AREA COMMITTEE

Statutory Requirements

Section 33385 of the CRL notes in part that:

33385. The legislative body of a city or county shall call upon the residents and existing community organizations in a redevelopment project area, within which a substantial number of low- and moderate-income families are to be displaced by the redevelopment project, to form a project area committee. The project area committee shall include, when applicable, residential owner occupants, residential tenants, businessmen, and members of existing organizations within the project area. The members of the committee shall serve without compensation.

(...) If the project will not displace a substantial number of low- and moderate-income families the agency shall either call upon the residents and existing community organizations to form a project area committee or the agency shall consult with, and obtain the advice of, residents and community organizations as provided for project area committees in Section 33386 and provide such persons and organizations with the redevelopment plan prior to submitting it to the legislative body.

Nothing contained in this section shall prevent an agency, or the legislative body of any city or county, from creating any other committee for a project area.

Furthermore, Section 33352(g) requires that this "Report to the Legislative Body" include a summary of Project Area Committee (PAC) activities, as follows:

33387. Minutes of all the meetings of the redevelopment agency with the project area committee, which meetings shall be open and public, together with a record of all information presented to the project area committee by the redevelopment agency or by the project area committee for the redevelopment agency for the purpose of carrying out the provisions of this article shall be maintained by the redevelopment agency. Such minutes and record shall be open to public inspection and a summary of such record shall be included in the report to the legislative body, submitted by the agency pursuant to Section 33352.

Implementation

On April 19, 1989, the City Council considered the matter of forming a Project Area Committee (PAC) and determined, via *Resolution No 89-63*, that:

(...) the proposed Project...will not displace a substantial number of low- and moderate-income families and that formation of a project area committee is not required prior to adoption of the Redevelopment Plan. The City Council further determines that a project area committee shall not be formed in connection with the Project.

(...) The Executive Director of the Agency is hereby authorized and directed to consult with and obtain the advice of residents and community organizations within the Project Area and to provide such residents and community organizations with the Redevelopment Plan prior to its submission to the City Council.

A copy of this resolution is reproduced as Exhibit XI.1 in Chapter 17 herein. Since a PAC has not been formed, the summary of PAC activities stipulated in Section 33387 of the CRL is not warranted in this "Report to the Legislative Body."

XII. ENVIRONMENTAL IMPACT REPORT

STATUTORY REQUIREMENTS

Section 33352(i) of the CRL requires that this "Report to the Legislative Body" include, "The report required by Section 21151 of the Public Resources Code." Said report is commonly known as an Environmental Impact Report, or EIR.

IMPLEMENTATION

The *Draft Environmental Impact Report for the Roseville Redevelopment Project* (DEIR) was completed by Earth Metrics Incorporated (San Mateo) in May, 1989. This report, assessing the potential environmental consequences stemming from the planned redevelopment activities within the Proposed Project Area, was forwarded to State- and local-level agencies for review and comments for a 45-day period which ended on July 7, 1989, but was extended through July 13, 1989.

During the DEIR review period, comments were submitted to the Agency by the following:

Roseville Planning Commission

City of Roseville

- Ken Bailey, *Dept. of Parks and Recreation*
- Fred Barnett, *Director of Public Works*
- Dave Dockham, *Electric Dept.*

State of California, Department of Fish and Game

- Pete Bontadelli, *Director*

State of California, Department of Transportation

- Jean L. Baker, *Chief, Environmental Branch*

Public Utilities Commission

- George Hersh, *Environmental Program Manager*

Native American Heritage Commission

- William Anthony Johnson, *Staff Analyst*

California Regional Water Quality Board, Central Valley Region

- F. Wayne Pierson, *Area Engineer*

Matlock and Associates

- Jack Matlock, *Consultant*

County of Placer

- Donald Lunsford, *Executive Officer*
- Heidi Tschudin, *Community Development Director*
- Jack Warren, *Dir. of Public Works, and Flood Control and Water Conservation Dist. Dir.*
- Noel Bonderson, *Dept. of Health and Medical Services*
- Richard H. Swenson, *Dept. of Health Services, R. S. Dir. of Environmental Health*

These comments, and the Agency's responses thereto, have been addressed in the *Final Environmental Impact Report for the Roseville Redevelopment Project* (FEIR), completed by the Agency's Environmental Consultant in July, 1989. This FEIR, and the DEIR document incorporated by reference therein, will be reviewed by the City Council at a forthcoming public hearing to determine whether it adequately assesses the Project's potential environmental effects as required by the CEQA. Once the FEIR is "certified" by the City Council to have been completed in accordance with the requirements of the CEQA, as implemented by the State CEQA Guidelines, the FEIR document will serve as the principal background reference for environmental impact and mitigation information for the City's and Agency's decision-makers during subsequent deliberations pertaining to the Project itself.

In compliance with Section 33352(i) of the CRL, both the DEIR and FEIR documents should be considered to be incorporated by reference into this "Report to the Legislative Body."

XIII. REPORT OF COUNTY FISCAL OFFICER

Statutory Requirements

Section 33328 of the CRL requires that:

(...) The county officials charged with the responsibility of allocating taxes under Section 33670 and 33670.5 shall prepare and deliver to the redevelopment agency and each of the taxing agencies, a report which shall include the following:

(a) The total assessed valuation of all taxable property within the Project Area as shown on the base year assessment roll.

(b) The identifications of each taxing agency levying taxes in the Project Area.

(c) The amount of tax revenue to be derived by each taxing agency from the base year assessment roll from the project area, including state subventions for homeowners, business inventory, and similar subventions.

(d) For each taxing agency, its total ad valorem tax revenues from all property within its boundaries, whether inside or outside the project area.

(e) The estimated first year taxes available to the redevelopment agency, if any, based upon information submitted by the redevelopment agency, broken down by taxing agencies.

(f) The assessed valuation of the project area for the preceding year, or, if requested by the redevelopment agency, for the preceding five years, except for state assessed property on the board roll. However, in preparing this information, the requirements of Section 33670.5 shall be observed. The assessed value shall be report by block if the property is divided by blocks, or by any other geographical area as may be agreed upon by the agency and county officials. (...)

Furthermore, Section 33352(j) stipulates that said report of the County fiscal officer be included in this "Report to the Legislative Body."

Implementation

A "Fiscal Impact Report of Roseville Redevelopment Agency" was completed by the Placer County Auditor-Controller in November, 1988, and transmitted to the Agency on November 23, 1988. (Note: A copy of this report is reproduced as Exhibit XIII.1 in Chapter 17 of this "Report to the Legislative Body" for reference.)

The Fiscal Impact Report estimated that the Project Area's 1988-89 assessed value (AV) is \$131,337,462. In addition, it was estimated that the Public Utility roll for the project area is \$70,263,871; 10.4% of the estimated total public utility roll. These two amounts were

increased by 6% to estimate the total 1989-90 Base Year AV for the Project Area of \$213,697,413. The 6% increase is comprised of the 2% annual AV inflation adjustment allowed under "Proposition 13," an additional estimated 3% growth rate in the Project Area's AV, and a 1% growth in AV from new development in the Project Area. The Agency has tentatively agreed with Placer County to consult on the Base Year AV and Utility Roll after the first year of the Project when actual valuation numbers are available. A letter from the County Auditor-Controller (Exhibit XIII.2, Chapter 17) states that the Agency may not be able to receive tax increment revenues from the non-operating, non-unitary utility roll for the first year of the redevelopment project.

The Fiscal Impact Report and the adjustments noted above have been used as the source of assessment and revenue distribution information for the revenue projections in Chapter 7 and the fiscal impact analyses in Chapter 16 of this "Report to the Legislative Body."

XIV. REPORT OF FISCAL REVIEW COMMITTEE

Statutory Requirements

Section 33353 of the CRL provides that:

33353. In connection with the preparation of a redevelopment plan utilizing tax increment financing, the county or any affected taxing entity may call for the creation of a fiscal review committee, within 15 days after receipt of the preliminary report from the agency pursuant to Section 33344.5. If an affected taxing entity calls for the creation of a fiscal review committee, it shall notify the agency at the same time that it takes that action.

The composition and function of a Fiscal Review Committee are defined as follows:

33353.1. The fiscal review committee for a redevelopment plan shall be composed of one representative from each of the affected taxing entities. A representative selected by a majority vote of the members of the committee shall chair the committee.

33353.5. In the event a fiscal review committee is created pursuant to Section 33353, the fiscal review committee shall analyze and report to the agency, within 30 days of the conclusion of the hearing held pursuant to Section 33353.4, on the fiscal impact of the redevelopment plan or the amendment to the redevelopment plan on each of the members of the fiscal review committee, including a determination whether the redevelopment plan or amendment will have either a beneficial effect or a financial burden or detriment upon one or more members of the fiscal review committee (...) (Underlining emphasis added.)

As defined in Section 33012 of the CRL, a "financial burden or detriment,"

(...) means either of the following:

(a) A net increase in the quality or quantity of a service of the affected taxing entity caused by the redevelopment project.

(b) A loss of property tax revenues by the affected taxing entity produced by a change of ownership or new construction which would have been received, or was reasonably expected to have been received, by the taxing entity if the redevelopment project was not established.

The division of taxes pursuant to Section 33670, by itself, shall not constitute a financial burden or detriment. (...)

Finally, Section 33352(k) of the CRL specifies that a "Report to the Legislative Body" on a redevelopment project should include:

(...) The report of the fiscal review committee, if any.

Implementation

Notification Process

On April 19, 1989, the Agency Board approved the *Preliminary Report on the Proposed Redevelopment Plan for the Roseville Redevelopment Project*, and authorized its staff to transmit the Preliminary Report to each affected taxing entity. The Agency staff subsequently sent copies of the Preliminary Report to each of the following:

City of Roseville

- Allen Johnson, *City Manager*

County of Placer

- Kimbuck Williams Jr., *County Auditor*
- Earl Corin, *Tax Collector/Treasurer*
- Lee Daniels, *County Assessor*

Placer County Board of Supervisors

- Robert Mahan

Placer County Office of Education

- John Reinking

Placer County Resource Conservation District

- Richard Gresham, *Manager*

Placer County Water Agency

- Ed Schnabel, *General Manager*
- I. Maisch, *Engineer*

South Placer Municipal Utilities District

- Jerry Liscalso, *General Manager*

Sierra Joint Community College District

- Gerald Angove, *President*

Dry Creek Elementary

Eureka Union School District

- Ronald Feist, *Superintendent*

Rocklin Unified Schools

- John Anderson, *Superintendent*

Roseville Elementary School District

- Suellen Skeen, *Superintendent*
- Jim Bush

Roseville Joint Union High School District

- Dr. Kenneth Sahl, *Superintendent*

Roseville Cemetery District

- John Thompson

N R G Cemetery

- Bill Emerson

State Board of Equalization

- David Martin, *Redevelopment Specialist*

Response(s) Received

County of Placer. On May 8, 1989, the County notified the Agency that:

"(...) Health and Safety Code Section 33353 permits the county or any other affected taxing entity to call for the creation of a fiscal review committee. The purpose of this committee is to analyze the fiscal impact of the redevelopment plan and determine whether it '(...) will have either a beneficial effect or a financial burden or detriment upon one or more members of the...committee.' (Section 33353.5).

This is to advise you that Placer county has called for the creation of a fiscal year committee to review Roseville's proposed redevelopment plan. (...)"

The County subsequently notified each of the other affected taxing entities that a Fiscal Review Committee had been formed, including the City of Roseville itself. (Note: Exhibit XIV.2 in Chapter 17 is a copy of the county's letter regarding the formation of the Fiscal Review Committee.

Roseville City School District and Roseville Joint Union High School. On April 28, 1989, these two school districts also requested the formation of a fiscal review committee. Exhibit XIV.3 is a copy of the letter sent to the Agency.

Committee Action(s)

The Fiscal Review Committee met on July 21, 1989; however, a "Report of Fiscal Review Committee" has not been prepared or transmitted to the Agency for consideration within the context of the Redevelopment Plan adoption process. In the event that any Fiscal Review Committee documentation is submitted to the Agency after publication of this report, such material(s) will be transmitted under separate cover to the Agency Board and City Council members together with analysis thereof by the Agency's redevelopment consultants. Such report will be further reviewed by the Agency's staff and/or Special Counsel at the upcoming joint City Council/Agency Board public hearing to consider adoption of the proposed Redevelopment Plan.

XV. NEIGHBORHOOD IMPACT REPORT

Statutory Requirements

Section 33352(1) of the CRL requires that this "Report to the Legislative Body" include:

(...)

(1) *If the project area contains low- or moderate-income housing, a neighborhood impact report which describes in detail the impact of the project upon the residents of the project area and the surrounding areas, in terms of relocation, traffic circulation, environmental quality, availability of community facilities and services, effect on school population and quality of education, property assessments and taxes, and other matters affecting the physical and social quality of the neighborhood. The neighborhood impact report shall also include all of the following:*

(1) *The number of dwelling units housing persons and families of low or moderate income expected to be destroyed or removed from the low- and moderate-income housing market as part of a redevelopment project.*

(2) *The number of persons and families of low or moderate income expected to be displaced by the project.*

(3) *The general location of housing to be rehabilitated, developed, or constructed pursuant to Section 33413.*

(4) *The number of dwelling units housing persons and families of low or moderate income planned for construction or rehabilitation, other than replacement housing.*

(5) *The projected means of financing the proposed dwelling units for housing persons and families of low and moderate income planned for construction or rehabilitation.*

(6) *A projected timetable for meeting the plan's relocation, rehabilitation, and replacement housing objectives. (...)*

Neighborhood Impacts

The following discussions contain the information required by Section 33352(1) above, as it pertains to the planned redevelopment of the Project Area in Roseville.

Relocation

As noted in Chapter VIII of this report, the Redevelopment Plan contemplates little or no displacement of businesses, or others within the Project Area, primarily because land acquisition activities currently anticipated by the Agency would be limited to the purchase of:

(1) a small number of parcels within the commercial districts of the Project Area for the

development of new public parking facilities (i.e., Project 5, as described in Chapter V); and/or, (2) possible additional right-of-way segments beside existing public roads or easements, to complete various street, drainage, and/or utility improvements. Furthermore, it is the Agency's policy that it may not use its power of eminent domain to acquire real property zoned for residential uses. Since: (1) the current project proposals would have little, if any potential for displacing low- or moderate-income households; and (2) any/all household(s) displaced would receive relocation assistance from the Agency pursuant to applicable Federal, State, and/or local regulations (as described in Chapter VIII), adverse effects upon low- or moderate-income households are not anticipated.

Housing Rehabilitation

As noted in Chapter VI herein, Section 33334.2 of the CRL requires that:

(...) Not less than 20 percent of all taxes which are allocated to the agency pursuant to Section 33670 shall be used by the agency for the purposes of increasing and improving the community's supply of low- and moderate-income housing available at affordable housing cost, (...) to persons and families of low or moderate income, (...) and very low income households (...).

In this vein, Chapter IV of this report has shown that the Project Area: (1) contains 175 of the 621 total residential units (28.2%) in need of minor to major repairs to restore them to current fire and building code standards (see Figure 2 in Chapter IV); and (2) houses a population characterized by higher percentages of low- and moderate-income households than the citywide norm (see Figure 13 in Chapter IV). Furthermore, it has been noted in Chapter V that the City has had an active Housing Rehabilitation Program (HRP) in operation since 1979.

While the Agency has not formulated any specific plans for housing rehabilitation within the Project Area to date, it is reasonable to assume that it would use at least a portion of its tax increment revenues earmarked to enhance the supply of low- and moderate-income housing to continue the previously initiated HRP in that area. If this were to occur, any upgrading of existing residential structures would clearly have beneficial impacts upon the living conditions of the occupants of such structures. (Note: Because a specific HRP implementation schedule has not been formulated by the Agency to date, it is currently impossible to identify precise information relating to the number of units to be rehabilitated, or a projected timetable for completion of such activities.)

New Housing Construction

According to Section 33414(b) of the CRL:

(1) At least 30 percent of all new or rehabilitated dwelling units developed within the project area by an agency shall be available at affordable housing costs to persons and families of low or moderate income. Of the 30 percent, not less than 50 percent shall be available at affordable housing cost to, and occupied by, very low income households.

(2) At least 15 percent of all new or rehabilitated dwelling units developed within the project area by public or private entities or persons other than the agency shall be available at affordable housing cost to persons and families of low or moderate income. Of such 15 percent, not less than 40 percent thereof shall be available at affordable housing cost to very low income households.

(3) The requirements of this subdivision shall apply in the aggregate to housing in the project area and not to each individual case of rehabilitation, development, or construction of dwelling units.

At the present time, the Agency staff is not aware of any significant "new housing" construction proposals for lands lying within the Project Area. In the event that "new housing" is proposed within the Project Area in the future, the Agency would ensure compliance with the applicable percentage requirements stipulated in the foregoing CRL excerpt as part of the development approval process, and the number/type(s) of units built or rehabilitated in any particular year of the 40-year redevelopment period would be based upon locally-observed demands and market absorption rates in the Project Area and the community as a whole. Finally, should private sector developers require financial assistance to ensure expansion of the community's supply of affordable housing, the Agency could exercise its option to provide such assistance from the twenty percent (20%) portion of its tax increment revenues required to be allocated for low- and moderate-income housing, and/or from other governmental assistance sources that may become available in future years.

Traffic Circulation

Rehabilitation, revitalization, and new development activities in the Project Area would have the potential to increase and/or redirect traffic volumes on roadways through the community. However, as described in Chapter V, the Redevelopment Plan includes proposals to complete curb, gutter, sidewalk, and lighting improvements (Projects 4 and 7); analyze and mitigate traffic flow and congestion problems (Projects 9-11); and, provide other circulation improvements within the context of a revitalization program (Project 19). In this respect, the Project-specific DEIR, incorporated by reference in Chapter XII herein, summarized the potential traffic impacts of the Project as follows (DEIR, pp. 2-4 and 2-5):

TRAFFIC, CIRCULATION AND PARKING

Trip generation increases and trip distribution changes that are directly and indirectly created by redevelopment may require planned improvements to be installed sooner than without redevelopment.

Redevelopment would provide funds to improve parking in the Redevelopment Area.

New development generated by redevelopment will increase the demand for parking.

Signalization at the intersection of Douglas Boulevard and Judah Street will improve traffic circulation and decrease safety risks.

The Redevelopment Project Area would benefit from the newly constructed SR 65 Bypass due to decreased through traffic and improved circulation.

Access to Interstate 80 and State Route 65 would be improved by roadway improvements facilitated by the Redevelopment Plan.

Emergency vehicle access to locations within the Redevelopment Area would be improved.

Construction activity for redevelopment projects may result in temporary traffic congestion at or around disturbed areas.

Parking Stalls or a parking structure would allow drivers, who would otherwise look for street parking, to park off street.

Increased traffic volumes with the buildout of General Plan, the north and northeast specific plans, and by projects facilitated by the redevelopment project.

Increase traffic resulting from the Auto Mall and Gateway Center which are facilitated by the redevelopment project.

In many cases, these would clearly be beneficial impacts, not requiring mitigation. In other cases, where an impact might be significant and/or adverse, the DEIR has shown that such effects could be reduced to an insignificant or acceptable level in the community.

Environmental Quality

The Project would, by design, bring about many positive changes in the environmental quality of Roseville by: (1) eliminating physical blight; (2) upgrading public streets and utility systems; (3) expanding and/or improving the supply of housing for low- and moderate-income persons and families; (4) strengthening the economic base of the community by stimulating new commercial expansion; and, (5) increasing local employment opportunities. The following excerpts from the DEIR (pp. 2-8 through 2-19) summarize Project-related impacts upon the physical environment of Roseville:

NOISE

Construction of the project could temporarily increase noise levels generated in the Redevelopment Area.

Secondary traffic noise impacts to existing sensitive land uses resulting from development facilitated by the redevelopment project.

Secondary traffic noise impacts to future sensitive land uses resulting from development facilitated by the redevelopment project.

AIR QUALITY

Earthmoving, hauling, trenching, demolition and other construction activities would result in localized and temporary increases in the level of TSP (total suspended particulates).

Secondary development encouraged by redevelopment would increase vehicle miles of travel in the area which would have a corresponding impact on the emissions of carbon monoxide and precursors to ozone. The projected incremental increases in emissions would contribute to projected pollutant concentrations and could extend the attainment date for ozone in the air basin.

VISUAL QUALITY

Numerous redevelopment projects including structural rehabilitation, landscaping and undergrounding of utility lines are expected to improve the visual quality of the Redevelopment Area.

Potential impacts to architectural themes of neighborhoods.

Direct negative visual impacts resulting from the proposed extension of Harding Boulevard and construction of Roseville Parkway through Subarea 3.

Implementation of the Redevelopment Plan will result in secondary visual impacts associated with commercial development, such as at the Auto Mall and Regional Shopping Mall sites, and the development of currently vacant or underutilized parcels. These impacts potentially include loss of rural open space, increase of glare or light, loss of landscaping, and disruption of view corridors.

HYDROLOGY

Redevelopment projects such as construction of new roadways and construction of a parking structure may generate a minor increase in stormwater runoff rates and volumes. This runoff may contribute sediment to existing drainage channels.

The proposed crossings of Antelope Creek by the extension of Harding Boulevard and construction of Roseville Parkway could result in loss of vegetation and increased sediment and silt entering the creek.

Secondary development encouraged by redevelopment may increase stormwater flow rates and volumes in all subareas.

Secondary drainage impacts in Subarea 3.

GEOLOGY

There is a high probability that the Redevelopment Area would experience ground shaking during the design life of the project structures.

Shaking may result in differential settlement, causing extensive damage to buildings, parking area, roadways, and utilities.

Construction in the Redevelopment Area may result in erosion and sedimentation.

BIOLOGY

Grading, paving, equipment and human access associated with the extension of Harding Boulevard and construction of the Roseville Parkway will eliminate vernal pools.

Riparian habitat areas may be directly or indirectly affected. Loss of riparian vegetation could affect the health of a portion of the riparian habitat by destabilizing creek banks creating erosion and siltation in Dry Creek.

Trees and other significant vegetation may be removed as a result of redevelopment activities and secondary development generated by redevelopment.

CULTURAL RESOURCES

Subsurface archaeological resources not known to exist at this time could be disturbed and/or destroyed as a result of earthmoving.

Redevelopment would directly and indirectly benefit locally significant cultural resources by providing funds for rehabilitation of structures in Old Town and other parts of Roseville.

Secondary development generated by redevelopment may increase development pressure on under-utilized properties where locally historical structures exist. Demolition of such structures could adversely affect redevelopment goals for Subarea 3.

In each case, the DEIR has demonstrated that mitigation measures are available to reduce the potentially significant adverse impacts of the Project to an acceptable or insignificant level in the community. Given the availability of such measures, and the fact that each incremental development or improvement proposal would have to be assessed, as appropriate, in accordance with the requirements of the CEQA prior to approval, it is reasonable to assume that the Project would not result in the degradation of the environment in the Project Area.

Public Services and Fiscal Conditions

The Project's potential impacts on community facilities and services are summarized in the DEIR (pp. 2-6 through 2-8) as follows:

Redevelopment projects would have direct beneficial impacts on all public services provided in the Redevelopment Area, except schools, by increasing levels of service and capacity where needed.

Potential public services effects of future growth encouraged by the project.

Increased commercial and residential development in the Redevelopment Area may lead to increased need for fire and police protection services.

The redevelopment project would adversely affect the current water distribution system through increased demand.

Tax increment financing would affect the distribution of property taxes from the Project Area. Increases in property revenues to be received by taxing agencies would be delayed for current taxing agencies during the maximum 40 year life of the Redevelopment Project to the extent any growth occurs. Revenues above the base year level would be transferred to the Redevelopment Agency to fund the plan. Agencies that could be most affected would be those also experiencing demand increases from the Redevelopment Project, such as the City of Roseville. (...)

Increased sales tax revenues would be generated by the increased activity and new commercial activity due to private development in the area.

Property tax revenue increases eventually would occur for all taxing agencies due to growth in assessed value of parcels just outside the Project Area that benefit from public improvements and land use development in the redevelopment project.

Increased private investment in the community would expand the employment base, generate market support for local retail business, and ultimately result in higher property values and tax revenues.

Schools

The assessment of local school conditions provided in the DEIR (pap. 3.3-7 and 3.3-8) revealed that: (1) the Project Area lies within the boundaries of the Roseville Elementary and Roseville High School Districts; (2) the elementary district has been impacted by overcrowding conditions since 1976, and has continued to experience rapid enrollment growth since then; (3) secondary schools operated by the high school district are also operating near or beyond their capacities; and (4) both districts anticipate increasing demands for additional classroom space (in portables and in new permanent school facilities) in light of the current/projected rapid rate of new housing construction taking place within their boundaries. A new high school is planned for 1989. Within this context, the DEIR (p. 3.3-12) noted that:

The proposed Redevelopment Plan is expected to directly and indirectly generate new students and contribute to existing and projected capacity inadequacies as a result of increased employment opportunities and housing projects in the Redevelopment Area. The specific number of students cannot be predicted at this time because the proposed Redevelopment Projects only indirectly induce community growth or because specific project details are not available at this time. The Redevelopment Plan does not provide for new housing. Rather, it only provides replacement housing. Also, all developments within the Redevelopment Area will be subject to a school facility fee. Therefore, project related impacts would not be considered significant.

Property Assessments and Taxes

It is anticipated that property valuations within the Project Area would increase as a direct result of revitalization and/or replacement of existing deteriorated structures and facilities, and the accompanying increases in new development activities envisioned by the Project. There may also be an increase in the market values of properties located immediately adjacent to new development (s) in both the Project Area and its surrounding environs, as a result of the improved economic and physical character anticipated for properties within the Project Area. While these effects could serve to increase the assessed valuations of many properties throughout the community, they would not increase property taxes for existing property owners above the minor annual "adjustment" levels already permitted by existing State laws instituted after the passage of "Proposition 13."

Other Matters Affecting Physical/Social Quality

Agency development standards for new construction in the Project Area would facilitate a positive physical impact in the community via a gradual transition to more compatible and efficient uses of property with a high standard of design. It is further anticipated that Agency actions over the long-term (40-year) course of Project implementation would accelerate positive changes in the social character of neighborhoods both within and adjacent to the Project Area.

XVI. FISCAL IMPACT ANALYSIS

Statutory Requirements

The CRL requirements for this analysis are described in Section 33352(m) as follows:

(m) An analysis by the agency of the report submitted by the county as required by Section 33328, which shall include a summary of the consultation of the agency, or attempts to consult by the agency, with each of the taxing agencies as required by Section 33328; and an analysis by the agency of the report of the fiscal review committee, if any, which shall include the agency's response to the report of the fiscal review committee, additional information, if any, and, at the discretion of the agency, proposed mitigation measures.

Consultation Summary

Nature of Consultations

From the outset of the redevelopment planning process, the Agency has transmitted copies of all documentation required by the CRL (including the Preliminary Redevelopment Plan (Exhibit IX.2 in Chapter XVII) and the Preliminary Report) to the affected taxing entities for review, and maintained open communications with representatives of those entities. Chapter XIV of this report has already noted that a Fiscal Review Committee was formed by the County and other affected taxing entities (to review the potential fiscal implications of the Project), and that committee has met once to date. The Agency has consulted with the affected taxing entities both on a one-on-one basis, and through the Fiscal Review Committee.

Responses from Affected Taxing Entities

To date, the County of Placer, the affected school districts and the Roseville Cemetery District have expressed concerns in response to the Preliminary Report indicating that the Project could cause a "financial burden or detriment," as defined in the Section 33012 of the CRL (see Chapter XIV for definition). In the event that any written or verbal comments are submitted to the Agency by any other affected taxing entity(ies) after the publication and distribution of this "Report to the Legislative Body," such comments would: (1) be distributed to Agency Board and City Council members under separate cover; and (2) be reviewed by the Agency staff and/or Special Counsel at the forthcoming joint public hearing of the City Council and Agency Board to consider Redevelopment Plan adoption.

Fiscal Impact Analysis

Background

Chapter VI of this report has already provided an overview of the "Tax Increment Financing" process proposed to be employed by the Agency to fund the redevelopment activities (described in Chapter V) within the Project Area in Roseville. Under this process, all entities collecting property tax revenues from lands lying within the Project Area would continue to receive the "Base Year" level of revenue from the Project Area at a constant annual rate during the redevelopment period, but would not receive any additional revenues generated by new development in the Project Area until the Agency's debts are paid. However, the affected taxing entities would continue to receive annual increases in property tax revenue from other portions of their tax rate areas lying outside of the geographic boundaries of the Project Area. Furthermore, as specified in Section 33676 of the CRL, the local school and community college districts, along with other affected taxing entities, could receive revenues derived from the inflationary increase in the "Base Year" assessed value of the Project Area, up to a maximum of two percent (2%) annually.

In Roseville, the "Base Year" for the Project would be Fiscal Year 1989-90. Thereafter, and generally until the end of the planned 40-year redevelopment period, incremental increases in property tax revenues derived from growth in the assessed value of the Project Area (i.e., growth in excess of the 2% inflationary increase over the base year assessed value) are proposed to be allocated to the Agency to fund the Project. This allocation would *not* occur automatically; the Agency would annually be required to establish the amount of outstanding indebtedness and file a report with the Placer County Auditor-Controller to demonstrate how the tax increment revenues were being used to repay debts.

Entities Affected

The Placer County Auditor-Controller's Report (see Exhibit XIII.1 in Chapter XVII) reported that the Project Area lies within the following Tax Rate Areas: (TRA) #05-001, #05-005, #05-009, #05-010, #05-022, #05-024, #05-026, and #87-009. Within these areas, fifteen (15) different entities levy property taxes, not including levies in excess of the 1% "Proposition 13" limitation to cover debt service on outstanding bonds. Figure 22 lists these entities (see Column (1)), and shows the estimated 1989-90 distribution of property tax revenues derived by each taxing entity from: (a) their entire respective property tax bases (in Column (2), "Total County"); and, (b) the Project Area itself (in Column (3)). These figures have been increased by 10% to reflect the 1989-90 Base Year estimate.

Current Property Tax Distribution

From Column (4) of Figure 22, it can be seen that property tax revenue (not including levies to cover voter-approved debt service funds) derived directly from the Project Area represents a very small percentage of the total property tax revenue collected by most of the affected taxing entities. For example, nine (9) of the entities obtain less than 2.300% of their property tax revenue from the Project Area; and two (2) more obtain between 4.2% and 5.7% of their property tax revenues from the Project Area. On the other hand, four (4) other

entities obtain larger shares of their total property tax revenue from the Project Area, including: the Roseville Elementary School District (10.040%); the City of Roseville itself (9.683%); the Roseville Cemetery District (6.395%); and the Roseville High School District (7.141%).

Analytical Methodology

In order to properly evaluate the magnitude of the Project's potential fiscal impacts on any one affected taxing entity, it is necessary to determine the amount of that entity's potential tax increment revenue that would be allocated to the Agency during the life of the Project, and compare that tax increment amount to the total property tax revenue that the entity might otherwise receive if the Redevelopment Project were not implemented. Figure 23 illustrates how such impacts can be computed, using the City of Roseville and the County of Placer (General Fund) as illustrative examples.

The City of Roseville was selected for analysis for three (3) reasons. First, Column (4) in Figure 22 shows that the Project Area encompasses a larger proportional share of the City's property tax base (9.683%) than that of any other affected taxing entity except for the Roseville Elementary School District; consequently, the City's potential loss of future property tax revenue to the Project would be proportionally greater than that of any other entity except the school district. Second, for reasons discussed under the "Impact Evaluation" heading below, the school district would effectively be "held harmless" from any potential loss of future property tax revenue resulting from the Project. And third, with the exception of the Placer County General Fund and the two (2) local school districts, the City collects more revenue in actual dollar amounts per year than the other entities (see Column (3) in Figure 22). From Figure 23 it can be seen that the Agency would receive: (a) from 0.344% (Fiscal Year 1990-91) to 5.791% (Fiscal Year 1996-97) of the City's estimated total potential property tax revenue annually (see Column (4)); and, (b) \$69,596,225 (bottom of Column (3)), or 3.730% (shaded box in Column (4)), of the potential \$1,865,851,404 in "Future Year Dollars" (bottom of Column (2)) in City-wide property tax revenue that might otherwise accrue to the City during the next 40 years without the Project. Finally, from the foot of Column (3) it can be seen that the "Present Value in 1989-90 \$" of the \$69,596,225 allocated to the Agency would be \$18,616,068 (Column 3)), assuming a constant annual inflation rate of 5%.

In the second case, the fiscal impacts on the Placer County General Fund were investigated because the County receives more tax dollars per year from the Project Area than any other entity (see Column (3) in Figure 22). As shown on the second page of Figure 23, \$119,313,901 in "Future Year Dollars" (or the equivalent of \$31,914,887 in 1989-90 dollars) of the County's potential tax increment revenue would be allocated to the Agency during the 40-year term of the Project. While these dollar amounts are higher than those cited for the City above, it is significant to note (from the shaded boxes at the foot of both Columns (4) in Figure 23) that the revenue allocated to the Agency would represent only 0.916% of the County's total potential property tax revenue during the Project period, as opposed to the higher 3.730% estimate for the City. In short, while the Agency would receive more of the County's tax increment revenue than the City's, it is clear that the Project's net fiscal impact on the City would be greater than the comparable impact on the County.

Figure 24 summarizes the results of similar analyses performed for all ten (10) affected taxing entities employing the same methodology and assumptions used to estimate Project impacts on the City and County in Figure 23. From Column (3) of Figure 24, it is readily apparent that the tax increment revenue allocated to the Agency during the 40-year Project cycle would represent less than a 3.000% potential property tax revenue loss for all the affected taxing entities, with the exception of the City of Roseville (3.730%), the Roseville Elementary School District (4.263%), and the Roseville High School District (3.032%). These fiscal impacts would be nominal, particularly since their long-term effects would be further reduced when the 40-year revenue streams are compared in terms of their "Present Value in 1989-90 \$."

Impact Evaluation

In order to fairly assess the Project's relative degree of impact upon each affected taxing entity, it is necessary to have an understanding of three different types of fiscal impacts, as follows:

Impacts on Voter-Approved Indebtedness. Certain taxing entities are permitted to collect property tax revenue in excess of the "1% of Market Value" property tax rate instituted by "Proposition 13" for the express purpose of repaying outstanding voter-approved indebtedness. For example, the County Auditor-Controller's Report (Exhibit XIII.1 in Chapter XVII) noted that an estimated \$3,219 is expected to be collected from the Project Area to cover existing debt service obligations in 1988-89, including \$1,435 for the Roseville High School District's "B&I" (Bonds & Indebtedness) fund, \$1,617 for the Roseville Elementary School District's "Loan Repayment" fund, \$88 for the Rocklin Unified School District's B&I, and \$79 for the South Placer Municipal Utilities District's B&I. The tax increment financing process would not appreciably affect such entities, since Article XIII A of the State Constitution enables such taxing entities repaying voter-approved debts to compute a tax rate which will yield the total amount of annual revenue required to meet their debt service requirements. For this reason, these four (4) entities have not been considered in Figures 22 or 24.

(*Note:* In computing appropriate tax rates to meet debt service obligations, such entities should include in their calculations only the "Base Year" (1989-90) assessed value of the Project Area, inflated at a maximum of two percent (2%) annually. If any such entity were to project its tax rate predicated upon value in excess of the "inflated" base year, it would collect an insufficient amount of revenue to meet its debt service because the excess over the "inflated" base would be allocated to the Agency.)

Impacts on Educational Institutions Current law provides for the State to offset any revenue losses to educational institutions that might occur as a result of redevelopment. To this extent, additional property tax revenue could actually *reduce* State subventions to local educational institutions, given the nature of school revenue limits and school funding. Additionally, in the event that Project implementation activities might contribute to overcrowding in one or more local schools, the school districts are empowered to institute a school "impact fee" to fund the costs of any school facility improvements needed to mitigate such overcrowding. For these reasons, educational institutions are generally "held harmless" from potential adverse fiscal impacts attributable to redevelopment programs.

In the Project Area, the Roseville High School District, the Sierra Community College District, the "County Equalization Aid - County Services General," "County Education Tax," "ROP Tax - Roseville," Roseville Elementary School District, Dry Creek Elementary School District, and Rocklin Unified School District funds would: (1) continue to receive property tax revenue generated by the base year assessed value (inflated at a maximum 2% rate annually); and, (2) receive additional revenue from the State should there be any revenue shortfall, or increase in ADA (average Daily Attendance) that could result if new residential development were to be generated by the Project. The elementary and high school districts would further be able to mitigate the direct impacts of potential student population increases in their service areas (including the Project Area) by collecting "impact fees" from the developers of new housing projects. For these reasons, the financial postures of these educational institutions are not expected to be adversely affected by the Project.

Impacts on Services. As evident from Column (3) of Figure 24, the maximum potential property tax revenue percentage allocated to the Agency from any of the *non-educational* entities providing direct services to the Project Area would be 4.042% for the City of Roseville, followed by the Roseville Cemetery District (2.669%), the Placer County General Fund (0.916%) the Placer County Water Agency (0.906%), the N.R.G. Cemetery (0.156%), the Placer County Water Agency Z-A-1 (0.021%), and the Water Works District #1 (0.088%). (Note: These percentages are based on calculations using the italicized "Present Value in 1989-90 \$" estimates in Figure 24.)

In the first case, 4.042% of the City of Roseville's potential property tax revenue, have a present value (in 1989-90 dollars) of \$18,616,068, would be allocated to the Agency to fund the Project during the 40-year redevelopment period. This potential loss of revenue could be considered a financial burden or detriment by the City, since: (a) new development in the Project Area would have the propensity to increase demands and delivery costs for basic City services (fire and police protection services, public works maintenance services, etc.); and, (b) the allocation of this revenue to the Agency would reduce the total revenue available to the City to maintain its public service levels in future years. Despite these considerations, no significant adverse effects on City services are expected for three (3) reasons. First, many of the Project proposals would provide direct long-term benefits to the City by eliminating substandard (i.e., maintenance-intensive) public works facilities and enhancing service levels within the community. Second, the dollar value of the Project's proposed public improvements would far outweigh the value of the tax increment dollars that the City would forego to the Agency. And third, to the extent that new development facilitated by the Project might increase service costs to the City, such costs could be offset by additional fees and charges generated by such development(s), and/or by sales tax revenues generated both directly by new commercial or industrial uses and indirectly by new employees and/or residents within the Project Area boundaries.

In the second and fourth cases, the Roseville Cemetery District and Placer County Water Agency would have the equivalent of \$971,229 and \$242,828 (1989-90 dollars) of their total potential property tax revenue allocated to the Agency during the 40-year period, respectively. While the Cemetery District has expressed concerns, they have indicated that a 2% pass-through may be adequate for their needs. The Water Agency has not expressed any concerns regarding such allocations, either through the Fiscal Review Committee or to the Agency directly.

Finally, the equivalent of \$31,914,887 in 1989-90 dollars projected to be accruable to the Placer County General Fund would be allocated to the Agency over the 40-year period. While this allocation would be higher than that projected for any other affected taxing entity, its potential fiscal impact upon the County would not appear to be significant because the foregone revenue would constitute just over one percent of the County's total potential property tax revenue during the same timeframe.

Proposed Mitigation of Fiscal Impacts

The foregoing "Impact Evaluation" discussion concluded that the Project would not result in a "financial burden or detriment" for any affected taxing entity. Nevertheless, the County has declared that it could be adversely affected, primarily because property tax revenues allocated to the Agency would further erode the amount of County revenues available for discretionary expenditures in future years. For this reason, the County has requested that the Agency approve a proposed tax increment revenue "Pass-Through" agreement, whereby the Agency would allocate additional funds to the County during the life of the Project to partially offset the County's anticipated discretionary revenue shortfalls. Assuming that such an agreement is consummated, it would serve to mitigate the Project's potential fiscal impact upon the Placer County General Fund. (*Note: Details of this "Pass-Through" agreement will be transmitted to the Agency Board and City Council prior to or during the forthcoming public hearing to consider Redevelopment Plan adoption.*)

Conclusions

The foregoing analyses and Figures have concluded that the Project would not result in a "severe financial burden or detriment" (as defined in Section 33012 of the CRL) for any of the affected taxing entities for the following reasons:

- The Project would have no impact on voter-approved indebtedness incurred by any of the affected taxing entities, since such entities are permitted (by the State Constitution) to adjust their tax levies to fully cover their annual debt service costs.
- The Project would not adversely affect local educational institutions because: (1) the cumulative tax increment revenue allocated to the Agency would constitute less than 4.3% of each entity's total potential property tax revenue during the 40-year life of the Project; (2) such entities would continue to receive subventions from the State to cover ongoing costs based on their ADA (Average Daily Attendance) tallies; and (3) potential school overcrowding effects, if any, could be mitigated via the contribution of school impact fees to the "impacted" entity(ies) by future Project Area developers.
- The Project's potentially significant fiscal impacts upon the City of Roseville would be offset by the substantial benefits (both physical and fiscal) that the City and Project Area occupants would derive from the planned public improvements, reduced public works and utility maintenance costs, improved housing stock, increased sales tax revenues, revitalized business climate, etc., anticipated from the Project.

- The Project's potential to further erode the County's future revenues available for discretionary expenditures could be mitigated via Agency approval of the proposed revenue "pass through" agreement with the County.
- The Agency has indicated a willingness to negotiate additional mitigation measures with the affected taxing entities, *provided that the cumulative effects of such measures/agreements would not jeopardize the completion and/or financing of the proposed redevelopment activities.*

Figure 22

**ALLOCATION OF PROPERTY TAX REVENUE DERIVED FROM
PROJECT AREA BY AFFECTED TAXING ENTITIES IN FY 1989-90**

(1) Affected Taxing Entity	Estimated Distribution of 1989-90 Property Tax Revenue Derived From				(4) Project Area Revenue as a % of Entity's Total Property Tax Revenue	(5) Proportional Distribution of Project Area Property Tax Dollars
	(2) Total County (Includes Unitary Tax)	(3) Project Area (excluding Unitary Tax)	Unitary Tax	Total Project Area		
- Placer County General Fund	\$28,928,287	\$418,972	\$215,935	\$634,907	2.195%	28.992%
- City of Roseville	\$3,824,627	\$244,388	\$125,955	\$370,344	9.683%	16.911%
- Roseville Cemetery	\$302,147	\$12,750	\$6,571	\$19,321	6.395%	0.882%
- Placer County Water Agency (M&O)	\$222,497	\$3,188	\$1,643	\$4,831	2.171%	0.221%
- Water Works Dist. #1	\$159,885	\$223	\$115	\$338	0.212%	0.015%
- Placer County Water Agency Z-A-1	\$531,144	\$173	\$89	\$262	0.049%	0.012%
- Dry Creek Elem M&O	\$707,378	\$20,004	\$10,310	\$30,313	4.285%	1.384%
- Rocklin Unified M&O	\$2,846,560	\$3,770	\$1,943	\$5,713	0.201%	0.261%
- Roseville City Elem M&O	\$4,328,022	\$286,750	\$147,788	\$434,539	10.040%	19.843%
- Roseville High M&O	\$6,202,175	\$292,249	\$150,623	\$442,872	7.141%	20.223%
- Sierra College M&O	\$7,461,843	\$109,094	\$56,226	\$165,319	2.216%	7.549%
- County Equalization-Cty Svc Gen	\$849,287	\$12,184	\$6,279	\$18,463	2.174%	0.843%
- County Education Tax	\$2,693,664	\$38,793	\$19,993	\$58,786	2.182%	2.684%
- R.O.P. Tax - Roseville	\$52,460	\$1,951	\$1,006	\$2,957	5.637%	0.135%
- N.R.G. Cemetery	\$253,220	\$623	\$321	\$943	0.373%	0.043%
Total AB8 Tax Distribution	\$59,363,196	\$1,445,111	\$744,797	\$2,189,908	3.689%	100.000%

(1) (2) (3) The information in these columns was transposed directly from the Placer County Auditor- Controller's Report, prepared pursuant to Section 33328 of the CRL, as reproduced in Exhibit XIII.1 (see Chapter 17) herein. The numbers were then inflated by 10% to reflect a 1989-90 Base Year to reflect an estimated growth in AV. The "Project Area Unitary Tax" allocation was calculated for a Base Year tax allocation of 1% of an estimated \$74,479,703 1989-90 AV. This tax was then distributed to each entity based on the relative percentage of tax excluding the unitary tax. These tax revenues would not actually be available in the first year of the Redevelopment Project. Affected taxing entities established to collect revenues for repayment of voter-approved indebtedness would not be adversely affected by the allocation of tax increment revenues to the Agency because they are permitted by law to adjust their property tax rates in excess of the 1% limitation imposed by "Proposition 13" to ensure sufficient revenue to meet their debt service requirements. For this reason, the following entities noted in the Placer County Auditor-Controller's Report (Exhibit XIII.1) are not listed in Column (1): Roseville Elementary School District Loan Repayment; Roseville High School District B&I (Bonds & Indebtedness), South Placer M.U.D B&I, and Rocklin Unified B&I.

(4) The figures in this column represent the percentage of each affected taxing entity's total property tax revenue derived directly from the Project Area in 1989-90. These percentages were computed by dividing the corresponding "Total Project Area" entry in Column (3) by that in Column (2), and multiplying the result by 100.

(5) Figures in this column reflect the distribution of each property tax dollar derived from the Project area to the affected taxing entities listed in Column (1). As examples, 28.992% (or 28.992 cents) of each property tax dollar generated in the Project Area is distributed to the Placer County General Fund, 16.911% (or 16.911 cents) to the City of Roseville, etc. These proportional distribution percentages were computed by dividing the corresponding entry in Column (3) by the total at the foot of Column (3), and multiplying the result by 100.

Figure 23

PROJECTED FISCAL IMPACTS ON CITY AND COUNTY

Year		CITY OF ROSEVILLE (M & O)						
No.	Fiscal	(1) Estimated Total Tax Increment Revenue Allocated to Agency During Year		(2) Estimated Total Potential Property Tax During Year		(3) Estimated Share of Tax Increment Allocated to Agency During Year		(4) Agency Revenue as a % of Total Potential Tax Revenue
		Future Year Dollars	Present Value in 1989-90 \$	Future Year Dollars	Present Value in 1989-90 \$	Future Year Dollars	Present Value in 1989-90 \$	
0	1990	0	0	3,824,627	3,824,627	0	0	0.000%
1	1991	85,479	81,409	4,207,090	4,006,753	14,456	13,767	0.344%
2	1992	655,144	594,235	4,627,799	4,197,550	110,794	100,493	2.394%
3	1993	783,385	676,718	5,090,579	4,397,434	132,481	114,442	2.602%
4	1994	1,890,588	1,555,391	5,599,637	4,606,835	319,724	263,038	5.710%
5	1995	2,096,548	1,642,700	6,159,601	4,826,208	354,555	277,803	5.756%
6	1996	2,316,717	1,728,770	6,775,561	5,056,028	391,789	292,359	5.782%
7	1997	2,551,983	1,813,647	7,453,117	5,296,791	431,575	306,713	5.791%
8	1998	2,803,290	1,897,377	8,198,428	5,549,019	474,075	320,873	5.783%
9	1999	3,071,640	1,980,007	9,018,271	5,813,258	519,457	334,846	5.760%
10	2000	3,358,094	2,061,578	9,920,098	6,090,080	567,900	348,641	5.725%
11	2001	3,663,778	2,142,135	10,912,108	6,380,084	619,595	362,264	5.678%
12	2002	3,989,887	2,221,718	12,003,319	6,683,897	674,745	375,723	5.621%
13	2003	4,337,688	2,300,369	13,203,651	7,002,178	733,563	389,024	5.556%
14	2004	4,708,525	2,378,125	14,524,016	7,335,615	796,276	402,174	5.482%
15	2005	5,103,825	2,455,027	15,976,418	7,684,930	863,127	415,179	5.403%
16	2006	5,525,098	2,531,111	17,574,060	8,050,879	934,370	428,046	5.317%
17	2007	5,973,948	2,606,414	19,331,466	8,434,254	1,010,277	440,780	5.226%
18	2008	6,452,076	2,680,971	21,264,612	8,835,886	1,091,135	453,389	5.131%
19	2009	6,961,285	2,754,817	23,391,073	9,256,642	1,177,249	465,877	5.033%
20	2010	7,503,489	2,827,986	25,730,181	9,697,434	1,268,943	478,251	4.932%
21	2011	8,080,716	2,900,511	28,303,199	10,159,217	1,366,560	490,516	4.828%
22	2012	8,695,116	2,972,424	31,133,519	10,642,989	1,470,464	502,678	4.723%
23	2013	9,348,972	3,043,757	34,246,870	11,149,798	1,581,040	514,741	4.617%
24	2014	10,044,702	3,114,540	37,671,557	11,680,741	1,698,697	526,712	4.509%
25	2015	10,784,872	3,184,803	41,438,713	12,236,967	1,823,870	538,594	4.401%
26	2016	11,572,201	3,254,574	45,582,585	12,819,680	1,957,018	550,393	4.293%
27	2017	12,409,576	3,323,884	50,140,843	13,430,141	2,098,630	562,115	4.185%
28	2018	13,300,053	3,392,759	55,154,927	14,069,671	2,249,222	573,762	4.078%
29	2019	14,246,877	3,461,226	60,670,420	14,739,655	2,409,343	585,341	3.971%
30	2020	15,253,487	3,529,313	66,737,462	15,441,544	2,579,575	596,855	3.865%
31	2021	16,323,530	3,597,044	73,411,208	16,176,855	2,760,533	608,310	3.760%
32	2022	17,460,871	3,664,446	80,752,329	16,947,182	2,952,874	619,708	3.657%
33	2023	18,669,612	3,731,543	88,827,562	17,754,190	3,157,288	631,055	3.554%
34	2024	19,954,099	3,798,359	97,710,318	18,599,628	3,374,513	642,355	3.454%
35	2025	21,318,942	3,864,917	107,481,350	19,485,325	3,605,326	653,611	3.354%
36	2026	22,769,027	3,931,241	118,229,485	20,413,197	3,850,556	664,827	3.257%
37	2027	24,309,536	3,997,354	130,052,433	21,385,254	4,111,077	676,008	3.161%
38	2028	25,945,963	4,063,277	143,057,677	22,403,600	4,387,819	687,156	3.067%
39	2029	27,684,132	4,129,032	157,363,444	23,470,438	4,681,768	698,276	2.975%
40	2030	29,530,221	4,194,640	173,099,789	24,588,078	4,993,967	709,371	2.885%
40 Years		411,534,972	110,080,149	1,865,851,404	460,620,532	69,596,225	18,616,068	3.730%

(1) All entries in these columns were transferred directly from Column (13) in Figure 21, Chapter 7. As in Figure 21, the total tax increment estimates shown in these columns assume that all affected taxing entities would receive their respective shares of tax increment revenues derived from the maximum 2% annual "Inflation Allocations to Affected Taxing Entities shown in Column (8) of Figure 21. The "present Value in 1989-90 \$" entries under these (and subsequent) headings represent the current year (1989-90) values of the corresponding entries in the preceding column, assuming an annual inflation rate of 5%.

(2) The first entries in these columns were obtained from Column (2) of Figure 22, as estimated by the County Auditor-Controller, Exhibit XIII.1 (see Chapter 17). Subsequent revenue estimates in these columns were computed by increasing the estimated 1989-90 property tax receipts at a rate of 10% annually; i.e., the average County-wide assessed value growth rate reported to the Consultants by Myron Blom, Supervising Administrative Analyst, County of Placer, for the 5-year period from FY 1981-82 to FY 1986-87.

Figure 23

PROJECTED FISCAL IMPACTS ON CITY AND COUNTY (continued)

Year		PLACER COUNTY GENERAL FUND						
No.	Fiscal	(1)		(2)		(3)		(4)
		Estimated Total Tax Increment Revenue Allocated to Agency During Year		Estimated Total Potential Property Tax During Year		Estimated Share of Tax Increment Allocated to Agency During Year		Agency Revenue as a % of Total
		Future Year Dollars	Present Value in 1989-90 \$	Future Year Dollars	Present Value in 1989-90 \$	Future Year Dollars	Present Value in 1989-90 \$	Potential Tax Revenue
0	1990	0	0	28,928,287	28,928,287	0	0	0.000%
1	1991	85,479	81,409	31,821,116	30,305,825	24,782	23,602	0.078%
2	1992	655,144	594,235	35,003,228	31,748,959	189,942	172,283	0.543%
3	1993	783,385	676,718	38,503,550	33,260,815	227,122	196,197	0.590%
4	1994	1,890,588	1,555,391	42,353,905	34,844,663	548,127	450,945	1.294%
5	1995	2,096,548	1,642,700	46,589,296	36,503,932	607,840	476,258	1.305%
6	1996	2,316,717	1,728,770	51,248,226	38,242,215	671,672	501,212	1.311%
7	1997	2,551,983	1,813,647	56,373,048	40,063,273	739,881	525,820	1.312%
8	1998	2,803,290	1,897,377	62,010,353	41,971,048	812,741	550,095	1.311%
9	1999	3,071,640	1,980,007	68,211,388	43,969,669	890,542	574,052	1.306%
10	2000	3,358,094	2,061,578	75,032,527	46,063,463	973,592	597,701	1.298%
11	2001	3,663,778	2,142,135	82,535,780	48,256,961	1,062,217	621,057	1.287%
12	2002	3,989,887	2,221,718	90,789,358	50,554,912	1,156,764	644,130	1.274%
13	2003	4,337,688	2,300,369	99,868,294	52,962,288	1,257,600	666,932	1.259%
14	2004	4,708,525	2,378,125	109,855,123	55,484,302	1,365,115	689,476	1.243%
15	2005	5,103,825	2,455,027	120,840,635	58,126,412	1,479,722	711,771	1.225%
16	2006	5,525,098	2,531,111	132,924,699	60,894,336	1,601,859	733,830	1.205%
17	2007	5,973,948	2,606,414	146,217,169	63,794,066	1,731,991	755,662	1.185%
18	2008	6,452,076	2,680,971	160,838,885	66,831,879	1,870,612	777,278	1.163%
19	2009	6,961,285	2,754,817	176,922,774	70,014,349	2,018,244	798,688	1.141%
20	2010	7,503,489	2,827,986	194,615,051	73,348,366	2,175,442	819,901	1.118%
21	2011	8,080,716	2,900,511	214,076,556	76,841,145	2,342,794	840,928	1.094%
22	2012	8,695,116	2,972,424	235,484,212	80,500,248	2,520,924	861,777	1.071%
23	2013	9,348,972	3,043,757	259,032,633	84,333,593	2,710,492	882,458	1.046%
24	2014	10,044,702	3,114,540	284,935,897	88,349,478	2,912,201	902,980	1.022%
25	2015	10,784,872	3,184,803	313,429,486	92,556,596	3,126,794	923,351	0.998%
26	2016	11,572,201	3,254,574	344,772,435	96,964,053	3,355,060	943,580	0.973%
27	2017	12,409,576	3,323,884	379,249,678	101,581,389	3,597,835	963,674	0.949%
28	2018	13,300,053	3,392,759	417,174,646	106,418,598	3,856,006	983,643	0.924%
29	2019	14,246,877	3,461,226	458,892,111	111,486,150	4,130,513	1,003,493	0.900%
30	2020	15,253,487	3,529,313	504,781,322	116,795,014	4,422,353	1,023,233	0.876%
31	2021	16,323,530	3,597,044	555,259,454	122,356,682	4,732,584	1,042,870	0.852%
32	2022	17,460,871	3,664,446	610,785,400	128,183,190	5,062,327	1,062,411	0.829%
33	2023	18,669,612	3,731,543	671,863,940	134,287,152	5,412,770	1,081,864	0.806%
34	2024	19,954,099	3,798,359	739,050,334	140,681,778	5,785,174	1,101,236	0.783%
35	2025	21,318,942	3,864,917	812,955,367	147,380,910	6,180,875	1,120,533	0.760%
36	2026	22,769,027	3,931,241	894,250,904	154,399,049	6,601,289	1,139,762	0.738%
37	2027	24,309,536	3,997,354	983,675,994	161,751,385	7,047,920	1,158,929	0.716%
38	2028	25,945,963	4,063,277	1,082,043,593	169,453,832	7,522,360	1,178,042	0.695%
39	2029	27,684,132	4,129,032	1,190,247,953	177,523,062	8,026,297	1,197,106	0.674%
40	2030	29,530,221	4,194,640	1,309,272,748	185,976,541	8,561,522	1,216,127	0.654%
40 Years		411,534,972	110,080,149	12,803,444,608	3,483,989,865	119,313,901	31,914,887	0.916%

(3) In Column (5) of Figure 22, it was found that the City and County collect 16.911% and 28.992% of each property tax dollar During Year" in these columns were computed by multiplying the corresponding "Future Year Dollars" entry in Column (3) by that in Column (2), and multiplying the res respectively. Consequently, the "Estimated Share(s) of Tax Increment Allocated to Agency During Year" in these columns were computed by multiplying the corresponding annual entry in Column (1) by these percentages.

(4) Each entry in these columns was computed by dividing the corresponding "Future Year Dollars" entry in Column (3) by that in Column (2), and multiplying the result by 100. As shown in the highlighted boxes at the foot of these columns, it is estimated that 3.730% of the City's and 0.916% of the County's cumulative potential property tax revenue (from their entire property tax bases) would be allocated to the Agency to finance the proposed redevelopment activities during the 40-year life of the Project.

Figure 24 SUMMARY OF CUMULATIVE FISCAL IMPACTS ON AFFECTED TAXING ENTITIES

Affected Taxing Entity	40-YEAR TOTALS		
	(1) Estimated Total Potential Property Tax Revenue from Entity's Entire Tax Base	(2) Estimated Portion of Entity's Potential Property Tax Revenue Allocated to Agency	(3) Revenue Allocated to Agency as a % of Entity's Total Potential Property Tax Revenue
		000,000 = Future \$	000,000 = Present Value in 1989-90 \$
- Placer County General Fund	12,803,444,608 <i>3,483,989,865</i>	119,313,901 <i>31,914,887</i>	0.932% <i>0.916%</i>
- City of Roseville	1,865,851,404 <i>460,620,532</i>	69,596,225 <i>18,616,068</i>	3.730% <i>4.042%</i>
- Roseville Cemetery	133,727,969 <i>36,389,183</i>	3,630,941 <i>971,229</i>	2.715% <i>2.669%</i>
- Placer County Water Agency (M&O)	98,475,516 <i>26,796,515</i>	907,814 <i>242,828</i>	0.922% <i>0.906%</i>
- Water Works Dist. #1	70,763,911 <i>19,255,814</i>	63,591 <i>17,010</i>	0.090% <i>0.088%</i>
- Placer County Water Agency Z-A-1	235,080,292 <i>63,968,516</i>	49,181 <i>13,155</i>	0.021% <i>0.021%</i>
- Dry Creek Elem M&O	313,080,281 <i>85,193,365</i>	5,696,546 <i>1,523,751</i>	1.820% <i>1.789%</i>
- Rocklin Unified M&O	1,259,866,354 <i>342,826,618</i>	1,073,526 <i>287,154</i>	0.085% <i>0.084%</i>
- Roseville City Elem M&O	1,915,550,097 <i>521,247,002</i>	81,659,997 <i>21,842,967</i>	4.263% <i>4.191%</i>
- Roseville High M&O	2,745,036,528 <i>746,961,442</i>	83,225,960 <i>22,261,841</i>	3.032% <i>2.980%</i>
- Sierra College M&O	3,302,556,341 <i>898,670,098</i>	31,067,400 <i>8,310,118</i>	0.941% <i>0.925%</i>
- County Equalization-Cty Svc Gen	375,888,060 <i>102,284,208</i>	3,469,615 <i>928,076</i>	0.923% <i>0.907%</i>
- County Education Tax	1,192,195,413 <i>324,412,442</i>	11,047,259 <i>2,954,995</i>	0.927% <i>0.911%</i>
- R.O.P. Tax - Roseville	23,218,450 <i>6,318,053</i>	555,715 <i>148,646</i>	2.393% <i>2.353%</i>
- N.R.G. Cemetery	112,073,287 <i>30,496,652</i>	177,302 <i>47,426</i>	0.158% <i>0.156%</i>
Cumulative 40-Year Totals	26,446,808,509 <i>6,220,263,555</i>	411,534,972 <i>101,722,606</i>	1.556% <i>1.635%</i>

Notes

All cumulative fiscal impact estimates shown in this Figure were computed via the same methodology utilized in Figure 23 to estimate the Project's fiscal impacts on the City and County. As in Figure 23 it was assumed that: (a) the annual assessed value growth rate for each affected taxing entity would be 10%; (b) all affected taxing entities would receive their respective shares of tax increment revenue derived from the maximum 2% annual "Inflation Allocations to Affected Taxing Entities" shown in Column (8) in Figure 21 (Chapter VII); and, (c) the annual inflation rate for computing "Present Value in 1989-90 \$" (i.e., the italicized numbers) would remain constant at 5%.)

(1) (2) Revenue estimates shown for the Placer County General Fund and the City of Roseville (M&O) were transposed directly from the "40 Years" line at the foot of Figure 23. All other entries were extracted from the Consultants' computer printouts.

(3) The percentage estimates in this column were computed by dividing the corresponding entries in Column (2) by those in Column (1), and multiplying the result by 100.

XVII. EXHIBITS

**A Special Study -
Blight Determination
for the
Roseville
Redevelopment Agency
Roseville, California**

March, 1988

**Burns and Watry, Inc.
Redevelopment Specialists
P.O. Box 968, Kelseyville, California 95451
(707) 279-2025**

TABLE OF CONTENTS

<u>SECTION</u>	<u>PAGE</u>
1. INTRODUCTION	1
A. BACKGROUND	1
B. PURPOSE	2
C. DEFINITIONS	3
2. PROJECT AREA	6
3. BLIGHT DETERMINATION	8
A. STATUTORY DEFINITIONS	8
B. ATLANTIC STREET	11
C. HARDING BOULEVARD	11
D. PRIVATE OR GOVERNMENTAL ACTION	14
(1) PRIVATE ENTERPRISE	14
(2) GOVERNMENT	16
4. CONCLUSION	17

LIST OF EXHIBITS

<u>EXHIBIT</u>	<u>TITLE</u>
EXHIBIT "A"	SUBJECT SITE
EXHIBIT "B"	PROPOSED REDEVELOPMENT AREA
EXHIBIT "C"	EXISTING DAILY TRAFFIC VOLUMES
EXHIBIT "D"	NORTH CENTRAL SPECIFIC PLAN - LAND USE

1. INTRODUCTION

A. BACKGROUND

The primary reason for redevelopment in Roseville is to revitalize the downtown commercial core area and associated commercial and residential areas.

This has long been a goal of the City. As early as 1969, a Downtown Revitalization Plan, prepared for the Downtown Merchants Association, recognized the area was becoming blighted, as well as, losing its competitive edge to regional shopping centers, such as, Arden Fair and Country Club.

The ensuing twenty years has dramatically and almost geometrically dissolved downtown Roseville into a non-contestant in the retail area.

This is especially critical at a time when the sales tax dollars are the lifeline of most cities.

Further, the blighted conditions described in the earlier report have become even more neglected and the associated cost of improving these conditions is now well beyond the means of the merchants and the City.

The importance of downtown revitalization is now embedded in the City's General Plan:

"Potential Redevelopment Areas

Finding: The Old Town Historic District and the Oak Street/Vernon Street Study are two commercial areas "in transition". Both were once viable retail centers,

but, because of changing circulation patterns and satellite shopping centers, both areas have decayed. In addition, the Oak Street area is still predominately a single-family residential area with some commercial and retail development, while the downtown area along Vernon Street has experienced the exodus of many retail shops.

The Old Town Area has become revived by being a historic district, but both areas need to be given proper direction determining the most viable development that can occur. An available process for accomplishing this is by establishing the two areas within a redevelopment district to seek funds for making necessary improvements.

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

In the past few years, the City of Roseville has taken a much more aggressive roll in implementing the General Plan policy in the specific area of redevelopment.

B. PURPOSE

This report is to help establish whether or not certain areas of the City should be included in the proposed project area. The specific area under consideration is bounded

by S. P. R. R., 65 By-Pass, future Parkway and the proposed Harding Blvd. (See Exhibit A)

The report will focus on the economic and physical value of this area, as well as its ability to meet the CRL requirements for inclusion.

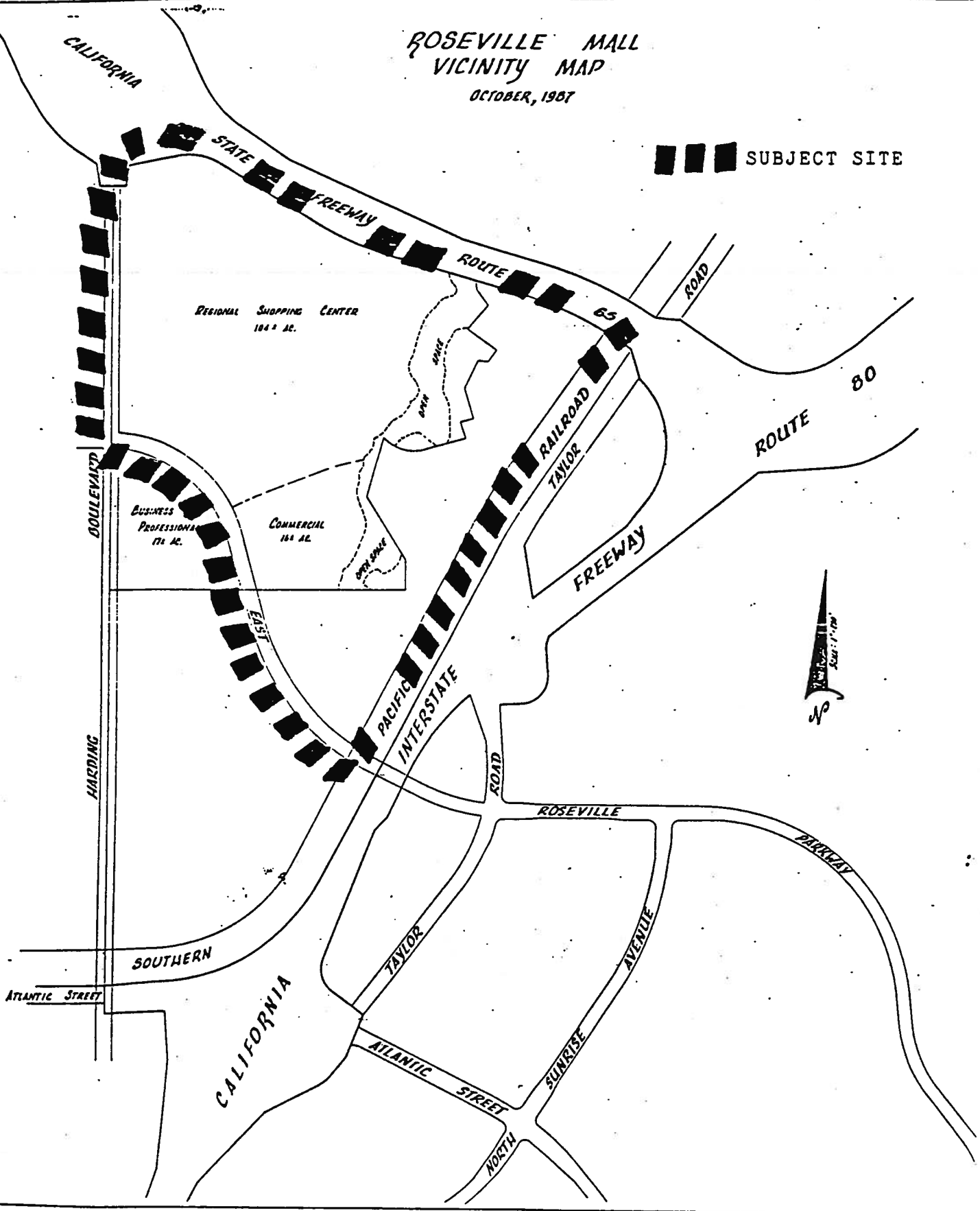
C. DEFINITIONS

The following definitions are provided to facilitate the understanding of certain common terms used throughout this report, and to preclude redundant explanatory discussions within subsequent textual discussions:

- Affected Taxing Entity. Any local governmental Agency or special district providing services within the Project Area, and levying an ad valorem property tax on all or a portion of the assessed value of the Project Area, as defined in Section 33353.2 of the CRL.
- Agency. The Redevelopment Agency of the City of Roseville.
- Base Year. The fiscal year of the last equalized assessment roll used in connection with the taxation of property within the Project Area prior to the effective date of the ordinance adopting the Redevelopment Plan.
- Blight. Adverse physical, social, or economic conditions in a community, as defined by Sections 33030, 33031, and 33032 of the CRL.
- City. The City of Roseville, a political subdivision

ROSEVILLE MALL
VICINITY MAP
OCTOBER, 1987

■■■■ SUBJECT SITE



of the State of California.

- Contract Rent. The monthly rent agreed to, or contracted for, regardless of any furnishings, utilities, or services that may be included. Rent is shown for occupied units rented for cash and vacant units for rent. For vacant units, rent is the amount asked for the unit at the time of enumeration.
- City Council. The City Council of the City of Roseville, also referred to as the City's "Legislative Body."
- Consultant. Burns & Watry, Incorporated, Redevelopment Specialists. (Kelseyville, California)
- County. The County of Placer, a political subdivision of the State of California.
- CRL. The "Community Redevelopment Law," as set forth in the State of California's Health and Safety Code, Section 33000, et seq.
- Family. A family consists of a householder and one or more other persons living in the same household who are related by birth, marriage, or adoption. Not all households contain families, because a household may be composed of a group of unrelated persons or one person living alone.
- Federal. Any agency or instrumentality of the Federal Government of the United States of America.
- General Plan. The General Plan of the City of Roseville,

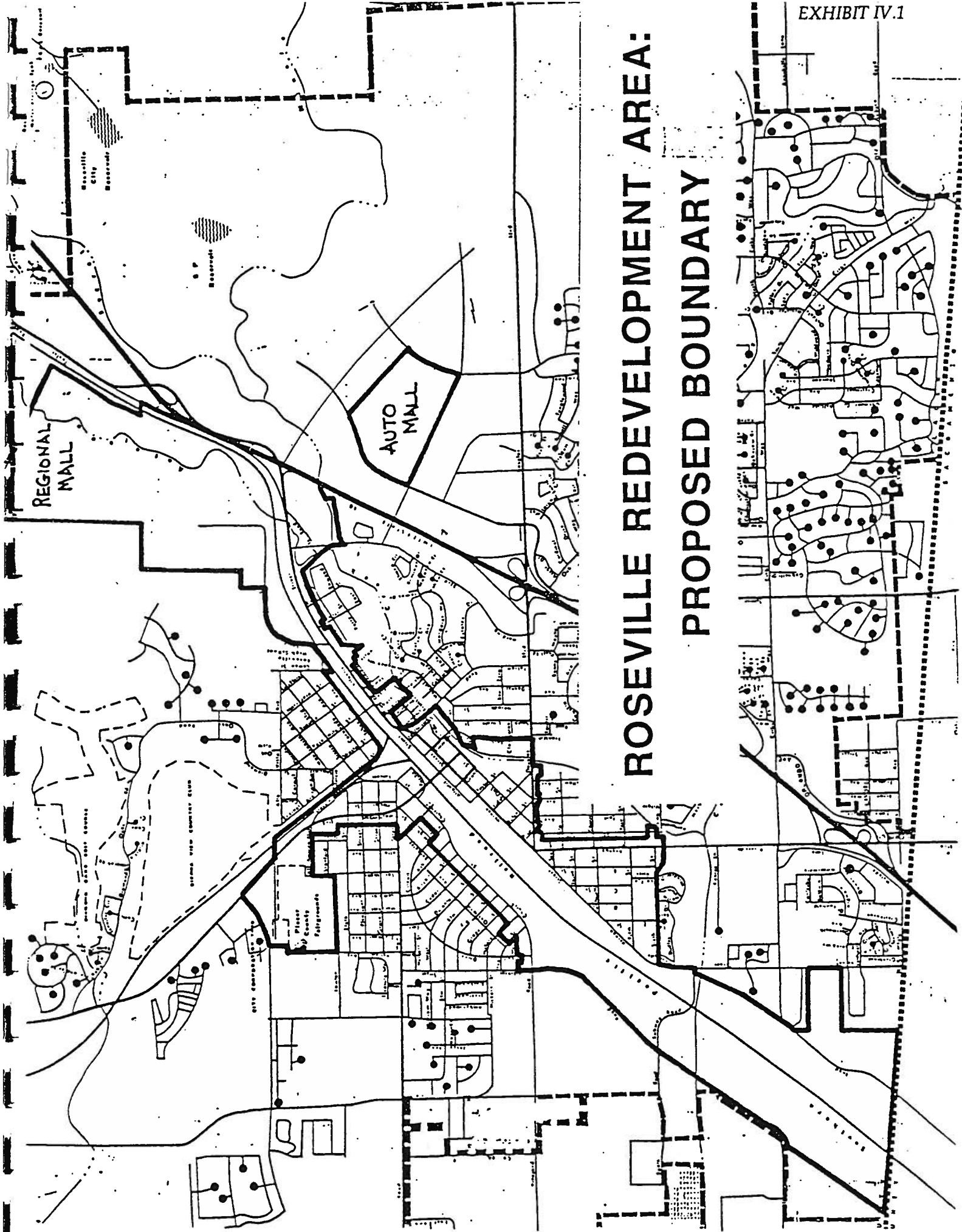
and its various elements (as amended to date), prepared pursuant to the State's Government Code, Section 65300, et seq.

- Specific plan. The draft North Central Roseville Specific Plan.
- Gross Rent. Contract rent plus the estimated average monthly cost of utilities and fuels that are paid for by the renter (or paid for by a relative, welfare agency or friend) in addition to the rent.
- Household. A household includes all the persons who occupy a housing unit. It may be a single family, one person living alone, two or more families living together, or any other group of related or unrelated persons who share living arrangements.
- Income. Total income is the sum of amounts recorded separately for income from wages and salaries; non-farm self-employment; farm self-employment; interest; dividends and net rentals; Social Security; public assistance; and all other sources.
- Low and Moderate Income. Persons or families of low or moderate income, as defined in the State's Health and Safety Code, Section 50093.
- Median. In general, a value that divides the total frequency into two equal parts, one half with frequencies larger than that value, and half with less.
- Planning Commission. The Planning Commission of the City of Roseville.

- Preliminary Plan. The Preliminary Plan for the Agency's Redevelopment Project, prepared in accordance with Section 33324 of the CRL.
- Project or Redevelopment Project. Any undertaking of the Agency pursuant to the CRL.
- Project Area. The specific geographical area within which the Agency proposes to initiate a Redevelopment Project pursuant to the CRL.
- Redevelopment Plan. The plan document governing the redevelopment of the proposed Project Area, prepared and adopted in accordance with the provisions of Article 4 of the CRL.
- State. Any agency or instrumentality of the State of California.
- Tax Increments. The portion of property tax revenues received from the property tax levy against all assessed value within the Project Area in excess of the assessed value of Project Area properties in the Base Year, as defined in Section 33670 of the CRL.

2. PROJECT AREA

The proposed Project Area may seem large in relation to the downtown core area. (see Exhibit "B") However, one must point out that for the downtown area to be revitalized and competitive with other shopping areas, it must provide the same conveniences - namely, adequate parking and an ease of vehicular travel.



**ROSEVILLE REDEVELOPMENT AREA:
PROPOSED BOUNDARY**

By comparison, many of the attempts made by cities years ago to revitalize downtowns failed because they were too microscopic in scope. The reason for those failures were, in part, due to the Federal funding programs. For example, on most occasions the size of a project area was based on the amount of Federal funds that were available, and not on what area was needed for a successful project.

To a certain extent, this same basis exists in many cities today, except for a different reason. The problem today is that the method of funding needed for revitalization promotes a larger project area, which is normally needed for successful revitalization, and this is proper. However, a larger project causes two major concerns: first, from political and fiscal impacts on the city; and second, and usually much more dramatically, from other affected taxing agencies.

Cities, normally, do not want to antagonize other taxing agencies because they recognize these agencies are also in need of funds.

Although the CRL requires an agency to mitigate any financial burden or detriment, large scale projects generally prompt political problems. In turn, many cities then scale back the project area to what is politically acceptable, versus, what is, in fact, needed to affectuate a successful redevelopment program.

In this particular case, the Project Area has now been designed to first achieve the overall goal of the General Plan, namely, the revitalization of the downtown area, as well as,

the entire Project Area. Secondary consideration will be the impacts on affected taxing agencies which, if documented, will be mitigated by the Redevelopment Agency.

The balance of the discussion will focus on the eastern portion of the Project Area and specifically, the land bound by S. P. R. R., 65 By-Pass, future Parkway and the proposed Harding Blvd. (previously described in Exhibit "A")

3. BLIGHT DETERMINATION

In this portion of the report, it will be demonstrated that the specific area under study is, in fact, blighted and is needed for effective redevelopment.

A. STATUTORY DEFINITIONS

In its "Declaration of State Policy - Blighted Areas," Article 3 of the CRL provides general guidance as to what constitutes a "blighted area" in a community, and specific definitions of blight characteristics, as follows:

33030. It is found and declared that there exist in many communities blighted areas which constitute either physical, social, or economical liabilities, requiring redevelopment in the interest of the health, safety, and general welfare of the people of such communities and of the State.

A blighted area is one which is characterized by one or more of those conditions set forth in Sections 33031 or 33032, causing a reduction of, or lack of, proper utilization of the area to such an extent that

it constitutes a serious physical, social, or economic burden on the community which cannot reasonably be expected to be reversed or alleviated by private enterprise acting alone.

33031. A blighted area is characterized by the existence of buildings and structures, used or intended to be used for living, commercial, industrial, or other purposes, or any combination of such uses, conducive to ill-health, transmission of disease, infant mortality, juvenile delinquency, and crime because of any one or a combination of the following factors:

- (a) Defective design and character of physical construction.
- (b) Faulty interior arrangement and exterior spacing.
- (c) High density of population and overcrowding.
- (d) Inadequate provision for ventilation, light, sanitation, open spaces, and recreation facilities.
- (e) Age, obsolescence, deterioration, dilapidation, mixed character, or shifting of uses.

33032. A blighted area is characterized by properties which suffer from economic dislocation, deterioration, or disuse because of one or more of the following factors which cause a reduction of, or lack of, proper utilization of the area to such an extent that it constitutes a serious physical, social, or economic burden on the community which cannot reasonably be expected to be reversed or alleviated by private enterprise acting

alone:

- (a) The subdividing and sale of lots of irregular form and shape and inadequate size for proper usefulness and development.
- (b) The laying out of lots in disregard of the contours and other topography or physical characteristics of the ground and surrounding conditions.
- (c) The existence of inadequate public improvements, public facilities, open spaces, and utilities which cannot be remedied by private or governmental action without redevelopment.
- (d) A prevalence of depreciated values, impaired investments, and social and economic maladjustment.

Obviously, the above blight characteristics are very broad in scope because they are intended to cover the full gamut of possible blight conditions or influences in a community. As a practical matter, the likelihood that any one prospective Project Area would exhibit all of the blight characteristics listed is rare; consequently, it is significant to note that Section 33030 of the new law acknowledges that ... "a blighted area is one which is characterized by one or more of those conditions set forth in Sections 33031 or 33032..." (Underline Emphasis Added.)

In other words, the law clearly states that it is not necessary for all the "tests" for blight to be met before a prospective Project Area can be identified as being "blighted."

Another important point to note from these definitions is that an area suffers from blight if such factors "...cannot reasonably be expected to be reversed or alleviated by private enterprise acting alone..."

B. ATLANTIC STREET

According to the North Central Roseville Specific Plan EIR, Atlantic Street carries approximately 12,000 vehicles per day. (see Exhibit "C") Normally, this would result in an existing Level Of Service (LOS) "C", which is consistent with the goals of the General Plan.

However, due to the poor condition of Atlantic Street, which presently needs reconstruction and widening, and two at grade railroad crossings, Atlantic Street does not function at a LOS "C". In fact, according to Larry Pagel, Assistant Public Works Director/City Engineer, "During peak traffic, on Atlantic St. at the intersections of Yosemite and Berry Sts., there is almost 'total breakdown' or an LOS "E" at these intersections." This is well beyond the LOS "C" required by the General Plan and sound traffic safety practices.

Atlantic Street is proposed to be widened to four lanes from the core area to Harding Blvd. and to six or seven lanes from Harding Blvd. to I-80. These improvements are necessary to cure existing inadequacies and future needs.

C. HARDING BLVD.

Harding Blvd. north of Atlantic St. is critical to tie the Highway 65 B-Pass to Atlantic St. and in turn, downtown Roseville.

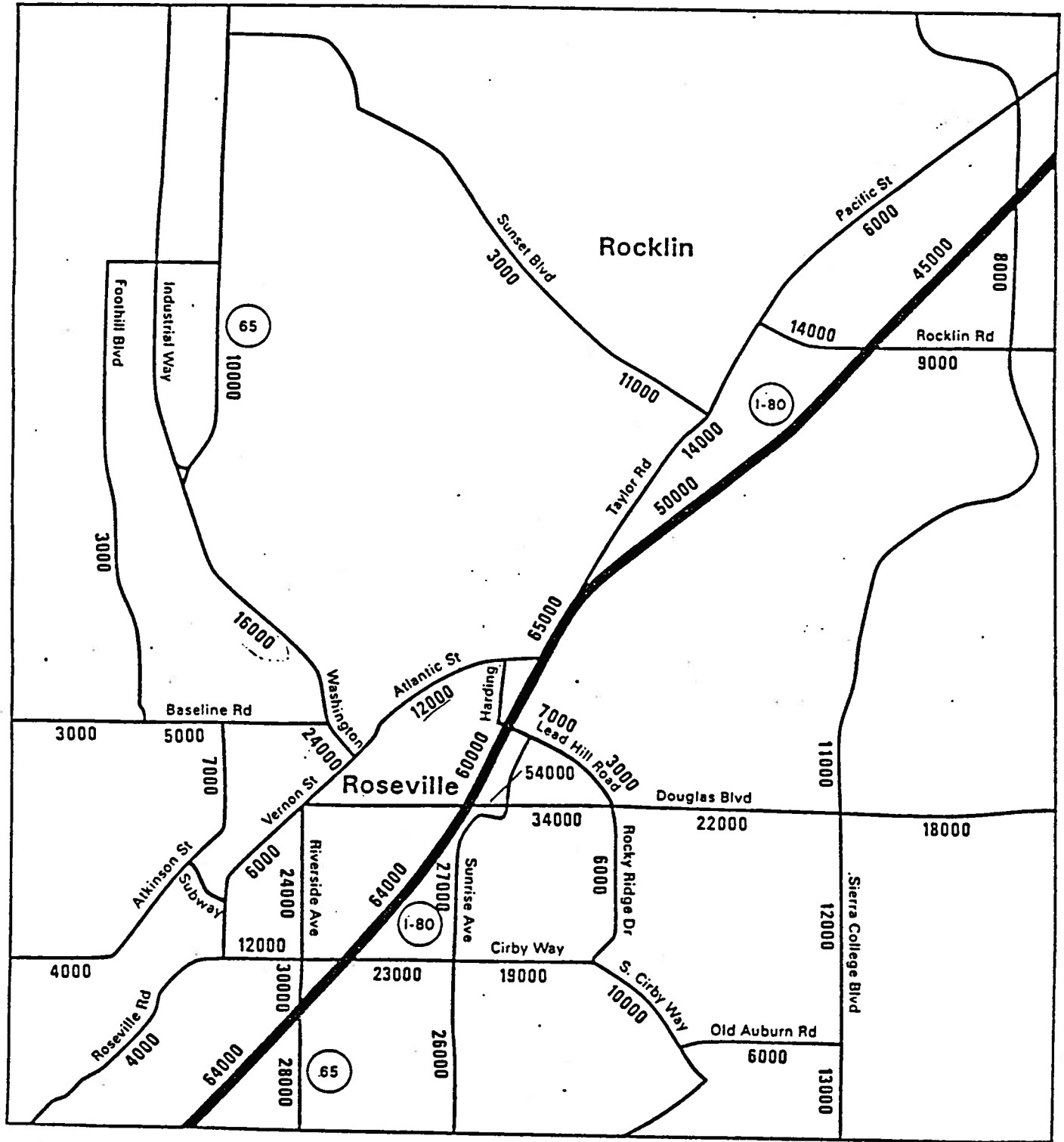


Figure 6
Existing Daily Traffic Volumes

Invariably, CalTrans will completely redirect traffic around downtown areas in order to more efficiently move traffic.

In this particular instance, CalTrans, via I-80 and Hwy. 65 By-Pass, has successfully cut off any reasonable access to downtown Roseville.

In order to remedy this condition, it is not only necessary to improve Atlantic St., but provide access to Hwy. 65 By-Pass, as well.

According to Larry Pagel, Harding Blvd. is not only necessary in the future, but it is needed at the present time. Harding Blvd. is presently needed to help mitigate the at grade railroad crossing problems at Yosemite and Berry Streets.

This will be achieved by building a grade separation where Harding Blvd. crosses Atlantic St. In fact, after this grade separation is completed, the Berry St. at grade crossing will be closed.

The need for building Harding Blvd. is further supported by two major points. First, according to the Year 2,005 Specific Plan covering this area, Harding Blvd. will be needed even under the "No-Project" alternative as quoted below:

"Under the "No-Project" alternative, however, many of the roadway connections through the North Central Area would not be constructed. Only the Harding Boulevard extension from Atlantic to the 65 Bypass is likely to be constructed under the No-Project case. Other facilities

including Roseville Parkway and its bridge across I-80 and Carlesberg Blvd. between existing Route 65 and the 65 Bypass, would only be constructed if warranted by development outside of the North Central area."

This is a significant point because the North Central Specific Plan encompasses over 2,000 acres and proposes a population of nearly 12,000 residents.

In addition, it proposes over 600 acres of commercial and industrial development. (see Exhibit "D") This Exhibit truly highlights the need for Harding Blvd. because the study concludes it is still needed under the "No-Project" alternative.

Second, Harding Blvd. is needed prior to development of a proposed major commercial project to be located at the southeast intersection of the Hwy. 65 By-Pass and the proposed Harding Blvd.

Presently, there is serious discussion of a major regional shopping center to be located at that site. However, development of that site is contingent not only on the completion of the interchange, but the construction of Harding Blvd., as well.

The proposed project will not clear the environmental impact process unless approval is conditioned upon completion of Harding Blvd. prior to occupancy.

Although somewhat obvious, this has been confirmed by Steve Dillon, Planning Director, as well as the "No-Project" alternative in the North Central Specific Plan.

NORTH CENTRAL SPECIFIC PLAN

ROSEVILLE, CA. LAND USE PLAN

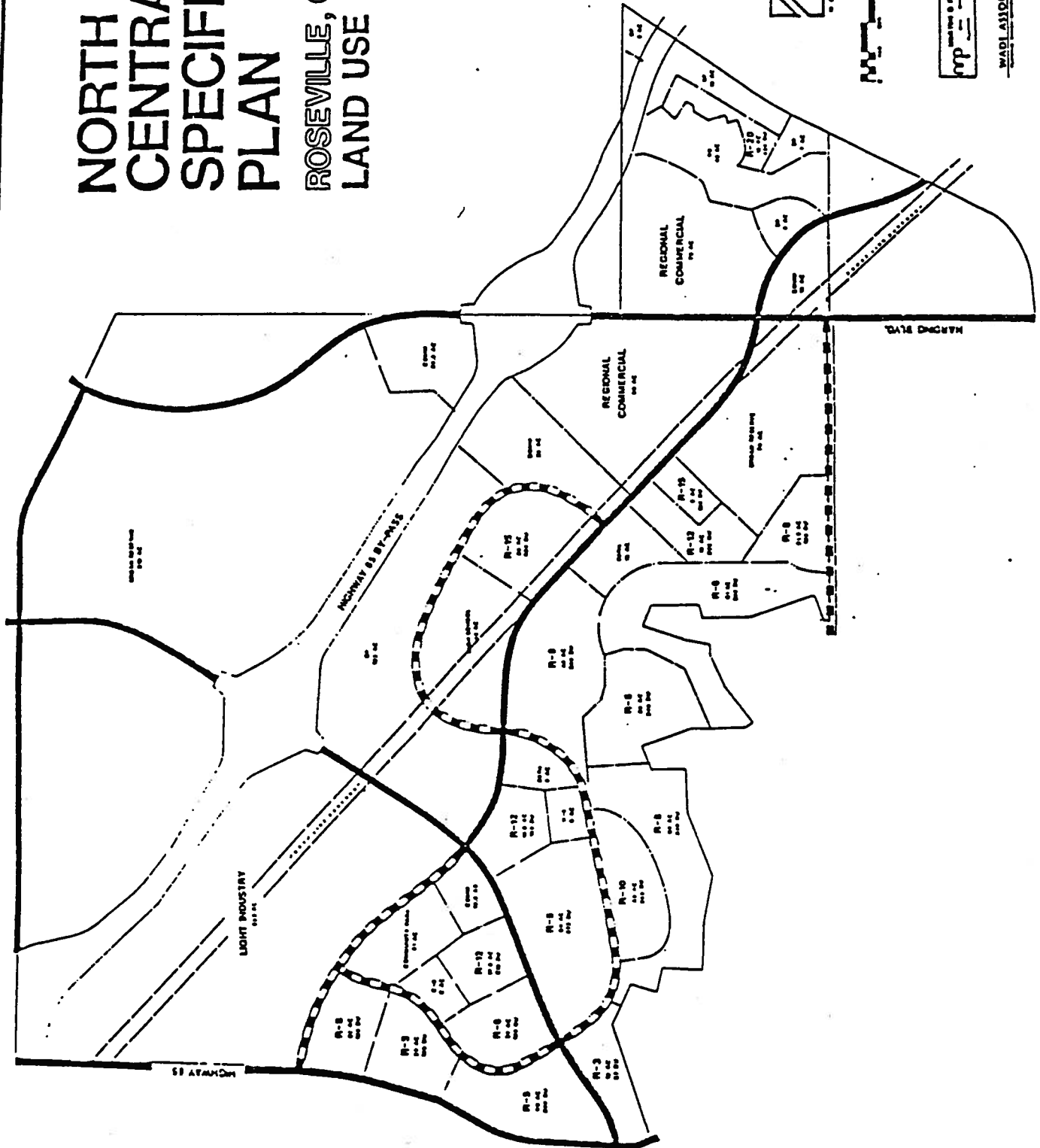


EXHIBIT "D"

D. PRIVATE OR GOVERNMENTAL ACTION

At this point, one can conclude there presently exists inadequate public improvements in the eastern portion of the Project Area and specifically, the subject site. However, the CRL requires further analysis as to possible funding sources; specifically, whether or not private enterprise or government can cure these inadequacies without redevelopment.

(1) PRIVATE ENTERPRISE

In this particular instance, where a major commercial development is proposed, a developer is faced with at least two serious development constraints.

First, due to the intense competition in the retail commercial field, major department stores make significant demands upon the developer.

In addition to those demands, it is now almost commonplace for the majors to obtain equity positions in the total development, thereby decreasing the developer's potential profit. Second, public agencies, mainly due to Proposition 13, are attempting to require developers to make major contributions to offsite improvements.

These constraints place developers in a most precarious position and, in many instances, have hindered, delayed, or totally stopped projects.

For the proposed commercial project to proceed, the developer is faced with participating in an \$8.3 million Hwy. 65 By-Pass

Interchange; assist in constructing the \$3.5 million Harding Blvd. roadway; participate in the \$5.2 million Harding/ Atlantic Interchange; and probably, some financial participation in the future multi-million dollar Roseville Parkway. In addition, the developer is faced with two serious on site development problems.

The first, and most serious development constraint, is the soil condition.

The Draft Environmental Impact Report (DEIR) for the North Roseville Specific Plan elaborates on the Mehrten soil conditions on this site. The sum and substance of the analysis is capsulized in the following paragraph:

"Mehrten material, particularly the breccia, can pose significant constraints to development. The most obvious constraint evolves around the 'hardness' of the material. Excavation of utility trenches, grading for roadways, and leveling for building foundations may all require extensive ripping or possibly blasting in order to break the Mehrten mantle. Generally, construction costs are higher in areas where Mehrten material must be excavated. Further difficulties in developing areas underlain by Mehrten center on the ability to maintain an attractive land use. Because of its impermeable nature, coupled with the limited soil resources, Mehrten material has an exceptionally limited ability to support vegetative growth. Single family residential development, or other uses which include relatively extensive landscaping for yards, are not well suited for Mehrten areas.

Without extensive irrigation and importation of top-soil materials, traditional yards and domestic limited water capacity and shallow depth of soil in areas underlain by Mehrten material, the City of Roseville Land Use Element restricts the types of land uses which can be developed in these areas to nonresidential or high density residential uses."

The other significant development problem is the preservation and/or relocation of vernal pools. The importance of these vernal pools is indicated on Page F-4 of the DEIR:

"The occurrence of vernal pools within both Plan areas constitutes a significant vegetation resource which is of local, State, and Federal concern. Much of the uniqueness of vernal pools lies in their relatively limited natural occurrence and distribution. Outside of California, similar pools are only known to occur in Africa."

One can safely conclude, at this preliminary stage, that between the development and marketing constraints, the developer is in no position to mitigate all or even a major portion of the on-site and off-site improvements without some significant governmental assistance.

(2) GOVERNMENT

The annual budget for the City of Roseville is approximately \$16 million and, although it has a larger Capital Improvement Program budget (C.I.P.), the majority of those funds are

committed for specific projects.

For example, a major project in the C.I.P. is a \$12 million electrical project for the City-owned electricity program. These funds come from user fees and cannot be diverted for infrastructure purposes.

This type of funding commitment is also true with almost all of the funds in the C.I.P.

There appears to be no possible way for the City of Roseville to fund all or even a major portion of the additional \$17 million in cost which is necessary to effectively mitigate the infrastructure needs related to this area of the Project.

Further, documentation of this was best demonstrated during the City's redevelopment hearings in 1987. At those hearings, documents, reports and testimony supported the fact that the City could not financially support \$13 million in projects.

Now, one year later, the City still cannot absorb the original \$13 million cost, much less the additional \$17 million.

The City Finance Director, Phil Ezell, confirmed nothing that significant has happened in one year to the City revenues to permit it to fund all or even a major portion of the now \$30 million cost figure.

One can safely conclude that government, without the assistance of redevelopment, cannot remedy the inadequacies of the infrastructure system.

4. CONCLUSION

Presently, there exists inadequate public infrastructure which

cannot be remedied by private or governmental action without redevelopment.

Further, this causes the subject property to suffer from disuse, because of underutilization and, in fact, constitutes a serious physical, social and economic burden on the community. For a community the size of Roseville (est. pop. 30,000) to lose a major economic force, such as a major regional shopping complex which could generate 1,500-1,800 jobs, \$1 million in property tax revenues and \$1.5 - \$2 million in sales tax revenues, is truly a burden on the community.

Generally, 90% of the jobs in the retail complex do not require any special skills and are most needed in today's industrial and technological revolution.

A companion benefit is that the housing related to those jobs would also be provided for, in that, 20% of all tax increment dollars must be used for improving and increasing the supply of low- and moderate-income housing.

The underutilization of land in this area could result in Roseville reverting to more of a bedroom community and thereby, causing additional out-commuting which would further aggravate the already serious traffic problems.

The exclusion of this area from the Project will leave the City with the still needed \$17 million improvement cost and no realistic method of funding.

Additionally, the exclusion of this area from the Project will leave the City with no hope of providing 1,500-1,800 jobs

mostly for the unskilled.

Finally, exclusion of this area from the Project means that a fundamental purpose of redevelopment will not be achieved. This purpose is best stated in the CRL, Article 5, Section 33071:

"The Legislature further finds and declares that a fundamental purpose of redevelopment is to expand the supply of low-and moderate-income housing, to expand employment opportunities for jobless, under-employed, and low income persons, and to provide an environment for the social, economic, and psychological growth and well-being of all citizens."

EXHIBIT 17.2

ROSEVILLE REDEVELOPMENT PROJECT
CONDITIONS OF BLIGHT

SUB-AREA 5 - RIVERSIDE AVE., CIRBY TO DRY CREEK

This portion of the survey area and proposed project is about 40% developed with four automobile dealerships. Other uses include an office building, a home improvement center, scattered small commercial businesses, and an ornamental iron business. The area is bordered by the Dry Creek drainage area.

Although the area does not have an outward appearance of being a blighted area, it suffers from a number of blighting conditions which will become increasingly severe unless corrective measures are taken in the near future. Due to the extent of the problems, redevelopment will be required to assist financially and in the replanning of the area for the future well-being of the City of Roseville.

A. Prevalence of Economic Maladjustment

As pointed out, the area is predominately developed with automobile dealerships. Several of them are operating with severe facility deficiencies due to numerous problems caused by a lack of sufficient land area to function properly, extremely difficult access, and a serious lack of parking for both customers and employees. Their problem also has an affect on adjacent businesses since the adjacent streets have to substitute for the lack of employee parking.

1. Stagnation of Major Businesses

The auto dealers in this area have reached the point where they cannot continue to operate much longer in their existing facilities. The Ford dealership has severe operating problems, and the dealer has had to split his facility which increases operating costs. His service facilities are totally inadequate and there is no room for expansion. The inability to take care of

customers service needs and the lack of adequate customer parking has caused his business to stagnate. The nearby Dodge dealership located on lower Riverside Ave. suffers from similar problems. The restricted sites have not been able to accommodate the dealership inventory and therefore streets have had to be used for the overflow. In addition, the crowded conditions have resulted in on site accidents and damage to new car inventory.

2. Lack of Proper Access to the Businesses

One of the major problems with this area is the extensive traffic volumes that Riverside Avenue has to accommodate. A 1988 "Transportation Impact Study for the North Roseville E.I.R. Update" was prepared by Fehr & Peters Associates sites the fact that the average daily traffic count on Riverside is 36,000 and that the design capacity is about 30,000. In addition to Riverside being one of the two most heavily traveled streets in the City, the Riverside-Cirby intersection is identified as being in Class E which means it is operating at near its full capacity and motorists experience long delays at peak hours. The report states that Service Level E is unacceptable to most communities. In order to mitigate this situation, the traffic consultants recommend the construction of an "urban interchange" which costs \$2 to \$3 million and will severely cripple the operation of the Buick/Jeep-Eagle and BMW/Subaru dealerships that occupy corners at the intersection.

Obviously, the traffic congestion problem has a serious affect on access to the businesses that occupy sites along Riverside. Each of them have expressed the existence of serious access problems and accidents that have occurred due to this problem. Many customers, especially elderly ones, are extremely reluctant to make

left turns into the auto dealerships which has caused the dealers to loose many of their long time customers.

As the City and nearby areas continue to grow in population, the traffic congestion will become more severe which will make access more untenable. The only mitigation measure that will correct this deficiency is the "urban interchange" improvement which will in all probability require the two dealerships at the intersection to relocate since they would not be able to function with the loss of additional property and restricted access.

3. Lack of Customer and Employee Parking

There is inadequate customer and a total lack of employee parking for at least two of the auto dealerships. This forces customers to use limited on-street parking which is often difficult to find. Also, it causes further interference with the flow of traffic which produces more traffic congestion and in general discourages customers from shopping at the retail stores.

Employees complain about walking long distances to their cars and cite the danger of leaving the stores after dark and walking down side streets which are isolated at night.

B. Inadequate Public Improvements

1. Another of this Sub-areas Blighting Conditions is the Dry Creek Drainage Area North of Kenroy Lane.

Inadequate improvements to handle Dry Creek flood waters caused extensive damage to several of the areas businesses in 1986. The Ford dealer, located on Riverside on both sides of Kenroy Lane, suffered the loss of his entire truck inventory at a cost of between \$5 and

\$6 million. The nearby Dodge dealership also suffered extensive damage. Improvements are needed to recapture and redevelop land along the north side of Kenroy which is partially developed with an unsightly ornamental iron business. A major part of the properties on the north side of Kenroy is vacant land.

2. Major Intersection Congestion

As pointed out previously, the Riverside-Cirby intersection currently exceeds the volume of traffic it can adequately handle and unreasonable traffic delays are being experienced at peak hours. This blighting condition can only be alleviated by a major undertaking, the construction of an "urban interchange" at a cost of \$2 to \$3 million. However, this will have a severe impact on the two auto dealerships currently located there.

As a partial solution to this deficiency, the area can be replanned as the auto dealers vacate the area. There is little doubt that the auto dealers will not operate at their current locations very much longer due to the blighting conditions previously discussed. If they are relocated to the auto center, some improvement in traffic flows might be accomplished by limiting driveway access, eliminating all on-street parking, and requiring adequate off-street parking facilities for future development with as much access as possible from side streets.

C. Economic Dislocation

Economic dislocation exists due to the lack of property for expansion. The population growth in the City and surrounding area has provided an increased market potential for the auto dealers that cannot be met due to limited space available for their dealerships. This is evidenced by the extremely crowded dealership lots, the use of nearby streets for

employee parking, the lack of customer parking, and multiple locations for several dealerships.

D. Existing Physical Conditions

1. The area contains a mix of light commercial/ industrial development and auto dealerships. On the south side of Kenmore Lane there is light industrial/business park development along nearly its entire length commencing west of the Ford dealership property. On the south side, there is a Ford Truck sales lot facing Riverside and extending several hundred feet down Kenmore, then an unsightly ornamental iron business. The balance of the north side is undeveloped property. These properties border the unimproved Dry Creek drainage area which has caused flooding. If improved to adequately control storm waters, there may be potential for recovering some unusable land and greatly assist in removing blighting conditions on the north side of Kenmore. In general, nearly all of the properties on the south side are vacant or underutilized and would benefit from redevelopment.

SUB-AREA 6 - AUTO CENTER PROJECT AREA

One of the major changes in the auto industry in recent years has been the advent of freeway oriented auto center complexes designed to accommodate 6 to 20 dealerships. Nearly all of the successful ones have been adjacent to a freeway and they have all experienced far greater sales than the typical strip commercial auto rows found in many cities.

Auto dealers in old locations are receiving strong pressure from factory/distributors to relocate to an auto center. The Roseville dealers have been looking for a potential auto center site for several years both inside and outside of the City, and

at least one has purchased land for a new dealership. Due to blighting conditions where many of the auto dealers are located at least six dealerships have a strong incentive to make the move as soon as possible.

In late 1987, the Roseville dealers arranged to purchase sites in a proposed auto center to be located on an 87 acre parcel between Sunrise, Eureka, Rocky Ridge, and Lead Hill Drive. They have agreed to purchase their sites from the developer at a not-to-exceed amount which is the maximum they believe they can afford.

A study was conducted by HAS Properties, Inc., the developer, with the assistance of M. R. Farrell & Associates, Inc. an auto center consulting firm, that clearly illustrated the need for a redevelopment financial contribution to obtain project feasibility. This project is vital to the City of Roseville if they are to retain their auto dealerships and the extensive city sales tax they generate. In addition, the dealerships that are within the proposed redevelopment project area will have to be relocated in order to effectively redevelop the area where they are presently located. The proposed auto center can provide the necessary relocation sites.

A. Relocation Potential

The dealers within the proposed redevelopment project area selling BMW, Dodge, Ford, Buick, Honda, Jeep/Eagle, Mazda, Toyota, Oldsmobile, Subaru and Suzuki have all indicated they are interested in relocating to the auto center.

In addition, dealers at various other locations in the City have indicated they will participate in the auto center project including Chevrolet, Chrysler, Pontiac and Cadillac.

Therefore, the proposed auto center will provide sites for dealers to relocate in a complex designed for the sale of automobiles. The City of Roseville will not only retain

these businesses in the community, but it will increase its current sales tax revenue from this source.

B. The Need for Finance Assistance

In March 1988, a report was submitted to the City of Roseville prepared by HAS Properties and the auto center consulting firm of M. R. Farrell & Associates, Inc. that identified the total development costs of the Roseville Auto Mall at \$60,491,433. This includes site acquisition costs, site improvement costs and building costs. Of the total, \$25,715,697 dollars was the estimated cost of off-site improvements. These costs are identified on page 9 of the above mentioned report.

The report further analyzed project feasibility based on automobile industry standards, in terms of affordability for the auto dealers. Four separate methodologies were utilized to assess affordability. Based on this analysis the level of economic assistance needed ranges for \$17.9 to \$28.6 million dollars. Based on this analysis HAS Properties is requesting a commitment of at least \$18 million in City Redevelopment Agency assistance. This amount is the minimum amount needed in order to achieve project feasibility in relation to automobile industry standards for acceptable monthly "rent factors" for the participating auto dealers.

C. Inadequate Public Improvements

One of the major public improvement deficiencies that will be critical as this portion of the City as build-out occurs is the Eureka and Taylor intersection. This Transportation Impact Study prepared by Fehr & Peers cited this intersection as in need of a grade separation under each of the development scenarios. Due to the extensive cost of an "urban intersection", which is the type of grade separation recommended, this deficiency will have to be a high priority item to be mitigated by the Redevelopment Agency.

8/9/88

AGENCY RESOLUTION NO. 2-88

RESOLUTION OF THE REDEVELOPMENT AGENCY OF
THE CITY OF ROSEVILLE ACCEPTING THE AMENDED
PRELIMINARY PLAN FOR THE ROSEVILLE
REDEVELOPMENT PROJECT

WHEREAS, by motion made July 28, 1988, the Planning Commission of the City of Roseville amended the boundaries of the project area for the Roseville Redevelopment Project (the "Project"), approved an Amended Preliminary Plan for the Project (the "Amended Preliminary Plan") and submitted said Amended Preliminary Plan to the Redevelopment Agency of the City of Roseville (the "Agency");

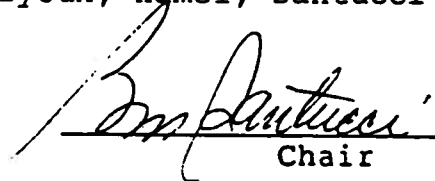
NOW, THEREFORE, THE REDEVELOPMENT AGENCY OF THE CITY OF ROSEVILLE DOES RESOLVE AS FOLLOWS:

Section 1. The Amended Preliminary Plan for the Roseville Redevelopment Project, as formulated and adopted by the Planning Commission of the City of Roseville, is hereby accepted by the Agency, and the Agency hereby directs preparation of an official Redevelopment Plan for the Project.

Section 2. The Executive Director of the Agency is hereby authorized and directed to file the information required by Sections 33327 and 33328 of the Health and Safety Code, with the appropriate taxing officials and the State Board of Equalization.

PASSED AND ADOPTED this 17th of August, 1988, by the following vote:

AYES: Chambliss, Ozenick, Byouk, Hamel, Santucci
NOES: None
ABSENT: None


Chair

ATTEST:


Secretary

FILED

AUG 18 1988

2991r/LS

CITY OF ROSEVILLE
BY 

AMENDED PRELIMINARY PLAN
for the
ROSEVILLE REDEVELOPMENT PROJECT

Prepared by the
PLANNING DEPARTMENT OF THE CITY OF ROSEVILLE
In Cooperation with the
REDEVELOPMENT AGENCY OF THE CITY OF ROSEVILLE

AMENDED PRELIMINARY PLAN

for the

ROSEVILLE REDEVELOPMENT PROJECT

I. DESCRIPTION OF THE AMENDED BOUNDARIES OF THE PROJECT AREA

The amended boundaries of the Project Area are as shown on the Project Area Map which is attached hereto as Exhibit A, and as described in the Legal Description of the Project Area which is attached hereto as Exhibit B.

II. GENERAL STATEMENT OF PROPOSED LAND USES

As a basis for the redevelopment of the Project Area, it is proposed that, in general, the land uses in the Project Area shall be residential, commercial, industrial and public.

III. GENERAL STATEMENT OF PROPOSED LAYOUT OF PRINCIPAL STREETS

As a basis for the redevelopment of the Project Area, it is proposed that, in general, the layout of principal streets be as shown on the Project Area Map, including: Church Street, Atlantic Street, Vernon Street, Oak Street, Royer Street, Folsom Road, Lincoln Street, Taylor Street, Judah Street, Washington Boulevard, Berry Street, Elefa Street, Pleasant Street, Grove Street, Main Street, Douglas Boulevard, Second through Sixth Streets, Kenroy Lane, Riverside Avenue, B through E Streets, Placer Street, Tahoe Avenue and Harding Boulevard.

Existing streets within the Project Area may be closed, widened or otherwise modified, and additional streets may be created as necessary for proper pedestrian or vehicular circulation.

IV. GENERAL STATEMENT OF PROPOSED POPULATION DENSITIES

Standards for population densities shall be consistent with the densities established by the City of Roseville's General Plan.

V. GENERAL STATEMENT OF PROPOSED BUILDING INTENSITIES

As a basis for the redevelopment of the Project Area, it is proposed that, in general, building intensities be controlled by limits on: (1) the percentage of ground area covered by buildings (land coverage); (2) the ratio of the total floor area for all stories of the buildings to areas of the building sites (floor area ratio); (3) the size and location of the buildable areas on building sites; and (4) the heights of buildings. The land coverage, sizes and location of buildable areas should be limited as feasible to provide adequate open space.

VI. GENERAL STATEMENT OF PROPOSED BUILDING STANDARDS

As a basis for the redevelopment of the Project Area, it is proposed that building standards should generally conform to the building requirements of applicable state statutes and local codes.

VII. ATTAINMENT OF THE PURPOSES OF THE CALIFORNIA COMMUNITY REDEVELOPMENT LAW

The purposes of the California Community Redevelopment Law would be attained by the proposed redevelopment through: (1) the elimination of environmental deficiencies, including, among others, small and irregular lots, incompatible and uneconomic land uses, obsolete and aged building types and inadequate or deteriorated public improvements and facilities; (2) the assemblage of land into parcels suitable for modern, integrated development with improved pedestrian and vehicular circulation; (3) the replanning, redesign and development of undeveloped areas which are stagnant or improperly utilized; (4) the provision of opportunities for participation by owners and tenants in the revitalization of their properties; (5) the expansion and/or improvement of housing for low- and moderate-income persons; (6) the expansion of employment opportunities; and (7) the provision of an environment for social and economic growth.

VIII. CONFORMANCE OF THE GENERAL PLAN OF THE CITY

This Amended Preliminary Plan conforms to the General Plan of the City. This Amended Preliminary Plan proposes a similar pattern of land uses and includes all highways and public facilities indicated by the General Plan.

IX. GENERAL IMPACT OF THE PROJECT UPON THE RESIDENTS
THEREOF AND UPON SURROUNDING NEIGHBORHOOD

The Project Area contains residential, commercial, industrial and public uses. Some Project Area residents may be impacted. The impact of the Project upon Project Area residents, business owners and tenants and upon the surrounding neighborhood should generally be beneficial as physical conditions in the Project Area are improved and could, in general, be in the areas of relocation, traffic circulation, public facilities and services, environmental quality, employment opportunity and economic development. Agency activities in the proposed Project may include property acquisition, relocation, rehabilitation, demolition of structures, construction of public improvements and land disposition for private development. The impact of the Project will be considered in detail by the Agency in the Project Environmental Impact Report and the Report to Council.

2913r/LS

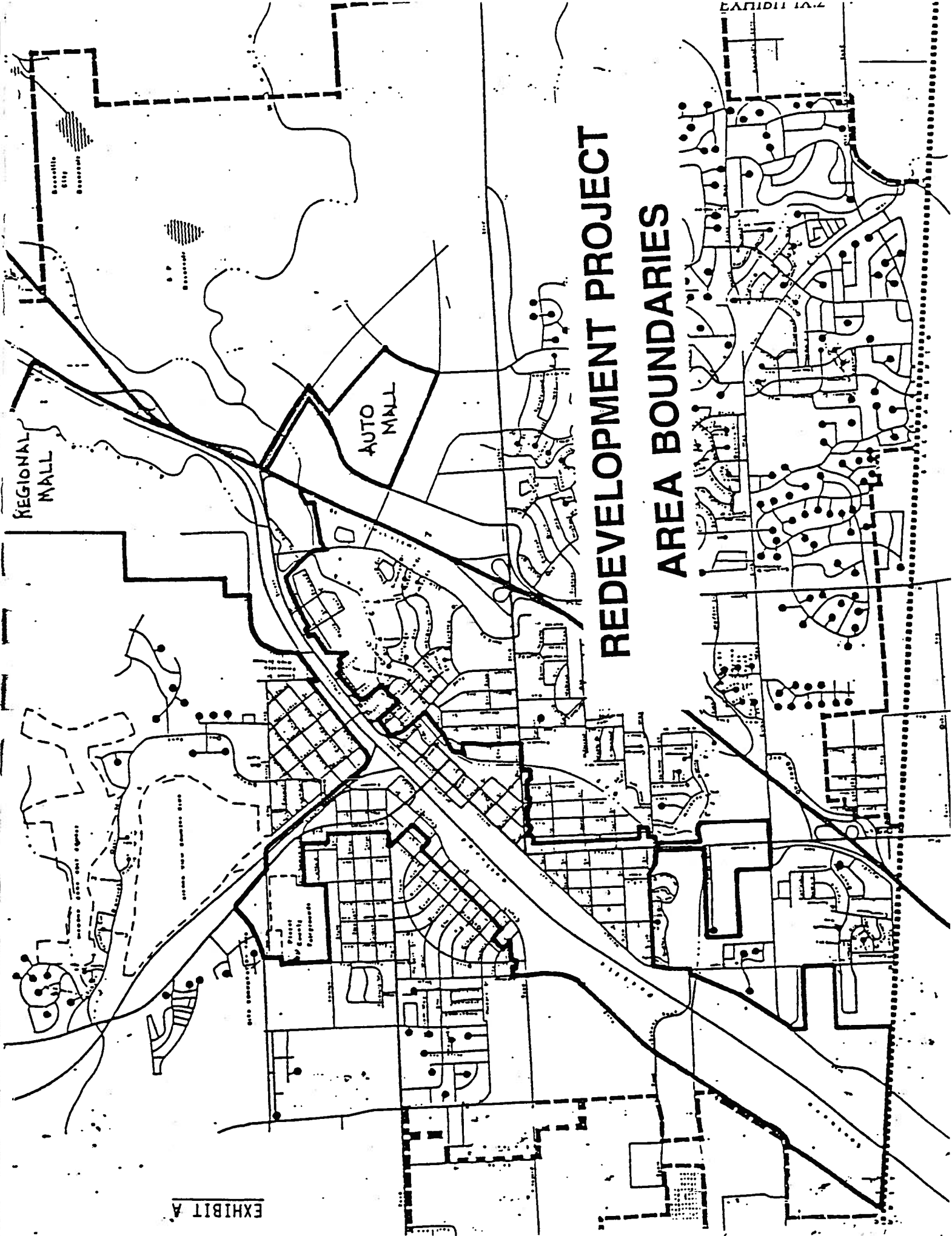


EXHIBIT A

REDEVELOPMENT PROJECT AREA BOUNDARIES

EXHIBIT 1A-2

EXHIBIT B

BOUNDARY DESCRIPTION FOR THE ROSEVILLE REDEVELOPMENT DISTRICT

ALL THAT PORTION OF THE CITY OF ROSEVILLE, COUNTY OF PLACER, STATE OF CALIFORNIA DESCRIBED AS FOLLOWS:

BEGINNING AT THE POINT OF INTERSECTION WITH THE PLACER-SACRAMENTO COUNTY LINE AND THE EAST LINE OF THE "SOUTH ROSEVILLE" SUBDIVISION, SAID "SOUTH ROSEVILLE" SUBDIVISION FILED IN BOOK D OF MAPS, AT PAGE 26;

THENCE WESTERLY ALONG SAID COUNTY LINE, SAID LINE ALSO BEING THE CITY LIMIT LINE OF THE CITY OF ROSEVILLE, TO THE INTERSECTION WITH THE NORTHWESTERLY LINE OF THE LANDS OF SOUTHERN PACIFIC RAILROAD COMPANY.

THENCE NORTH $34^{\circ} 03'45''$ EAST ALONG SAID NORTHWESTERLY LINE TO THE SOUTHERLY LINE OF P.F.E. ROAD; THENCE EASTERLY ALONG SAID SOUTHERLY LINE OF P.F.E. ROAD TO ITS TERMINUS, SAID TERMINUS BEING THE BEGINNING OF THE SOUTHEASTERLY LINE OF ATKINSON STREET;

THENCE NORTHEASTERLY AND NORTHERLY ALONG THE SOUTHEASTERLY AND EASTERLY LINE OF ATKINSON STREET TO THE SOUTHWEST CORNER OF LOT 7 OF BLOCK 1 AS SHOWN ON THE MAP OF "ROSEVILLE HEIGHTS" FILED IN BOOK B OF MAPS, AT PAGE 43;

THENCE THE FOLLOWING FIFTEEN COURSES AS SHOWN ON SAID MAP OF "ROSEVILLE HEIGHTS";

- 1) NORTH $0^{\circ} 27'$ EAST 270 FEET TO THE NORTHWEST CORNER OF LOT 7 OF BLOCK 1;
- 2) SOUTH $89^{\circ} 44'$ EAST 125 FEET TO THE NORTHEAST CORNER OF SAID LOT 7;
- 3) SOUTH $0^{\circ} 27'$ WEST 150 FEET TO THE NORTHWEST CORNER OF LOT 13 OF BLOCK 1;
- 4) SOUTH $89^{\circ} 44'$ EAST 185 FEET ALONG THE NORTH LINE OF SAID LOT 13 TO THE EAST LINE OF CIRCUIT DRIVE;
- 5) NORTH $0^{\circ} 27'$ EAST 185 FEET ALONG SAID EAST LINE TO THE NORTH LINE OF WEST IVY STREET (9TH AVENUE WEST);
- 6) SOUTH $89^{\circ} 44'$ EAST 288 FEET ALONG SAID NORTH LINE TO THE SOUTHWESTERLY LINE OF IVY STREET (9TH AVENUE);
- 7) NORTH $43^{\circ} 56'$ WEST ALONG THE SOUTHWESTERLY LINE OF IVY STREET TO THE POINT OF INTERSECTION WITH THE PROJECTION OF THE SOUTHEASTERLY LINE OF LOT 2 OF BLOCK 24;
- 8) NORTH $45^{\circ} 46'$ EAST 60 FEET ALONG SAID PROJECTION TO THE MOST SOUTHERLY CORNER OF SAID LOT 2;
- 9) NORTH $45^{\circ} 46'$ EAST 250 FEET ALONG THE SOUTHEASTERLY LINE OF LOT 2 AND LOT 24 OF SAID BLOCK 24 TO THE NORTHEASTERLY CORNER OF LOT 24;
- 10) NORTHEASTERLY 60 FEET TO THE MOST SOUTHERLY CORNER OF LOT 2 OF BLOCK 25, SAID CORNER BEING ON THE NORTHEASTERLY LINE OF HICKORY STREET (8TH AVENUE);
- 11) SOUTH $43^{\circ} 56'$ EAST 400 FEET ALONG SAID NORTHEASTERLY LINE TO THE MOST SOUTHERLY CORNER OF LOT 10 OF BLOCK 25;
- 12) NORTH $45^{\circ} 46'$ EAST 2110 FEET ALONG THE SOUTHEASTERLY LINES OF LOTS 10 AND 16 OF BLOCKS 26 THROUGH 31 TO THE MOST EASTERLY CORNER OF LOT 16 OF BLOCK 31; SAID CORNER BEING ON THE SOUTHWESTERLY LINE OF ASH STREET (1ST AVENUE);
- 13) NORTHERLY TO THE MOST WESTERLY CORNER OF LOT 5 OF BLOCK 12;
- 14) NORTH $45^{\circ} 46'$ EAST 250 FEET ALONG THE SOUTHEASTERLY LINE OF LOT 5 AND LOT 19 OF SAID BLOCK TO THE MOST EASTERLY CORNER OF SAID LOT 19;

15) SOUTH 43° 56' EAST ALONG THE SOUTHWESTERLY LINE OF CIRCUIT DRIVE TO THE POINT OF INTERSECTION WITH THE PROJECTION OF THE CENTERLINE OF THE 20' ALLEY OF BLOCK 36 AS SHOWN ON THE "RESURVEY OF PART OF THE ORIGINAL PLAT OF ROSEVILLE" FILED IN BOOK C OF MAPS, AT PAGE 33;

THENCE NORTHEASTERLY ALONG THE CENTERLINE OF SAID 20 FOOT ALLEY OF BLOCK 36 BETWEEN HIGH STREET AND CHURCH STREET AS SHOWN ON BOOK C OF MAPS, AT PAGE 33, TO THE SOUTHWESTERLY LINE OF NORTH GRANT STREET;

THENCE NORTHWESTERLY ALONG THE SOUTHWESTERLY LINE OF NORTH GRANT STREET TO THE SOUTHWEST CORNER OF LOT 7185 AS SHOWN ON "LOS CERRITOS SUBDIVISION" FILED IN BOOK A OF MAPS, AT PAGE 41;

THENCE EAST 492.28 FEET ALONG THE NORTHERLY LINE OF MAIN STREET TO THE SOUTHEAST CORNER OF LOT 7194 AS SHOWN ON SAID "LOS CERRITOS SUBDIVISION", SAID SOUTHEAST CORNER ALSO BEING THE SOUTHWEST CORNER OF LOT 1 IN BLOCK 7 OF THE "AMENDED MAP OF McRAE'S ADDITION" FILED IN BOOK A OF MAPS, AT PAGE 38;

THENCE EAST 75.00 FEET ALONG THE SOUTH LINE OF SAID LOT 1;

THENCE NORTH 93.00 FEET TO THE NORTHERLY LINE OF LOT 2;

THENCE WEST 75 FEET TO THE NORTHWEST CORNER OF LOT 2, THE LAST THREE COURSES TO INCLUDE ONLY THE EAST HALF OF SAID LOTS 1 AND 2 AS DESCRIBED IN A DECREE OF DISTRIBUTION RECORDED IN BOOK 2889 OF OFFICIAL RECORDS AT PAGE 216;

THENCE NORTH 627 FEET ALONG THE WESTERLY LINE OF THE "AMENDED MAP OF McRAE'S ADDITION" TO THE SOUTHEAST CORNER OF LOT 7090 AS SHOWN ON SAID "LOS CERRITOS

SUBDIVISION", SAID CORNER LYING ON THE NORTH LINE OF PLEASANT STREET;

THENCE EASTERLY TO THE SOUTHWEST CORNER OF LOT 31 AS SHOWN ON THE "PLAT OF HILL & ATKIN'S WAREHOUSE DISTRICT" FILED IN BOOK C OF MAPS, AT PAGE 30;

THENCE THE FOLLOWING THREE COURSES AS SHOWN ON SAID "PLAT OF HILL AND ATKIN'S WAREHOUSE DISTRICT";

- 1) NORTH 260 FEET TO THE NORTHWEST CORNER OF LOT 30;
- 2) NORTHERLY TO THE SOUTHWEST CORNER OF LOT 11;
- 3) NORTH 260 FEET TO THE NORTHERLY LINE OF HOLT STREET;

THENCE WESTERLY ALONG THE NORTHERLY LINE OF HOLT STREET TO THE NORTHWEST CORNER OF LOT 7038 OF SAID "LOS CERRITOS SUBDIVISION";

THENCE WESTERLY 203.67 FEET ALONG THE NORTH LINE OF SAID "LOS CERRITOS SUBDIVISION" TO THE NORTHWEST CORNER OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 34, T.11.N, R.6.E, M.D.M. AS SHOWN ON SAID "PLAT OF HILL & ATKIN'S WAREHOUSE DISTRICT"; SAID NORTHWEST CORNER BEING THE SOUTHEAST CORNER OF LOT 288 AS SHOWN ON THE PLAT OF "BONNIE BRAE ACRES" FILED IN BOOK C OF MAPS, AT PAGE 27;

THENCE NORTH 462 FEET ALONG THE EAST LINE OF SAID "BONNIE BRAE ACRES" TO THE NORTHEAST CORNER OF LOT 294 OF BLOCK 1 OF SAID "BONNIE BRAE ACRES", SAID NORTHEAST CORNER LYING ON THE SOUTHERLY LINE OF ALL-AMERICAN CITY BOULEVARD;

THENCE CONTINUING NORTH ALONG THE PROJECTION OF SAID EASTERLY LINE OF THE "BONNIE BRAE ACRES" SUBDIVISION TO THE NORTHERLY LINE OF SAID ALL-AMERICAN CITY BOULEVARD;

THENCE WESTERLY ALONG THE NORTH LINE OF ALL-AMERICAN CITY BOULEVARD TO THE WEST LINE OF LOS VEGAS AVENUE;

THENCE SOUTHERLY ALONG THE WEST LINE OF LOS VEGAS AVENUE TO THE NORTH LINE OF LAWTON AVENUE;

THENCE WESTERLY ALONG THE NORTH LINE OF LAWTON AVENUE TO THE EAST LINE OF VALLEJO AVENUE;

THENCE NORTHERLY ALONG THE EAST LINE OF VALLEJO AVENUE TO THE SOUTHERLY LINE OF JUNCTION BOULEVARD;

THENCE TO THE SOUTHWEST CORNER OF PARCEL 1 OF THE PARCEL MAP FILED IN BOOK 22 OF PARCEL MAPS, AT PAGE 10;

THENCE ALONG THE SOUTHERLY LINE OF JUNCTION BOULEVARD AND ALONG THE SOUTHWESTERLY LINE OF STATE HIGHWAY 65, THE FOLLOWING EIGHT COURSES PER BOOK 22 OF PARCEL MAPS, AT PAGE 10;

- 1) NORTH $15^{\circ} 40' 49''$ WEST 5.16 FEET TO THE BEGINNING OF CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 25 FEET;
- 2) NORTHEASTERLY ALONG SAID CURVE ON A CHORD BEARING OF NORTH $28^{\circ} 59' 24''$ EAST A CHORD DISTANCE OF 35.14 FEET TO THE BEGINNING OF A REVERSE CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 2042.17 FEET;
- 3) NORTHEASTERLY ALONG SAID CURVE ON A CHORD BEARING OF NORTH $63^{\circ} 28' 24''$ EAST A CHORD DISTANCE OF 720.01 FEET;
- 4) CONTINUING NORTHEASTERLY ALONG SAID CURVE ON A CHORD BEARING OF NORTH $49^{\circ} 48' 38''$ EAST A CHORD DISTANCE OF 250.01 FEET;

- 5) ON A NON-TANGENT LINE NORTH $49^{\circ} 14' 45''$ EAST 123.02 FEET;
- 6) NORTH $42^{\circ} 52' 09''$ EAST 35.35 FEET;
- 7) ALONG SAID CURVE ON A CHORD BEARING OF NORTH $87^{\circ} 51' 44''$ EAST A CHORD DISTANCE OF 35.35 FEET;
- 8) SOUTH $47^{\circ} 08' 40''$ EAST 1030.86 FEET TO THE SOUTHEAST CORNER OF PARCEL 2 AS SHOWN ON SAID PARCEL MAP;

THENCE THE FOLLOWING TWO COURSES AS SHOWN ON THE PARCEL MAP FILED IN BOOK 20 PARCEL MAPS, AT PAGE 117;

- 1) NORTH $89^{\circ} 38' 33''$ EAST 456.28 FEET ACROSS STATE HIGHWAY 65 AND THE LANDS OF SOUTHERN PACIFIC RAILROAD COMPANY TO THE NORTHWEST CORNER OF PARCEL 1A;
- 2) SOUTH $38^{\circ} 57' 36''$ EAST 322.05 FEET ALONG THE NORTHEASTERLY LINE OF SAID LANDS OF SOUTHERN PACIFIC RAILROAD COMPANY TO THE ANGLE POINT IN THE WESTERLY LINE OF THE 20' FOOT WIDE ALLEY AS SHOWN ON SAID PARCEL MAP AND THE "PLAT OF FOREST OAKS" FILED IN BOOK C, AT PAGE 41;

THENCE SOUTH $38^{\circ} 20'$ EAST 1356.6 FEET ALONG THE LINE COMMON TO THE LANDS OF SOUTHERN PACIFIC RAILROAD COMPANY AND SAID 20 FOOT WIDE ALLEY, AS SHOWN ON SAID PLAT, TO THE NORTHERLY LINE OF VALENCIA AVENUE;

THENCE CONTINUING SOUTHEASTERLY ALONG THE SOUTHWESTERLY LINE OF ROSEVILLE STREET AS SHOWN ON THE "PLAT OF SIERRA VISTA PARK" FILED IN BOOK C OF MAPS, AT PAGE 36 TO THE POINT OF INTERSECTION WITH THE WESTERLY PROJECTION OF THE NORTH LINE OF TAHOE AVENUE;

THENCE NORTHEASTERLY ALONG THE NORTHWESTERLY LINE OF TAHOE AVENUE TO ITS' INTERSECTION WITH THE EAST LINE OF CAMPO STREET, SAID EAST LINE OF CAMPO

STREET LINE BEING THE EAST LINE OF SAID "SIERRA VISTA PARK" SUBDIVISION;

THENCE SOUTHERLY ALONG SAID EASTERLY LINE TO THE NORTHWESTERLY LINE OF LANDS OF SOUTHERN PACIFIC RAILROAD COMPANY;

THENCE NORTHEASTERLY ALONG THE NORTHWESTERLY LINE OF LANDS OF SOUTHERN PACIFIC RAILROAD COMPANY TO THE WEST LINE OF BERRY STREET;

THENCE NORTHERLY, NORTHEASTERLY, AND EASTERLY ALONG THE EASTERLY, NORTHWESTERLY, AND NORTHERLY LINE OF BERRY STREET TO THE WESTERLY LINE OF THE LANDS OF THURMAN A. AND LUCILLE B. GANTT AS DESCRIBED IN A GRANT DEED RECORDED IN BOOK 2865 OF OFFICIAL RECORDS OF PLACER COUNTY, AT PAGE 70;

THENCE NORTHERLY AND EASTERLY ALONG THE WESTERLY AND NORTHERLY LINE OF SAID LANDS OF GANTT TO THE NORTHWEST CORNER OF THE LANDS OF CHARLES E. AND EUNICE J. VERMILLION AND GINA, INC., SAID LAND OWNERS BEING SHOWN ON THE PARCEL MAP FILED IN BOOK 17 OF PARCEL MAPS, AT PAGE 133;

THENCE EASTERLY ALONG SAID LANDS TO THE SOUTHWEST CORNER OF THE LANDS OF PETER SCHWABE AND BONNIE J. SCHWABE, SAID LAND OWNERS BEING SHOWN ON THE PARCEL MAP FILED IN BOOK 12 OF PARCEL MAPS, AT PAGE 49;

THENCE NORTHERLY ALONG THE WESTERLY LINE OF THE LANDS OF SCHWABE TO THE SOUTHWEST CORNER OF LANDS OF BERRY STREET MALL, INC. AS DESCRIBED IN A GRANT DEED RECORDED IN BOOK 2293 OF OFFICIAL RECORDS, AT PAGE 253;

THENCE NORTH $0^{\circ} 46' 50''$ WEST 1203.65 FEET ALONG THE WEST LINE OF SAID LANDS OF BERRY STREET MALL, INC. TO THE NORTHWEST CORNER THEREOF;

THENCE SOUTH $89^{\circ} 53' 40''$ EAST 933.05 FEET ALONG SAID LANDS OF BERRY STREET MALL TO THE NORTHEAST CORNER OF SECTION 35, T.11.N., R.6.E., M.D.M.;

THENCE NORTH $0^{\circ} 14' 40''$ WEST 2657.50 FEET ALONG THE WESTERLY LINE OF SECTION 25, T.11.N., R.6.E., M.D.M. TO THE WEST ONE-QUARTER CORNER OF SAID SECTION 25 AS SHOWN ON THE RECORD OF SURVEY FILED IN BOOK 1 OF SURVEYS, AT PAGE 100, SAID CORNER ALSO BEING SHOWN ON THE RECORD OF SURVEY NO. 858 FILED IN BOOK 8 OF SURVEYS, AT PAGE 114;

THENCE THE FOLLOWING NINE COURSES AS SHOWN ON SAID RECORD OF SURVEY NO. 858;

- 1) NORTH $0^{\circ} 16' 37''$ WEST 1054.18 FEET;
- 2) SOUTH $69^{\circ} 57' 43''$ EAST 193.53 FEET;
- 3) SOUTH $57^{\circ} 56' 07''$ EAST 1173.51 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHEAST HAVING A RADIUS OF 5136 FEET;
- 4) SOUTHWESTERLY ALONG SAID CURVE ON A CHORD BEARING OF SOUTH $59^{\circ} 27' 25''$ EAST A CHORD DISTANCE OF 272.79 FEET;
- 5) SOUTH $60^{\circ} 58' 43''$ EAST 591.95 FEET;
- 6) SOUTH $74^{\circ} 07' 41''$ EAST 596.06 FEET;
- 7) SOUTH $74^{\circ} 10' 25''$ EAST 499.52 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTH HAVING A RADIUS OF 4863.00 FEET;
- 8) SOUTHEASTERLY ALONG SAID CURVE ON A CHORD BEARING SOUTH $69^{\circ} 48' 35''$ EAST A CHORD DISTANCE OF 740.25 FEET;
- 9) CONTINUING SOUTHEASTERLY ALONG SAID CURVE ON A CHORD BEARING OF SOUTH $64^{\circ} 02' 15''$ WEST A CHORD DISTANCE OF 239.04 FEET TO THE NORTHWESTERLY LINE OF TAYLOR ROAD;

THENCE SOUTHWESTERLY ALONG THE NORTHWESTERLY LINE OF TAYLOR ROAD AND THE

NORTHWESTERLY RIGHT OF WAY OF INTERSTATE 80 TO THE NORTHERLY LINE OF ATLANTIC STREET;

THENCE SOUTHEASTERLY TO A POINT WHICH IS NORTH $26^{\circ}30'32''$ EAST 50.00 FEET FROM THE MOST NORTHERLY CORNER OF PARCEL 2 AS SHOWN ON THE PARCEL MAP FILED IN BOOK 22 OF PARCEL MAPS, AT PAGE 158;

THENCE SOUTHEASTERLY ALONG A LINE WHICH IS 50.00 FEET NORTHEASTERLY AND PARALLEL WITH THE NORTHEASTERLY LINE OF SAID PARCEL 2 TO THE POINT OF INTERSECTION WITH THE PROJECTION OF THE SOUTHEASTERLY LINE OF NORTH SUNRISE AVENUE;

THENCE SOUTHWESTERLY ALONG SAID PROJECTION TO THE NORTHEASTERLY LINE OF PARCEL 3 AS SHOWN ON SAID PARCEL MAP;

THENCE SOUTHEASTERLY ALONG THE NORTHEASTERLY LINE OF SAID PARCEL 3 TO THE MOST EASTERLY CORNER OF SAID PARCEL 3;

THENCE SOUTHWESTERLY ALONG THE NORTHEASTERLY LINE OF SAID PARCEL 3 TO THE MOST EASTERLY CORNER OF SAID PARCEL 3;

THENCE SOUTHWESTERLY AND SOUTHERLY ALONG THE SOUTHEASTERLY LINE TO THE NORTHERLY LINE OF LEAD HILL BOULEVARD;

THENCE WESTERLY ALONG SAID NORTHERLY LINE TO THE NORTHERLY LINE OF NORTH SUNRISE AVENUE;

THENCE NORTHEASTERLY, EASTERLY, AND NORTHEASTERLY ALONG THE NORTHWESTERLY,

NORTHERLY AND NORTHWESTERLY LINE OF NORTH SUNRISE AVENUE TO A POINT WHICH IS 50.00 FEET SOUTHWESTERLY OF THE NORTHEASTERLY LINE OF PARCEL 2 OF SAID PARCEL MAP AS MEASURED RADially FROM SAID NORTHEASTERLY LINE;

THENCE ALONG A LINE WHICH IS 50.00 FEET SOUTHWESTERLY AND PARALLEL TO SAID NORTHEASTERLY LINE TO THE POINT OF INTERSECTION WITH THE NORTHWESTERLY LINE OF SAID PARCEL 2;

THENCE NORTHWESTERLY TO THE POINT OF INTERSECTION OF THE SOUTHERLY LINE OF ATLANTIC STREET AND THE NORTHWESTERLY LINE OF INTERSTATE 80;

THENCE SOUTHWESTERLY ALONG SAID NORTHWESTERLY LINE OF INTERSTATE 80 TO THE NORTHEAST CORNER OF PARCEL 2 AS SHOWN ON A PARCEL MAP FILED IN BOOK 16 OF PARCEL MAPS, AT PAGE 14;

THENCE THE FOLLOWING TWO COURSES AS SHOWN ON SAID PARCEL MAP;

- 1) SOUTH 84° 30' 54" WEST 869.81 FEET;
- 2) SOUTH 60° 44' 44" WEST 180.53 FEET TO THE WEST LINE OF HARDING BOULEVARD;

THENCE NORTHERLY ALONG THE WESTERLY LINE OF HARDING BOULEVARD, TO THE SOUTHWESTERLY LINE OF THE LANDS OF RALPH G. LATHAM AS DESCRIBED IN A QUIT CLAIM DEED FILED IN BOOK 2641 OF OFFICIAL RECORDS, AT PAGE 34;

THENCE NORTHWESTERLY ALONG SAID SOUTHWESTERLY LINE TO THE MOST SOUTHERLY CORNER OF THE LANDS OF THE CITY OF ROSEVILLE AS DESCRIBED IN A GRANT DEED FILED IN BOOK 2654 OF OFFICIAL RECORDS AT PAGE 82;

THENCE THE FOLLOWING TWO COURSES ALONG THE LANDS OF THE CITY OF ROSEVILLE AS

DESCRIBED IN SAID GRANT DEED;

- 1) NORTH $63^{\circ} 46'$ WEST 186.50 FEET;
- 2) NORTH $24^{\circ} 06'$ WEST 325.57 FEET TO NORTHEAST CORNER OF LOT 16 AS SHOWN ON THE PLAT OF "McNEIL SUBDIVISION" FILED IN BOOK E OF MAPS, AT PAGE 22;

THENCE THE FOLLOWING THREE COURSES AS SHOWN ON SAID "McNEIL SUBDIVISION";

- 1) NORTH $73^{\circ} 47'$ EAST 336.30 FEET;
- 2) NORTH $73^{\circ} 38' 20''$ EAST 350.41 FEET;
- 3) NORTH $73^{\circ} 52'$ EAST 102.30 FEET TO THE NORTHEASTERLY LINE OF EAST STREET;

THENCE SOUTHWESTERLY TO THE SOUTHEASTERLY CORNER OF LOT 1 AS SHOWN ON THE PLAT OF "ENWOOD SUBDIVISION" FILED IN BOOK C OF MAPS, AT PAGE 35;

THENCE SOUTHWESTERLY 400 FEET ALONG THE NORTHWESTERLY LINE OF THE 20 FOOT WIDE ALLEY AS SHOWN ON SAID PLAT TO THE SOUTHWESTERLY CORNER OF LOT 8;

THENCE NORTHWESTERLY ALONG THE SOUTHWESTERLY LOT LINE OF LOT 8 TO THE SOUTHWESTERLY CORNER OF THE LANDS OF DOUGLAS EUGENE AND JANETTE LYNN CHAPMAN AS DESCRIBED IN A GRANT DEED FILED IN BOOK 2780 OF OFFICIAL RECORDS, AT PAGE 458;

THENCE SOUTHWESTERLY 110 FEET ALONG SAID LANDS OF CHAPMAN TO THE NORTHEAST CORNER OF THE LANDS OF HAROLD LEE AND ANNE WAGNER AS DESCRIBED IN A GRANT DEED RECORDED IN BOOK 1528 OF OFFICIAL RECORDS, AT PAGE 360;

THENCE SOUTHWESTERLY 50 FEET ALONG SAID LANDS OF WAGNER TO THE NORTHWESTERLY CORNER THEREOF, SAID CORNER BEING ON THE SOUTHWESTERLY LINE OF LOT 1 ON BLOCK 3 OF SAID "ENWOOD SUBDIVISION";

THENCE SOUTHEASTERLY 116 FEET ALONG THE SOUTHWESTERLY LINE OF SAID LOT 1 TO THE NORTH LINE OF THE 20 FOOT WIDE ALLEY IN BLOCK 3 OF SAID "ENWOOD SUBDIVISION";

THENCE SOUTHWESTERLY 541.4 FEET ALONG THE NORTHWESTERLY LINE OF SAID 20 FOOT WIDE ALLEY TO THE WEST LINE OF SAID SUBDIVISION;

THENCE SOUTH TO THE SOUTHWEST CORNER OF SAID SUBDIVISION, SAID CORNER BEING ON THE EASTERLY LINE OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 35, T.11.N, R.6.E., M.D.M.;

THENCE SOUTHERLY ALONG SAID EASTERLY LINE TO THE SOUTHEASTERLY CORNER OF LOT 7 AS SHOWN ON THE "MAP OF MUNSTER & HERRING SUBDIVISION" FILED IN BOOK C OF MAPS, AT PAGE 28;

THENCE NORTHWESTERLY 291 FEET ALONG THE NORTHEASTERLY LINE OF SAID LOT 7 TO THE MOST NORTHERLY CORNER OF SAID LOT 7; SAID CORNER ALSO BEING THE MOST EASTERLY CORNER OF THE LANDS OF DAVID AND JOY L. CASNER AS DESCRIBED IN A GRANT DEED RECORDED IN BOOK 2622 OF OFFICIAL RECORDS, AT PAGE 1915;

THENCE SOUTHWESTERLY 105.20 FEET ALONG THE SOUTHEASTERLY LINE OF SAID LANDS OF CASNER AS DESCRIBED IN SAID GRANT DEED;

THENCE NORTHWESTERLY ALONG SAID LANDS OF CASNER TO THE SOUTHEASTERLY CORNER OF THE LANDS OF HARRY D. AND JOAN MCKINNEY AS DESCRIBED IN A GRANT DEED RECORDED IN BOOK 1876 OF OFFICIAL RECORDS, AT PAGE 306;

THENCE SOUTHWESTERLY ALONG THE SOUTHEASTERLY LINE OF SAID LANDS OF MCKINNEY TO THE NORTHEASTERLY LINE OF EGGELSTON AVENUE;

THENCE NORTHWESTERLY ALONG THE NORTHEASTERLY LINE OF SAID EGGLESTON AVENUE TO THE POINT OF INTERSECTION WITH THE PROJECTION OF THE NORTHWESTERLY LINE OF THE 20 FOOT WIDE ALLEY AS SHOWN ON SAID "MUNSTER & HERRING SUBDIVISION" AND ALSO ON THE MAP OF "SAWTELL ADDITION" FILED IN BOOK C OF MAPS, AT PAGE 34A;

THENCE SOUTHWESTERLY ALONG THE NORTHWESTERLY LINE OF THE 20 FOOT WIDE ALLEY AS SHOWN ON SAID MAP OF "SAWTELL ADDITION" 490 FEET TO THE SOUTHEASTERLY CORNER OF LOT 4 OF BLOCK 4 AS SHOWN ON THE MAP OF "W.A. THOMAS' THIRD EDITION" FILED IN BOOK A OF MAPS, AT PAGE 31;

THENCE SOUTHWESTERLY 200 FEET TO THE SOUTHWESTERLY COR. OF LOT 1 OF BLOCK 4 OF SAID "W.A. THOMAS' THIRD EDITION";

THENCE SOUTHEASTERLY ALONG THE NORTHEASTERLY LINE OF DOYLE STREET TO THE MOST EASTERLY NORTHEAST CORNER OF THE ATLANTIC SCHOOL PROPERTY AS SHOWN ON A RECORD OF SURVEY OF SAID "ATLANTIC SCHOOL PROPERTY", FILED IN BOOK E OF MAPS AT PAGE 45;

THENCE THE FOLLOWING THREE COURSES AS SHOWN ON SAID RECORD OF SURVEY;

- 1) SOUTH 38' 12' EAST 396.64 FEET;
- 2) SOUTH 52° 46' WEST 551.59 FEET;
- 3) NORTH 38° 29' WEST 205.43 FEET;

THENCE NORTHERLY ALONG THE LANDS OF THE ATLANTIC SCHOOL PROPERTY TO THE POINT OF INTERSECTION WITH THE CENTERLINE OF BRANSETTER STREET;

THENCE NORTHWESTERLY ALONG THE CENTERLINE OF BRANSETTER STREET (B ST.) TO THE POINT OF INTERSECTION WITH THE NORTH LINE OF THE 20 FOOT WIDE ALLEY AS SHOWN ON SAID MAP OF "W.A. THOMAS' THIRD EDITION";

THENCE SOUTHWESTERLY TO THE MOST SOUTHERLY CORNER OF LOT 2 OF BLOCK 1 OF SAID "W.A. THOMAS' THIRD EDITION";

THENCE SOUTHERLY TO THE MOST NORTHEASTERLY CORNER OF LOT 5 AS SHOWN ON THE PLAT OF "BROOKCLIFF ADDITION" FILED IN BOOK C OF MAPS, AT PAGE 40;

THENCE SOUTHWESTERLY ALONG THE SOUTHEASTERLY LINE OF BRITAIN STREET TO THE EASTERLY LINE OF VERNON STREET;

THENCE SOUTHERLY ALONG SAID EASTERLY LINE OF VERNON STREET TO THE NORTHEASTERLY LINE WALNUT STREET;

THENCE SOUTHEASTERLY ALONG THE NORTHEASTERLY LINE OF WALNUT STREET TO ITS INTERSECTION WITH THE SOUTHEASTERLY LINE OF BROOKVIEW STREET AS SHOWN ON SAID PLAT OF "BROOKCLIFF ADDITION";

THENCE SOUTHWESTERLY 46.0 FEET ALONG THE TERMINUS OF WALNUT STREET TO THE NORTHWESTERLY LINE OF FOLSOM ROAD AS SHOWN ON THE "PLAT OF BUTLER'S SUBDIVISION" FILED IN BOOK C OF MAPS, AT PAGE 72;

THENCE SOUTHEASTERLY ALONG THE NORTHEASTERLY LINE OF FOLSOM ROAD TO THE POINT OF INTERSECTION WITH THE PROJECTION OF THE MOST EASTERLY SOUTHEAST LINE OF "FOUR SEASONS DEVELOPMENT" AS SHOWN ON A RECORD OF SURVEY FILED IN BOOK 2 OF

THENCE SOUTHWESTERLY ALONG SAID PROJECTION TO THE MOST EASTERLY CORNER OF SAID "FOUR SEASONS DEVELOPMENT";

THENCE THE FOLLOWING SIX COURSES AS SHOWN ON SAID RECORD OF SURVEY;

- 1) SOUTH 46° 39'30" WEST 163.83 FEET;
- 2) SOUTH 38° 08'51" WEST 45.53 FEET;
- 3) NORTH 01° 19'58" WEST 47.14 FEET;
- 4) SOUTH 50° 15'00" WEST 192.48 FEET;
- 5) SOUTH 50° 15'00" WEST 40.98 FEET;
- 6) SOUTH 58° 38'00" WEST 133.45 FEET TO THE NORTHEASTERLY LINE OF LINCOLN STREET;

THENCE SOUTHEASTERLY TO THE NORTHEAST CORNER OF THE LANDS OF THE CITY OF ROSEVILLE AND THE COUNTY OF PLACER AS DESCRIBED IN A GRANT DEED RECORDED IN BOOK 279 OF OFFICIAL RECORDS, AT PAGE 29;

THENCE THE FOLLOWING THREE COURSES AS DESCRIBED IN SAID GRANT DEED;

- 1) SOUTH 58° 34' EAST 335.50 FEET;
- 2) SOUTH 34° 09 FEET EAST 248.10 FEET;
- 3) NORTH 85° 34' EAST 240.30 FEET TO THE WEST LINE OF PARK DRIVE;

THENCE CONTINUING NORTH 85° 34' EAST TO THE CENTERLINE OF SAID PARK DRIVE;

THENCE SOUTHERLY ALONG THE CENTERLINE OF PARK DRIVE TO THE INTERSECTION WITH THE SOUTHERLY LINE OF DOUGLAS BOULEVARD

THENCE WESTERLY ALONG SAID SOUTHERLY LINE OF DOUGLAS BOULEVARD TO THE NORTHEAST CORNER OF THE LANDS OF THE ROSEVILLE CHAMBER OF COMMERCE AS DESCRIBED IN A GRANT DEED FILED IN BOOK 3080 OF OFFICIAL RECORDS, AT PAGE 408;

THENCE SOUTH $0^{\circ} 10' 28''$ WEST 133.00 FEET AS DESCRIBED IN SAID GRANT DEED;

THENCE NORTH $89^{\circ} 49' 32''$ WEST 160.00 FEET TO THE CENTERLINE OF BARJO ALLEY;

THENCE NORTHERLY ALONG SAID CENTERLINE TO THE INTERSECTION WITH THE EASTERLY PROJECTION OF THE SOUTHERLY LINE OF THE LANDS GRANTED TO THE CITY OF ROSEVILLE AS DESCRIBED IN A GRANT DEED RECORDED IN BOOK 1457 OF OFFICIAL RECORDS, AT PAGE 461;

THENCE SOUTH $89^{\circ} 29' 21''$ WEST 10.00 FEET ALONG SAID PROJECTION TO THE SOUTHEAST CORNER OF SAID LANDS OF THE CITY OF ROSEVILLE;

THENCE THE FOLLOWING TWO COURSES AS DESCRIBED IN SAID GRANT DEED;

- 1) SOUTH $89^{\circ} 29' 21''$ WEST 135.00 FEET;
- 2) SOUTH $45^{\circ} 10' 28''$ WEST 21.24 FEET TO A POINT ON THE EASTERLY LINE OF WILLOW AVENUE;

THENCE WESTERLY TO THE SOUTHEAST CORNER OF THE LANDSOUTH OF THELMA G. PRICE AS DESCRIBED IN A GRANT DEED FILED IN BOOK 1616 OF OFFICIAL RECORDS, AT PAGE 27;

THENCE WESTERLY, SOUTHERLY, AND WESTERLY ALONG THE SOUTHERLY LINE OF SAID PRICE LANDS TO THE SOUTHWESTERLY CORNER THEREOF; SAID CORNER ALSO LYING ON THE EASTERLY LINE OF THE 20 FOOT WIDE ALLEY OF BLOCK M AS SHOWN ON THE MAP OF CHERRY GLEN FILED IN BOOK C OF MAPS, AT PAGE 32;

THENCE SOUTHERLY 90 FEET ALONG THE EAST LINE OF THE ALLEY TO THE NORTHWEST CORNER OF LOT 21, OF SAID BLOCK M;

THENCE WESTERLY ACROSS SAID ALLEY AND ALONG THE NORTHERLY LINE OF LOT 4 OF SAID BLOCK M TO THE WESTERLY LINE OF IRENE AVENUE;

THENCE NORTH ALONG THE WEST LINE IF IRENE AVENUE 50 FEET;

THENCE WEST 480 FEET TO THE EAST LINE OF THE 20 FOOT WIDE ALLEY OF BLOCK H, SAID LINE TO INCLUDE ONLY THE NORTHERLY 50 FEET OF LOTS 1, 2, 3, 22, 23, & 24 OF BLOCK I AND THE NORTHERLY 50 FEET OF LOTS 22, 23, & 24 OF BLOCK H OF SAID "CHERRY GLEN" SUBDIVISION;

THENCE SOUTH 100 FEET TO THE NORTHWEST CORNER OF LOT 21 OF SAID BLOCK H, AS SHOWN ON SAID "CHERRY GLEN" SUBDIVISION;

THENCE WEST 70 FEET TO THE SOUTHWEST CORNER OF LOT 3 OF BLOCK H, AS SHOWN ON SAID SUBDIVISION;

THENCE NORTH 100 FEET ALONG THE WEST LINE OF SAID LOT 3;

THENCE WEST 100 FEET TO THE EAST LINE OF CLINTON AVENUE, SAID LINE TO INCLUDE THE NORTH 50 FEET OF LOTS 1 AND 2 OF SAID SUBDIVISION;

THENCE SOUTH 60 FEET ALONG THE EAST LINE OF CLINTON AVE., TO A POINT OF INTERSECTION WITH THE EASTERLY PROJECTION OF THE SOUTHERLY LINE OF LOT 24 OF BLOCK A OF SAID "CHERRY GLENN" SUBDIVISION;

THENCE WESTERLY 220 FEET ALONG THE SOUTHERLY LINE OF THE LANDS OF ROSE BAY INVESTMENTS AS DESCRIBED IN A BRANT DEED RECORDED IN BOOK 2666 OF OFFICIAL RECORDS, AT PAGE 609 TO THE CENTERLINE OF THE ALLEY OF BLOCK A;

THENCE SOUTH 2320 FEET ALONG THE CENTERLINE OF THE 20' ALLEYS OF BLOCK A, B, C, AND D TO THE SOUTH LINE OF SAID "CHERRY GLEN" SUBDIVISION;

THENCE EASTERLY ALONG THE SOUTH LINE OF SAID SUB. TO THE EAST LINE OF CLINTON AVENUE;

THENCE SOUTHERLY ALONG THE EAST LINE OF SAID CLINTON AVENUE TO THE POINT OF INTERSECTION WITH THE EASTERLY PROJECTION OF THE NORTHERLY LINE OF PARCEL B AS SHOWN ON THE PARCEL MAP FILED IN BOOK 1 OF PARCEL MAPS, AT PAGE 11;

THENCE NORTH $89^{\circ} 40' 01''$ WEST TO THE NORTHEAST CORNER OF SAID PARCEL B;

THENCE NORTH $89^{\circ} 40' 01''$ WEST 142.97 FEET TO THE NORTHWEST CORNER OF SAID PARCEL B;

THENCE SOUTH $00^{\circ} 37' 17''$ WEST 150.61 FEET ALONG THE WEST LINE OF SAID PARCEL B TO THE NORTH LINE OF DARLING WAY;

THENCE SOUTHERLY TO THE NORTHEAST CORNER OF PARCEL A OF THE PARCEL MAP FILED IN BOOK 3 OF PARCEL MAPS, AT PAGE 55;

THENCE NORTH $89^{\circ} 55' 00''$ EAST 150.00 ALONG THE SOUTH LINE OF DARLING WAY TO THE EAST LINE OF RIVERSIDE AVENUE;

THENCE SOUTH $00^{\circ} 34' 00''$ EAST 300.00 FEET ALONG THE EAST LINE OF RIVERSIDE AVENUE TO THE SOUTHWEST CORNER OF PARCEL C AS SHOWN ON SAID SUBDIVISION;

THENCE SOUTHERLY ALONG THE EASTERLY LINE OF RIVERSIDE AVENUE TO THE NORTHWEST CORNER OF THE LANDS OF ROBERT L. AND DORIS M. FRINK AS DESCRIBED IN A GRANT DEED RECORDED IN BOOK 2520 OF OFFICIAL RECORDS, AT PAGE 56;

THENCE EASTERLY AND SOUTHERLY ALONG SAID LANDS OF FRINK TO THE NORTHWEST CORNER OF PARCEL 2 AS SHOWN ON THE PARCEL MAP FILED IN BOOK 11 OF PARCEL MAPS, AT PAGE 56;

THENCE SOUTH $01^{\circ} 09' 20''$ EAST 427.76 FEET TO THE NORTHEAST CORNER OF PARCEL A AS SHOWN ON THE PARCEL MAP FILED IN BOOK 12 OF PARCEL MAPS, AT PAGE 123;

THENCE CONTINUING SOUTH $01^{\circ} 09' 20''$ EAST 716.66 FEET TO THE NORTHERLY LINE OF CIRBY WAY;

THENCE CONTINUING SOUTH $01^{\circ} 09' 20''$ EAST TO THE SOUTH SECTION LINE OF SECTION 11, T.11.N.; R.6.E., M.D.M.;

THENCE WESTERLY ALONG SAID SECTION LINE TO THE INTERSECTION WITH THE SOUTHERLY PROJECTION OF THE EASTERLY LINE OF PARCEL A AS SHOWN ON THE PARCEL MAP FILED IN BOOK 9 OF PARCEL MAPS, AT PAGE 147;

THENCE NORTH $0^{\circ} 10' 00''$ WEST ALONG THE EASTERLY LINE OF PARCEL A TO THE NORTHEAST CORNER OF SAID PARCEL A, AS SHOWN ON SAID PARCEL MAP;

THENCE SOUTH $89^{\circ} 28' 00''$ EAST 1298.80 FEET TO THE NORTHWEST CORNER OF PARCEL

A; SAID CORNER ALSO BEING THE SOUTHWEST CORNER OF PARCEL 4 OF THE PARCEL MAP FILED IN BOOK 14 OF MAPS, AT PAGE 32;

THENCE NORTH $00^{\circ} 26' 00''$ WEST 258.00 FEET ALONG THE WESTERLY LINE TO THE NORTHWEST CORNER OF SAID PARCEL 4, SAID NORTHWEST CORNER ALSO BEING THE SOUTHWEST CORNER OF;

THENCE NORTH $0^{\circ} 26'$ EAST 221.43 FEET ALONG THE EASTERLY LINE OF SAID LANDS OF KENROWY WAREHOUSE V TO THE SOUTHERLY LINE OF THE LANDS OF ALVIN R. WOHL AS DESCRIBED IN A QUIT CLAIM DEED RECORDED IN BOOK 2707 OF OFFICIAL RECORDS, AT PAGE 862;

THENCE NORTH $89^{\circ} 24' 20''$ EAST ALONG SAID SOUTHERLY LINE TO THE WESTERLY LINE OF RIVERSIDE AVENUE;

THENCE NORTHERLY ALONG SAID WESTERLY LINE TO THE NORTHEAST CORNER OF LOT A AS SHOWN ON THE PARCEL MAP FILED IN BOOK 1 OF PARCEL MAPS, AT PAGE 25;

THENCE WESTERLY AND NORTHWESTERLY ALONG THE SOUTHERLY AND SOUTHWESTERLY LINE OF DARLING WAY TO THE NORTHEAST CORNER OF LOT 1 AS SHOWN ON THE PLAT OF "ROSEVILLE MANOR" FILED IN BOOK E OF MAPS, AT PAGE 68;

THENCE NORTH $89^{\circ} 31' 20''$ EAST 2069 FEET MORE OR LESS ALONG THE SOUTH LINE OF SIXTH STREET TO THE NORTHWEST CORNER OF LOT 92 AS SHOWN ON THE SAID OF "ROSEVILLE MANOR";

THENCE WESTERLY ALONG SAID SOUTH LINE OF SIXTH STREET TO ITS INTERSECTION WITH THE EAST LINE OF VERNON STREET;

THENCE SOUTHERLY ALONG THE EAST LINE OF VERNON STREET TO ITS INTERSECTION WITH THE EASTERLY PROJECTION OF THE SOUTH LINE OF SUBWAY ROAD;

THENCE NORTH $89^{\circ} 59' 36''$ WEST ALONG THE EASTERLY PROJECTION OF SAID SOUTHERLY LINE OF SUBWAY ROAD TO THE NORTHWEST CORNER OF PARCEL D AS SHOWN ON THE PARCEL MAP FILED IN BOOK 10 OF PARCEL MAPS, AT PAGE 106, SAID CORNER LYING ON THE EASTERLY LINE OF THE LANDS OF SOUTHERN PACIFIC RAILROAD COMPANY;

THENCE SOUTHERLY AND SOUTHWESTERLY ALONG SAID EASTERLY LINE OF SOUTHERN PACIFIC RAILROAD COMPANY TO THE SOUTH LINE OF SECTION 10, T.10.N., R.6.E., M.D.M.;

THENCE EASTERLY ALONG SAID SECTION LINE TO THE NORTHEAST CORNER OF THE LANDS OF SOUTHERN PACIFIC RAILROAD COMPANY AS DESCRIBED IN A GRANT DEED RECORDED IN BOOK 734 OF OFFICIAL RECORDS, AT PAGE 319, SAID CORNER BEING THE SAME POINT SHOWN TO BE SOUTH $89^{\circ} 42' 12''$ WEST 890.60 FEET FROM THE SOUTHEAST CORNER OF SECTION 10 ON THE PARCEL MAP OF "ROSEVILLE INDUSTRIAL PARK" FILED IN BOOK 19 OF PARCEL MAPS, AT PAGE 103;

THENCE THE FOLLOWING SIX COURSES AS SHOWN ON SAID PARCEL MAP OF "ROSEVILLE INDUSTRIAL PARK";

- 1) SOUTH $00^{\circ} 17' 48''$ EAST 30.00 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE TO THE SOUTH HAVING A RADIUS OF 470.00 FEET;
- 2) THENCE ALONG SAID CURVE ON A CHORD BEARING A SOUTH $65^{\circ} 45' 30''$ WEST A CHORD DISTANCE OF 381.57 FEET;
- 3) THENCE CONTINUING SOUTHWESTERLY ALONG SAID CURVE A CHORD DISTANCE OF 18.68 FEET;
- 4) THENCE SOUTH $39^{\circ} 32' 12''$ WEST 106.57 FEET;

- 5) THENCE SOUTH $00^{\circ} 25' 49''$ EAST 415.48 FEET;
6) THENCE SOUTH $89^{\circ} 42' 12''$ WEST 1319.14 FEET, TO THE EAST LINE OF SECTION 15;

"FOOTHILLS UNIT NO.2" SUBDIVISION AS SHOWN ON SAID SUBDIVISION MAP FILED IN BOOK N OF MAPS, AT PAGE 28;

THENCE SOUTH $89^{\circ} 48' 59''$ WEST 1317.97 FEET TO THE NORTHWEST CORNER OF LOT 65 AS SHOWN ON SAID MAP, SAID NORTHWEST CORNER LYING ON THE EASTERLY LINE OF "SOUTH ROSEVILLE" SUBDIVISION FILED IN BOOK D OF MAPS, AT PAGE 26;

THENCE SOUTHERLY ALONG SAID EASTERLY LINE OF "SOUTH ROSEVILLE" SUBDIVISION TO THE POINT OF BEGINNING.

THE COURSES STATED IN THIS DESCRIPTION ARE TAKEN FROM RECORD DOCUMENTS WITHOUT THE BENEFIT OF FIELD SURVEY. THE BEARINGS ARE AS STATED IN THE RECORD DOCUMENT AND ARE NOT ROTATED TO A COMMON BASIS.



CITY OF ROSEVILLE
PLANNING COMMISSION MEETING

August 11, 1988

P.C. Present: Pauline Roccucci, Chris Hays,
Jim Gray, David Watts, Jay Kinder
Jack Wallace

P.C. Absent: Audrey Huisking

Staff Present: Mike Leana, Ass't. Planning Director
Larry Pagel, Ass't. Public Works Director
Steve Bruckman, Deputy City Attorney
John Ford, Ass't. Planner
Nancy Christie, Secretary

MINUTES OF JULY 28, 1988

The minutes for the meeting of July 28, 1988, were continued.

OLD BUSINESS

USE PERMIT AND VARIANCE -- 327 MAIN STREET

This item was postponed until later in the agenda to allow for a quorum of Commissioners who could take action on the item.

EASEMENT ABANDONMENT -- 300 CIRBY HILLS DRIVE

Mr. Ted Stevens, 7932 Sunset Avenue, Fair Oaks, said that they were in agreement with the Staff report.

MOTION

Mr. Gray made the motion, which was seconded by Mr. Hays, to approve the abandonment of the fire access easement.

The motion was approved unanimously.

NEW BUSINESS

REDEVELOPMENT PLAN AREA

Mrs. Roccucci said that she would abstain from hearing this item because she lived too close to the project area.

Mr. Sprague went over aspects of the Amended Preliminary Plan, the first in a series of plans and reports required in the adoption of the amended Redevelopment Plan. He stated that the purpose of the Preliminary Plan was to identify the boundaries of the Redevelopment Project Area and that language was included that states that the redevelopment activities undertaken in the

Project Area will be consistent with the City's General Plan. He noted that the amended plan is about four times the size of the original. The expansion will assist the City in the financing of major transportation improvements.

Mr. Watts asked about the areas of redevelopment, whether there were priorities.

Mr. Sprague said that the downtown area is first priority.

Mr. Gray asked for an elaboration on the reference to street closings, mentioned in Section III, paragraph 2.

Mr. Sprague said that this plan will facilitate study and modifications designed to improve circulation which might include closing of streets. Public hearings would be scheduled on any possible street closing.

MOTION

Mr. Hays made the motion, which was seconded by Mr. Kinder, to amend the boundaries of the Project Area for the Roseville Redevelopment Project as selected and designated by the Planning Commission by motion made on October 24, 1985, as amended by motion made on February 26, 1987, to include the Added Area described in Exhibit A to City council resolution No. 88-79, adopted on April 13, 1988, and that the Planning Commission approve the Amended Preliminary Plan for the Roseville Redevelopment Project and submit the Amended Preliminary Plan to the Redevelopment Agency of the City of Roseville.

The voting went as follows:

AYES: Hays, Kinder, Watts, Wallace, Gray
ABSTAIN: Roccucci

The motion passed.

USE PERMIT EXTENSION AND DEVELOPMENT AGREEMENT REVIEW -- 1010 MADDEN LANE

Mr. Leana said that this request for another one-year extension is required because of delays in starting the project because of financing difficulty. He said that they are close to getting the building permits at this time. Modifications in the use permit are needed in condition #2, the Madden Lane improvement reimbursement to Sierra Sunrise, and in the Development Agreement to revise the start of the 10-year period to begin from the date the occupancy permit is issued.

The applicant, Dean Unger, 700 Alhambra, Sacramento, said that they had no problem with revising the date of the Development Agreement. He consulted with Mr. Pagel on the amount of the Madden Lane reimbursement and said that that estimate was acceptable.

COUNCIL RESOLUTION NO. 89-63**RECEIVED**
MAY 02 1989

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ROSEVILLE DETERMINING THAT A PROJECT AREA COMMITTEE SHALL NOT BE FORMED IN CONNECTION WITH THE ROSEVILLE REDEVELOPMENT PROJECT

ROSEVILLE HOUSING
& ENERGY OFFICE

WHEREAS, by motion made on July 28, 1988, the Planning Commission of the City of Roseville amended the boundaries of the project area (the "Project Area") for the Roseville Redevelopment Project (the "Project"), approved an Amended Preliminary Plan for the Project and submitted said Amended Preliminary Plan to the Redevelopment Agency of the City of Roseville (the "Agency"); and

WHEREAS, the Agency is preparing amendments to a proposed redevelopment plan (the "Redevelopment Plan") for the Project; and

WHEREAS, Section 33385 of the California Community Redevelopment Law (Health and Safety Code Section 33000 et seq.) requires that a project area committee be formed if a substantial number of low- and moderate-income families will be displaced by a redevelopment project; and

WHEREAS, the California Community Redevelopment Law also requires that, in the event a redevelopment project will not displace a substantial number of low- and moderate-income families, the redevelopment agency shall consult with and obtain the advice of residents and existing community organizations and, in addition, requires that the redevelopment plan be submitted to such project area committee or residents and community organizations prior to submitting it for adoption;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF ROSEVILLE DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. The City Council hereby finds and determines that the proposed Project, as proposed to be amended, will not displace a substantial number of low- and moderate-income families and that formation of a project



OFFICE OF

PLACER COUNTY
AUDITOR-CONTROLLER

135 FULWEILER AVENUE / AUBURN, CALIFORNIA 95603 / Telephone 823-

RECEIVED
NOV 29 1988KIMBUCK WILLIAMS, JR.
Auditor-ControllerEVON F. BASQUE
Assistant

November 23, 1988

ROSEVILLE HOUSING
& ENERGY OFFICE

Mr. John Sprague
Roseville Redevelopment Agency
316 Vernon St.
Roseville, Ca. 95678

Gentlemen:

The attached report on the Roseville Redevelopment Agency is submitted in accordance with Section 33328 of the Health and Safety Code for all affected agencies.

Sincerely,

KIMBUCK WILLIAMS JR.
AUDITOR-CONTROLLER

Evon Basque
Evon Basque
Assistant Auditor-Controller

KWJr:EB:lr
Enclosure

cc: Donald Lunsford, Co. Executive Officer
L. W. "Lee" Daniels, County Assessor
Jack Warren, Director of Public Works
Placer Co. Water Agency
John Reinking, Superintendent of Schools
Placer County Soil Conservation
Roseville Cemetery District
N.R.G. Cemetery District
South Placer Municipal Utility District
Dry Creek Elementary School District
Rocklin Unified School District
Roseville City School District
Roseville High School District
Sierra College

FISCAL IMPACT REPORT
ON
ROSEVILLE REDEVELOPMENT AGENCY

PREPARED IN ACCORDANCE WITH SECTION
33328 OF THE HEALTH AND SAFETY CODE

FROM THE OFFICE OF
KIMBUCK WILLIAMS, JR.
AUDITOR-CONTROLLER
COUNTY OF PLACER

OFFICE OF
COUNTY AUDITOR-CONTROLLER
PLACER COUNTY
AUBURN, CALIFORNIA

EXHIBIT XIII.1

Based upon notification that the Roseville Redevelopment Agency is completing a plan for a redevelopment project, and in accordance with Section 33328 of the Health and Safety Code, this report is submitted to all affected agencies.

A. The base year (1988-89) assessed valuation of all taxable property within the planned project area is \$131,337,442.

Total assessed value on base assessment roll (1988-89), Net + HOPTR:

Secured	\$98,703,532
HOPTR	1,441,191
Utility	14,359,489
Unsecured	16,833,250

	\$131,337,462
	=====

B. The taxing agencies that levy within the area and the 1988-89 tax rates are as follows:

TRA 05-001 -----		TRA 05-005 -----	
Countywide (1% Levy)	1.0000	Countywide (1% Levy)	1.0000
Roseville City Elem		Roseville City Elem	
Loan Repay	.0013	Loan Repay	.0013
Roseville High B&I	.0011	Roseville High B&I	.0011
	-----		-----
	1.0024		1.0024
	=====		=====
TRA 05-009 -----		TRA 05-010 (No Base Value) -----	
Countywide (1% Levy)	1.0000	Countywide (1% Levy)	1.0000
Roseville High B&I	.0011	Eureka Elem Loan Repay	.0700
	-----	Eureka Un Elem B&I	.0011
	1.0011	Roseville High B&I	.0011
	=====		-----
			1.0822
			=====
TRA 05-022 -----		TRA 05-024 -----	
Countywide (1% Levy)	1.0000	Countywide (1% Levy)	1.0000
Roseville City Elem		Roseville High B&I	.0011
Loan Repay	.0013		-----
Roseville High B&I	.0011		1.0011
	-----		=====
	1.0024		
	=====		
TRA 05-026 -----		TRA 87-009 -----	
Countywide (1% Levy)	1.0000	Countywide (1% Levy)	1.0000
Roseville High B&I	.0011	Rocklin Unif B&I	.0100
	-----	F1 Co Water Agy Z-A-1	.0180
	1.0011	Waterworks Dist #1 B&I	.0220
	=====	South Placer M.U.D. B&I	.0011

			1.0611

C & D. The agencies that share the tax levies within the project area and their estimated share of the base year levies are shown in column C. The total 1988-89 estimated tax revenues to be allocated to each agency for all property within their boundaries, whether inside or outside the project area, are shown in column D.

Agency -----	C. Base Year Tax Distribution -----	D. Total Tax Dist. 1988-89 Includes Unitary -----	Col. C x 10% Est. Tax to be Given to RDA from Each Taxing Agency* -----
County General	380,884	26,298,443	38,088
Roseville Cemetery	11,591	274,679	1,159
Placer County Water Agency M&D	2,898	202,270	290
Placer County Water Agency Z-A-1	157	482,858	16
WaterWorks Dist. #1	203	145,350	20
South Placer M.U.D. B&I	79	79,028	8
Dry Creek Elem M&D	18,185	643,071	1,819
Rocklin Unified M&D	3,427	2,587,782	343
Rocklin Unified B&I	88	79,856	9
Roseville City Elem M&D	260,682	3,934,565	26,068
Rsvl City Elem Loan Repay	1,617	22,266	162
Roseville High M&D	265,681	5,638,341	26,568
Roseville High B&I	1,435	33,301	144
Sierra College M & O	99,176	6,783,494	9,918
City of Roseville	222,171	3,476,934	22,217
County Equalization- County Svc. Gen.	11,076	772,079	1,108
County Education Tax	35,266	2,448,785	3,527
R.O.P. Tax-Roseville	1,774	47,691	177
N.R.G. Cemetery	566	230,200	57
	-----	-----	-----
	1,316,956	54,180,993	131,698
	=====	=====	=====

* Increment growth from base year 1988-89 to 1989-90 is estimated at 10% for the first year.

E. After final adoption of this project (adoption prior to August 20, 1989), any increase in revenue due to an increase in assessed valuation over the base valuation (1988-89) will accrue to the redevelopment agency to the extent of the incurred indebtedness. As an example, if the assessed valuation increases by 10% from 1988-89 to 1989-90, the estimated first years taxes available to the redevelopment agency would be approximately \$131,698.

Unitary values are not included in the base year 1988/89, however, the unitary revenue will accrue in the agency in the following years and thereafter in accordance with AB2890(86), AB454(87), and AB4062(88), Sec. 98.9 of the R&T code Sec.2(b).

F. The estimated assessed valuation of the project area was requested for the previous five years.



OFFICE OF

PLACER COUNTY
AUDITOR-CONTROLLER

105 EHLWEILER AVENUE AUBURN, CALIFORNIA 95603 Telephone 823 4

KIMBUCK WILLIAMS, JR.
Auditor-ControllerEVON F. BASQUE
Assistant

June 30, 1989

Mr. John Sprague
Roseville Redevelopment Agency
316 Vernon St.
Roseville, Ca. 95678

Dear Mr. Sprague:

I am writing in response to your letter of June 23rd, in which you requested further explanation of the Utility roll allocation. The Utility roll values have been divided into two unique categories, the Unitary and Operating Non-Unitary portion and the Non-Operating Non-Unitary portion. Each type of value is governed by a different taxation and distribution method.

The State now reports the Unitary and Operating Non-Unitary values to us in one unique tax rate area. We are unable to identify these values to individual tax rate areas. The taxes for these values are calculated using an average tax rate based on the prior year proportion of levy to value. The funds sharing the 1% monies receive 102% of the Unitary and Operating Non-Unitary revenues allocated to them the previous year and any amounts in excess of the 102% are distributed in the same proportion as the previous year's secured allocations. Since both distributions are based on the previous year's allocation, redevelopment agencies do not receive a portion of this money their first year. In future years, they will receive their portion based on their previous year's secured allocation.

The calculations for the Non-Unitary Non-Operating Utility values were not changed. They are still governed by AB8, the legislation previously established for the 1% distribution of secured and unsecured taxes.

The estimated valuations and tax allocations are not available until August each year. They will be mailed to you at that time.

Please contact me if you need further assistance.

Sincerely,

KIMBUCK WILLIAMS, JR.
AUDITOR-CONTROLLER



Even Basque
Assistant Auditor-Controller

KWJr.:EB:jg



COUNTY OF PLACER

BOARD MEMBERS

ROBERT P. MA-AN
District 1

GEORGE BELAND
District 3

ALEX FERREIRA
District 2

SUSAN HOGG
District 4

MIKE FLUTY
District 5

OFFICE OF COUNTY EXECUTIVE

DONALD LUNSFORD, County Executive Officer

175 FULWEILER AVENUE, RM. 205 / AUBURN, CALIFORNIA 95603 / TELEPHONE (916) 823-43

May 8, 1989

Mr. John Reinking
Placer County Superintendent of Schools
360 Nevada Street
Auburn, CA 95603

Subject: Creation of Fiscal Review Committee to Analyze and Make
Recommendations on Proposed Roseville Redevelopment
Plan.

Dear Mr. Reinking:

As you are aware, the City of Roseville Redevelopment Agency is in the process of preparing a redevelopment plan for a specified redevelopment project area. A Preliminary Report was recently completed and sent to all taxing entities affected by the proposed plan, of which your agency is one. Placer County received its copy of the Preliminary Report on April 24, 1989.

Health and Safety Code Section 33353 permits the county or any other affected taxing entity to call for the creation of a fiscal review committee. The purpose of this committee is to analyze the fiscal impact of the redevelopment plan and determine whether it "will have either a beneficial effect or a financial burden or detriment upon one or more members of the...committee." (Section 33353.5). If evidence is found of potential financial burden or detriment, the committee would then make recommendations regarding means to alleviate the burden.

The committee's report is subsequently forwarded on to the redevelopment agency, and it becomes a part of the public record of the redevelopment process. It is important to note that, if the agency does not acknowledge the report or take steps to alleviate the financial burden, the committee's findings and recommendations would then become a partial basis for possible future legal action challenging the redevelopment plan.

This is to advise you that Placer County has called for the creation of a fiscal year committee to review Roseville's proposed redevelopment plan. The fiscal committee has been created and we shall notify you as to its first meeting. The actual time and place for a meeting of this committee has yet to be determined, as it is contingent upon receiving a copy of the plan from the Redevelopment Agency.

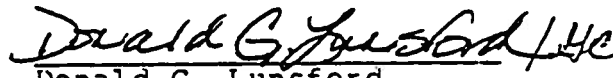
Creation of Fiscal Review Committee
to Analyze and Make Recommendations on
Proposed Roseville Redevelopment Plan

May 8, 1989

Thank you for your interest in this matter.

Sincerely,

COUNTY OF PLACER


Donald G. Lunsford
County Executive Officer

DGL:lp

cc: Nancy Miller, Hyde, Miller & Savage
John Sprague, Roseville Redevelopment Agency

Mr. John Reinking
Placer County Superintendent of Schools
360 Nevada Street
Auburn, CA 95603

Dr. Suelien Skeen, Superintendent
Roseville City School District
P.O. Box 1059
Roseville, CA 95678

Mr. Ken Sahl, Superintendent
Roseville Joint Union High School District
120 Main Street
Roseville, CA 95678

Mr. Gerald C. Angove, President
Sierra Joint Community College District
5000 Rocklin Road
Rocklin, CA 95677

John L. Thompson, Superintendent
Roseville Cemetery District
P.O. Box 477
Roseville, CA 95678

Mr. Ed Schnabel, General Manager
Placer County Water Agency
P.O. Box 6570
Auburn, CA 95604

Mr. Alan Johnson, City Manager
City of Roseville
316 Vernon Street
Roseville, CA 95678

Mr. Kelvin Lee, Superintendent
Dry Creek Elementary School District
2955 PFE Road
Roseville, CA 95678

Mr. Bill Emerson, Superintendent
Newcastle-Rocklin-Gold Hill Cemetery District
4090 Kannasto Street
Rocklin, CA 95677

G.T. Loscalzo, General Manager
South Placer Municipal Utility District
P.O. Box 45
Loomis, CA 95650

Mr. John Anderson, Superintendent
Rocklin Unified School District
5035 Meyers Street



COUNTY OF PLACER

BOARD MEMBERS

ROBERT P. MAHAN
District 1

GEORGE BELAND
District 3

ALEX FERREIRA
District 2

SUSAN HOGG
District 4

MIKE FLUTY
District 5

OFFICE OF COUNTY EXECUTIVE

DONALD LUNSFORD, County Executive Officer

175 FULWEILER AVENUE, RM. 205 / AUBURN, CALIFORNIA 95603 / TELEPHONE (916) 823-43

May 16, 1989

RECEIVED

MAY 18 1989

CITY MANAGER'S OFFICE

Mr. Alan Johnson, Executive Director
City of Roseville Redevelopment Agency
311 Vernon Street
Roseville, CA 95678

Dear Alan:

On April 24, 1989, we received a copy of the City of Roseville Redevelopment Agency's Preliminary Report for the amended Roseville Redevelopment Plan. In response, by letter dated May 8, 1989, Placer County has called for the creation of a Fiscal Review Committee (FRC) pursuant to Health and Safety Code Section 33353.

Section 33353.3 now requires the Agency to consult with the Fiscal Review Committee within 15 days after receiving notification of the FRC's creation. We respectfully request that you commence those consultations at the earliest date convenient for all parties involved.

As you know, Section 33353.3 also states:

During consultations with the fiscal review committee and affected taxing entities, the agency shall provide all written information it possesses concerning all public or private development which is planned for or taking place in the project area, except records which disclose trade secrets or the financial condition of contractors or potential contractors with the agency. (Emphasis added)

Pursuant to that Section, Placer County requests that you provide us all such information, in writing, that you may have regarding proposed development within the redevelopment project area, including, but by no means limited to, the following:

1. The regional shopping mall along Highway 65 proposed by the Homart Development Company, to begin construction in 1990 and be completed by 1992;

Mr. Alan Johnson, Executive Director

May 16, 1989
Page 2

2. The auto mall now under construction, including all information about financing arrangements worked out between the City of Roseville and the developers, such as the city's commitment to reimburse developers from future sales tax increment revenues; and

3. The \$28 million civic center expansion project approved by the Roseville City Council on May 10, 1989, the first phase of which is scheduled for completion by 1992.

Thank you in advance for your cooperation and assistance in these matters.

Sincerely,

COUNTY OF PLACER



Donald G. Lunsford
County Executive Officer

DGL/MB:lp

cc: Nancy Miller, Hyde, Miller & Savage
John B. Dykstra, John B. Dykstra & Associates
Thomas McMahan, Executive Assistant
Board of Supervisors



1000 DARLING WAY ■ P.O. BOX 1059 ■ ROSEVILLE, CALIFORNIA 95661-1059 ■ 916 / 786-5090

SUELLEN SKEEN, Ph.D.
SUPERINTENDENT

BOARD OF EDUCATION

Norman Franklin
Jim Gardner
Guy R. Gibson
Carol S. Langley
George F. Richards, III

April 28, 1989

RECEIVED
MAY 9 1989

Ms. Evone Basque
Assistant Placer County Auditor
135 Fulweiler
Auburn, CA 95603

ROSEVILLE HOUSING
& ENERGY OFFICE

Dear Ms. Basque:

The Roseville City School District and Roseville Joint Union High School District are affected taxing entities, as defined by the Health & Safety Code Section 33353.2, which will be impacted by the project being proposed by the City of Roseville Redevelopment Agency.

In accordance with Health and Safety Code Section 33353 the districts request the formation of a fiscal review committee to evaluate the financial impacts of the proposed project.

We further request that the agency supply detailed and specific information regarding the proposed project as well as the information required by Health and Safety Code Section 33353.3.

Your assistance is appreciated.

Sincerely,

Deborah Bettencourt
Deborah Bettencourt
Assistant Superintendent
Business Services
Roseville City School District

Richard Strickland
Richard Strickland
Assistant Superintendent
Business Services
Roseville Joint Union High School

DB:RS/dh
cc: John Sprague, Redevelopment Manager
Matlock & Associates, District Consultant