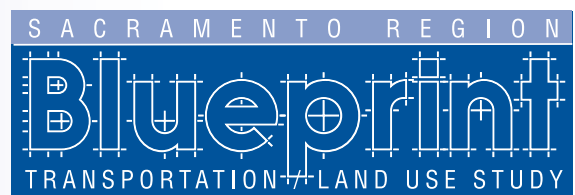


SMART CHOICES FOR ROSEVILLE'S FUTURE



Implementation Strategies To Achieve Blueprint Project Objectives



May 2005

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Purpose

The purpose of this document is to outline a menu of options to be considered by the City of Roseville to implement the Blueprint Growth Principles adopted by the Sacramento Council of Governments (SACOG) in December 2004. The options include programs and specific projects that are either currently in place in the City of Roseville or could be considered for implementation over time. The Blueprint Project spans a 50-year time horizon. Therefore, this document will provide suggestions for things to consider near-term as well as 15-30 years out.

It should be noted that this document is to be used as a tool to achieve the overall growth principles for our community. Not every implementation strategy may be implemented especially in the near term, nor will every implementation measure be applicable to every project. As each individual project comes into the City of Roseville for consideration, the City will need to examine the project's relationship to achieving the regional goals, as well as maintaining the objectives of the City toward maintaining the City's level of services and quality of life.

It is acknowledged that there will be some challenges in implementing the strategies including:

- 1) achieving higher density development in the infill areas,
- 2) achieving higher densities in greenfield areas in the near-term, and
- 3) the adequacy of infrastructure and development risk in the infill areas.

What is the Blueprint Project?

The SACOG Board of Directors adopted the Preferred Blueprint Scenario in December 2004, a vision for growth in the Sacramento region that promotes compact, mixed-use development and more transit choices as an alternative to low-density development. The vision is the product of a three-year, award-winning public involvement effort and is intended to guide land-use and transportation choices over the next 50 years as the region's population grows from its current population of 2 million to include more than 3.8 million people.

The Preferred Blueprint Scenario will become part of SACOG's Metropolitan Transportation Plan update for 2005, the long-range transportation plan for the six-county region. It also will serve as a framework to guide local government in growth and transportation planning through 2050.



Background

In 2002 the Sacramento Council of Governments (SACOG), in partnership with the region's six counties and cities, launched the Blueprint Project. The Blueprint Project is a comprehensive program that strives to examine how transportation planning and funding could be better linked to land use planning, and to explore alternatives to current land use/transportation patterns for future growth through 2050.

The starting point for the Blueprint process was the Base Case Study, a projection of how the area would grow if current local government growth and land-use plans are followed through to the year 2050. Land use and demographic projections show that the six-county region that includes Sacramento, Placer, El Dorado, Yuba, Sutter and Yolo counties will remain an attractive place to live and is likely to grow dramatically. One of the most startling figures to arise from the study is that there will be an estimated 1.7 million more people in the Sacramento Region in 2050 than there were in 2000. As the area grows to over 3.6 million residents, the number of homes will more than double from 713,000 to over 1.5 million. Is there enough land set aside for development under current general plans to support the new homes, jobs and development forecast for 2050? According to the Base Case Study, the answer is no. Some Base Case findings:



▶ The number of jobs in the region will double from 921,000 in 2000 to 1.9 million in 2050. By comparison, in 1950 the region supported only about 100,000 total jobs.



▶ Households with children under age 18 will drop about 20 percent, while families without children (including “empty nesters”) will increase by about 10 percent. This trend will affect the type and preferred location of homes.

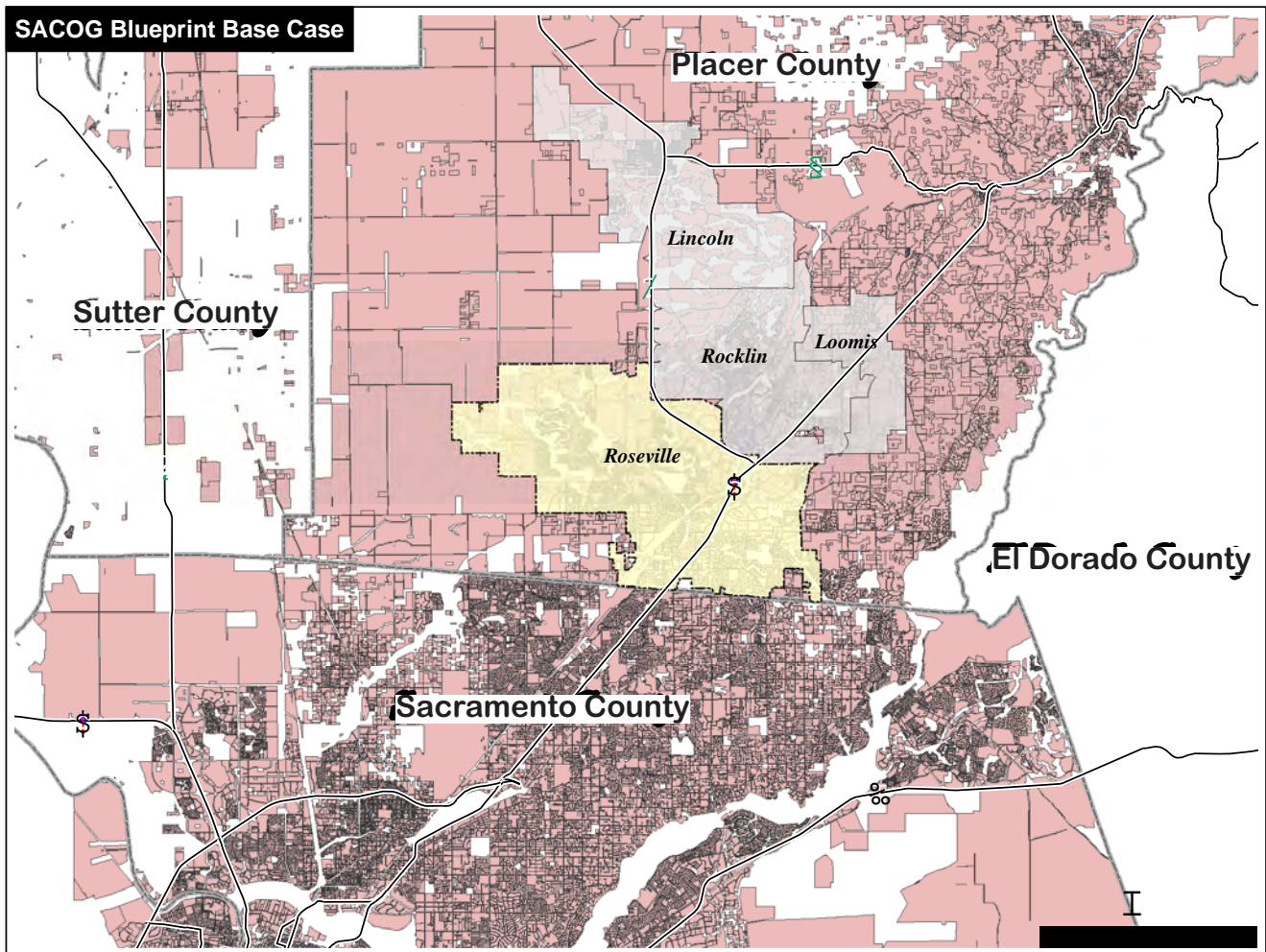


▶ Residents will drive more miles annually and spend more time in their cars, especially during commutes. The average commuter will spend about 160 additional hours annually, or about one week per year, in the car.



▶ Growth at the current rate will have significant impact on natural land systems. An estimated 43 percent of vernal pools and oak woodlands will be affected under the Base Case.

Following extensive public outreach and workshops, SACOG produced a series of Blueprint Scenarios. The Base Case Scenario depicts how the six county region might look in the year 2050 following current growth patterns. New potential growth in Southwest Placer County is shown in salmon color.



Background

A “Preferred Scenario” depicts how more compact development patterns and planning for transit options might result in less overall acres developed and less traffic congestion. As seen on the following map, less greenfield development would potentially occur in the Southwest Placer County region. In particular, the “Preferred Scenario” emphasizes land use patterns that place future residents closer to jobs, and promotes a variety of transportation modes. Further, it illustrates how the region could grow if “smart growth” principles were emphasized throughout the region.

The map assumes certain levels and locations of both “reinvestment” (i.e., additional development on already-built parcels) and greenfield development (i.e., large-scale development on vacant land).

The purpose of this mapping is to illustrate, generally, the amount and locations for these types of growth. It is not intended to indicate that a specific parcel should or should not be developed in a particular manner.

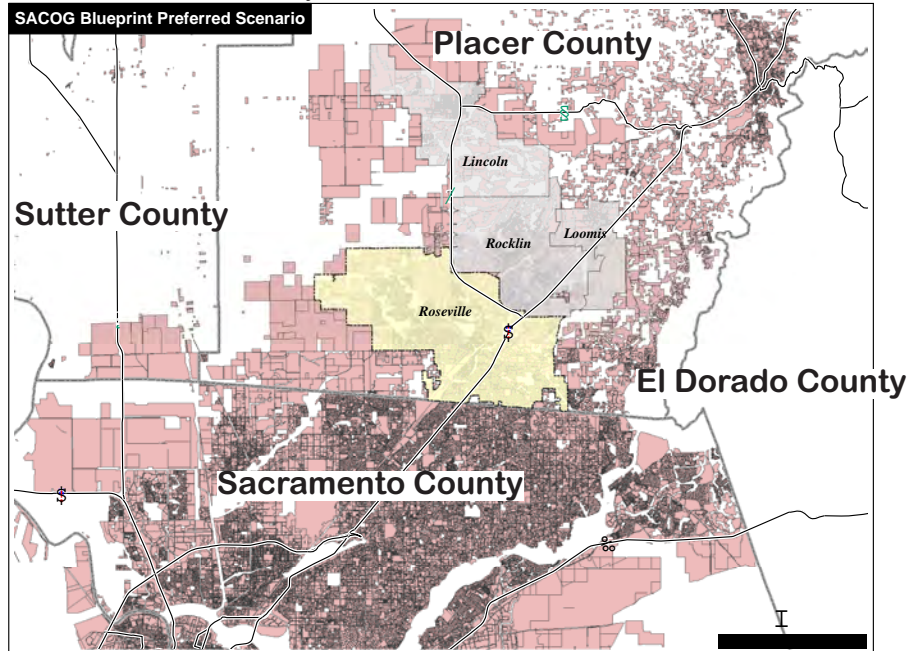
Transportation projects were added to the region’s road and transit systems in the development and evaluation of each of the scenarios in the Blueprint Project. The objective in each scenario was to match the transportation system with the land use parameters. The purpose of the project list is to provide a generalized priority of transportation investments that fit with the location and amount of development and fit with the smart growth planning concepts.

The Preferred Scenario is being used by SACOG as the basis for the next update of the regional transportation funding program called the Metropolitan Transportation Plan (MTP). An interim MTP will be adopted by SACOG in June 2005. As part of the update SACOG has adopted a 25-year growth forecast for the region.

In order to meet the Blueprint objectives, SACOG encourages that future development be concentrated to make better use of transportation systems, reduce vehicle trips, minimize air quality impacts and limit encroachment on agriculture and open space lands in the region. This is achieved by providing higher density/more compact infill and greenfield development at densities around 15.3 dwelling units per acre (du/ac). Concepts that are underscored include creating whole communities and balancing land uses.

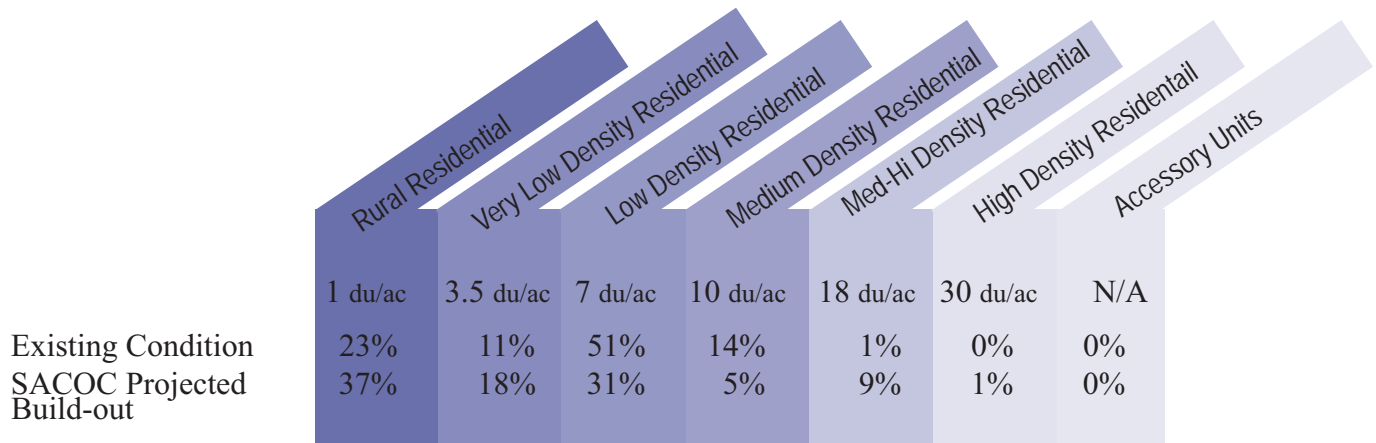
The following table shows Placer County as well as the cities (Roseville, Rocklin, Loomis, Auburn, etc), housing product distribution for both existing and General Plan Build-out. The vast majority of all existing housing in the County is built at densities less than seven du/ac. If Placer County built out according to the General Plans, over half of the County would be at very low densities with an average density of 1.74 du/ac.

Southwest Placer County Preferred Scenario



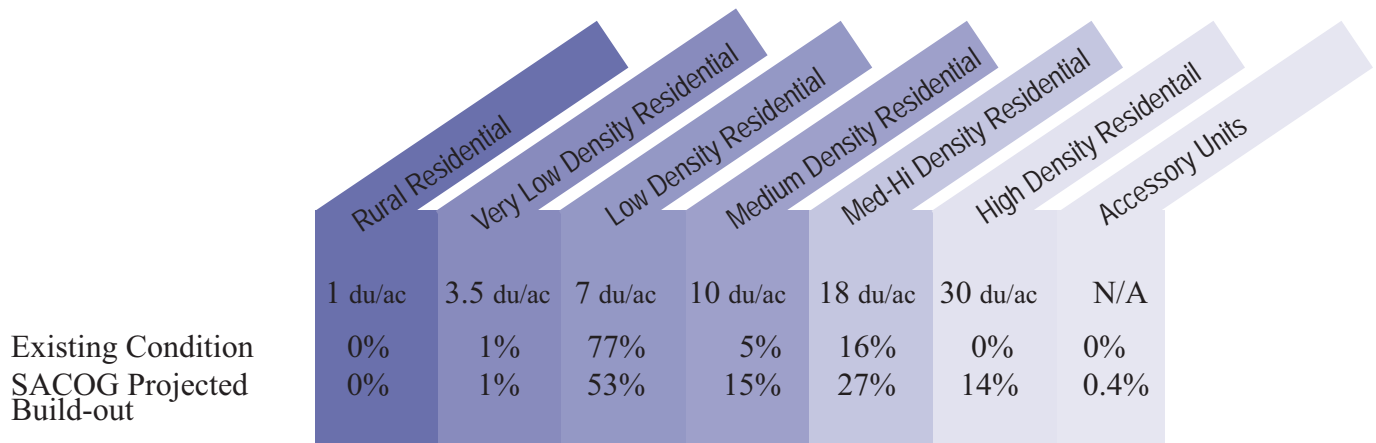
Background

Placer County and Cities General Plan Build-out Capacity Housing Product Distribution



Reflects overall housing distribution of 1.74 du/ac

Roseville's Housing Product Distribution



Preferred scenario General Plan build out

Over 75 percent of Roseville's existing homes are in the seven du/ac range or about 6,000 square foot lots. With the Blueprint Scenario, our housing stock would change with more small lot single-family development and attached town home and condominiums. As a point of comparison, the West Roseville Specific Plan has an overall net density of 8.8 du/ac, which included approximately one-third of the overall units in the medium to high-density range and a compact Village Center. The Village Center component is in the range of 15 du/ac.

Regional Benefits of Blueprint Project

The Blueprint Project found that by changing the way development proceeds in the region in the future would result in huge tangible benefits. A brief overview of some of the key benefits is provided below.

Growth Through Reinvestment

Under the Base Case SACOG found that virtually all new development would be focused on vacant land. The Preferred Scenario suggests that 13 percent of all new housing and ten percent of all new jobs would occur through reinvestment. By providing a component that concentrates on infill/redevelopment, communities can take advantage of existing resources and ensure that existing older areas remain vital.

Reduction in the amount of agricultural or open space conversion

Under the Base Case, new development would need an additional 661 square miles of land by the year 2050. By encouraging compact development, the amount of vacant land would be reduced by more than half to 304 square miles.

Of the vacant land needed to accommodate new development in the Base Case, 166 square miles of agricultural land would be potentially converted. However, under the Preferred Scenario, the number of agricultural acres would be reduced by 64 square miles to 102 square miles.

Increase in areas with good or excellent pedestrian features

In the Base Case, 34 percent of people in the region would live in pedestrian friendly neighborhoods. In the Preferred Scenario, the number would jump to 69 percent.

Increase in areas where people live in proximity to jobs

Under the Base Case Scenario, 26 percent of people would live in communities with a good or balanced mix of land uses by 2050. In the Preferred Scenario 53 percent would live in balanced communities.

Reduction in vehicle miles traveled

By designing development to encourage alternative modes of travel (walking, biking, transit), the number of trips taken by car would be reduced by ten percent. The number of vehicle miles traveled per day would decrease from 47.2 miles to 34.9 miles.

Total time devoted to travel per household per day declines from 81 minutes to 67 minutes.

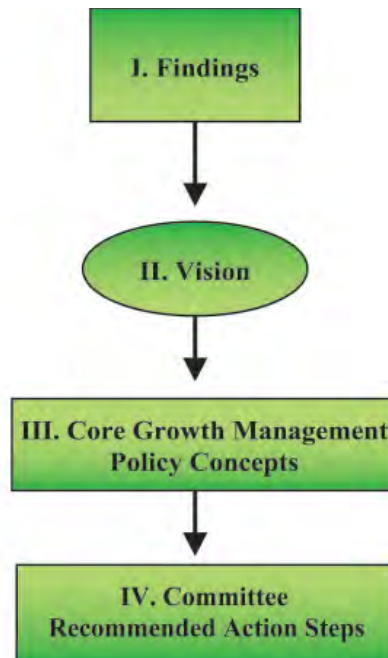
Reduction in Air Quality Impacts

With the Preferred Scenario there would be 14 percent less per capita of carbon dioxide (greenhouse gas) and particulates (related to asthma) compared to the Base Case.

Roseville's Approach

It is important to begin to develop the framework for an implementation strategy that reflects our community interests and values, while contributing our portion to the regional land use pattern.

To ensure community participation in reviewing existing growth management policies and make recommendations regarding Roseville's growth in the next 20 years, City Council appointed the Growth Management Visioning Committee (GMVC) in September 2004. The GMVC represented a cross-section of business professionals, retirees, long-time residents and new residents. During the seven month process, the Committee identified a growth vision for Roseville. Roseville's Blueprint Implementation Strategies should support and help accomplish the following vision outlined by the GMVC:



In addition, the GMVC recommendations include:

- ▶ Work to achieve balanced and well-managed growth! Achieve the Vision!
- ▶ Initiate dialogue with property owners and County on joint planning for Southwest Placer.
- ▶ Conduct study of new sphere of influence and possible annexation.
- ▶ Act quickly!
- ▶ Stand firm on Roseville's principles and standards in environmental review.

The Implementation Strategies will be integral in identifying expectations, exploring solutions, and educating the public and decision-makers on options. Examples of types of actions that could be included are: adoption of guidelines that could be used to consider Blueprint principles in a variety of local planning decisions, changes to decision-making procedures, consideration of General Plan and zoning code amendments, identifying opportunities to encourage reinvestment, and other plans and programs.

Timeframe of Implementation Strategies

The Blueprint Project covers a 45 year time frame to the year 2050. In developing the strategies we will be examining four time frames over a 30-year period: 1) programs or policies the City currently is doing; 2) measures that can be accomplished in the short-term (0-5 years); 3) mid-term (6-15 years); and 4) long-term (16-30 years).

In the short term, some of the desired outcomes are programs currently underway such as implementing and updating the City's infill revitalization strategies, making sure the vision for the West Roseville Specific Plan Village Center is realized, and supporting ongoing transit operations. Examples of mid-term strategies might include changes to the zoning code and design guidelines to facilitate mixed-use development, developing a pedestrian master plan, etc. Long-term goals may include general plan amendments to support the implementation strategies. It is the intent that these strategies will be reviewed over time to ensure that the measures are still applicable and updated as needed.

Nine Growth Principles

Roseville's Blueprint Implementation Strategies are based on SACOG's Seven Growth Principles:

- ▶ Transportation Choices - pedestrian friendly development, transit
- ▶ Mixed Land Use - create vital neighborhoods
- ▶ Compact Development - encourages walking, biking and transit use
- ▶ Housing Choices - provide a variety of housing types
- ▶ Use Existing Assets - infill and redevelopment
- ▶ Natural Resource Conservation - conservation of open space and agricultural land
- ▶ Quality Design - design contributes to a community's attractiveness, acceptance of higher density development and desire of residents to get out and walk or bike and be part of the community
- ▶ Education and Outreach - includes citizens, elected officials, developers on benefits of compact mixed use development
- ▶ Monitoring - ongoing monitoring and validating of assumptions to determine if strategies are meeting objectives

Because education and monitoring are important components to making sure the implementation strategies are effective, the last two additional principles were added to Roseville's implementation Strategies.

The main goal is ensuring that growth that occurs is well-planned, protects open space and farmland, revitalizes the community, provides a mix of reasonable housing opportunities and encourages more transportation choices. According to the Congress for New Urbanism, the optimal size of a neighborhood should be a quarter-mile from the center to the edge. The neighborhood should include many daily needs (homes, schools, workplaces, shops, churches, and recreation) within a five-minute walk. People within a quarter-mile will walk to transit. Any farther from a transit node and people are less likely to utilize transit opportunities.

The following section incorporates the nine growth principles by category and includes potential measures that should be used to reach the Blueprint Objectives.

TRANSPORTATION



Goal: Provide a variety of transportation choices

Development should be designed to encourage people to walk, ride bicycles, ride the bus, ride transit and heavy rail, or carpool. Land use concepts are intended to encourage the use of these modes of travel and reduce congestion.

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1 Approved Projects - Keep and maintain WRSP Village Center (ongoing); keep and maintain Stonepoint Project

2 Transit -

- **Summer Bus Pass Program:** Continue Roseville Transit’s Summer Youth Bus Pass program. The pass is good for unlimited rides on Roseville Transit and Placer County Transit Fixed Route bus system between June 1st and August 31, 2004. All summer long for only \$10. (on-going)
- **Transit service:** Roseville Transit, administered by the City of Roseville, is comprised of three modes: a fixed route service with nine routes operated throughout the City; Roseville Dial-A-Ride (a city-wide demand-response service open to the general public); and a weekday peak-hour commuter service to downtown Sacramento. All services operate weekdays. The fixed-route also operates on Saturdays, while the Dial-A-Ride also operates on Saturdays and Sundays. Roseville Transit provides connections with Placer County Transit (PCT) and Sacramento Regional Transit (RT) at various points throughout Roseville and provides access to many of the City’s public facilities such as the Maidu Community Center, the Roseville Aquatics Complex, and Roseville public libraries. (on-going)
- **Amend Transit Plan:** Consider amendments to the Transit Plan to expand ridesharing/ car sharing/ and vanpooling opportunities, to include trips from Roseville, not just to worksites in Roseville. Also encourage daily noon-time service to Sacramento. (0-5 years)
- **Regional analysis:** Prepare a regional transportation corridor analysis for future Bus Rapid Transit in South Placer
- **Transit information:** Provide riders with customized transit information (e.g. create a regional transit travel website). (on-going by SACOG)
- **Coordination:** Continue to coordinate with all area transit agencies to provide seamless transit service (on-going)
- **Shuttle Service:** Encourage development of commercial shuttle service route between the Galleria, Creekside and proposed fountains project. It should operate on a continuous loop so shoppers can park once and hop on and off the shuttle.
- **Education:** Continue to expand marketing efforts to promote Transit. Actively provide transit information to schools. Provide promotions/incentives to theatres, restaurants, offer discounts, etc.

3 Bicycle Access:

- **Offstreet Bike access (class I):** 16.5 miles existing and 21 miles proposed Class I bike trails (ongoing). The City Public Works Transportation Staff provide information about Roseville’s bikeway system (both on and off street). Class I bike trails provide a completely separated facility designed for the exclusive use of bicycles and pedestrians with minimal crossflows by motorists. (on-going)
- **Bicycle Safety Checklist:** When reviewing development consider Checklist (Appendix B) for Safe Growth for Pedestrians and Bicyclists for existing and planned neighborhoods (0-5 years)

TRANSPORTATION

Goal: Provide a variety of transportation choices



4 Bicycle Master Plan: Continue regular updates of the Bicycle Master Plan (ongoing)

- **Bicycle Master Plan Amendments:** Consider amending the Community Design Guidelines and/or Bicycle Master Plan to identify & remove barriers to bicycle commuting (0-5 years)
- **Bicycle Circulation Plan:** Continue to update Bicycle circulation plan as new development is approved (Ongoing); aggressively move forward with completing bicycle trail connections throughout the City.
- **Bike Parking:** Promote convenient bicycle parking (ongoing)
- **Education:** Continue community education programs such as Bikefest – Pedalsafe, Develop and grow Transit Awareness Programs-Transit Marketing Efforts (ongoing). The City Public Works Transportation Staff serves as advisors to “PedalSafe!”, the City’s bicycle safety committee, which coordinates bicycle safety promotions and events, including the annual Bikefest, Roseville in Motion Month (Oct.)

5 Rail:

- Continue to support use of heavy rail corridor for expanded transportation opportunities. Explore and support joint commute use along the Capitol Corridor. The Capitol Corridor, the daily train from Auburn to San Jose, is one of the fastest growing commuter rail lines in the country. Operated by a joint powers authority that includes Placer County representatives, the train operated 22 weekday trains. The train stops in Roseville, Rocklin and Auburn. The goal is to have hourly departures each day. (on-going)
- Continue to implement Historic Old Town multi-modal facility which will provide (parking/access to rail/transit opportunities (to be completed in 6-15 years).

6 Multi-modal Incentives- Finance and provide incentives for development that supports multi-modal transportation options such as carpool/vanpool programs, bike lockers, shower facilities, parking reductions, etc. (6-15 years)

7 Transit Oriented Development - Zones for concentrated, high density activity centers within ¼ mile and ½ mile around transit stops, major intersections and arterial roadways (6-15 years). Adopt a transit oriented development (TOD) policy. To be most effective, transit service requires supportive land use. Clustering higher density residential development around major intersections and/or transit shops can ensure that density is provided that supports basic transit provision. Transit is even more effective if other services and amenities are also co-located with transit. These can include community services such as childcare, dry cleaning, parcel delivery, and convenience store shopping.

8 Pedestrian Access-

- Develop a pedestrian master plan. (6-15 years)
- Require pedestrian circulation plans for new growth areas (0-5 years). Similar to the bicycle master plan, prepare a pedestrian master plan that identifies standards to encourage pedestrian mobility. Develop pedestrian circulation plans for new growth areas. Design developments so that kids can walk to school through Class I bicycle trails, paseos, or other means to avoid needing to use heavily traveled streets. Develop walking awareness and promotion programs.
- Amend Design Guidelines to specifically encourage that developments be designed so that kids can walk to school. (6-15 years)
- Develop pedestrian oriented policy to provide guidance for safe routes to transit. (General Plan Amendment 6-15 years)
- Vernon St./Historic Old Town pedestrian bridge (6-15 years). Washington Blvd. Pedestrian under-crossing improvements.

TRANSPORTATION

Goal: Provide a variety of transportation choices



9 Pedestrian Safety -

- Use modern technology to increase pedestrian safety and visual cues and design elements to indicate pedestrian rights of way and minimize conflicts, beep/count down at various crosswalks. (ongoing for beep and count down at select crosswalks in the City, 6-15 years for consideration of more sophisticated elements)
- To facilitate frequent/safe pedestrian crossings of large streets consider a variety of mechanisms such as off-peak synchronization of pedestrian signals at key intersections and over crossings where appropriate at major arterials (16-30 years)
- **Education:** Develop walking awareness and promotion programs (combine with healthy living choices e.g. reduces obesity). (0-5 years)
- Continue to implement the CIP Sidewalk repair program (ongoing)

10 Design Guideline Amendments: - Amend the Design Guidelines to ensure appropriate pedestrian linkages are provided from parking facilities to primary destinations (6-15 years).

- Consider amending the Design Guidelines to make places more walkable for aging populations. (6-15 years)
- Amend Community Design Guidelines to include design standards for sidewalks. (0-5 years)

11 Pedestrian Overlay Districts - Continue to promote shorter walkable blocks and appropriately scaled streets in new development (ongoing)

12 Streetscape Improvements -

- Use trees and other green infrastructure to provide shelter, beauty, urban heat reduction, and separation from automobile traffic. (ongoing)
- Continue beautification and revitalization efforts to maintain and upgrade existing and future sidewalks to improve pedestrian circulation. (ongoing)

13 Transportation Modeling - Continue policy of transportation modeling and surveys that accurately reflect all modes of transportation. (ongoing)

14 Consultation - Continue early consultation with emergency responders and service providers when developing integrated projects. (ongoing) Make sure police and fire are in the loop early in reviewing development plans that feature traditional design, higher density projects (pedestrian-oriented narrow streets, etc). This currently occurs through the Project Evaluation Meetings (PEMs) and through ongoing staff coordination. Staff has also visited other cities to see how other communities are implementing projects. Ongoing-Project Evaluation Meetings

15 Multi-use Facilities - Continue looking for opportunities to transform park-and-ride lots into multi-use & multi-modal facilities. (ongoing)

CURRENTLY IMPLEMENTING -
ON-GOING

IMPLEMENT IN 0-5 YEARS

IMPLEMENT IN 6-15 YEARS

IMPLEMENT IN 16-30 YEARS

TRANSPORTATION

Goal: Provide a variety of transportation choices



16 Transportation System Management TSM -

- Continue to implement Transportation System Management Program (promote showers in businesses etc.)
- Revise TSM ordinance to more aggressively require amenities, eg require minimum levels of amenities and or services to employees based upon size of development.

17 Light Rail - Consider and preserve right-of-way acquisition in new development consistent with SACOG's MTP for the provision of Light Rail (30+ years).

18 Technology -

- Update Website to Include Interactive Bus Route Map and regional transit trip planning website. (6-15 years)
- Update Website to Include Real Time (GPS) Bus Arrival Information (6-15 years)
- Use of integrated Voice Recognition Software and website access for transit trip reservations and arrivals (6-15 years)

19 Funding - Continue to pursue funding sources to support best management practices such as purchasing buses with the latest technology to reduce emissions and increase customer service (ongoing)

20 Disabled Access - As part of the CIP process upgrade bus stops in infill areas to be ADA compliant. (ongoing)

21 Traffic Calming - Consider traffic-calming techniques in existing and new residential neighborhoods such as street bulb-outs, street tables at intersections and other features. (ongoing)

22 Support Alternatives Modes of Transportation -

- Encourage use of alternate modes of transportation including fuel efficient/ alternative fuel cars/buses (hydrogen, natural gas, hybrid, electric).
- Encourage residential and commercial uses to accommodate charging stations that support use of fuel efficient vehicles.

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MIXED LAND USE



Goal: To provide a variety of services in proximity to residential uses to reduce the reliance on automobile travel and give residents transit options

Building homes in proximity to commercial services and jobs such as offices provides mixed land uses. A mix of land uses can be provided within the same building and/or project. There are many examples of this type of development- housing near employment centers, a building with ground floor retail with housing such as apartments or condominiums above etc.

1 Maintain Village Center - Preserve and enhance the WRSP Village Center concept by closely scrutinizing any amendments (Ongoing) As specific development moves forward in the West Roseville Specific Plan make sure that the vision for the Village Center is completed. Once completed the Village Center will provide a local smart growth example. Mixed uses will be provided and densities are proposed in the 15 du/ac range consistent with the density goals of the SACOG Blueprint Preferred Scenario.

2 Establish New Infill Target Areas -

- Bring infill target areas and priorities to the City Council for consideration including identifying where higher densities is appropriate. (0-5 years)
- Prepare specific plan (s) for Target Area(s) (one or two in 0-5 years)
- Dry Creek and Royer Park Improvements (6-15 years)

3 Revise Zoning Ordinance -

- Conduct zoning ordinance study to identify techniques to achieve a mix of land uses, higher densities, compact commercial and office development. (0-5 years)
- Consider adoption of a “Form Based” zoning code or mixed-use development standards (6-15 years). Form based zoning works from a defining spatial pattern, de-emphasizes land use in favor of building form, emphasizes mixed uses and housing, and focuses on the streetscape. Form based codes establish the basic parameters governing building form, including the envelope for building placement (in three dimensions) and certain permitted/required building elements such as balconies, and street walls. The building envelope standards establish both the boundaries within which things may be done and what is required.
- Consider zoning code amendment that would provide incentives for ground-floor retail and upper-level residential uses in existing and future development. (0-5 years)

4 Funding - Actively pursue regional planning grants for projects that produce mixed land use (ongoing).

5 Adequate Neighborhood Services - Closely monitor new greenfield development to provide a strategic mix of neighborhood services in residential areas to promote pedestrian access. (0-5 years)pedestrian access.

6 University Supporting Services - Consider campus supporting mixed use development in the remainder of the sphere of influence area. (0-5 years) Remainder of the sphere of influence areas could provide appropriate areas for university serving housing, retail and entertainment opportunities.

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COMPACT DEVELOPMENT



Goal: Take Advantage of Compact Building Design.

Creating environments that are more compactly built and that use space in an efficient but aesthetic manner can encourage more walking, biking, and public transit use, and shorten auto trips.

- 1 **Residential Conversion** - Review and update residential conversion policy as necessary (on-going).
- 2 **Compact Development Evaluation** - Review development against the "Checklist For Compact Development" (Appendix A) (0-5 years).
- 3 **Onsite Best Management Practices** - Use compact development with onsite best management practices to improve environmental outcomes; The City's Regional Water Quality Control Board (RWQB) Permit requires Low Impact Development (LID) to be clustered, limit clearing of natural vegetation, etc. (on-going)
- 4 **Appropriate Scale** - Implement Design Guidelines to ensure that large commercial businesses locating in existing areas are appropriately scaled and designed (on-going).
- 5 **Office Parks and Corporate Campuses** - Update/implement Design Guidelines to encourage compact, higher density (i.e., FAR) office parks and corporate campuses. Review building design to ensure commercial areas are walkable.
- 6 **Lot Size Requirements** - Consider revising Design Guidelines to remove or reducing minimum lot size requirements as appropriate. Potentially consider amending the Design Guidelines and/or zoning ordinance to allow form-based zoning to encourage compact building design.
- 7 **Reduction of Off-Street Parking** - Consider amending the Design Guidelines and zoning ordinance requirements to encourage developers to reduce off-street parking and/or get credit for on-street parking where available/appropriate. (6-15 years)
- 8 **Design for Privacy** - Implement the Design Guidelines to ensure sense of privacy through the design of homes and yards; particularly private open space and window placement. (on-going)

HOUSING CHOICES



Goal: Create a range of housing opportunities and choices.

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

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| ✓ | | | <p>1 Employer Assisted Housing Programs- Support programs that encourage employer-assisted housing programs. (16-30 years)</p> |
| ✓ | | | <p>2 Regional Housing Pact - Since adequate housing supply is a regional issue, support regional program for all communities to include a fair share of affordable and moderate-range housing. (on-going)</p> |
| ✓ | | ✓ | <p>3 Mix of Housing Choices -</p> <ul style="list-style-type: none"> ·Maintain Village Center: Preserve and enhance the WRSP Village Center concept by closely scrutinizing any amendments. (As specific development moves forward in the West Roseville Specific Plan make sure the vision for the Village Center is completed. Once completed the Village Center will provide a local example. Mixed uses will be provided and densities are proposed in the 15 du/ac range consistent with the density goals of the SACOG Blueprint Preferred Scenario.) ·Consider adoption of a “Form Based” zoning code, or amendment to the Design Guidelines, to support mixed-use development standards. Form based zoning works from a defining spatial pattern, de-emphasizes land use in favor of building form, emphasizes mixed uses and housing, and focuses on the streetscape. Form based codes establish basic parameters governing building form, including the envelope for building placement (in three dimensions) and certain permitted/required building elements such as balconies, and street walls. The building envelope standards establish both the boundaries within which things may be done and what is required. ·Consider zoning code amendment that would provide incentives for ground-floor retail and upper-level residential uses in existing and future development. ·Strive to achieve recommended SACOG densities in new greenfield development areas. SACOG recommends a density of 15 dwelling units per acre. In the near-term this density may be difficult to achieve. However, as land values increase over time, this density may be realistic in the long-term. ·Continue to implement the City’s affordable housing goals (10% low, very low and moderate in new development) |
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CURRENTLY IMPLEMENTING -
ON-GOING

IMPLEMENT IN 0-5 YEARS

IMPLEMENT IN 6-15 YEARS

IMPLEMENT IN 16-30 YEARS

HOUSING CHOICES

Goal: Create a range of housing opportunities and choices.



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4 Funding - Use transportation funds as feasible, as an incentive to provide housing near transit. (6-15 years)

5 Incentives - Consider property tax exemption programs for mixed-income developments and low-income homeowners. (on-going)

6 Housing Trust Fund - Formalize the collection and distribution of currently identified one-time funding sources of Housing Trust Funds such as Community Benefit Fee collected from Condominium Conversion and West Plan development. Will need to research ongoing funding source of Housing Trust Fund in order to make viable source of funds for rental and purchase housing opportunities for new, resale, infill, and greenfield development. (on-going)

EXISTING ASSETS



Goal: Use of existing assets to strengthen and direct development toward existing development areas.

A key component of the Growth Management Visioning Committee recommendation is ensuring a vibrant downtown. Ongoing public and private investment in the downtown and historic core is critical to maintaining and enhancing the economic vitality of Roseville. Development of infill or vacant lands, intensification of underutilized parcels or redevelopment can make better use of existing public infrastructure. This can include rehabilitation and reuse of buildings, introduction of mixed-use opportunities, and joint-use of existing public facilities such as parking garages.

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1 Complete Central Roseville Revitalization Strategy - Complete Roseville Revitalization Strategy over the next five years.

2 Establish New Infill Target Areas -

- Bring infill target areas and priorities to the City Council for consideration including identifying where higher densities is appropriate. (0-5 years)
- Prepare specific plan for Target Area(s)
- Adopt and implement Riverside Specific Plan (6-10 years)
- Dry Creek and Royer Park Improvements

3 Streetscape Improvements -

- Complete Downtown Vernon Street and Historic Old Town Streetscape Improvements
- Implement Riverside Specific Plan. (0-5 years)

4 Establish Business Improvement Districts -

- Where appropriate with community support, encourage the creation of business improvement districts. (0-5 years)
- Continue small business outreach efforts/workshops. (on-going)

5 Continue Housing Rehabilitation Program - Continue City's rehabilitation program and research additional funding opportunities, especially as costs continue to grow as the number of units age and need for rehabilitation grows. (on-going)

6 Parcel Data -

- Develop specific parcel land use data to aid in identification of parcel information to assist with reinvestment. (0-5 years)
- Designate a vacant-properties coordinator to use code enforcement, provide incentives, and develop partnerships to minimize and abate vacant properties.

CURRENTLY IMPLEMENTING - ON-GOING

IMPLEMENT IN 0-5 YEARS

IMPLEMENT IN 6-15 YEARS

IMPLEMENT IN 16-30 YEARS

EXISTING ASSETS

Goal: Use of existing assets to strengthen and direct development toward existing development areas.



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7 Infrastructure Needs - One of the constraints to infill/redevelopment in older areas is the potential need to upgrade/increase capacity of water systems, sewer systems, and electrical systems.

- Identify infrastructure and utility upgrades in infill areas.
- Update Capital Improvement Program (CIP) as necessary

✓

8 Placemaking - When preparing specific plans and revitalization strategies consider the following:

- Identify “Placemaking” improvements for new target areas. This means taking every opportunity to look at streets, parks, buildings, transportation, and public spaces with an eye toward promoting public life and pedestrian activity. (on-going)

✓

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9 Parking Strategies -

- Develop future parking strategies and needs assessments. (on-going)
- Allow parking reduction and or redesign existing parking as appropriate (diagonal onstreet and offstreet parking opportunities) in infill areas to promote the use of constrained infill properties.

✓

10 Entry Features -

- In reviewing redevelopment opportunities or target infill specific plans, seek to provide gateways or entry features as visual cues to neighborhoods or districts.

✓
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11 Public Events -

- Continue event nights that draw people to Downtown (i.e. Downtown Tuesday Nights, Holiday Parade)
- Encourage sporting events that support economic vitality.

NATURAL RESOURCES



Goal: Natural Resource Conservation of Open Space and Agricultural Land

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

- | | | | | |
|---|--|--|--|---|
| ✓ | | | | <p>1 Open Space Acquisition - Establish priority setting criteria for open space acquisition (should be in southwest Placer County to the extent feasible). The WRSP Settlement Agreement will generate approximately \$85 million dollars over a 20-year period for the acquisition and preservation of open space and grassland/vernal pool habitat. Our partner, the Placer Land Trust (PLT), is developing a Strategic Plan to prioritize open space acquisitions under the Settlement Agreement. Currently in progress:: 1) Draft West Plan Habitat Preservation Strategic Plan (WPHPP Strategic Plan, primarily focused on the first phase of WPHPP implementation. 2) Draft Vernal Pool/Grassland Conservation Report, a supplement to the WPHPP Strategic Plan. (on-going)</p> |
| ✓ | | | | <p>2 Continue to Implement Tree Preservation Guidelines -</p> <ul style="list-style-type: none"> · Support tree preservation through public-private partnerships. (on-going) · Roseville Electric's Shade Tree Program (on-going) |
| ✓ | | | | <p>3 Development Impact Fees/Mitigation - Allow land trusts to compete for conservation funds. (on-going - existing General Plan Policy)</p> |
| ✓ | | | | <p>4 Protect Habitat and Sensitive Species - Continue to implement City's General Plan Policies (on-going).</p> |
| ✓ | | | | <p>5 Provide a variety of open space opportunities -</p> <ul style="list-style-type: none"> · Support urban passive parks such as the Village Center Plaza, as well as paseos and passive open space preserves. · Continue to maintain and manage City's network of open space preserves (on-going) |
| ✓ | | | | <p>6 Open Space/Recreation Standards -</p> <ul style="list-style-type: none"> · Continue to create active and secure open spaces. · Continue to require 9acres/1000 population per General Plan policy (on-going) |
| ✓ | | | | <p>7 Continue and Expand Recycled Water Program - City's Recycled Water Program to reduce reliance on potable surface water supplies. (on-going)</p> |

NATURAL RESOURCES

*Goal: Natural Resource Conservation of
Open Space and Agricultural Land*



- ✓
- 8 **Continue to Implement Energy Rebate Programs** - Continue Roseville Electric's Energy Efficiency Rebate Programs and New Construction Design Incentives to (Assistance in meeting new 2005 Title 24 requirements) encourage users to design facilities to use less energy and for consumers to reduce consumption. Title 24 (Part 6 of the CA Code of Regulations) Energy Efficiency Standards for Residential and Non-residential Buildings were established in 1978 in response to a legislative mandate to reduce California's energy consumption. New updated standards will take effect October 1, 2005. Projects that apply for a building permit on our after this date must comply.
- ✓
- 9 **Explore alternative sources of potable water** - City is currently examining potential Conjunctive Use (storing potable water during wet years in the groundwater basin for use in drier years)
- ✓
- 10 **Continue Stormwater Pollution Prevention Program** - Continue to implement Env. Utilities Stormwater Pollution Prevention Program to reduce non-point source water quality impacts

QUALITY DESIGN



Goal: Foster distinctive, attractive communities with a strong sense of place and use land efficiently.

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

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1 Reinvestment in Housing - Continue to support reinvestment in older housing stock through City’s Housing Rehabilitation Program. 0-5 years: Formalize the collection and distribution of currently identified one-time funding sources of Housing Trust Funds (such as the Community Benefit Fee collected from Condominium Conversion and West Plan development). Need to research ongoing funding source of Housing Trust Fund in order to make viable source of funds for rental and purchase housing opportunities for new, resale, infill, and greenfield development.

2 Community Design Guidelines -

- Continue to implement the Community Design Guidelines which support the creation of community greens/plazas.
- Continue to implement the Community Design Guidelines to ensure that retail centers are distinctive and attractive destinations.
- Continue to implement the Community Design Guidelines to ensure that higher density housing are attractive features of the neighborhood. Design is particularly important in maintaining privacy (placement of windows, access) (ongoing)
- Discourage walls where they are not needed for sound attenuation, use berms or other landscape features instead.

3 Wayfinding System - Consider developing a comprehensive wayfinding system in reinvestment and infill areas such as the Vernon Street Signage Program. Signs, banners and decorative street elements help direct and/or draw people to places of interest (0-5 years)

4 Public Art - Continue public/ cultural events through public art. Encourage art in public places. (on-going)

5 Entry Features -

- In reviewing major development applications and specific plans seek to define communities and neighborhoods with visual cues.
- Provide gateways to create a sense of identity and arrival into the community.
- Implement General Plan Open Space Transition Policy (on-going)

6 Revitalization Strategy - Continue to implement Infill Strategy Team efforts. (on-going)

QUALITY DESIGN

Goal: Foster distinctive, attractive communities with a strong sense of place and use land efficiently.



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- 7 Façade Improvements** - Continue to implement the Façade Grant Program.
- 8 Upgrade Infrastructure** - Continue to utilize SCIP Program (State Community Infrastructure Program). Statewide Communities Infrastructure Program (SCIP) is a program provided through the California Statewide Communities Development Authority, that allows development impact fees to be paid over time typically a 30 year term. CSCDA sells bonds to provide this program and charges a nominal interest rate to applicants. Nearly all fees qualify and anyone is eligible provided they have a clean financial record. (on-going)
- 9 Continue to Implement Energy Rebate Programs** - Continue Roseville Electric's Energy Efficiency Rebate Programs and New Construction Design Incentives to (Assistance in meeting new 2005 Title 24 requirements) encourage users to design facilities to use less energy and for consumers to reduce consumption.
- 10 Explore alternative sources of potable water** - City is currently examing potential Conjunctive Use (storing potable water during wet years in the groundwater basin for use in drier years)
- 11 Continue Stormwater Pollution Prevention Program** - Continue to implement Env. Utilities Stormwater Pollution Prevention Program to reduce non-point source water quality impacts

EDUCATION



Goal: Educate the public and decision-makers through a variety of mechanisms (presentations, workshops, handouts, FYI news, tours, etc.) about the Sacramento Council of Governments (SACOG) Blueprint Project objectives as well as the City’s efforts to implement strategies to meet Roseville’s interests and values.

Success in implementing the Blueprint Strategies requires decision-maker and citizenry familiarity with the goals and objectives of the Blueprint Project. Through on-going education and understanding of the benefits of the project to reduce transportation congestion and associated air quality impacts, reduce the loss of open space and agricultural land, provide transit options, and maintain economic viability and market realities unique to Roseville, decisions can be made to support the implementation of strategies when reviewing projects.

✓	✓	✓	✓	<p>1 Public Participation & Education -</p> <ul style="list-style-type: none"> · Involve key stakeholders and general public in the implementing Blueprint Strategies in the community (Ongoing) . · Post Roseville’s Blueprint Implementation Strategies on the City’s website. · Provide staff presentations, training, workshops, videos, written materials, website information, etc on Blueprint Strategies to service groups and clubs and neighborhood groups including Roseville Coalition of Neighborhood associations (RCONA)/neighbor-hood meetings Citizens Online Advisory Panel, Growth Management Visioning Committee (GMVC). (0-5 years)
	✓			<p>2 Provide Examples - Create pattern books to streamline construction and enhance project marketability as an appendix to the Design Guidelines (0-5 years)</p>
	✓			<p>3 Field Examples - Field trip with local government officials to visit innovative community design (ongoing- Rivermark Tour etc.)</p>
✓	✓	✓	✓	<p>4 Continue Dialog with adjacent agencies -</p> <ul style="list-style-type: none"> · Continue City/County Meetings; High level officials and city/county management staff meet regularly to discuss topics of mutual interest. · Continue to implement provisions of City/County MOU; City of Roseville/Placer County Memorandum of Understanding covers the City’s Sphere of Influence area west of the City (north and south of the West Roseville Specific Plan). The MOU outlines development parameters and expectations. · Implement GMVC recommendation to engage in sub-regional collaboration to ensure Roseville’s vision is acheived.

MONITORING & EVALUATION



Goal: Measuring effectiveness of Implementation Strategies in meeting goals and objectives.

Monitoring and ongoing evaluation are important in determining whether the Implementation Strategies are effective in meeting the City's planning goals and regional Blueprint Objectives. Because the Strategies are proposed over a long period of time periodic evaluation and updating will be important in ensuring they reflect the needs and values of the Community. New technologies may be developed in the future that should be incorporated into the strategies.

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1 Evaluation -

- Review Implementation Strategies regularly to determine if goals are being met and update as needed to reflect current standards.
- Provide informational reporting to the Planning Commission outlining what has worked and what strategies could be improved. (0-5 years)
- Conduct field audits to determine barriers and opportunities for to meet the Blueprint Strategies in built projects

- ✓

2 Data - Seek to provide quantitative data on transit choices. This could include sensitivity of a project to alternative forms of transit, keeping track of additional miles of bike trails constructed, and mechanisms to reduce vehicle miles travels, etc. in order to provide a tangible measurement of the Implementation Strategies effectiveness over time (6-15 years)

Glossary Terms & Acronyms

ADA: Americans with Disabilities Act

Alley: A vehicle passage-way within the block that provides access to the rear of buildings, vehicle parking (e.g., parking garages), utility meters, recycling and garbage bins.

BMP: Best Management Practices

Board of Supervisors: The Board of Supervisors is the county's legislative body. Board members are elected by popular vote and are responsible for enacting ordinances, imposing taxes, making appropriations, and establishing county policy. The board adopts the general plan, zoning and subdivision regulations for unincorporated land within the county.

Budget: An estimate of expected income and expense; a plan of operations based on such an estimate.

Bus Rapid Transit (BRT)

The concept of BRT is that it is intended to operate as a complete rapid transit system that operates at speeds nearly twice as fast as conventional buses and is roughly equivalent to light rail, getting people quickly to their destination. An advantage is that it is much less costly than light rail. BRT can operate on its own dedicated lanes, or in standard HOV lanes or city streets. Similar to rail systems BRT can be designed to serve transit stations. Service times should be frequent enough that passengers don't need a schedule. Smart card or other advanced technologies can allow fares to be collected quickly and efficiently, often before the boarding process.

CAA: Federal Clean Air Act

Capital Improvement Program (CIP): Detailed plan for the acquisition, expansion and/or rehabilitation of the City's infrastructure (public buildings, parks, streets, water treatment plant, sewer treatment plans, and other utilities).

CDBG: Community Development Block Grant

CEQA: The California Environmental Quality Act (CEQA) requires that all discretionary private and public projects prior to approval conduct environmental review for projects that have the potential for adverse impacts on the environment.

Charter City: The City of Roseville is a charter city, which means that it has been incorporated under its own charter rather under the laws of the state. Charter cities have some broader powers to enact land use regulations than general law cities. All of California's largest cities are charter cities.

CFD: Community Facilities District

City Council: The legislative body of the city is the City Council. The City Council members are elected by popular vote. They are responsible for ordinances, imposing taxes, making budget decisions, establishing policy and appointing city officials. The council adopts the general plan, zoning, subdivision ordinance, and capital improvement program.

Class I Bike Trails: provide a completely separated facility designed for the exclusive use of bicycles and pedestrians with minimal cross-flows by motorists.

Community Plan: Can be a portion of the general plan that focuses on a particular area of the community. Community plans supplement the policies of the general plan.

Glossary Terms & Acronyms

Conditional Use Permit (CUP): Pursuant to the zoning ordinance, a CUP may authorize certain uses that by their nature aren't otherwise allowed by right within a zoning district. CUPs require a public hearing and if approval is granted, are usually subject to the fulfillment of certain conditions. Approval of a CUP is not a change in zoning.

CRRC: Central Roseville Revitalization Committee

Density Bonus: An increase in the allowable number of dwelling units granted by the city or county in return for the project providing low- or moderate-income housing.

Design Review Committee: A group appointed by the city council to consider the design and aesthetics of proposed development.

Development Fees: Fees charged to developers or builders as a prerequisite to construction or development approval. The most common are: (1) impact fees (such as park fees, or street construction fees, (2) connection fees (sewer, water), (3) processing fees (building permits, grading permits, sign permits) to cover administrative costs of processing development plans, and (4) application fees (general plan amendments, annexations, specific plans, conditional use permits rezoning, and variances) to cover the administrative costs of reviewing and hearing development proposals.

Downzone: This term refers to the rezoning of land to a more restrictive or less intensive zoning use. For example, from multi-family residential to single-family residential.

Enterprise Fund: Fund used by the City to track departments that operate similar to private business enterprises. All costs are recovered through user fees (rates) and other non-general fund revenues. Electric, water, wastewater, solid waste, golf course, child care, and Transportation are operated by the City's Enterprise Funds.

EIR: An Environmental Impact Report (EIR) is a detailed document required through CEQA to analyze the potentially significant impacts of a project, measures that may avoid or reduce impacts, and alternatives to the project.

Fiscal Year: The City of Roseville's fiscal year runs July 1st to June 30th.

FHWA: Federal Highway Administration

Final Map Subdivision: Final map subdivisions are also called tract maps or major subdivisions that create five or more lots. Subdivisions must be consistent with the general plan and are generally subject to stricter requirements than parcel maps. Such requirements include installing road improvements, the construction of drainage and sewer improvements, parkland dedication, and more.

Floor Area Ratio: Abbreviated as FAR, this is a measure of building intensity. FAR is the ratio of the amount of floor area of a building to the amount of area of its site. For instance a one story building that covers an entire lot has an FAR of 1. Similarly, a one story building that covers half the lot has an FAR of 0.5.

General Law City: A city incorporated under and administered in accordance with the general laws of the state.

General Fund: The primary fund for governmental operations; used to account for all general government functions. General Fund accounts for all activity not required to have a separate fund. General fund revenues include Property Taxes, Sales Taxes and vehicle License Fees. General Fund expenses include Planning, Police, Fire, Library, Parks, Public Works, and general administrative functions.

Glossary Terms & Acronyms

General Plan: A statement of policies, including text and diagrams, setting forth the objectives, policies and standards for the future physical development of the community. It's a long-term policy guide for the physical, economic, and environmental growth of a city and a statement of the vision of a city's long-term physical growth.

"Granny" Housing: Typically granny housing, "Granny Flats", or "second units" refer to a second dwelling that is either attached to or separate from a residential use on a single lot. The California Government Code provides for the approval of such units in single-family neighborhoods.

Infrastructure: A general term describing public and quasi-public utilities and facilities such as bridges, sewers, sewer plants, water lines, recycled water facilities, power lines, etc.

LID: Low Impact Development. LID addresses stormwater through small, cost-effective landscape features located at the lot level, instead of conveying and managing stormwater in large, costly end-of-pipe facilities located at the bottom of drainage areas. These landscape features, known as Integrated Management Practices (IMPs), are the building blocks of LID. Almost all components of the urban environment have the potential to serve as IMPs. This implementation includes not only open space, but also rooftops, streetscapes, parking lots, sidewalks, and medians. LID is a versatile approach that can be applied to new developments, urban retrofits and revitalization projects.

LLD: Landscape and Lighting District.

Mixed-Use: Mixed-use development shall mean a development consisting of one or more lots developed as a cohesive project and designed with a blend of various compatible uses such as commercial, residential and public/quasi-public. The uses may be located in the same building or in separate buildings.

PCTPA: Placer County Transportation Agency

Pedestrian Pathway: Interconnecting paved walkways that provide pedestrian passage through blocks running from street to street or interior block parking areas.

PLT: Placer Land Trust. A non-profit organization that is overseeing the West Roseville Specific Plan's habitat mitigation program that is a result of the Settlement Agreement. A reconveyance fee of ½ percent on the resale of homes within the specific plan is estimated to generate \$85 million over a 20-year period that will go toward the acquisition, maintenance and preservation of vernal pool and grassland habitat.

RDA: Redevelopment Agency

Recycled Water/Reclaimed Water: Water that has been treated at the Pleasant Grove or Dry Creek Wastewater Treatment Plans (tertiary treatment) and is used for irrigation rather than discharged downstream into the natural waterways.

Rehabilitation Funds: Provides for the rehabilitation of existing city structures (public buildings, streets, parks and utilities) as needed to protect the City's investments.

RE: Roseville Electric

SACOG: The Sacramento Area Council of Governments (SACOG) is made up of elected officials from member cities and counties in the six county regions (Sacramento, Yolo, Yuba, Placer, El Dorado, and Sutter). SACOG is a regional agency concerned primarily with transportation planning and housing; it does not directly regulate land use.

Glossary Terms & Acronyms

School Impact Fee: Proposition 13 put a limit on property taxes and thereby limited the main source of funding for new school facilities. California law allows school districts to impose fees on new development.

SCIP: Statewide Communities Infrastructure Program, SCIP, is a program provided through the California Statewide Communities Development Authority (CSCDA), that allows development impact fees to be paid over time typically a 30 year term. CSCDA sells bonds to provide this program and charges a nominal interest rate to applicants.

Setback: A minimum distance required by the zoning ordinance to be maintained between structures and property lines. The purpose of setbacks is to maintain the health safety and welfare of the community (such as fire access), and to maintain sight distances.

Smart Growth: The terms “Smart Growth” and “Sustainable Development” are often used interchangeably. The United States Environmental Protection Agency (EPA) defines Smart Growth as “development that serves the economy, the community, and the environment.”. The goal is to reduce: traffic congestion, transformation of open space into parking lots, environmental degradation, and the general reduction in quality of life.

Specific Plan: A detailed plan addressing the land use distribution, open space availability, infrastructure, and financing of improvements within a portion of the community.

Tentative Map: The map or drawing illustrating a subdivision proposal. The map is not complete until the conditions of approval imposed upon the tentative map have been satisfied and a final map has been certified by the city or county and recorded with the county recorder.

TOD: Transit Oriented Development. Transit-oriented development should complement and facilitate a broader land use and circulation pattern that allows people to walk and bike within the neighborhood, as well as to access transit for destinations beyond the neighborhood.

Variance: A limited waiver from property development standards usually because of extenuating circumstances (unusual shaped lot, etc) that make straight adherence to the zoning ordinance difficult. Variance requests are subject to public hearing. Variances do not allow a change in land use.

VMT: Vehicle miles traveled

Zoning: Local codes regulating the use and development of property. The zoning ordinance divides uses into land use districts or zones, represented on the zoning map. Each zoning district specifies the allowable uses and development standards, such as minimum lot size, maximum height of structures, building setbacks, and yard size.

Appendix A

CHECKLIST FOR COMPACT DEVELOPMENT

To ensure compact housing fits into the community and is well-designed, here are some questions to ask in reviewing proposals:

yes	no	
<input type="checkbox"/>	<input type="checkbox"/>	Is the site within walking distance of shops, services, schools, transit, class I bicycle trails and/or open space/recreation opportunities?
<input type="checkbox"/>	<input type="checkbox"/>	Is the project designed to meet minimum density levels for site, especially if close to transit and neighborhood retail?
<input type="checkbox"/>	<input type="checkbox"/>	Do the builder and architect have a track record of building well-designed multi-family housing and/or mixed-use projects? (Ask to see completed examples of the previous work to make sure it is of a quality that you want for the community).
<input type="checkbox"/>	<input type="checkbox"/>	Is the plan designed specifically for the site or is it a “stock” plan?
<input type="checkbox"/>	<input type="checkbox"/>	Is the street lined with living units, retail, or office space, rather than parking lots or garages? Do windows, entrances, and front porches face the street?
<input type="checkbox"/>	<input type="checkbox"/>	Is parking hidden from the street? For example, for large projects are there multiple, smaller parking lots located to the side or in back of the buildings? Or is parking provided in a structure or lot, that doesn’t dominate the site?
<input type="checkbox"/>	<input type="checkbox"/>	Are there shared, outdoor spaces designed so that they can be used for barbecues, children’s play, community gardens, or similar activities?
<input type="checkbox"/>	<input type="checkbox"/>	Do windows overlook shared outdoor spaces?
<input type="checkbox"/>	<input type="checkbox"/>	Does each unit have some private, usable outdoor space, such as a patio, balcony, or small yard?
<input type="checkbox"/>	<input type="checkbox"/>	Does the landscaping complement the buildings?



Appendix B



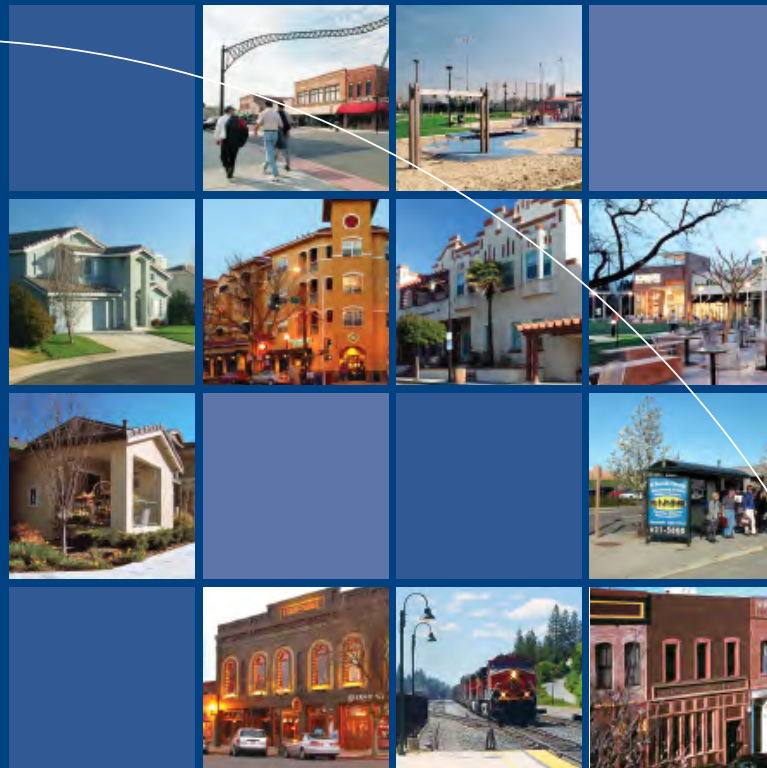
CHECKLIST FOR BICYCLE AND PEDESTRIAN SAFETY

The following is from the American Planning Association’s Safe Growth America Checklist. It is to be used to evaluate both existing and proposed development.

yes	no	NA	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Are sidewalks relatively smooth?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Are sidewalks free of debris and obstructions- who maintains?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Are there sidewalks on both sides of the street?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Are there ramps in sidewalks at corners and on medians?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Is there shade to protect pedestrians from the sun?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Are there places for pedestrians to sit and rest?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Is drinking water available for bicyclists or pedestrians?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Are there bike paths or bike lanes? (Class I, II, or III)?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Are bike paths/lanes and sidewalks free of blind spots so that entering pedestrians, bicycles, or motor vehicles are visible?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Are sidewalks and bike paths/lanes free of obstacles such as road signs?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Do sidewalks or bike paths/lanes terminate logically?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Are there crosswalks at intersections?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Are crosswalks well marked?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Are there crossing signals at busy intersections?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Are there medians in the middle of wide streets?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Is lighting along sidewalks adequate?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Is the area free of solid walls that limit visibility?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Are there telephones to make emergency calls?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Is there either residential or commercial activity that provides "eyes" on the path?

Examples from the Sacramento Region of
THE SEVEN PRINCIPLES OF SMART GROWTH

Better Ways to Grow



Smart Growth

Quality of life concerns are driving communities throughout the State of California and the nation to make growing smarter a top priority. Nowhere is this mission more important than in the six-county Sacramento Region, which is experiencing some of the fastest growth in the state. The region's political leaders—from Colfax to Isleton and Winters to Placerville—are working together under the umbrella of the Sacramento Area Council of Governments to address these concerns through the Sacramento Region Blueprint: Transportation/Land Use Study. This booklet is part of that effort, and provides some examples of what the region's communities can accomplish when they seek to grow smarter.

Smart growth. Good growth. Sustainable development. Whatever the terminology, the goals are the same: to preserve and enhance the quality of life for the region's citizens. Good growth does this by promoting a sense of community in new and expanding areas while protecting the integrity and vitality of existing communities—thereby strengthening the region as a whole.

Davis Commons. Placerville's Historic Downtown. Roseville's Sierra Crossings. Beermann's Beerwerks in Lincoln. These and the many other examples on the following pages show how the region's government leaders have implemented the following good growth concepts, widely accepted to encourage more livable communities:

- Provide a variety of **transportation choices**
- Offer **housing choices** and opportunities
- Take advantage of **compact development**
- Use **existing assets**
- **Mixed land uses**
- Preserve open space, farmland, natural beauty, through **natural resources conservation**
- Encourage distinctive, attractive communities with **quality design**

Every community in the Sacramento Region has examples of these good growth principles to share, and the examples included here are not meant to be comprehensive. But there is at least one from every jurisdiction. Those jurisdictions are to be commended for their foresight and creativity and encouraged as they work to grow smart in the future.

PRINCIPLE 1

Transportation Choices

Community design can help encourage people to walk, ride bicycles, ride the bus, ride light rail, take the train or car-pool. For example, streets can be designed to include dedicated bike lanes or special lanes for bus rapid transit. Community design can encourage people to make more trips closer to home, making walking or biking easier. As more people walk, bike, or ride the bus, congestion and air pollution are reduced.

1
El Dorado County
El Dorado Multimodal Transportation Facility
Residents can park their cars or bikes at the facility and commute via El Dorado Transit. Commuters can utilize shopping and services within walking distance of the facility.

2
City of Galt
Deadman Gulch Trail System
The popular trail system connects to three parks, one school, and multiple residential developments. The City of Galt has zoned more homes along the trail and plans to link it to a future commercial retail development.

3
City of Colfax
Multimodal Station
The City of Colfax is turning its historic Colfax Depot into a Multimodal Transportation Station by adding new parking, an automated ticket booth, and a passenger platform. Plans to renovate the building exterior and landscaping are in the works. Colfax is served daily by Amtrak passenger rail and by a feeder bus line that connects to the Capitol Corridor train.



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PRINCIPLE 2

Housing Choices

Providing a variety of places where people can live—apartments, condominiums, townhouses, and single-family detached homes—creates opportunities for the variety of people who need them—families, singles, seniors, and people with special needs. This issue is of special concern for the very low-, low-, and moderate-income people for whom finding housing, especially housing close to work, is challenging. By providing a diversity of housing options, more people have a choice.

Compact Development

Creating environments that are more compactly built and use space in an efficient but more aesthetic manner can encourage more walking, biking, and public transit use.

1
City of West Sacramento
Metro Place
 Metro Place's new townhomes are alluring because of the development's proximity to the River Walk, Downtown Sacramento, and Raley Field. Nine out of the 44 units are affordable and ten live-work loft units are scheduled.

2
City of Sacramento
Fremont Building
 This landmark near the Capitol combines three levels of residential over retail commercial development. Kitty-corner from a park and located less than two blocks from light rail, the Fremont Building continues to be fully leased. Density is 77 units per acre.

3
City of Elk Grove
Laguna Pointe
 Twenty percent of Laguna Pointe's homes are affordable. The units are built on petite lots, with small pedestrian-friendly streets, allowing for greater density. Lot sizes average 2,500 square feet and density is 10 units per acre.



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Use Existing Assets

Focusing development in communities with vacant land or intensifying development of underutilized land can make better use of public infrastructure, including roads. Building on existing assets can also mean refurbishing historic buildings or clustering buildings more densely in suburban office parks.

Mixed Land Uses

Building homes together with small businesses or even light industry is called “mixed-use” development, and it has proven to create active, vital neighborhoods. There are many examples of this type of development: a housing project near an employment center; a small shopping center near houses; or a high-rise building with ground-floor retail and apartments or condominiums upstairs. Mixed-use development near transit can boost ridership.

1
City of Yuba City
Town Center Project
 Yuba City is avoiding the trends of strip development, residential growth into agricultural lands, and loss of employment to competing locations. The City's general plan focuses instead on revitalizing the downtown district, improving the riverfront, and creating a Town Square commercial district.

2
City of Davis
Aggie Village/Davis Commons
 This grassy “gateway” to Davis pairs convenient parking with bicycle and pedestrian access. Its proximity to the neighborhood of Aggie Village, a development of petite-lot homes and pedestrian-friendly streets, makes it a prime example of a “walkable” mixed-use development.

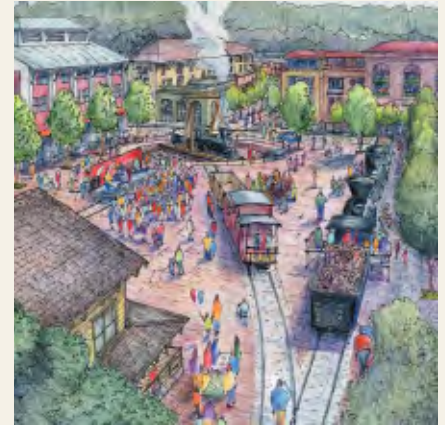
3
City of Folsom
Folsom Historic Railroad Block
 This six-acre mixed-use development will profit from the pedestrian traffic of the future adjoining light rail station in Historic Downtown Folsom. By 2005, plans call for construction of an 88-room hotel, 67,000 square feet of retail, 26 live-work lofts, 140 rental units, and a 60,000 square foot plaza.



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Natural Resources Conservation

Our quality of life is better when we have clean air to breathe and water to drink, and when we can experience the outdoors—in parks and greenbelts or in natural places. To ensure healthy and attractive natural environments we must preserve and maintain our open spaces and natural places and conserve the most productive farmland. Community design can help accomplish this by encouraging energy-efficient design, water conservation and storm water management, and the planting of shade trees to reduce ground temperatures in the summer.

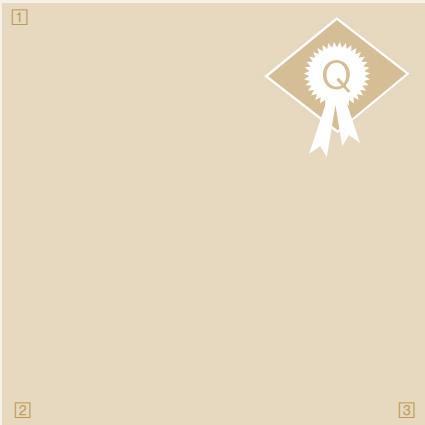
Quality Design

How projects are developed, how they are oriented in relationship to the street, how well designed their façades are, if they have setbacks and where their garages are placed, all contribute to a community's attractiveness. This also influences how much people like to walk or bike and contributes to community pride and sense of ownership.

1
City of Auburn
Auburn Promenade
 Once home to the Auburn Hotel, the newly renovated Auburn Promenade now leases its historic charm and style to businesses. Employees have immediate access to all of the pedestrian-friendly downtown.

2
City of Woodland
Krellenberg Court and Beamer Place
 These 19th Century buildings were renovated with sensitivity to their historical features. Pedestrians can't pass by without being lured in by tempting shops and the charming architecture. A paseo links the front sidewalk to the rear patio, while providing the shops more window space.

3
City of Sacramento
Del Paso Nuevo
 Construction continues on the "neo-traditional" project that imitates the small, pre-World War II-style neighborhood model. Three hundred homes will cluster around a town center. Attractive walkways and narrow roads will connect them to adjacent public services and stores.



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Appendix D

Implementation Measures Considered but Not Included

City Staff considered the following strategies but did not include them in the matrix at this time because they did not appear to meet Roseville's character and/or objectives at this time.

- 1.** Retrofit existing super-blocks and cul-de-sac/walled street networks. (Would not be popular in existing neighborhoods)
- 2.** Consider opportunities for the redevelopment of single uses into mixed-use development. (Examples include reusing buildings for multiple uses or redevelopment of single use sites into joint uses-commercial, residential, public. *Staff did not include this because it is unclear what this would pertain to.*)
- 3.** Establish a committee or group to provide recognition to projects that are exemplary examples of compact development and/or quality (i.e., a development rating and/or award program on a yearly basis. *In other communities where this has been used, the rating committee was formed independant-ly of the City, as independant group. It is unclear how this would be implemented, and possibly most effective as an independant body.*)
- 4.** Amend Community Design Guidelines to encourage new development to use neo-traditional neighborhood design to reach density objectives (15 du/ac) identified by the Blueprint Project. Measures could include grid street pattern. *(Too specific design criteria- need to examine this objective on a case by case basis.)*
- 5.** Encourage compact office parks and corporate campuses. *(applicable in limited areas)*
- 6.** When considering infill development, manage the transition between higher- and lower- density neighborhoods, by providing a transition from lower to higher densities, or other appropriate buffers such as open space, integrated streets, etc. *(The City already considered adjacencies when evaluating development. Also, the General Plan indentifies compatible adjacent land uses.)*
- 7.** Consider the following website when reviewing compact development: <http://www.designadvisor.org/>. This website includes tools to help evaluate compact development. *(While this is a very helpful tool that should be considered, it seemed to focus on very specific criteria. Staff did not want to endorse one particular website over another that the City is not affiliated with.)*
- 8.** Consider amending the General Plan to support high density housing mix including:
 - Attainable housing
 - Increased densities
 - Land use that supports transit*(Existing General Plan has criteria to support affordable housing, etc. Other Implementation Strategies cover these topic areas as well.)*
- 9.** Establish revolving loan funds for historic preservation activities. (Few historic resources in Roseville this would apply to)
- 10.** Use SACOG staff for assistance in reviewing development projects for consistency with the Blueprint project *(This was not included because staff believes it should be used on a case by case basis -- i.e., large controversial projects etc., and not as an ongoing implementation measure. SACOG Blueprint should be used to weigh and evaluate regional objectives against Roseville's values and interests.)*