



AGENDA

April 26, 2018

PLANNING COMMISSION MEETING

7:00 p.m.

City Council Chambers
311 Vernon Street
Roseville, California

- 1. CALL TO ORDER**
- 2. ROLL CALL**
- 3. PLEDGE OF ALLEGIANCE**
- 4. PUBLIC COMMENTS**

Persons may address the governing body on items not on this agenda. Speakers shall restrict their comments to issues that are within the subject jurisdiction of the governing body and limit their comments to three (3) minutes per person. The Brown Act, with certain exceptions, does not permit the governing body to discuss or take action on issues that are not listed on the agenda.

5. CONSENT CALENDAR

5.1. MINUTES OF APRIL 12, 2018

6. REQUESTS/PRESENTATIONS

6.1. DTSP PCL DT-4 ROSEVILLE JUNCTION CROSSING; 120 PACIFIC ST; FILE #PL16-0115 AND FILE #PL18-0036

Recommendations: Pass a motion to

A. Adopt the two (2) findings of fact and approve the Minor Design Review Permit subject to one-hundred and six (106) conditions of approval; and,

B. Adopt the three (3) findings of fact and approve the Tentative Map subject to thirty-five (35) conditions of approval.

Applicant: Ardie Zahedani, St. Anton Communities. **Owner:** Scott Diffenbaugh, Placer Equity Loans & City of Roseville. (McColl)

- 7. BOARD MEMBER / COMMISSIONER / STAFF REPORT**
- 8. ADJOURNMENT**



PLANNING COMMISSION COMMUNICATION

Title: MINUTES OF APRIL 12, 2018

Contact:

Meeting Date: 4/26/2018

Item #: 5.1.

ATTACHMENTS:

Description

April 12, 2018 draft minutes



**Planning Commission Meeting
April 12, 2018 – 7:00 p.m.
Draft Minutes**

I. CALL TO ORDER

II. ROLL CALL

Planning Commissioners Present

Bruce Houdesheldt, Chair
Krista Bernasconi
Erich Brashears
Tracy Mendonsa

Staff Present

Greg Bitter, Planning Manager
Derek Ogden, Senior Planner
Tricia Stewart, Senior Planner
Michelle Sheidenberger, Assistant City Attorney
Lupe, Recording Secretary

Planning Commissioners Absent

Joseph McCaslin, Vice-Chair, *Excused*
Justin Caporusso, *Excused*
Charles Krafka, *Excused*

III. PLEDGE OF ALLEGIANCE

Commissioner Brashears led those in attendance in the Pledge of Allegiance.

IV. PUBLIC COMMENT

Chair Houdesheldt opened the Oral Communication.

- Kumi Wickramasinghe, 314 Folsom Road, had concerns and questions about an upcoming private commercial office project on Ben Ezra. She was concerned about traffic and how it might affect the safety of the children that attend Kumi's Montessori. She asked how long construction would last. She also requested to be added to the mailing list. Greg Bitter indicated Planning staff would contact her directly to discuss her concerns.

Chair Houdesheldt closed the Oral Communication.

V. CONSENT CALENDAR

Chair Houdesheldt asked if anyone wished to remove any of the items from the Consent Calendar for discussion.

Hearing none, Chair Houdesheldt asked for a motion to approve the Consent Calendar as listed below:

A. MINUTES OF MARCH 22, 2018

MOTION

Commissioner Bernasconi made the motion, which was seconded by Commissioner Mendonsa, to approve the Consent Calendar item.

The motion passed with the following vote:

Ayes: Bernasconi, Brashears, Mendonsa, Houdesheldt

Noes: None

Abstain: None

VI. NEW BUSINESS

A. DOWNTOWN CODE AMENDMENT – REGULATIONS RELATED TO ALLOWED USES IN THE DRY CREEK MIXED USE (DT-7) DISTRICT – FILE # PL18-0093.

Planning Manager, Greg Bitter, presented the staff report and responded to questions.

Chair Houdesheldt opened the public hearing and invited comments from the audience.

Public Comment:

- None

Commission Discussion:

- Is the courthouse on Royer Street owned by the City? What currently occupies that space?

Chair Houdesheldt closed the public hearing and asked for a motion.

MOTION

Commissioner Mendonsa made the motion, which was seconded by Commissioner Bernasconi, to recommend that the City Council amend Chapter 2, Subsection 2.3.2 (Detailed Land Use Matrix) of the Roseville Downtown Code to allow the College and University, Vocational School and Specialty School land use types as principally permitted uses within the DT-7 District.

The motion passed with the following vote:

Ayes: Bernasconi, Brashears, Mendonsa, Houdesheldt

Noes: None

Abstain: None

B. WIRELESS TELECOMMUNICATIONS FACILITIES IN THE RIGHT-OF-WAY – CITYWIDE ORDINANCE, 311 VERNON ST – FILE # PL18-0100.

Senior Planner, Derek Ogden, presented the staff report and responded to questions.

Chair Houdesheldt opened the public hearing and invited comments from the audience.

Public Comment:

- None

Commission Discussion:

- With the City's robust street lighting, it makes sense to utilize light poles instead of building in the right-of-way.
- Is there a revenue difference for a telecommunication pole that is in the right-of-way versus co-location?
- Could a telecommunication pole be located in the median right-of-way?

Chair Houdesheldt closed the public hearing and asked for a motion.

MOTION

Commissioner Bernasconi made the motion, which was seconded by Commissioner Brashears, to recommend the City Council consider and adopt the amendment to Chapter 19.34 of the Roseville Municipal Code (RMC) regarding the placement of telecommunication facilities.

The motion passed with the following vote:

Ayes: Bernasconi, Brashears, Mendonsa, Houdesheldt

Noes: None

Abstain: None

C. ZONING ORDINANCE AMENDMENT RELATED TO ACCESSORY DWELLING UNITS – CITYWIDE – FILE # PL18-0095.

Senior Planner, Tricia Stewart, presented the staff report.

Chair Houdesheldt opened the public hearing and invited comments from the audience.

Public Comment:

- None

Commission Discussion:

- With the increase need for housing, this is a great idea.

Chair Houdesheldt closed the public hearing and asked for a motion.

MOTION

Commissioner Brashears made the motion, which was seconded by Commissioner Bernasconi, to recommend the City Council consider and adopt the Ordinance amending Title 19 – Zoning related to Accessory Dwelling Units.

The motion passed with the following vote:

Ayes: Bernasconi, Brashears, Mendonsa, Houdesheldt

Noes: None

Abstain: None

VII. REPORTS: COMMISSION/STAFF

Staff Reports

- Staff will have one item to present at the April 26, 2018 Planning Commission Meeting.
- There will not be a May 10, 2018 Planning Commission Meeting.

Commissioner Reports

- Dry Creek Greenway Multi-Use Trail Project Community Workshop was well attended. It will be great to have the trail completed.

VIII. ADJOURNMENT

Chair Houdesheldt asked for a motion to adjourn the meeting.

MOTION

Commissioner Mendonsa made the motion, which was seconded by Commissioner Bernasconi, to adjourn the meeting.

The motion passed unanimously at 7:39 p.m.



PLANNING COMMISSION COMMUNICATION

Title: DTSP PCL DT-4 ROSEVILLE JUNCTION CROSSING; 120 PACIFIC ST; FILE #PL16-0115 AND FILE #PL18-0036

Contact:

Meeting Date: 4/26/2018

Item #: 6.1.

ATTACHMENTS:

Description

Staff Report

Attachment 1 - Old Town Roseville Parking Study

Attachment 2 - Economic Impact Analysis

Attachment 3 - Noise Technical Report

Attachment 4 - Applicant's letter

Attachment 5 - CEQA Memo

Attachment 6 - SACOG Letter

Exhibit A - Project Plans

Exhibit B - Tentative Map



Planning Division Staff Report
Planning Commission Meeting

April 26, 2018

Prepared by: Gina McColl, Associate Planner

ITEM 6.1: **MINOR DESIGN REVIEW PERMIT & TENTATIVE MAP – 120 PACIFIC STREET – DTSP
DT-4 ROSEVILLE JUNCTION CROSSING– FILE # PL16-0115 & PL18-0036**

REQUEST

The applicant requests approval of a Minor Design Review Permit to allow a four-story, approximately 80,460 square foot, 80-unit affordable multi-family residential building, with associated parking. A Tentative Subdivision Map is also requested to allow the merging and resubdivision of 11 parcels, totaling approximately 1.38 acres, into two parcels (Parcel 1 = 0.07 acres, Parcel 2 = 1.31 acres), with right-of-way abandonments and dedications, consistent with Government Code Section 66499.20.2.

Applicant – Ardie Zahedani, St. Anton Communities
Property Owner – Scott Diffenbaugh, Placer Equity Loans & City of Roseville

SUMMARY RECOMMENDATION

The Planning Division recommends that the Planning Commission take the following actions:

- A. Adopt the two (2) findings of fact and approve the Minor Design Review Permit subject to one-hundred and six (106) conditions of approval; and
- B. Adopt the three (3) findings of fact and approve the Tentative Map subject to thirty-five (35) conditions of approval.

SUMMARY OF OUTSTANDING ISSUES

This project includes two entitlement requests, a Minor Design Review Permit (MDRP) and a Tentative Subdivision Map. Typically only the map requires Planning Commission action, however, a verbal request for a public hearing was received for the MDRP application from Richard Ryan, a property owner and business owner in close proximity to the project site. Because evaluation of the MDRP is reliant on the evaluation of the Tentative Map, both entitlements are before the Planning Commission for action at this time.

At time of publication of this report, no formal letters of concern have been received on the project. The applicant has hosted two neighborhood meetings on the project and at both meetings, concerns regarding the project were expressed by the attendees. The first neighborhood meeting was held on September 21, 2016, and approximately 10 property owners, business owners and/or residents were in attendance. Concerns were expressed regarding parking impacts and economic impacts to the Old Town Commercial (DT-4) area. Following the neighborhood meeting a parking study and an economic impact study were prepared to address the property and business owner's concerns. The details of the studies are described in the Background and Evaluation sections below. The second neighborhood meeting was held on April 11, 2018, and was attended by approximately 15 property and business owners. Similar to the first meeting, concerns were expressed regarding impacts to parking and the desire for additional public parking near the project site and within the DT-4 district in general. Attendees expressed the belief that the loss of parking would result in the loss of customers and the possible closure of some businesses. During this second meeting, staff made attendees aware of the parking and economic impact studies. Regardless of the studies, attendees continue to believe the project would have a negative impact on businesses within the DT-4 district and want additional parking added to the area before the Junction Crossing project is completed.

BACKGROUND

Project Location

The project site is located within the City's Old Town Commercial-Historic District (DT-4 district) within the Downtown Specific Plan (DTSP) area. The project site includes 11 parcels and City right-of way, totaling approximately 1.38 acres, bound by Church Street, Pacific Street, and the Washington Boulevard undercrossing (see Figure 1). The site is currently developed with approximately 50 at-grade public parking spaces, a commercial building, a former water well building, landscape area, plaza space, and previously developed or disturbed area.

Figure 1 - Project Location



Downtown Specific Plan

The DTSP is the result of the City's successful Downtown Visioning Project, which began in 2005 and included a series of workshops, community meetings, and investment of over 900 citizen hours, culminating with a clear vision for the Downtown area. In February 2006, the City Council directed staff to develop a specific plan and Environmental Impact Report (EIR) to implement the Downtown Vision. A 26 member Steering Committee was formed and tasked with finalizing the vision statement for the Downtown, identifying and prioritizing needed improvements, and producing a preferred development plan for the Downtown. The Committee worked in conjunction with the Roseville Revitalization Committee (RRC) to develop a conceptual phasing and implementation plan. From discussions and input received during multiple Steering Committee and RRC meetings, staff completed the DTSP. In conjunction with the DTSP, the Downtown Code was created for the purpose of encouraging public and private investment within the plan area through a regulatory framework that is consistent with the Vision and the DTSP. Community input was received during the Downtown Visioning Project, at the Steering Committee and RRC meetings, as well as at the nine public hearings on the DTSP and Downtown Code.

The DTSP and Downtown Code were adopted by City Council on April 1, 2009. The DTSP provides the vision and policies for redevelopment, revitalization and intensification of the 176 acre core of Roseville, including Historic Old Town, Vernon Street, and Royer and Saugstad Parks. The DTSP assumed that approximately 1,020 new residential units and 4.4 million square feet of development would be added in the plan area over a 20-year period. A comprehensive Environmental Impact Report (EIR) that evaluated potential impacts from the assumed development in the DTSP area was also certified for the specific plan. Unique to the plan area, parcels within the DTSP area are subject to the design and development standards within the Downtown Code rather than the Zoning Ordinance.

The Roseville Junction Crossing project site was identified as a catalyst site in the DTSP. Catalyst sites were chosen based on location, ownership, parcel size, feasibility of development, and the ability for development to further the major objectives associated with ensuring the further success of the plan area. In order to help expedite Downtown development, pre-development plans were generated for the catalyst sites (aka Pre-Design plans). The Pre-Design plans were reviewed by various City departments and outside agencies and determined to meet the standards for development in the DTSP area. Chapter 9 of the Downtown Code provides conditions for development of the catalyst site projects.

The Pre-Design for the Roseville Junction Crossing site included a multi-level approximately 400 space parking garage (of which approximately 273 spaces would be available for public parking) wrapped by a four story approximately 90,900 square foot mixed use building. At the time the DTSP was adopted, the parking structure portion of the Pre-Design project was to be funded with Redevelopment Bond funds. With the dissolution of Redevelopment, this funding source evaporated.

The DTSP does not require a Pre-Design project be constructed; rather, the intent of the Pre-Design plans is to offer an incentive to developers by outlining a predictable review process. Modifications to the Pre-Design project and/or development of catalyst sites are reviewed through the MDRP process.

DTSP Parking Study

During preparation of the DTSP, the City's traffic consultant, Fehr & Peers, conducted a parking demand study. The parking study evaluated existing parking demand (in 2009) and anticipated demand based on the assumed ultimate development potential identified in the DTSP. The DT-4 district and the areas surrounding the 100 and 200 blocks of Vernon Street were the only locations where a parking shortfall was identified. The DTSP identified strategies for addressing these shortfalls including providing public parking lots and garages, and encouraging mixed use projects, shared parking, alternative transportation, and development of a Downtown parking management plan. The DTSP designated the plan area as a pedestrian area and the parking strategies encourage a "park once" mentality with the reduction of on-site parking requirements directing parking to public facilities. The DTSP recommends providing additional parking opportunities when the parking demand exceeds 80% of the available parking. To address a portion of the anticipated parking shortfall, the City initiated the construction of Oak Street parking garage, a 429 space multi-level parking garage adjacent to the 200 block of Vernon Street that will be completed this spring. As development continues to occur in the DTSP, projects shall provide the required parking on-site or pay in-lieu fees toward the construction of the additional public parking facilities. Projects will need to verify they do not increase the parking impacts beyond those anticipated in the DTSP.

Exclusive Right to Negotiate

As mentioned, the project site includes 11 parcels and right-of-way area. All but two of the parcels are currently owned by the City of Roseville. The City Council has approved an Exclusive Right to Negotiate Agreement (ERN) with the applicant/developer, St. Anton Communities. The ERN provides the applicant a pathway for purchasing the property from the City, entitling the project and building the project. One of the requirements of the applicant is to work in good faith towards Planning Commission action on the necessary entitlements.

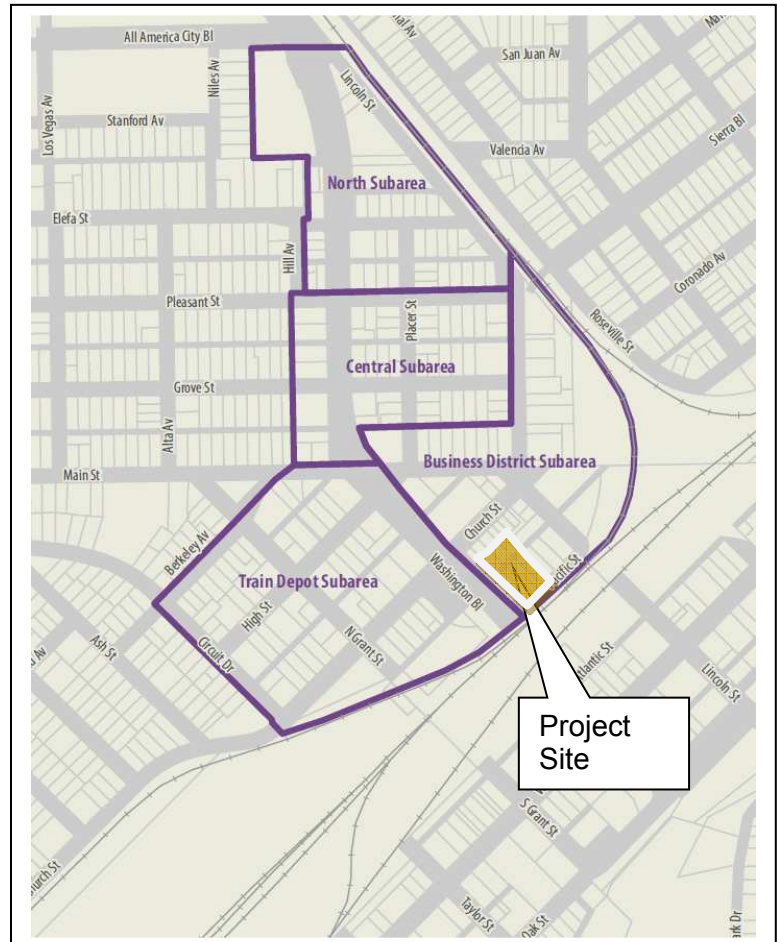
Capitol Corridor Third Track Project (3rd Track) and Historic Old Town Parking

The City of Roseville has been working with the Capitol Corridor Joint Powers Authority (CCJPA) for several years on their project to expand rail service from Roseville to Sacramento. The CCJPA project, referred to as the 3rd Track project, would expand rail service, add a new layover facility and ultimately add a new track (the “3rd Track”) between Roseville and Sacramento. An Environmental Impact Report (EIR) was completed for the 3rd Track project and included a mitigation measure to prohibit the 3rd Track service expansion until sufficient all-day and multi-day parking supply is provided to meet the demands from the increase ridership.

Figure 2 - HOT Parking Study Area

To address the parking mitigation measure and determine the parking impacts from the 3rd Track project, the Historic Old Town (HOT) Parking Study was completed on September 26, 2017. For the purpose of the parking study, the HOT area included the area near the train station, the DT-4 district (referred to as the Business District in the parking study), and the DTSP neighborhoods north the DT-4 district (see Figure 2). The HOT Parking Study identified the current parking supply in HOT, the 3rd Track project impacts to the current parking supply, the anticipated near term (Phase 1) and long term parking demands from the 3rd Track project, and identified locations and designs for parking areas to meet the parking demand of the 3rd Track project. The parking study also considered the parking impacts from the Junction Crossings project.

The HOT Parking Study (Attachment 1) identified the highest parking demand areas as near the Train Depot and within the DT-4 district. The HOT Parking Study concluded that the peak parking demand within the DT-4 district occurs at 7 pm on Fridays. During this period of peak parking demand, the study shows there is 74% utilization of the existing 532 parking spaces, leaving 136 spaces available (see Table 2 of the HOT Parking Study). The study therefore concludes that adequate parking is currently available to support the Junction Crossing project needs as well as the current DT-4 District needs. Additional parking would be needed with the near term and long term phases of the 3rd Track project and/or once parking utilization exceeds 80% of the available parking.



The HOT Parking Study was presented to the City Council on October 18, 2017, for feedback on several parking mitigation options. Council provided staff with the following feedback:

- Support of Alternative 2 for an at-grade parking lot adjacent to the proposed layover facility as depicted in Figure A-29, to address the near term parking shortfall from Phase 1 of the 3rd Track project;
- Support for staff investigation of partnerships to leverage underutilized private parking and structuring lease agreements;

- Support for staff investigation of Transportation Demand Measures for parking;
- Support for the creation of additional on-street parking supporting the Train Depot as depicted in Alternative 1 (Figure A-31); and
- Support for development of two separate parking structures to service long term conditions, one located directly adjacent to the train station platform to serve the Train Depot and the second located near the proposed layover facility to serve the DT-4 district.

With this direction, Council supported alternative parking supply options that would not rely on a public parking garage on the Junction Crossing project site.

On October 18, 2017, the City Council adopted Resolution 17-441 approving a Memorandum of Understanding (MOU) between CCJPA and the City of Roseville to outline the collaborative process used to identify, fund, and construct the additional parking required of the 3rd Track project as identified in the HOT Parking Study. While the layover facility may not ultimately be constructed at the location described in the HOT Parking Study, the City is in discussions with Union Pacific Rail Road (UPRR) to pursue acquisition of the 3 acres depicted in Figure A-29 for the development of additional parking within the DT-4 district.

FINDINGS & EVALUATION

The evaluation section of this report includes an analysis of each of the requested entitlements. Each of the entitlements are analyzed for consistency with the goals and policies of the applicable regulations (i.e. the General Plan, Zoning Ordinance, DTSP, Downtown Code, and Community Design Guidelines (CDG)).

MINOR DESIGN REVIEW PERMIT

As mentioned, the Roseville Junction Crossing project includes a four-story, approximately 80,460 square foot, 80-unit apartment building wrapped around an at grade parking area, as shown in Figure 3. Additional site improvements include installation of a public sidewalk along the frontage of the project, relocation of dedicational bricks, relocation of a monument recognizing the first transcontinental railroad in Roseville, and landscaping.

Figure 3 – Washington Bl. & Church St. Elevations



Pursuant to Chapter 19.74 of the Zoning Ordinance, the following findings shall be made to approve a MDRP application:

- 1. The project is within the Downtown Specific Plan area and is consistent with the design guidelines and regulations outlined within the Downtown Code; and***
- 2. The proposed improvement complies with all applicable standards and requirements of the Downtown Code, with the applicable goals, policies and objectives set forth in the General Plan and the Downtown Specific Plan.***

The Roseville Junction Crossing project has been reviewed for consistency with the DTSP and the Downtown Code through the MDRP process. The Downtown Code includes development standards and design guidelines. The following is an evaluation of the project's conformance with the Downtown Code standards and guidelines.

Development Standards

As mentioned, the project is located within the DTSP Old Town Commercial (DT-4) district. The DT-4 district promotes development of the City's original commercial core and the implementation of a mixed use, retail, restaurant, entertainment and residential district while preserving the historic nature of this area. Parcels within the DT-4 district have a zoning designation of Historic District with a Special Area overlay of Old Town Commercial (HD/SA-DT-4). Multi-family residential is a permitted use in the HD/SA-DT-4 district.

The project was evaluated for compliance with the Downtown Code HD/SA-DT-4 development standards, as follows:

Junction Crossing - HD/SA-DT-4 Development Standards		
<i>Standard</i>	<i>Required</i>	<i>Proposed</i>
Front Setback	0 -10 feet	Varies, 10 feet typical
Side & Rear Setback	0 feet	Varies, 10 feet minimum
Maximum Height	Four Story (60 feet)	Four Story (55 feet)
Minimum FAR	1.5	1.57*
Maximum FAR	3.0	
Minimum Density	16 units /acre	60 units/acre
Maximum Density	As determined by the FAR or 32 units/acre, whichever is greater	
Parking	0.5 spaces/unit = 40 spaces	86 spaces (36 spaces available for public parking, 3 spaces reserved for 127 Church Street)

*The FAR is based on net acreage after the area dedicated to public parking has been removed.

The DT-4 development standards encourage buildings to be built to or near the property lines and allow higher density development than other areas of the City. The project setbacks vary, but on average, meet the maximum setback of 10 feet from the property lines. The project exceeds the minimum Floor Area Ratio (FAR) requirements and density requirements with the exclusion of the area dedicated to public parking. Since the adoption of the DTSP, State legislation (AB 744) has been adopted requiring cities to reduce the parking requirements for affordable housing projects near transit facilities. The City has yet to update the Downtown Code to reflect the State mandates. Regardless, the City is required to abide by the State parking standards of 0.5 parking spaces per studio or 1 bedroom unit. The Roseville Junction Crossing project meets the State criteria for this parking standard, and based the number and type of units, is required to provide 40 parking spaces. The project exceeds the parking requirement by providing a total of 86 parking spaces either at-grade or in tuck-under spaces. While the project

exceeds the parking requirements, due to the public concern expressed over parking in the area, additional evaluation of parking is provided below.

As demonstrated in the above table, the project complies with the development standards for the DT-4 district.

Design Guidelines

The Downtown Code includes design guidelines (Chapter 5) that apply to all improvement projects in the Downtown area, including exterior remodels and new buildings. The Downtown Code overall design principles are intended to promote sound architectural practices, encourage buildings to retain or repeat traditional façade components, develop a steady rhythm of façade widths, create a comfortable scale of structures, and distinguish between the upper and lower floors. The following discussion highlights the project's compliance with the Downtown Code design guidelines:

- 5.3 Site Planning – The building mass wraps the property and is located within the maximum 10 feet setback. The common use areas, such as the lobby, fitness room, and leasing areas are placed along the ground floor of the Church and Pacific Street frontages to place the more public type uses on the street. All residential units face the street or the parking areas to place “eyes” on these public areas. Walk-up units are provided on the ground floor to further activate the street. The parking and trash areas are located behind the building. The existing access to the parking area is maintained. A new pedestrian path will connect Church Street to the parking area and will allow for the relocation of dedication bricks and the Transcontinental Railroad monument. New sidewalks will wrap the project frontage and will connect Church Street to Pacific Street along the Washington Boulevard undercrossing frontage. The project respects the adjacent buildings through consideration of mass, rhythm and setbacks. The façade breaks add visual interest to the building elevation and segregate the building into shorter sections to respect the historic rhythm of the property widths.
- 5.4 Architectural Guidelines –The residential units are elevated above the pedestrian realm and include patios. The first floor common area provides tall storefront windows and canopies. The façade is divided into smaller increments by incorporating façade breaks, varied roof heights, and varying the setback. Balconies are incorporated into the building design to break up the building mass and provide visual surveillance of the street. The building provides a well-defined base, middle, and top. The Church and Pacific Street corners have been articulated. The building materials include color and texture with the introduction of the traditional brick material on the ground floor, are of high quality, and are harmonious with adjacent buildings.
- 5.5 Plaza, Paseos, & Courtyards – As an amenity the project will provide public benches and landscape areas along Church Street. Due to the existing noise levels at the project site, common outdoor space cannot be provided (see Noise Analysis, Attachment 3). Common indoor gathering and fitness areas are provided within the building.
- 5.8 Landscape Guidelines – The project includes a balance of trees, shrubs, groundcover, vines and hardscaping to enhance the architecture. The street trees will be provided along the frontage as part of the sidewalk improvements required of the project. The project has been conditioned to comply with the Water Efficient Landscape Ordinance requirements and the final landscape plans will be reviewed for conformance with the Downtown Code standards. The project has also been conditioned to repair and replace any existing landscaping damaged during the project construction.
- 5.9 Lighting – Lighting levels should be sufficient for safety yet should not cause light spillage onto adjacent properties. New pedestrian lighting will be added along all new pathways and will match the existing street lighting in the area. As conditioned, the exterior lighting details will be reviewed with the building permit and will be reviewed for conformance with the Downtown Code.

As summarized above, the project complies with the intent of the Downtown Code design guidelines.

Parking

The project location currently contains approximately 50 public parking spaces and with development of the Junction Crossing project will provide 36 publicly available parking spaces. The DTSP identified the site as having the potential to provide 273 public parking spaces within a joint private/public parking garage. As mentioned above, the anticipated Redevelopment Bond funding for the public portion of the garage is no longer available. The HOT Parking Study determined that the public parking anticipated for the site could be accommodated elsewhere in the plan area. As described above, the study identified locations for future parking facilities. Council expressed support for the development of these alternative parking facilities that would provide for public parking without relying on the Roseville Junction Crossing project to provide a public parking garage. The City is in discussion with UPRR regarding property acquisition for future parking facilities.

The HOT Parking Study concluded that, within the DT-4 district, there is 74% utilization of the existing 532 parking spaces during peak parking demand (7 pm Friday), leaving 136 spaces available (see Table 2 of the HOT Parking Study). The study determined that the Roseville Junction Crossing project would create a demand for 43 parking space. The project exceeds the anticipated demand and provides 47 parking spaces reserved for the residents of the project. Additionally the project will provide 36 parking spaces made available for public use and three spaces dedicated to the tenants/customers of 127 Church Street, for a total of 86 parking spaces. The HOT parking study found that additional parking was not needed for the Roseville Junction Crossing project, but would be needed with Phase 1 of the 3rd Track project. As mentioned above, the Council will develop a plan for providing the additional parking in coordination with CCJPA with the 3rd Track project.

As mentioned, in addition to the HOT Parking Study, parking was evaluated with the DTSP. The DTSP EIR evaluated the amount of parking required based on the anticipated number of residential units and square footage. The following table shows the DTSP anticipated amount of new residential units and square footages for the DT-4 district at buildout and the remaining amount of units and square footage that would be available following completion of the proposed project:

<i>Projected Build-out within DT-4</i>		<i>Proposed Project</i>	<i>Remaining</i>
New Residential Units	134	80	54
New Square Footage	646,213	80,460	565,753

As demonstrated above, the project will reduce the amount of units and square footages available for future development within the DT-4 district under the DTSP EIR, but will not increase the cumulative amount of residential units or square footages beyond what was anticipated for the DT-4 district. As the project will not exceed the anticipated number of residential units or square footages, no new parking impacts beyond those already considered in the DTSP EIR are anticipated.

In response to the neighborhood's parking concerns, the City requested the applicant evaluate the option for adding a parking garage on the site as anticipated in the DTSP. The applicant's response is provided as Attachment 4. In summary, adding a parking garage on the site would result in a loss of 30 units and cost an additional \$9.2 million. A redesign of the project to either a podium style or subterranean would result in between \$3.5 to \$5.4 million in additional costs and result in a height variance or a loss of parking. Based on this information, staff finds the parking garage is infeasible.

It is anticipated that the existing on-site parking lot will be unavailable at times during construction. The project has been conditioned to require the developer to receive approval of a parking management plan for the construction phase of the project. The plan shall identify the parking impacted at various phases of construction of the project and shall identify temporary opportunities for replacement of the impacted parking. The plan shall also identify a parking plan for contractors working on the project. The requirement

for a parking management plan is anticipated to reduce the projects parking impacts on the surrounding area during construction.

Economic Impact Analysis

Based on comments received at the neighborhood meeting, the City required an evaluation be completed to determine the projects potential impact on Old Town primarily from the loss of public parking. The economic analysis was completed by New Economics & Advisory and is provided as Attachment 2. The study found that the 80 units could generate between \$59,850 and \$139,790 per year in disposable income that is available to be spent in the retail businesses within the DT-4 District. The study provided an estimate of the annual value for each publicly available parking space (approximately \$5,400 per space) within the DT-4 District. As described above, the Junction Crossing project will provide 36 publicly available parking spaces and three spaces for tenants/customers of 127 Church Street, resulting in the loss of 11 publicly available parking spaces. This loss could result in a negative impact of \$59,000 in annual sales for local retailers. This potential loss is anticipated to be fully mitigated by the spending of the project residents. Once the 3rd Track project is constructed and additional parking is added to the district, the study found there to be the potential for \$270,000 in additional local retail sales.

MDRP Conclusion

Pursuant to the DTSP and the Downtown Code, and based on the evaluation in this report, staff finds the findings of fact can be made for the Roseville Junction Crossing project, and recommends approval of the MDRP as conditioned, with no recommended modifications.

TENTATIVE SUBDIVISION MAP

The proposed Tentative Subdivision Map would merge and resubdivide 11 parcels into two parcels and would realign the adjacent right-of way. The map would also allocate easements for public utilities and public access and parking. The merging of the parcels facilitates development of the proposed Roseville Junction Crossing project.

As mentioned, the majority of the parcels are owned by the City. Council supported the development of the Roseville Junction Station project on the City projects. As outlined in the ERN, a Disposition and Development Agreement will go before the City Council at a later date to outline the sale of the property and dedication of excessive right of way.

Section 18.06.180 of the City of Roseville Subdivision Ordinance requires that three findings be made to approve or conditionally approve a Tentative Subdivision Map. The three findings are listed below.

- 1. The size, design, character, grading, location, orientation, and configuration of lots, roads and all improvements for the tentative map are consistent with the density, uses, circulation and open space systems, applicable policies and standards of the General Plan or any applicable Specific Plan for the area, and the design standards of Title 18 (Subdivision Ordinance) of the Roseville Municipal Code.***
- 2. The subdivision will result in lots which can be used or built upon. The subdivision will not create lots which are impractical for improvement or use due to: the steepness of terrain or location of watercourses in the area; the size or shape of the lots or inadequate building area; inadequate frontage or access; or some other physical condition of the area.***
- 3. The design and density of the subdivision will not violate the existing requirements prescribed by the Regional Water Quality Control Board for the discharge of waste into the sewage system, Pursuant to Division 7 of the water code.***

As outlined in the MDRP evaluation above, the project is consistent with the DTSP. The MDRP and the map have been reviewed by City departments and found to meet City standards for development, utility service, and emergency access and circulation. Any comments have been incorporated into the conditions of approval.

Based on the evaluation above, staff believes that the required findings can be made to approve the Tentative Subdivision Map.

ENVIRONMENTAL DETERMINATION

The project is exempt from the provisions of the California Environmental Quality Act (CEQA) per several CEQA statutory exemptions: Public Resources Code (PRC) Section 21155.4 and Government Code (GC) Section 65457 (Sustainable Communities Strategy/Specific Plans), Section 21159.21 (Housing Project Exemptions) including Section 21159.23 (Low Income) and Section 21159.24 (Infill). In addition the project is also considered categorically exempt under Section 15332 (in-fill projects) of the CEQA Guidelines and pursuant to Section 305 of the City of Roseville CEQA Implementing Procedures.

Dudek was retained to assist the City in evaluating whether the Roseville Junction Crossing project is exempt from CEQA. In a 362 page memo (see Attachment 5), Dudek explains the justification for the various statutory and categorical exemptions listed above. The memo considers the Sacramento Area Council of Governments (SACOG's) confirmation that the project is consistent with the Metropolitan Transportation Plan/Sustainable Communities Strategy and is located in a Transit Priority Area (see Attachment 6). The memo also considers the projects compliance with the DTSP and provides a list of the applicable MMP measures from the DTSP EIR. The project has been conditioned to comply with the applicable MMP measures. The memo also included a Biological and Wetland Resource Constraints Analysis and Historical Resource Analysis. The Dudek memo is provided as Attachment 5 to this report, but due to the size of the report, the report attachments are provided on the City's project website: <https://www.roseville.ca.us/cms/One.aspx?portalId=7964922&pageId=8774480> (select the DTSP PCL DT-4 Roseville Junction Crossing link).

Staff agrees with Dudek's evaluations and the Planning Manager has made the determination that the project is exempt from CEQA, as outlined above, and no further CEQA action is required.

PUBLIC OUTREACH

As described above, two neighborhood meetings were held on the project. Early notification of the project was provided to the RCONA Board, and no comments were received as a result of the notice. A notice of the Planning Commission hearing was provided to property owners within 300 feet of the project site. To date, no comments, other than those received verbally at the neighborhood meetings, have been received on the project.

RECOMMENDATION

The Planning Division recommends the Planning Commission take the following actions:

- A. Adopt the two (2) findings of fact as stated in the staff report and approve the MDRP for the **DTSP DT-4 Roseville Junction Crossing, 120 Pacific Street, File# PL16-0115**, subject to one-hundred and six (106) conditions of approval; and
- B. Adopt the three (3) findings of fact as stated in the staff report and approve the Tentative Subdivision Map for the **DTSP DT-4 Roseville Junction Crossing, 120 Pacific Street, File# PL18-0036**, subject to thirty-five (35) conditions of approval.

CONDITIONS OF APPROVAL FOR MINOR DESIGN REVIEW PERMIT (MDRP) PL16-0115

1. This design review permit approval shall be effectuated within a period of two (2) years from this date and if not effectuated shall expire on **April 26, 2020**. Prior to said expiration date, the applicant may apply for an extension of time, provided, however, this approval shall be extended for no more than a total of one year from **April 26, 2020**.
2. The project is approved as shown in Exhibit A and as conditioned or modified below. (Planning)
3. The project shall comply with all required environmental mitigation identified in the DTSP EIR. The applicable mitigation measures are outlined in the Junction Crossing MMP, contained within Attachment 5 to the 4/26/18 Planning Commission staff report. (Planning)
4. The developer shall be responsible for relocation of the California registered landmark, in coordination with the Office of Historic Preservation. (Planning)
5. The developer shall be responsible for relocating the dedicational bricks within the Church Street plaza area, in a manner and location approved by the City's Parks Department (Planning)
6. The applicant shall pay City's actual costs for providing plan check, mapping, GIS, and inspection services. This may be a combination of staff costs and direct billing for contract professional services. (Engineering, Environmental Utilities, Electric, Finance)
7. The design and construction of all improvements shall conform to the Design and Construction Standards of the City of Roseville, or as modified by these conditions of approval, or as directed by the City Engineer. (Engineering)
8. The applicant shall not commence with any on-site improvements or improvements within the right-of-way until such time as grading and/or improvement plans are approved and grading and/or encroachment permits are issued by the Development Services Department (Engineering)
9. The approval of this project does not constitute approval of proposed improvements as to size, design, materials, or location, unless specifically addressed in these conditions of approval. (Engineering)
10. Existing ramp from sidewalk to crosswalk must connect to provide a connection to Amtrak. (Alternative Transportation).
11. A covered seating area shall be located near the front office visible from the drive aisle for our Dial-a-Ride passenger pick-up and drop-off (Alternative Transportation, Engineering)
12. The project will impact City maintained landscaping. Plans to repair and re-establish landscaping shall be part of the project and approved by the City. If construction impacts a part of the irrigation system, project shall be responsible for the health of all landscaping affected by the interruption. (Parks)
13. New off-site landscape improvements shall comply with the Parks Construction Standards, latest edition and shall be approved by the City prior to implementation. (Parks)

PRIOR TO ISSUANCE OF BUILDING PERMITS:

14. A parking management plan for the construction phase of the project shall be approved by the Planning Division. The plan shall identify any public parking spaces impacts by the construction

and outline temporary parking opportunities to replace the impacted parking. The plan shall also identify locations for contractor parking. (Planning)

15. The developer shall pay all applicable development fees including school fees. (Planning, Building)

16. Parking stalls shall meet, or exceed, the following minimum standards:

- a. All parking stalls shall be double-striped. Parking stalls adjacent to sidewalks, landscaped areas or light fixtures, and all Accessible stalls shall have a 6" raised curb or concrete bumper. (Planning)
- b. Standard -- 9 feet x 18 feet; Compact--9 feet x 16 feet; Accessible--14 feet x 18 feet (a 9 foot wide parking area plus a 5 foot wide loading area) and a minimum of one (1) parking space shall be Accessible van accessible--17 feet x 18 feet (9 foot wide parking area plus an 8 foot wide loading area). (Planning)
- c. An 'exterior routes of travel' site accessibility plan incorporating slope, cross-slope, width, pedestrian ramps, curb ramps, handrails, signage, detectable warnings or speed limit signs or equivalent means shall comprise part of the site improvement plans submitted to City for review, prior to building plan check approvals. This site accessibility plan shall also include:
 - i) Accessible parking stalls shall be dispersed and located closest to accessible entrances. The total number of accessible parking spaces shall be established by current edition of the CBC Chapters 11A & 11B. (Building)
 - ii) Accessible Parking spaces and crosswalks shall be signed, marked and maintained as required by CBC Chapters 11A & 11B. (Building)
 - iii) Accessible parking and exterior route of travel shall comply with CBC, Chapters 11A & 11B. (Building)

17. Signs and/or striping shall be provided on-site as required by the Planning Department to control on-site traffic movements. Parking lot striping and signage shall be maintained in a visible and legible manner. (Planning)

18. The plans submitted to the Building Department for permits shall indicate all approved revisions/alterations as approved by the Commission including all conditions of approval. (Planning)

19. The project Landscape Plans shall comply with the following:

- a. The Landscape Plan shall indicate the location of, and be designed to avoid conflicts with, all pole-mounted light fixtures and utility equipment including (but not limited to) electric transformers, switchgear, and overhead lines, backflow preventors, fire department connections, and public water, sewer, and storm drain facilities. (Planning, Fire, EUD, Electric, Engineering)
- b. The tree plantings in the parking lot shall be designed to provide a minimum of 50% shade coverage after 15 years. (Planning)
- c. At a minimum, landscaped areas not covered with live material shall be covered with a rock, (3") bark (no shredded bark) or (3") mulch covering. (Planning)

- d. The landscape plan shall comply with the Landscape Guidelines for the Downtown Specific Plan and the City of Roseville Water Efficient Landscape ordinance. (Planning)
 - e. All landscaping in areas containing electrical service equipment shall conform with the Electric Department's Landscape Requirements and Work Clearances as outlined in Section 10.00 of the Departments "Specification for Commercial Construction." (Electric)
- 20. Any roof-mounted equipment and satellite dishes proposed shall be shown on the building plans. The equipment shall be fully screened from public streets and the surrounding properties. (Planning)
 - 21. At the time of building permit application and plan submittal, the project applicant shall submit a proposed plan which shows the suite and/or apartment numbering plan for individual tenant spaces and/or apartments within the building. The Building Official, or the designate, shall approve said plan prior to building permit approval. (Building)
 - 22. A separate Site Accessibility Plan which details the project's site accessibility information as required by California Title 24, Part 2 shall be submitted as part of the project Building Permit Plans. (Building)
 - 23. For Multiple Building Complexes: As part of the required Site Accessibility Plan, the developer shall delineate the extent of the site accessibility improvements being installed as part of the initial improvements for the project, and those that are planned to be developed as part of subsequent phases (i.e. around future pad buildings). (Building)
 - 24. Building permit plans shall comply with all applicable code requirements (California Building Code – CBC – based on the International Building Code, [California Green Building Standards Code-CGBSC](#), California Mechanical Code – CMC – based on the Uniform Mechanical Code, California Plumbing Code – CPC – based on the Uniform Plumbing Code, California Fire Code – CFC – based on the International Fire Code – with City of Roseville Amendments – RFC, California Electrical Code – CEC – based on the National Electrical Code, and California Energy Standards – CEC T-24 Part 6), California Title 24 and the American with Disabilities Act - ADA requirements, and all State and Federally mandated requirements in effect at the time of submittal for building permits (contact the Building ~~Department~~ Division for applicable Code editions). (Building)
 - 25. A complying Allowable Area Analysis will be required for this building complex. (Building)
 - 26. Public use areas, public accommodations, and public housing are subject to the accessibility provisions CBC Chapter 11B. (Building)
 - 27. Covered Multifamily Dwellings shall be accessible and constructed to CBC Chapter 11A. All ground-floor units in nonelevator buildings shall be adaptable and on an accessible route, unless an accessible route is not required as determined by site impracticality provision. (Building)

Where the first floor containing dwelling units in a building is above grade, all units on that floor shall be served by an accessible route (i.e. – ramp, elevator, etc.). (Building)
 - 28. The building foundation adjacent to the relocated 36-inch storm drain main shall be designed such that future repair and trenching of the storm drain does not negatively impact the building foundation. (Building, Engineering)
 - 29. Maintenance of copy of building plans: Health and Safety Code section 19850 requires the building department of every city or county to maintain an official copy of the building plans for the life of the

building. As such, each individual building shall be submitted as a separate submittal package. Building plan review, permit issuance and archiving is based on each individual building address.

30. For all work to be performed off-site, permission to enter and construct shall be obtained from the property owner, in the form of a notarized right-of-entry. Said notarized right-of-entry shall be provided to Public Works prior to approval of any plans. (Engineering)
31. The Improvement Plans shall include a complete set of Landscape Plans. The Landscape Plans shall be approved with the Improvement Plans. (Planning, Engineering, Fire, Environmental Utilities, Electric)
32. A note shall be added to the grading plans that states:
*“Prior to the commencement of grading operations, the contractor shall identify the site where the **excess/borrow** earthen material shall be imported/deposited. If the **borrow/deposit** site is within the City of Roseville, the contractor shall produce a report issued by a geotechnical engineer to verify that the exported materials are suitable for the intended fill, and shall show proof of all approved grading plans. Haul routes to be used shall be specified.”* (Engineering)
33. Provide detail of the covered bicycle parking to be located near the Church Street foyer. (Alternative Transportation)
34. All properties will need to be acquired and merged prior to approval of any plans for construction. This shall include the dedication of any required public easements for existing facilities. (Engineering)
35. The site shall be accessed from Pacific Street by a 25-foot wide Type S driveway. (Engineering)
36. Sidewalk shall be constructed along the western perimeter of the site to connect Church Street to Pacific Street. (Engineering, Planning)
37. The removal of existing driveways will be replaced with standard vertical curb and gutter. (Engineering)
38. The relocated 36-inch storm drain main shall be constructed with reinforced concrete pipe, class 4 or greater. (Engineering)
39. All storm drainage, including roof drains, shall be collected on site and treated with Best Management Practices (BMP's) per the City's West Placer Stormwater Quality Design Manual. All storm water shall be routed to the nearest existing storm drain system or natural drainage facility. Drain outfalls shall extend down to the receiving water and shall be constructed with adequate velocity attenuation devices. The grading/improvement plans for the site shall be accompanied with a shed map that defines that area tributary to this site and all drainage facilities shall be designed to accommodate the tributary flow. The storm drain system and proposed BMP's shall be privately owned and maintained by the property owner. Prior to the issuance of any permits, the owner shall provide a plan for the maintenance of the proposed BMP's. (Engineering)
40. Prior to the issuance of any permits, the property owner shall prepare and submit a Storm Water Pollution Prevention Plan (SWPPP) to the City, as defined by the Regional Water Quality Control Board. The SWPPP shall be submitted in a single three ring binder. Upon approval, the SWPPP will be returned to the property owner during the pre-construction meeting. (Engineering)
41. To ensure that the design for any necessary widening, construction, or modifications of Public Streets does not conflict with existing dry utilities generally located behind the curb and gutter, and prior to the

submittal of design drawings for those frontage improvements, the project proponent shall have the existing dry utilities pot holed for verification of location and depth. (Engineering)

42. Sight distances for all driveways shall be clearly shown on the improvement plans to verify that minimum standards are achieved. It will be the responsibility of the project proponent to provide appropriate landscaping and improvement plans, and to relocate and/or modify existing facilities as needed to meet these design objectives. (Engineering)
43. The applicant shall remove and reconstruct any existing damaged curb, gutter, and sidewalk along the property frontage. During plan check of the improvement plans and/or during inspection, Public Works will designate the exact areas to be reconstructed. Any existing public facilities damaged during the course of construction shall be repaired by the property owner and at the property owner's expense, to the satisfaction of the City. (Engineering)
44. Prior to the approval of the improvement plans, it will be the project proponent's responsibility to pay the standard City Trench Cut Recovery Fee for any cuts within the City streets that are required for the installation of underground utilities. (Public Works)
45. The project shall be addressed as 120 Pacific Street. All projects with multi-tenants must submit a unit addressing plan to the Development Services Department (Business Services) for approval prior to or concurrent with initial building plan submittal. (Business Services)
46. Prior to the issuance of building permits, the property owner shall pay into the following fee programs: Citywide Drainage Fee, Citywide Traffic Mitigation Fee (TMF), Highway 65 Joint Partners Association (JPA), South Placer Regional Transportation Authority (SPRTA), and City/County Fee. (Engineering)
47. Prior to the issuance of a grading permit or approval of Improvement Plans, the grading plans shall clearly identify all existing water, sewer and recycled water utilities within the boundaries of the project (including adjoining public right of way). Existing utilities shall be identified in plan view and in profile view where grading activities will modify existing site elevations over top of or within 15 feet of the utility. Any utilities that could potentially be impacted by the project shall be clearly identified along with the proposed protection measures. The developer shall be responsible for taking measures and incurring costs associated with protecting the existing water, sewer and recycled water utilities to the satisfaction of the Environmental Utilities Director. (Environmental Utilities)"
48. The applicant shall pay all applicable water and sewer fees. (Environmental Utilities)
49. Water and sewer infrastructure shall be designed pursuant to the adopted City of Roseville Improvement Standards and the City of Roseville Construction Standards and shall include:
 - a. Utilities or permanent structures shall not be located within the area which would be disturbed by an open trench needed to expose sewer trunk mains deeper than 12' unless approved by Environmental Utilities in these conditions. The area needed to construct the trench is a sloped cone above the sewer main. The cone shall have 1:1 side slopes.
 - b. Water, sewer and recycled mains shall not exceed a depth of 12' below finished grade, unless authorized in these conditions of approval.
 - c. All sewer manholes shall have all-weather 10-ton vehicle access unless authorized by these conditions of approval. (Environmental Utilities)

50. City well is to be destroyed and the well building removed prior to above ground construction. Contractor/developer is to provide sufficient access and work space for city forces and city contractor to complete the well destruction. (Environmental Utilities)
51. No trees are allowed over the water appurtenance. (Environmental Utilities)
52. Sewer easement is to be a minimum 15' (Environmental Utilities)
53. Trash enclosures, recycling areas, and enclosure approaches shall be designed to current Refuse Division specifications, the materials and colors shall match the building, and the location of such facilities shall be reviewed and approved by the Refuse Division, Planning and the Fire Department. The enclosure must have inside dimensions of 12 feet wide and 9 feet deep and be built to the specifications of the Solid Waste Department's Enclosure Description. (Refuse, Planning, Fire)
54. Access to trash enclosures shall have an inside turning radius of 25 feet and an outside turning radius of 45 feet must be maintained to allow the refuse truck access to and from the enclosure. Enclosures must have a clear approach of 65 feet in front of the enclosure to allow servicing bins. (Refuse)
55. The design and installation of all fire protection equipment shall conform to the California Fire Code and the amendments adopted by the City of Roseville, along with all standards and policies implemented by the Roseville Fire Department. (Fire)
56. The applicable codes and standards adopted by the City shall be enforced at the time construction plans have been submitted to the City for permitting (Fire)
57. The fire flow required, at a 50% reduction due to the buildings being sprinklered, will be based on the largest single structure in accordance with the California Fire Code at the time detail plans are submitted to the City of Roseville for review. The maximum fire flow will not exceed 4,000 gpm based on the Appendix III-AA of the California Fire Code. (Fire)
58. The fire department access road shall meet the City's requirements for width and turning radii of 30 and 50 as noted on the fire department standards for access. This shall be enforced at the time plan are submitted for review, Additional information can be found on the City's web site www.roseville.ca.us or contact Patrick Chew, Senior Fire Inspector, at 916-774-5823 or pchew@roseville.ca.us with the Fire Prevention Division for information. (Fire)
59. An **approved** automatic fire extinguishing system shall be provided for all buildings where the total fire area is **3,600** square feet or greater, as required by California Fire Code as adopted by this city for non-single family residential units. All amendments, standards and policies can be found on the City's web site www.roseville.ca.us or contact Patrick Chew, Senior Fire Inspector, at 916-774-5823 or pchew@roseville.ca.us with the Fire and Life Safety Division for information. (Fire)
60. Every building three stories or more in height shall be provided with a Class 1 standpipe system in accordance with the California Fire Code as amended by the Fire Department by way ordinance. Standpipes shall be spaced every 300 feet of travel distance with the location(s) to be approved by this department. One standpipe shall extend to the roof dock if the roof slope is less than 4 & 12. Plan review and field inspection fees associated with the installation of said systems shall be paid prior to plan submittal. (Fire)
61. All fire extinguishing system risers, fire alarm system panels and digital alarm communicator system panels shall be located within an approved fire control room and shall be accessible from an adjacent fire apparatus roadway. Said fire control room shall be a minimum size of thirty-five

- (35) square feet in size and shall be openable from the exterior via an approved door opening. (Fire)
62. The fire department shall have access to all bedroom windows located three-stories and below in accordance with the adopted building code. This provision shall also apply to all interior bedroom windows within the **court yard**. (Fire)
63. All stairwells and elevators shall be designed to accommodate first responders and their apparatuses such as gurneys. (Fire)
64. The fire department shall have access to all bedroom windows located three-stories and below in accordance with the adopted building code. This provision shall also apply to all interior bedroom windows within the **interior court and/or podium structure**. Provisions shall also be considered when installing trusses, trees, and other outdoor equipment. (Fire)
65. The phasing of this project shall not limit the fire department requirements for access and circulation throughout the project as a result of continuous construction in accordance with the California Fire Code, 2013 with the City of Roseville's Amendments. A separate phasing plan (and permit issued by the Building Department) shall be reviewed and approved by this department. (Fire)
66. If added cornice construction is involved, the design shall support the weight of a ladder leaning against the assembly as well as a 330-pound vertical load applied to the **leading edge** of the horizontal projection of the cornice (a 250-pound firefighter carrying 80 pounds of equipment stepping off of a ladder onto the top of the cornice). (Fire)
67. Use, increase of hazardous materials or storage, liquids, gases and/or chemicals shall meet the requirements of the Chapter 6.95 of the Health and Safety Code, the Roseville Fire Department and the National Fire Codes. Submit a complete plan set and the Hazardous Materials Business Plan, including names and amount of any hazardous materials that will be stored or used, to the Fire and Life Safety Division for review and approval. A permit application shall also be provided at the time of submittal. Contact Steve Anderson of our Hazardous Materials Division within the Fire Department at (916) 774-5821 to initiate the process. Satisfaction of storage and use shall be determined prior to requesting occupancy. (Fire)
68. Adequate radio coverage shall be provided within all buildings for public safety agencies, as required by Roseville Municipal Code and the California Fire Code. A field test shall be provided by a person in possession of a current FCC License, or a current technician certification issued by the Associated Public-Safety Communications Officials International (APCO), or the National Association of Business and Educational Radio (NABER). The building owner shall retain all test records on the inspected premises and a copy shall be submitted to the Fire Department officials in accordance with Section 510 of the California Fire Code.
- Adequate radio coverage shall include all of the following:
 - A minimum signal strength of 95 dBm available in 90% of the area of each floor of the building when transmitted from the closest City of Roseville Radio Communication site.
 - A minimum signal strength of 95 dBm received at the closest City of Roseville Communication site when transmitted from 90% of the area of each floor of the building.
 - The frequency range that must be supported shall be 821-824 MHz and 866-869 MHz.
 - A 100 % reliability factor. (Fire, Police)

69. The Electric Department requires the submittal of the following information in order to complete the final electric design for the project:
- a. one (1) set of improvement plans
 - b. load calculations
 - c. electrical panel one-line drawings
70. All on-site external lighting shall be installed and directed to have no off-site glare. Lighting within the parking areas and pedestrian walkways shall provide a maintained minimum of one (1) foot candle, and 0.5 foot candle of light, respectively. All exterior light fixtures shall be vandal resistant. (Planning & Police)
71. The parking lot shall have properly posted signs that state the use of the parking area is for the exclusive use of employees and customers of this project. (See California Vehicle Code Sections 22507.8, 22511.5, 22511.8, 22658(a), and the City of Roseville Municipal Code Section 11.20.110). The location of the signs shall be shown on the approved site plan. (Planning & Police)
72. It is the developer's responsibility to notify PG&E of any work required on PG&E facilities. (PG&E)

DURING CONSTRUCTION & PRIOR TO ISSUANCE OF OCCUPANCY PERMITS:

73. Any backflow preventors visible from the street shall be painted green to blend in with the surrounding landscaping. The backflow preventors shall be screened with landscaping and shall comply with the following criteria:
- a. There shall be a minimum clearance of four feet (4'), on all sides, from the backflow preventor to the landscaping.
 - b. For maintenance purposes, the landscaping shall only be installed on three sides and the plant material shall not have thorns.
 - c. The control valves and the water meter shall be physically unobstructed.
 - d. The backflow preventor shall be covered with a green cover that will provide insulation. (Planning, Environmental Utilities)
74. The following easements shall be provided by separate instrument and shown on the site plan, unless otherwise provided for in these conditions:
- a. Water, sewer, and reclaimed water easements.
 - b. Additional internal easements will be required to cover primary electrical facilities to the project when the final electrical design is completed. (Electric, Public Works, Environmental Utilities)
75. Easement widths shall comply with the City's Improvement Standards and Construction Standards. Separate document easements required by the City shall be prepared in accordance with the City's "Policy for Dedication of Easements to the City of Roseville". All legal descriptions shall be prepared by a licensed land Surveyor. All existing public utility, electric, water, sewer and reclaimed water easements shall be maintained unless otherwise authorized by these conditions of approval. (Public Works, Environmental Utilities, Electric)

76. Inspection of the potable water supply system on new commercial/ industrial/ office projects shall be as follows:
 - a. The Environmental Utilities Inspector will inspect all potable water supply up to the downstream side of the backflow preventor.
 - b. The property owner/applicant shall be responsible for that portion of the water supply system from the backflow preventor to the building. The builder/contractor shall engage a qualified inspector to approve the installation of this portion of the water supply. The Building Division will require from the builder/ contractor, a written document certifying that this portion of the potable water supply has been installed per improvement plans and in accordance with the Uniform Plumbing Code. This certificate of compliance shall be submitted to the Building Division before a temporary occupancy or a building final is approved.
 - c. The building inspectors will exclusively inspect all potable water supply systems for the building from the shutoff valve at the building and downstream within the building. (Building, Environmental Utilities)
77. All improvements being constructed in accordance with the approved grading and improvement plans shall be accepted as complete by the City. (Public Works)
78. The words "traffic control appurtenances" shall be included in the list of utilities allowed in public utilities easements (PUE's) located along public roadways. (Public Works)
79. Water, sewer and reclaimed water shall be constructed pursuant to the adopted City of Roseville Improvement Standards and the City of Roseville Construction Standards. (Environmental Utilities)
80. All water backflow devices shall be tested and approved by the Environmental Utilities Department. (Environmental Utilities)
81. All Electric Department facilities, including streetlights where applicable, shall be designed and built to the "City of Roseville Specifications for Commercial Construction." (Electric)
82. The City of Roseville Electric Department has electrical construction charges which are to be paid by the developer and which are explained in the City of Roseville "Specification for Commercial Construction." These charges will be determined upon completion of the final electrical design. (Electric)
83. Any relocation, rearrangement, or change of existing electric facilities due to this development shall be at the developer's expense. (Electric)
84. Any facilities proposed for placement within public/electric utility easements shall be subject to review and approval by the Electric Department before any work commences in these areas. This includes, but is not limited to, landscaping, lighting, paving, signs, trees, walls, and structures of any type. (Electric)
85. All electric metering shall be directly outside accessible. This can be accomplished in any of the following ways:
 - a. Locate the metered service panel on the outside of the building.
 - b. Locate the metered service panel in a service room with a door that opens directly to the outside. The developer will be required to provide a key to the door for placement in a lock

box to be installed on the outside of the door. Any doors leading from the service room to other areas of the building shall be secured to prohibit unauthorized entry.

86. One 3/4" conduit with a 2-pair phone line shall be installed from the buildings telephone service panel to the meter section of the customer's electrical switchgear or panel. (Electric)
87. It is the responsibility of the developer to insure that all existing electric facilities remain free and clear of any obstruction during construction and when the project is complete. (Electric)
88. The electric department has identified several above ground and below ground facilities during the review of this project. The facilities located on this site will require the developer to provide access in accordance with the electric departments specifications and the municipal code. These facilities also have specific clearances identified in the National Electric Code and the Roseville Electric Specification for Commercial Construction, Section 10 that must be adhered to at all times.(Electric)
89. There are underground and pad mounted electric facilities in direct conflict with the proposed building improvements. These facilities will require relocation prior to the developer initiating any construction of the proposed buildings. Relocation of these facilities will be at the developer's expense.(Electric)
90. The service transformer or transformers' for the building will require an area adequate for the transformer and the clear space in order to properly maintain and operate the devices.(Electric)
91. Any relocation of electric facilities will require an Electric Department design and coordination with the proper Electric Department personnel.(Electric)
92. Easements will need to be provided for new facilities placed as a result of the proposed improvements.(Electric)
93. Construction of temporary electric facilities may be required in order to minimize outages for customers that may be impacted by these improvements and alteration of electric facilities as a result of these improvements.(Electric)
94. Many of these facilities have minimum clearance requirements to roadways and other facilities that can impact the area available for parking and landscape improvements.(Electric)
95. The cost to relocate these facilities along with necessary temporary facilities to alleviate long outages for businesses served by these facilities will be at the developer's expense.(Electric)
96. All new public right-of-way, including new sidewalk adjacent to the Washington Boulevard property line, shall have street lights installed per Roseville Electric's Standards.(Electric, Planning)

OTHER CONDITIONS OF APPROVAL:

97. Signs shown on the elevations are not approved as part of the Design Review Permit. A Sign Permit is required for all project signs. (Planning)
98. Following the installation of the landscaping, all landscape material shall be maintained in a healthy and weed free condition; dead plant material shall be replaced immediately. All trees shall be maintained and pruned in accordance with the accepted practices of the International Society of Arboriculture (ISA). (Planning)

99. The City reserves the right to restrict vehicle turning movements within the public right-of-way in the future if deemed necessary by the City Engineer. (Public Works)
100. The required width of fire apparatus access roads shall not be obstructed in any manner, including the parking of vehicles. Minimum required widths and vertical clearances established by the Fire Code shall be maintained at all times during construction. Closure of accesses for fire apparatus by gates, barricades and other devices shall be prohibited unless approved by the Fire Chief. (Fire)
101. Temporary aboveground storage tanks may be used at construction sites for diesel fuel only and shall not exceed 1,000 gallon capacity. Tanks shall comply with all provisions found within the Fire Code. A Fire Department Permit shall be obtained prior to tank installation. The permit shall expire after 90 days from the date of issuance, unless extended by the Fire Chief. (Fire)
102. If site survey or earth moving work results in the discovery of hazardous materials in containers or what appears to be hazardous wastes released into the ground, the contractor or person responsible for the building permit must notify the Roseville Fire Department immediately. A representative from the Fire Department will make a determination as to whether the incident is reportable or not and if site remediation is required. (Fire)
103. The location and design of the gas service shall be determined by PG&E. The design of the gas service for this project shall not begin until PG&E has received a full set of City approved improvement plans for the project. (PG&E)
104. The project is subject to the noise standards established in the City's Noise Ordinance. In accordance with the City's Noise Ordinance project construction is exempt between the hours of seven a.m. and seven p.m. Monday through Friday, and between the hours of eight a.m. and eight p.m. Saturday and Sunday. Provided, however, that all construction equipment shall be fitted with factory installed muffling devices and that all construction equipment shall be maintained in good working order. (Building)
105. The developer (or designated consultant) shall certify that the building foundation location has been placed according to all approved setback requirements shown on the approved site plan. The developer shall prepare a written statement confirming building placement and provide an original copy to the City Building Division Field Inspector at the time of or prior to the foundation inspection. (Building)
106. Prior to Certificate of Occupancy, the applicant may apply for a Temporary Occupancy (TO) of the building. If a TO is desired, the applicant must submit a written request to the Building Division a minimum of thirty (30) days prior to the expected temporary occupancy date and shall include a schedule for occupancy and a description of the purpose for the Temporary Occupancy. (Building)

CONDITIONS OF APPROVAL FOR TENTATIVE MAP PL18-0036

1. The project is approved as shown in Exhibit B and as conditioned or modified below. (Planning)
2. This map shall be valid for a period of two (2) years from this date and shall expire on **April 26, 2020**. Prior to said expiration date, the applicant may apply for an extension of time, provided, however, that this approval shall be extended for no more than six years from **April 26, 2020**. (Planning)
3. The approval of a Tentative Map and/or tentative site plan does not constitute approval of proposed improvements as to size, design, materials, or location, unless specifically addressed in these conditions of approval. (Engineering)

4. The design and construction of all improvements shall conform to the Improvement Standards and Construction Standards of the City of Roseville, or as modified by these conditions of approval, or as directed by the City Engineer. (Engineering)
5. The developer shall not commence with any on-site improvements until such time as grading and/or improvement plans are approved and grading and/or encroachment permits are issued by the Department of Public Works. (Engineering)
6. The applicant shall pay City's actual costs for providing plan check, mapping, GIS, and inspection services. This may be a combination of staff costs and direct billing for contract professional services. (Engineering, Environmental Utilities, Finance)

PRIOR TO ISSUANCE OF A GRADING PERMIT AND/OR IMPROVEMENT PLANS

7. Landscape Plans for all landscape corridors and all landscaped common areas shall be approved with the improvement plans. Landscaping shall be installed for Substantial Completion of the subdivision improvements. The landscape plan shall comply with the Downtown Roseville Specific Plan and the City of Roseville Water Efficient Landscape Ordinance. (Planning, Engineering, Parks, Fire, Environmental Utilities)
8. Prior to the issuance of a grading permit or approval of Improvement Plans, the grading plans shall clearly identify all existing water and sewer utilities within the boundaries of the project (including adjoining public right of way). Existing utilities shall be identified in plan view and in profile view where grading activities will modify existing site elevations over top of or within 15 feet of the utility. Any utilities that could potentially be impacted by the project shall be clearly identified along with the proposed protection measures. The developer shall be responsible for taking measures and incurring costs associated with protecting the existing water and sewer utilities to the satisfaction of the Environmental Utilities Director. (Environmental Utilities)
9. Water and sewer infrastructure shall be designed and constructed pursuant to the adopted City of Roseville Improvement Standards and Construction Standards and shall reflect the following:
 - a. Sewer and water service laterals shall not be allowed off of water and sewer mains larger than 12 inches in diameter. (Environmental Utilities)
 - b. Utilities or permanent structures shall not be located within the area which would be disturbed by an open trench needed to expose sewer trunk mains deeper than 12' unless approved by Environmental Utilities in these conditions. The area needed to construct the trench is a sloped cone above the sewer main. The cone shall have 1:1 side slopes. (Environmental Utilities)
 - c. Water and sewer mains shall not exceed a depth of 12' below finished grade, unless authorized in these conditions. (Environmental Utilities)
 - d. All sewer manholes shall have all-weather 10-ton vehicular access unless authorized by these conditions. (Environmental Utilities)
10. Any backflow preventers visible from the street shall be painted green to blend in with the surrounding landscaping. The backflow preventers shall be screened with landscaping and shall comply with the following criteria:
 - a. There shall be a minimum clearance of four feet (4'), on all sides, from the backflow preventer to the landscaping.

- b. For maintenance purposes, the landscaping shall be installed on a maximum of three sides and the plant material shall not have thorns.
 - c. The control valves and the water meter shall be physically unobstructed.
 - d. The backflow preventer shall be covered with a green cover that will provide insulation. (Environmental Utilities)
- 11. A note shall be added to the Improvement Plans stating that all water backflow devices shall be tested and approved by the Environmental Utilities Department prior to the Notice of Completion for the improvements. (Environmental Utilities)
 - 12. Fire hydrants shall be located as required by the Fire Department. The maximum distance between fire hydrants shall not exceed 500' on center. (Fire)
 - 13. Minimum fire flow is 1,500 gallons per minute with 20 lbs. residual pressure. The fire flow and residual pressure may be increased, as determined by the Fire Marshall, where the project utility lines will serve non-residential uses. (Fire)
 - 14. Any facilities proposed for placement within public/electric utility easements shall be subject to review and approval by the Electric Department before any work commences in these areas. This includes, but is not limited to, landscaping, lighting, paving, signs, trees, walls, and structures of any type. (Electric)
 - 15. The location and design of the gas service shall be determined by PG&E. The design of gas service for this project shall not begin until PG&E has received a full set of City approved improvement plans for the project. (PG&E)
 - 16. It is the developer's responsibility to notify PG&E of any work required on PG&E facilities. (PG&E)

PRIOR TO OR UPON RECORDATION OF FINAL/PARCEL MAP

- 17. The following easements shall be provided and shown on the Final/Parcel Map or by separate instrument, unless otherwise provided for in these conditions:
 - a. Water and sewer easements; and,
 - b. Public access easements to allow for public parking and pedestrian access, as shown on tentative map (Planning, Environmental Utilities)
- 18. Easement widths shall comply with the City's Improvement Standards and Construction Standards. (Environmental Utilities, Electric, Engineering)
- 19. All existing easements shall be maintained, unless otherwise provided for in these conditions. (Environmental Utilities, Electric, Engineering)
- 20. Separate document easements required by the City shall be prepared in accordance with the City's "Policy for Dedication of Easements to the City of Roseville". All legal descriptions shall be prepared by a licensed land Surveyor (Environmental Utilities, Electric, Engineering)
- 21. Any structures crossing Lot/Parcel lines created by the Final/Parcel map shall be removed. (Engineering)
- 22. The street names shall be approved by the City of Roseville. (Engineering)

23. The subject property is within the Historic District Landscaping and Lighting District and will continue be levied on the annual property tax bill based on the Method of Apportionment in the approved Engineer Report for the District.
24. The Final/Parcel Map shall include an irrevocable offer to dedicate public rights-of-way and public and/or private easements as required by the City. Lettered Lot//Parcel along major roads shall be dedicated as landscape/pedestrian/public utility easements and in fee to the City as open space. (Engineering)
25. The words "traffic control appurtenances" shall be included in the list of utilities allowed in public utilities easements (PUE's) located along public roadways. (Engineering)
26. The Final/Lot/Parcel/Parcel Map shall be submitted per, "The Digital Submittal of Cadastral Surveys". Submittal shall occur after Engineering approval but prior to Council approval (Engineering)
27. Electric construction costs incurred by the City of Roseville Electric Department for this project shall be paid for by the developer per the applicable policy. (Electric)
28. The Environmental Utilities Department shall make a determination that there is adequate conveyance and treatment capacity in the City sewer system to handle the newly created Lot/Parcels. (Environmental Utilities)
29. The applicant shall pay all applicable water and sewer fees. (Environmental Utilities)

OTHER CONDITIONS OF APPROVAL

30. The applicant shall pay City's actual costs for providing plan check, installation and inspection services. This may be a combination of staff costs and direct billing for contract professional services (Environmental Utilities, Engineering)
31. Any relocation, rearrangement, or change to existing electric facilities due to this development shall be at the developer's expense. (Electric)
32. It is the responsibility of the developer to insure that all existing electric facilities remain free and clear of any obstructions during construction and when the project is complete. (Electric)
33. If site survey or earth moving work results in the discovery of hazardous materials in containers or what appears to be hazardous wastes released into the ground, the contractor shall notify the Roseville Fire Department immediately. A representative from the Fire Department will make a determination as to whether the incident is reportable or not and if site remediation is required. Non-emergency releases or notifications about the presence of containers found shall be reported to the Fire Department. (Fire)
34. All plant material shall be maintained under a 90 calendar day establishment period after initial planting. Upon completion of the establishment period, all plant material shall remain under warrantee for an additional 9 months minimum. Any plant material which does not survive during the establishment period shall be immediately replaced. Any trees or shrubs which do not survive during the warrantee period shall be replaced one month prior to the end of the warrantee period. Tree or shrub replacement made necessary due to acts of God, neglect or vandalism shall be exempt from the warrantee.

35. The project shall comply with all required environmental mitigation identified in the DTSP EIR. The applicable mitigation measures are outlined in the Junction Crossing MMP, contained within Attachment 5 to the 4/26/18 Planning Commission staff report. (Planning)

ATTACHMENTS

1. Historic Old Town Parking Study, Fehr & Peers, 9/26/17
2. Economic Impact Analysis, New Economics & Advisory, 2/15/18
3. Noise Technical Report, RCH Group, 8/17/16
4. Applicant's Response to Project Impacts of a Parking Garage
5. CEQA Exemption Memo, Dudek, 3/28/18 (attachments to this memo are provided on the City's website <https://www.roseville.ca.us/cms/One.aspx?portalId=7964922&pageId=8774480> under the DTSP DT-4 Roseville Junction Crossing)
6. Sacramento Area Council of Governments letter, dated 3/30/18

EXHIBITS

- A. Project Plans (17 pages)
- B. Tentative Map (1 page)

<u>Note to Applicant and/or Developer:</u> Please contact Planning Division staff at (916) 774-5276 prior to the Commission meeting if you have any questions on any of the recommended conditions for your project. If you challenge the decision of the Commission in court, you may be limited to raising only those issues which you or someone else raised at the public hearing held for this project, or in written correspondence delivered to the Planning Manager at, or prior to, the public hearing.
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MEMORANDUM

Date: September 26, 2017
To: Kevin Payne & Lauren Hocker, City of Roseville
From: Greg Behrens & Alan Telford, Fehr & Peers
Subject: *Historic Old Town Roseville Parking Study*

RS17-3533

This memorandum summarizes the findings of the Historic Old Town (HOT) Roseville Parking Study. The purpose of the parking study is to identify potential future parking shortfalls based on near- and long-term changes within the HOT area.

Purpose

The objectives of the HOT Parking Study include:

- Evaluate existing HOT parking conditions
- Estimate future HOT parking supply and demand changes resulting from:
 - Implementation of the City of Roseville Downtown Specific Plan (DTSP) and other related land development within HOT
 - The Capitol Corridor Joint Powers Authority (CCJPA) Sacramento to Roseville Third Main Track Project (Third Track Project)
- Identify solutions to address potential future parking shortfalls

Study Area

The study area is illustrated in **Figure 1**. Generally, the study area encompasses HOT proper (north and west of the Union Pacific tracks and east of Washington Boulevard), the Roseville Station area, and the Washington Boulevard corridor north to All America City Boulevard. Anticipated changes in parking supply and demand resulting from the DTSP land development and the CCJPA Third Track Project are expected to occur within these boundaries.

For the purposes of this analysis, the study area was divided into four subareas that exhibit distinct parking demand generation characteristics. As depicted in Figure 1, these subareas include:

- **Business District** subarea, comprised of the core HOT commercial activity center
- **Central** subarea, comprised of the residential neighborhood between Main Street and Pleasant Street, as well as nearby commercial uses along Washington Boulevard
- **North** subarea, comprised of the residential area north of Pleasant Street, as well as the Washington Square Shopping Center
- **Train Depot** subarea, comprised of Roseville Station and the surrounding neighborhood west of Washington Boulevard

Data Collection

Fehr & Peers conducted hourly parking occupancy surveys throughout the study area in late April and early May of 2017 during the following time periods:

- Wednesday Morning – 8 AM to 1 PM
- Wednesday Evening – 4 PM to 9 PM
- Friday Evening – 7 PM to 12 AM
- Saturday Evening – 7 PM to 12 AM
- Sunday Morning – 7 AM to 12 PM

These time periods were selected in order to capture the anticipated 'peak hour' of parking demand for a variety of day types (e.g. weekday vs. weekend). The parking occupancy surveys recorded hourly variation in the number of parked vehicles within the survey zones depicted in **Figure 2**. These zones represent a mix of public on-street, public off-street, and private off-street parking. Zone boundaries were drawn to segregate individual land use typologies throughout the study area (i.e., adjacent residential and commercial land uses are captured in different zones).

In addition to the parking occupancy surveys, Fehr & Peers conducted a parking supply inventory to document the number and type (public, private residential, or private commercial) of parking spaces currently present within each survey zone.

Existing Parking Conditions

This section describes the existing parking supply and demand within the study area.

Existing Parking Supply

According to the parking supply inventory, the study area currently contains approximately 1,532 total parking spaces. **Table 1** summarizes the number and type of existing parking spaces within each subarea. The greatest concentration of parking spaces exists within the Business District subarea, including 244 public parking spaces (on street and off street).

Table 1. Existing Parking Supply

Subarea	Parking Space Type				Total
	Public	Public	Private	Private	
	On Street	Off Street	Residential Off Street	Commercial Off Street	
Business District	108	136	1	287	532
Central	167	-	55	84	306
North	80	-	43	159	282
Train Depot	205	77	10	120	412
Total	560	213	109	650	1,532

Source: Fehr & Peers, 2017.

Figure 3 displays the number of parking spaces within each parking survey zone. All off street public parking is concentrated in three surface parking lots within the Business District subarea and two surface parking lots within the Train Depot subarea.

Existing Parking Demand and Utilization

Table 2 summarizes the peak hourly parking demand and occupancy for each survey day. The highest total hourly parking demand across each of the survey periods occurs during the 7 PM hour on a Friday evening,

with 689 parking spaces occupied at 45 percent utilization. This can be attributed to a combination of study area residents returning home from work for the day and visitors patronizing restaurants, bars, and nightclubs within HOT.

Table 2. Existing Daily Peak Parking Demand and Utilization

Subarea and Parking Space Type		Supply	Daily Peak Hour							
			Wednesday 4 PM		Friday 7 PM		Saturday 8 PM		Sunday 11 AM	
			Demand	Util.	Demand	Util.	Demand	Util.	Demand	Util.
Business District Subtotal		532	271	51%	396	74%	296	56%	207	39%
Public	On Street	108	68	63%	80	74%	68	63%	70	65%
Public	Off Street	136	58	43%	114	84%	81	60%	70	51%
Residential	Off Street	1	1	100%	1	100%	1	100%	1	100%
Commercial	Off Street	287	144	50%	201	70%	146	51%	66	23%
Central Subtotal		306	103	34%	102	33%	88	29%	87	28%
Public	On Street	167	57	34%	64	38%	44	26%	42	25%
Public	Off Street	-	-	-	-	-	-	-	-	-
Residential	Off Street	55	28	51%	21	38%	31	56%	29	53%
Commercial	Off Street	84	18	21%	17	20%	13	15%	16	19%
North Subtotal		282	67	24%	66	23%	69	24%	152	54%
Public	On Street	80	16	20%	19	24%	16	20%	6	8%
Public	Off Street	-	-	-	-	-	-	-	-	-
Residential	Off Street	43	24	56%	20	47%	23	53%	23	53%
Commercial	Off Street	159	27	17%	27	17%	30	19%	123	77%
Train Depot Subtotal		412	195	47%	125	30%	164	40%	157	38%
Public	On Street	205	107	52%	89	43%	128	62%	81	40%
Public	Off Street	77	68	88%	18	23%	10	13%	11	14%
Residential	Off Street	10	4	40%	7	70%	7	70%	8	80%
Commercial	Off Street	120	16	13%	11	9%	19	16%	57	48%
Study Area Total		1,532	636	41%	689	45%	617	40%	603	39%
Public	On Street	560	248	44%	252	45%	256	46%	199	36%
Public	Off Street	213	126	59%	132	62%	91	43%	81	38%
Residential	Off Street	109	57	52%	49	45%	62	57%	61	56%
Commercial	Off Street	650	205	32%	256	39%	208	32%	262	40%

Source: Fehr & Peers, 2017.

Figure 4 illustrates the overall geographic distribution of parking demand throughout the study area during the Friday 7 PM peak hour. As illustrated in Figure 4, parking utilization is highest in the Business District subarea during this peak hour. Under existing conditions, Business District subarea parking spaces are 74 percent occupied during the 7 PM peak hour.

During the Friday 7 PM peak hour, parking demand is low at the Roseville Station public parking lot, with only 18 of the 77 available spaces occupied. However, this lot is heavily patronized by CCJPA passengers throughout the week, and is regularly at or near full capacity during a typical weekday morning or early afternoon. Parking demand drops off only after passengers return to Roseville on the 5:48 PM train and depart from the lot.

Additional exhibits presenting hourly parking occupancy for all survey time periods are located in the Appendix.

Near-Term Parking Conditions

The following projects would affect near-term parking supply and demand within the study area:

- Land Development
 - **Junction Crossing Project**, located at the existing public parking lot on Pacific Street. The project would include 86 affordable housing units, 56 on-site private residential parking spaces, and 30 on-site public parking spaces.
 - **Pacific Plaza Project**, located at the northeastern corner of the Main Street and Washington Boulevard intersection. The project would include 75 affordable housing units, 3,000 square feet of ground floor retail, 38 on-site private residential parking spaces, and six on-site private commercial parking spaces.
- CCJPA Third Track Project
 - **Phase 1**, which would include the construction of additional track and an operator layover facility within HOT. CCJPA would operate two additional daily round trips to Roseville Station (three total).

Near-Term Land Development Parking Changes

Parking supply changes associated with the Junction Crossing and Pacific Plaza Projects were determined based on on-site parking provisions identified on the proposed project site plans submitted to the City as of September 2017. Anticipated parking demand changes associated with the two development projects were estimated per the following City Code parking requirements and State parking requirements for affordable housing:

- Residential development
 - One parking space per two dwelling units of affordable housing within proximity to transit service (State of California, AB 744)
- Commercial development
 - One parking space per 500 square feet of commercial development within the Downtown Specific Plan area (City of Roseville, Downtown Code)

Based on this methodology, near-term parking demand generated by the Junction Crossing and Pacific Plaza Projects would be sufficiently accommodated by on-site parking provisions.

Near-Term CCJPA Parking Changes

The construction of new track and the operator layover facility associated with Phase 1 of the Third Track Project would require the removal of existing off street and on street public parking supply. CCJPA plans to construct new public off street parking lots to offset the loss of existing HOT public parking resulting from the project's construction. **Figure 4** displays all planned parking modifications related to the Third Track Project.

Table 3 summarizes the Third Track Project's effect on HOT parking supply. The project would remove 79 existing public parking spaces and add 118 new public parking spaces, for a net increase of 39 public parking spaces. The affected existing parking spaces include the off street public parking lots behind the Boxing Donkey restaurant and adjacent to the Moose Lodge, as well as on street public parking spaces on Lincoln and Pacific Streets.

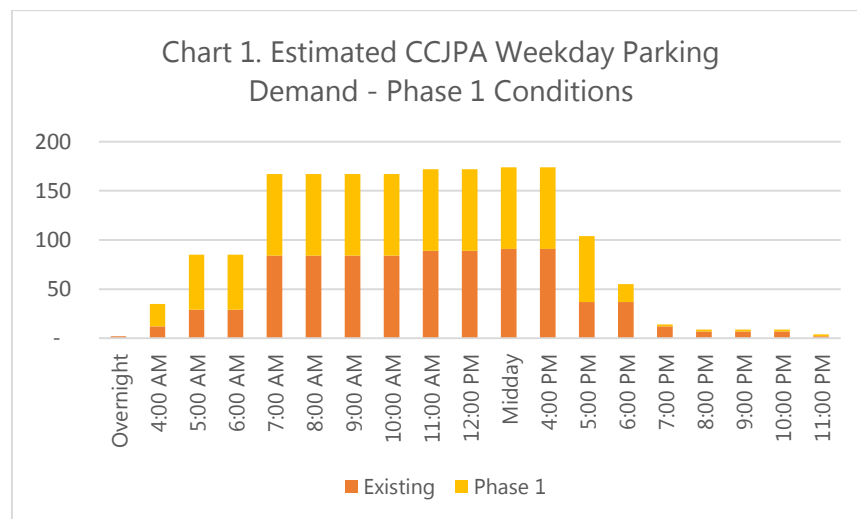
Table 3. CCJPA Third Track Project Parking Supply Changes

			CCJPA Third Track Project
Removed Parking Spaces			79
	Public	On Street	5
	Public	Off Street	74
Added Parking Spaces			118
	Public	On Street	
	Public	Off Street	118
Net New Parking Spaces			39
	Public	On Street	-5
	Public	Off Street	44

Note: Refer to the "Potential Parking Impacts and Mitigation Strategies" section (page 13) for a description of the added parking spaces.
Source: CCJPA, 2017.

The two new daily CCJPA round trips associated with Phase 1 of the Third Track Project would increase passenger boardings and passenger parking demand within the vicinity of the train station. **Chart 1**, below, summarizes the existing hourly CCJPA parking demand at Roseville Station, as well as the anticipated hourly parking demand generated by Phase 1 of the Third Track Project. Hourly variation in CCJPA parking demand is directly tied to the train schedule and the estimated number of passengers boarding and alighting on each trip. The parking demand estimates also account for Roseville CCJPA passenger travel behavior, including station mode of access and average vehicle occupancy as reported from recent CCJPA passenger surveys.

Under Phase 1 conditions, CCJPA staff indicated that passenger boardings and alightings at Roseville Station would be clustered in the morning and evening, respectively. This would result in parking demand that would accumulate early in the morning, plateau through the middle of the day, and drop off precipitously in the evening.



According to Chart 1, peak parking demand for Phase 1 of the Third Track Project would occur from 7 AM to 4 PM and reach 174 parking spaces, 83 spaces above the existing peak CCJPA parking demand. CCJPA parking demand would decrease significantly by 7 PM, the peak parking hour for the HOT area as a whole. This is typical of commuter-oriented stations along the CCJPA corridor, where parking demand drops drastically after passengers complete their evening commute and depart from parking areas adjacent to the station.

Because the Roseville Station lot is fully occupied under existing conditions, any additional parking demand would need to be accommodated elsewhere. Per the direction of City staff, it is not desirable to accommodate excess CCJPA parking demand in surrounding on street parking areas that encroach into the adjacent residential neighborhood, therefore, alternative parking solutions would need to be considered.

Near-Term Parking Supply and Demand Comparison

Fehr & Peers estimated near-term hourly demand throughout the study area using a spreadsheet-based parking model. This approach allows future parking demand to be assigned to appropriate zones based on the availability and type of parking supply (i.e., private commercial parking supply would only be reserved for parking demand generated by affiliated land uses). According to this exercise, near-term parking demand would mirror the existing 7 PM peak parking hour in HOT. **Table 4** summarizes the estimated parking demand and supply for near-term conditions during the 7 PM peak hour for each HOT subarea.

Under near-term conditions, with the additional parking provided by the CCJPA, parking supply would be greater than parking demand for the study area as a whole during the 7 PM peak hour. Moreover, none of the HOT subareas would experience a parking shortfall during the 7 PM peak hour.

However, a near-term parking shortfall is expected to occur within the Train Depot subarea from approximately 7 AM to 4 PM on a typical weekday. This is due to the following factors:

- Full utilization of the Roseville Station surface parking lot under existing conditions
- Increase in CCJPA ridership and parking demand associated with Phase 1 of the Third Track Project
- Lack of available off street public parking within a five minute walk of the Roseville Station platform under near-term conditions

According to the analysis, under near-term conditions, the Train Depot subarea parking shortfall would peak at 9 AM and total 81 parking spaces. For potential solutions, refer to the "Potential Parking Impacts and Mitigation Strategies" section of this report, which begins on page 13.

Table 4. Near-Term 7 PM Peak Hour Parking Conditions

Subarea and Parking Space Type		Supply	Weekday Peak Hour	
			Friday 7 PM	
			Demand	Avail. Spaces
<i>Business District Subtotal</i>		638	479	159
Public	On Street	93	80	13
Public	Off Street	129	100	29
Residential	Off Street	95	80	15
Commercial	Off Street	321	219	102
<i>Central Subtotal</i>		306	102	204
Public	On Street	167	64	103
Public	Off Street	-	-	-
Residential	Off Street	55	21	34
Commercial	Off Street	84	17	67
<i>North Subtotal</i>		282	66	216
Public	On Street	80	19	61
Public	Off Street	-	-	-
Residential	Off Street	43	20	23
Commercial	Off Street	159	27	132
<i>Train Depot Subtotal</i>		412	127	285
Public	On Street	205	89	116
Public	Off Street	77	20	57
Residential	Off Street	10	7	3
Commercial	Off Street	120	11	109
<i>Study Area Total</i>		1,638	774	864
Public	On Street	545	252	293
Public	Off Street	206	120	86
Residential	Off Street	203	128	75
Commercial	Off Street	684	274	410

Source: Fehr & Peers, 2017.

Long-Term Parking Conditions

The following projects would affect long-term parking supply and demand within the study area:

- Land Development
 - **Downtown Specific Plan (DTSP)** implementation, including mixed-use development within the HOT area.
- CCJPA Third Track Project
 - **Buildout**, which would include seven additional daily round trips to Roseville Station (ten total).

Long-Term Land Development Parking Changes

Adopted by the Roseville City Council in 2009, the DTSP establishes a vision for future development within the HOT and Downtown Roseville areas. The land use plan included in the DTSP represents a buildout scenario for the HOT area typified by high density, mixed-use development.

For the purposes of this study, under long-term conditions, future parking changes associated with the DTSP were derived from reasonably foreseeable land use components of the plan, rather than the full buildout of the plan. Consultation with City staff identified six 'opportunity sites' that were considered to be reasonably foreseeable within the long-term planning horizon. These sites are illustrated in **Figure 6**.

Table 5 summarizes the total residential and commercial development estimated for each site. The two active development proposals, the Junction Crossing and Pacific Plaza Projects, are located on opportunity sites F and C, respectively. While it is expected that the remaining sites would include either mixed-use or commercial development, specific quantities for each site could vary greatly based on the density parameters established in the DTSP. To reflect the existing market conditions, residential and commercial densities from the two active development proposals were assumed for the remaining opportunity sites for the purposes of this study.

Table 5. DTSP Opportunity Sites

		Opportunity Sites						
		A	B	C	D	E	F	Total
Net New Development	Residential (DU)	133	-1	75 ¹	103	112	86 ¹	508
	Commercial (sf)	6,120	14,900	3,000	4,800	-8,570	---	20,250
Future Scenario	Near-Term	No	No	Yes	No	No	Yes	
	Long-Term	Yes	Yes	Yes	Yes	Yes	Yes	

1. Proposed affordable housing development.

Source: City of Roseville, Fehr & Peers, 2017.

Table 6 summarizes the estimated net effect on HOT parking supply for each opportunity site. Parking supply provisions for each opportunity site were derived from on-site parking requirements detailed in the Downtown Code. In total, the opportunity sites would add an estimated 404 parking spaces within the HOT area.

Table 6. DTSP Opportunity Sites Parking Supply Changes

		Opportunity Sites						
		A	B	C	D	E	F	Total
Removed Parking Spaces			46	12	150	89	51	348
Public	On Street			10				10
Public	Off Street					51		51
Residential	Off Street							---
Commercial	Off Street		46	2	150	89		287
Added Parking Spaces		256	54	44	149	163	86	752
Public	On Street	62						62
Public	Off Street							---
Residential	Off Street	181		38	141	152	56	568
Commercial	Off Street	13	54	6	8	11	30	122
Net New Parking Spaces		256	8	32	-1	74	35	404
Public	On Street	62		-10				52
Public	Off Street						-51	-51
Residential	Off Street	181		38	141	152	56	568
Commercial	Off Street	13	8	4	-142	-78	30	-165

Source: City of Roseville, Fehr & Peers, 2017.

It is estimated that each opportunity site would generate the following peak parking demand:

- Residential development
 - One and a half parking spaces per dwelling unit with two or more bedrooms
 - One parking space per dwelling unit with one bedroom
 - One parking space per two dwelling units of affordable housing within proximity to transit service, consistent with California State law
- Commercial development
 - One parking space per 500 square feet of commercial development

These figures are typical for other mixed-use districts with access to transit, where residents, employees, and visitors have access to a greater variety of transportation options and are more likely to implement a 'park once' strategy if driving and parking.

Table 7 summarizes the estimated peak parking demand for each opportunity site. A comparison with Table 6 shows that the estimated increase in peak parking demand (590 spaces) from the opportunity sites would be greater than the estimated increase in on-site parking supply provided at each site (404 spaces).

Table 7. DTSP Opportunity Sites Parking Demand Changes

		Opportunity Sites						
		A	B	C	D	E	F	Total
Net New Peak Parking Demand		194	27	42	149	135	43	590
Residential	Off Street	181	-2	38	139	152	43	551
Commercial	Off Street	13	29	4	10	-17	--	39

Note: Parking demand figures included above represent the peak parking demand for each land use type. For residential land uses, this typically occurs during the middle of the night, when the majority of residents are at home. For commercial land uses, this typically occurs during the middle of the day or the evening, when patronage of businesses is at its peak.

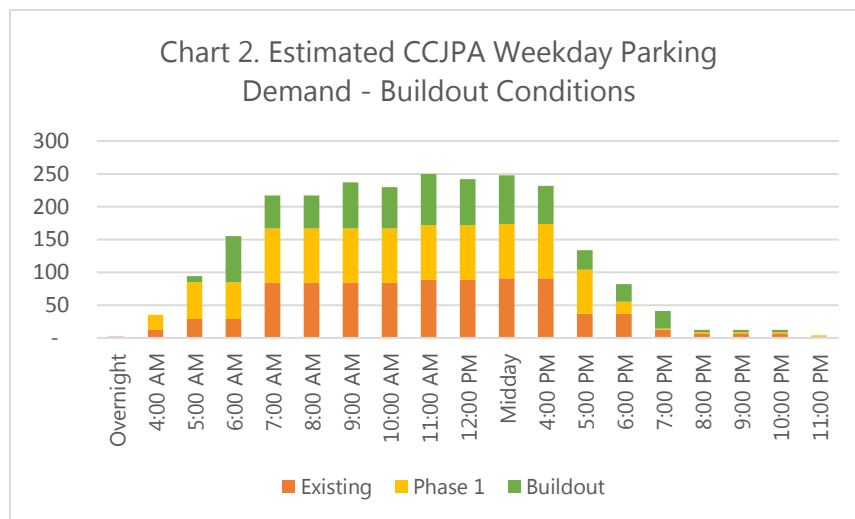
Source: City of Roseville, Fehr & Peers, 2017.

Fehr & Peers estimated hourly variation in parking demand for each opportunity site using the Urban Land Institute (ULI) shared parking methodology. Based on this methodology, the peak parking hour for the opportunity sites would coincide with the existing Friday 7 PM peak parking hour for the study area. During this peak hour, the opportunity sites would generate demand for an estimated 534 residential and 37 commercial parking spaces (97 percent of peak residential parking demand and 95 percent of peak commercial parking demand). Therefore, there will be sufficient *overall* parking to accommodate long-term land development changes in HOT. However, refer to the "Long-Term Parking Supply and Demand Comparison" section (page 11) for analysis of parking by subarea.

Long-Term CCJPA Parking Changes

Buildout of the CCJPA Third Track Project would not further alter HOT parking supply beyond the changes described above associated with the construction of Phase 1. However, the addition of seven daily round trips (for a total of ten daily round trips) would generate additional ridership and parking demand within the study area.

Chart 2 summarizes the estimated hourly CCJPA parking demand at Roseville Station associated with buildout of the Third Track Project in relation to existing and Phase 1 parking demand. According to Chart 2, peak parking demand for buildout of the Third Track Project would occur at 11 AM and reach 250 parking spaces, 161 spaces above the existing peak CCJPA parking demand. Because the Roseville Station lot is fully occupied under existing conditions, this additional parking demand would need to be accommodated elsewhere. Similar to Phase 1 conditions, CCJPA parking demand would decrease significantly by 7 PM, the peak parking hour for the HOT area as a whole.



Long-Term Parking Supply and Demand Comparison

Fehr & Peers utilized the spreadsheet-based parking model to estimate long-term hourly parking demand throughout the study area. According to this exercise, long-term parking demand would mirror the existing 7 PM peak parking hour in HOT. **Table 8** summarizes the estimated parking demand and supply for long-term conditions during the 7 PM peak hour for each HOT subarea.

Under long-term conditions, parking supply would be greater than parking demand for the study area *as a whole* during the 7 PM peak hour. However, within the Business District subarea, a parking shortfall of approximately 97 parking spaces would occur during the 7 PM peak hour under long-term conditions.¹ This shortfall would occur due to a combination of factors within the Business District subarea, including:

- Significant increase in residential development and associated parking demand
- Reduction of off street parking supply
- 'Under-parking' of new development sites (i.e., less than one on-site parking space per dwelling unit for affordable housing)

The addition of CCJPA Third Track Project buildout parking demand would further contribute to the mid-day parking shortfall within the Train Depot subarea under long-term conditions. This shortfall is estimated to peak at 158 parking spaces during the 11 AM hour.

¹ For the Business District subarea, note that Table 8 indicates an overall parking shortfall of 44 spaces and a commercial off street parking shortfall of 97 spaces. The overall Business District parking shortfall includes the estimated excess parking supply for non-commercial parking areas, including private residential parking. Vehicles parking for commercial purposes would not have access to the available parking supply provided by residential off street parking areas, therefore, the commercial parking shortfall of 97 spaces represents the upper limits of the overall parking shortfall for the Business District subarea.

Table 8. Long-Term 7 PM Peak Hour Parking Conditions

Subarea and Parking Space Type		Supply	Weekday Peak Hour	
			Friday 7 PM	
			Demand	Avail. Spaces
Business District Subtotal		711	755	-44
Public	On Street	93	80	13
Public	Off Street	129	114	15
Residential	Off Street	388	363	25
Commercial	Off Street	101	198	-97
Central Subtotal		307	123	184
Public	On Street	167	64	103
Public	Off Street	-	-	-
Residential	Off Street	55	19	36
Commercial	Off Street	85	40	45
North Subtotal		545	261	284
Public	On Street	142	19	123
Public	Off Street	-	-	-
Residential	Off Street	224	196	28
Commercial	Off Street	179	46	133
Train Depot Subtotal		412	154	258
Public	On Street	205	89	116
Public	Off Street	77	47	30
Residential	Off Street	10	7	3
Commercial	Off Street	120	11	109
Study Area Total		1,975	1,293	682
Public	On Street	607	252	355
Public	Off Street	206	161	45
Residential	Off Street	677	585	92
Commercial	Off Street	485	295	190

Source: Fehr & Peers, 2017.

Potential Parking Impacts and Mitigation Strategies

The following section summarizes potential parking impacts and mitigation measures based on the results of the near- and long-term parking analysis. The mitigation strategies described below provide a menu of potential options for consideration by the City.

Near-Term Impact 1 – CCJPA Third Track Project Construction

The construction of Phase 1 of the CCJPA Third Track Project would require the removal of 79 public parking spaces within the HOT area in order to accommodate a new layover facility and new track. Affected parking includes the existing surface lot behind the Boxing Donkey restaurant (48 spaces), the existing surface lot immediately north of the Elks Lodge (26 spaces), and existing on street parking on Pacific and Lincoln Streets (5 spaces).

Near-Term Mitigation 1.1

As part of the Third Track Project, CCJPA plans to construct new off street public parking to offset the loss of existing public parking due construction of the track and layover facility. Options for various parking configurations are illustrated in Figures A-28, A-29, and A-30 in the Appendix:

- **CCJPA Site – Alternative 1 – Surface Lot (Figure A-28)** – this alternative includes 131 additional off street public parking spaces, including the 118 off street public parking spaces that CCJPA plans to construct to offset public parking impacts associated with the construction of the Third Track Project. In addition to the planned CCJPA parking mitigation, 13 parking spaces could be accommodated behind the Boxing Donkey restaurant.
- **CCJPA Site – Alternative 2 – Surface Lot (Figure A-29)** – this alternative represents an altered configuration of the CCJPA layover yard and adjacent surface parking lots. In total, the alternative would provide 129 off street public parking spaces (including an additional 13 potential parking spaces behind the Boxing Donkey). This alternative would provide access to the large surface parking lot from both the north (via Lincoln Street) and the south (via Pacific Street). This alternative also allows for future flexibility should the City decide to pursue the construction of a parking garage near the CCJPA layover yard (detailed in Alternative 2 – Parking Garage). *This is the preferred alternative.*
- **CCJPA Site – Alternative 3 – Surface Lot (Figure A-30)** – this alternative represents an altered configuration of the CCJPA layover yard and adjacent surface parking lots. In total, the alternative would provide 105 off street public parking spaces (including an additional 13 potential parking spaces behind the Boxing Donkey). This alternative allows for future flexibility should the City decide to pursue the construction of a parking garage near the CCJPA layover yard (detailed in Alternative 3 – Parking Garage).
- **CCJPA Site – Alternative 4 – Surface Lot (Figure 5)** – this alternative includes the additional 118 off street public parking spaces that CCJPA plans to construct to offset parking impacts associated with the construction of the Third Track Project. The parking effects of this alternative are captured in the near- and long-term analysis above.

These alternatives were developed in consultation with CCJPA staff to ensure adequate access for employees and service vehicles (e.g. fuel trucks) traveling to and from the layover facility. The

construction of any of these alternatives would provide additional public parking that exceeds the loss resulting from the CCJPA Third Track Project construction, therefore mitigating parking supply impacts associated with Near-Term Impact 1.

Near-Term Impact 2 – CCJPA Phase 1 Passenger Parking Demand

Completion of Phase 1 of the Third Track Project would allow CCJPA to operate two additional round trips serving Roseville Station in the near-term time horizon, increasing the total number of daily trips to three. The additional trips would generate additional ridership and parking demand within the vicinity of Roseville Station. It is estimated that under near-term conditions, Phase 1 of the Third Track Project would create a mid-day parking shortfall of 81 parking spaces in the Train Depot subarea.

Near-Term Mitigation 2.1

Additional on street parking could be provided on surface streets within the vicinity of Roseville Station. As shown in **Figure A-31**, on street parking on Church and Pacific Streets could be reconfigured to provide up to 105 on street parking spaces within the vicinity of Roseville Station. These spaces could be utilized by CCJPA passengers without affecting the on street parking supply in adjacent residential neighborhoods.

Near-Term Mitigation 2.2

The City could explore potential partnerships (e.g. lease agreements) to leverage private parking supply within a five minute walk of the station.

Near-Term Mitigation 2.3

The implementation of transportation demand management (TDM) measures could reduce parking demand associated with CCJPA Phase 1 passengers. Potential TDM strategies include marketing for non-motorized first-/last-mile access modes (walking, biking, etc.) and preferential carpool parking (e.g. designating reserved carpool parking in parking spaces closest to the station platform).

Implementation of these mitigation measures would sufficiently address near-term mid-day parking shortfalls in the Train Depot subarea related to Phase 1 CCJPA passenger parking demand.

Long-Term Impact 1 – DTSP and CCJPA Buildout

Buildout of the DTSP would cause a parking shortfall of 97 spaces during the 7 PM peak hour within the Business District subarea under long-term conditions. Buildout of the CCJPA Third Track Project would increase CCJPA service at Roseville Station to ten daily round trips and cause an estimated shortfall of 158 spaces during the 11 AM hour within the Train Depot subarea under long-term conditions.

Long-Term Mitigation 1.1

The construction of new public parking facilities could address future parking shortfalls by accommodating a variety of users for varying peak hours throughout the day, including weekday morning CCJPA passengers, evening HOT visitors, and new HOT residents. **Figure 7** identifies potential sites within HOT where additional parking facilities could be located. These include:

- **Roseville Station Site**, located at the existing 77-space surface parking lot adjacent to the station platform. Conceptual design plans recently produced for the City include a 270-space parking structure on this site, yielding a net increase of 193 public parking spaces.
- **Pacific Street Site**, located at the southeast corner of the Washington Boulevard and Church Street intersection. Conceptual parking layouts for the following site alternatives are included in Figures A-32 and A-33 in the Appendix:
 - **As-is** – leaving the site as-is would decrease the long-term parking shortfall within the Business District subarea by removing the additional residential parking demand from the Junction Crossing project and maintaining the existing off-street public parking supply.
 - **Pacific Street Site – Alternative 1 – DTSP Garage with Retail (Figure A-32)** – this alternative includes the 400-space parking structure with wraparound retail concept developed for the DTSP. This alternative would decrease the long-term parking shortfall by adding an additional 197 off street public parking spaces compared to existing conditions (plus an additional 130 spaces for private residential use).
 - **Pacific Street Site – Alternative 2 – Junction Crossing Project (Figure A-33)** – this alternative includes the proposed 86-unit Junction Crossing affordable housing project. The parking effects of this project are captured in the near- and long-term analysis above. The Junction Crossing Project would generate demand for approximately 43 parking spaces during the 7 PM peak hour. The proposed project would provide 56 on-site private residential parking spaces and 30 on-site public parking spaces.

Alternatives developed for this site would address the long-term 11 AM Train Depot subarea parking shortfall because it is located within a five minute walk of the Roseville Station platform.

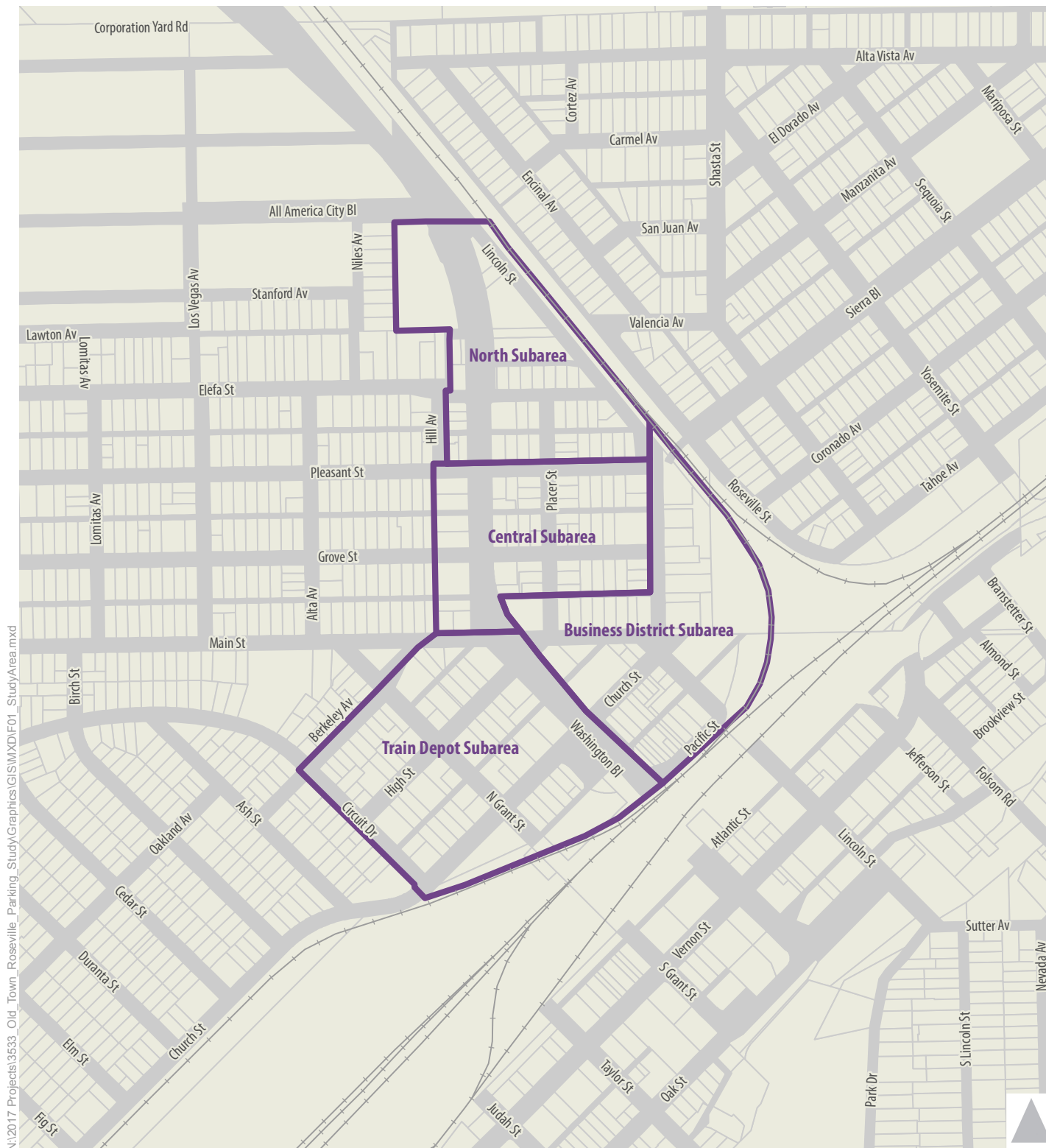
- **CCJPA Site**, located between the existing Lincoln Street surface parking lot and the UPRR tracks. Conceptual parking garage layouts for the following site alternatives are included in Figures A-34 and A-35 in the Appendix:
 - **CCJPA Site – Alternative 2 – Parking Garage (Figure A-34)** – this alternative includes a three-story 232-space parking structure. The parking garage would be

located on the site of the proposed parking lot detailed in *CCJPA Site – Alternative 2 – Surface Lot*, adjacent to the planned CCJPA layover facility. Vehicular access to the garage would be available from the north and south via Lincoln Street and Pacific Street, respectively. This alternative would reduce the long-term parking shortfall by providing an additional 264 off street public parking spaces compared to existing conditions.

- **CCJPA Site – Alternative 3 – Parking Garage (Figure A-35)** – this alternative includes a three-story 268-space parking structure. The first two floors of the parking garage would be located on the site of the proposed parking lot detailed in *CCJPA Site – Alternative 3 – Surface Lot*, adjacent to the planned CCJPA layover facility. The third floor of the parking garage would be decked over the planned layover facility, providing garage access to vehicles traveling from the north via Lincoln Street. This alternative would reduce the long-term parking shortfall by providing an additional 273 off street public parking spaces compared to existing conditions.

Alternatives developed for this site would not address the long-term 11 AM Train Depot subarea parking shortfall because it is located beyond a five minute walk of the Roseville Station platform.

Implementation of these mitigation measures would sufficiently address long-term parking shortfalls occurring during the mid-day period in the Train Depot subarea and during the 7 PM peak hour in the Business District subarea.



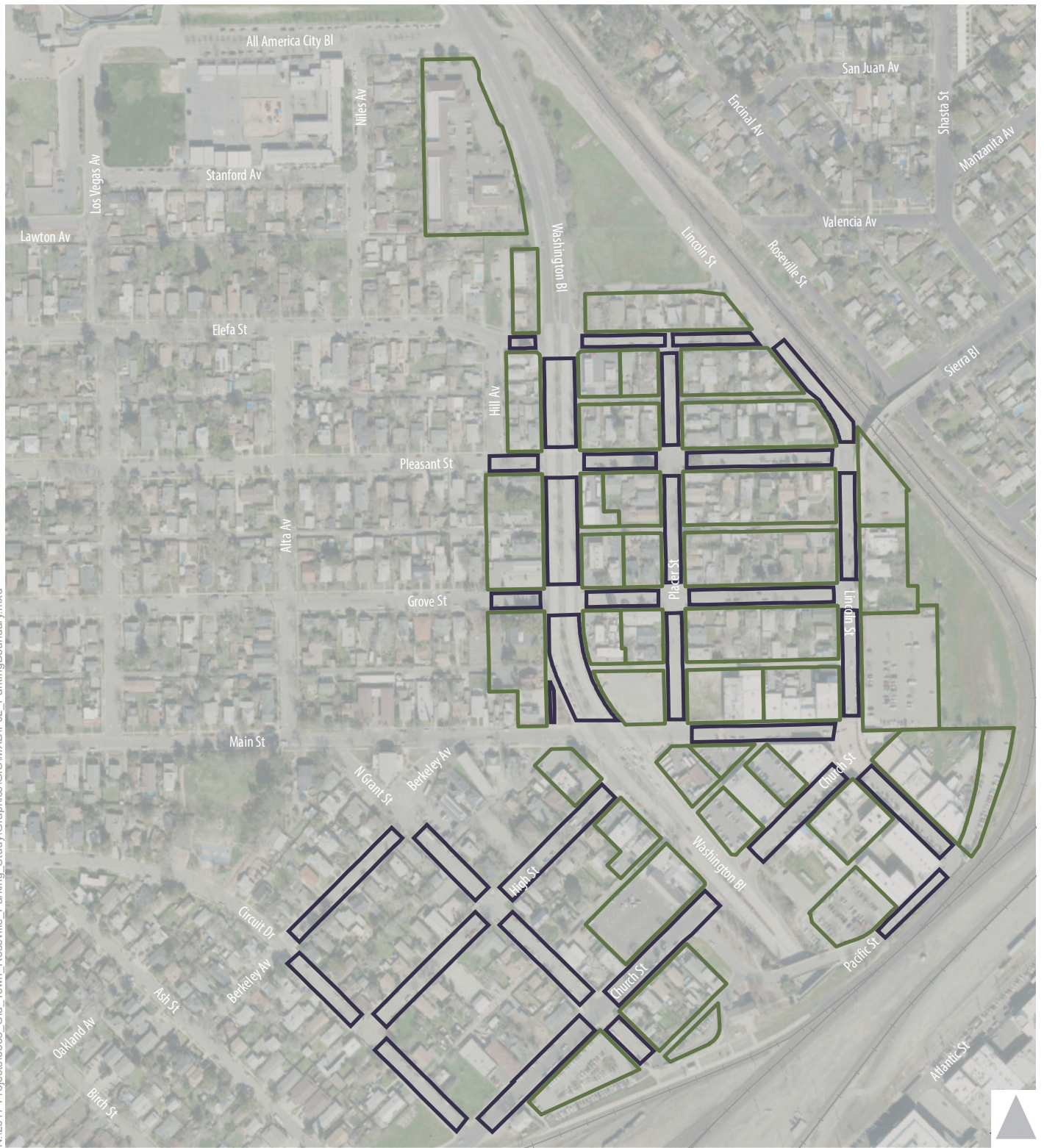
 Study Area

Figure 1

Study Area



N:\2017 Projects\3533 Old Town Roseville_Parking_Study\Graphics\GIS\MXD\F02_ParkingBoundary.mxd



On-Street Parking Off-Street Parking

Figure 2

Parking Survey Zones





Figure 3

Existing Parking Supply



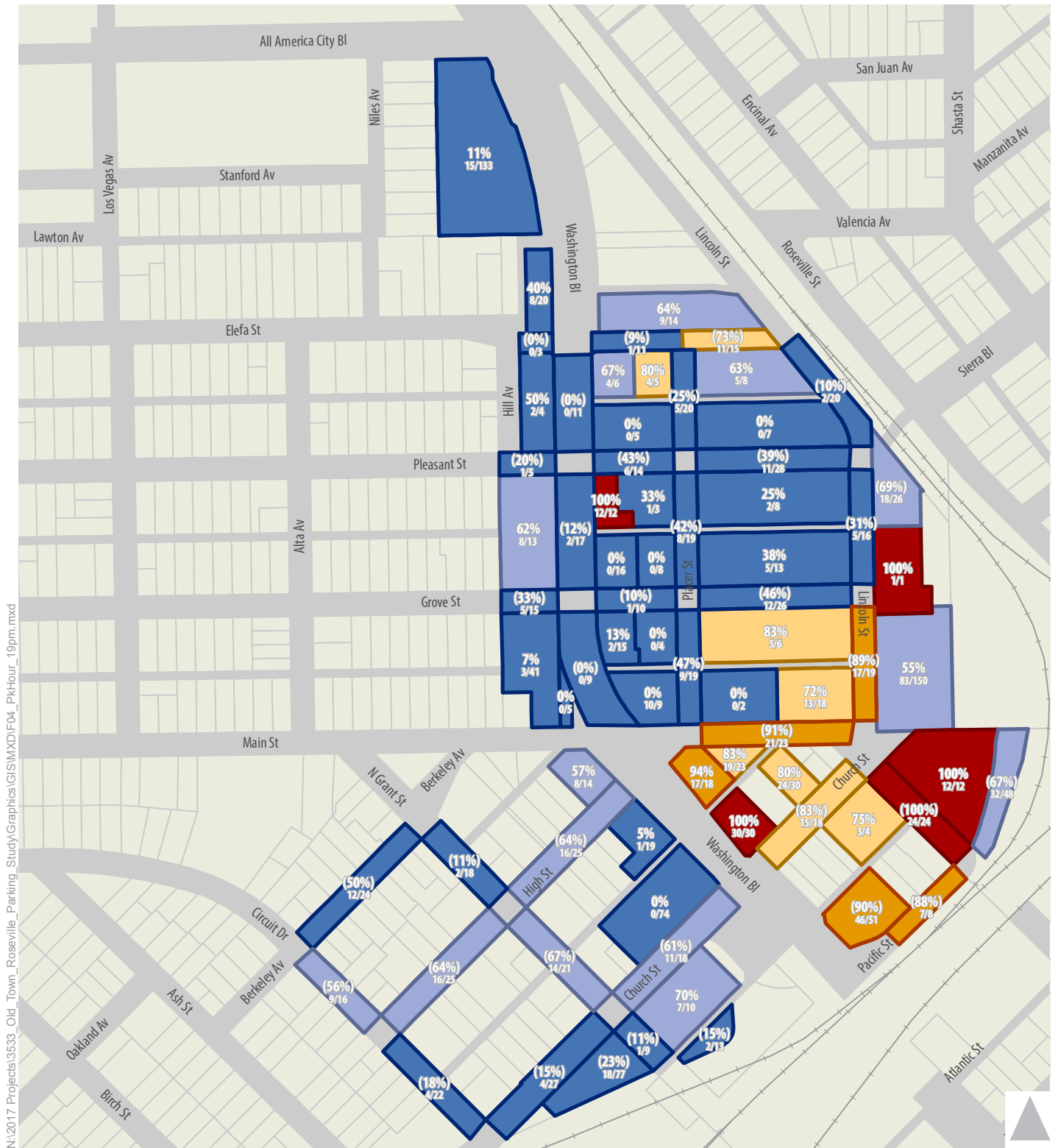
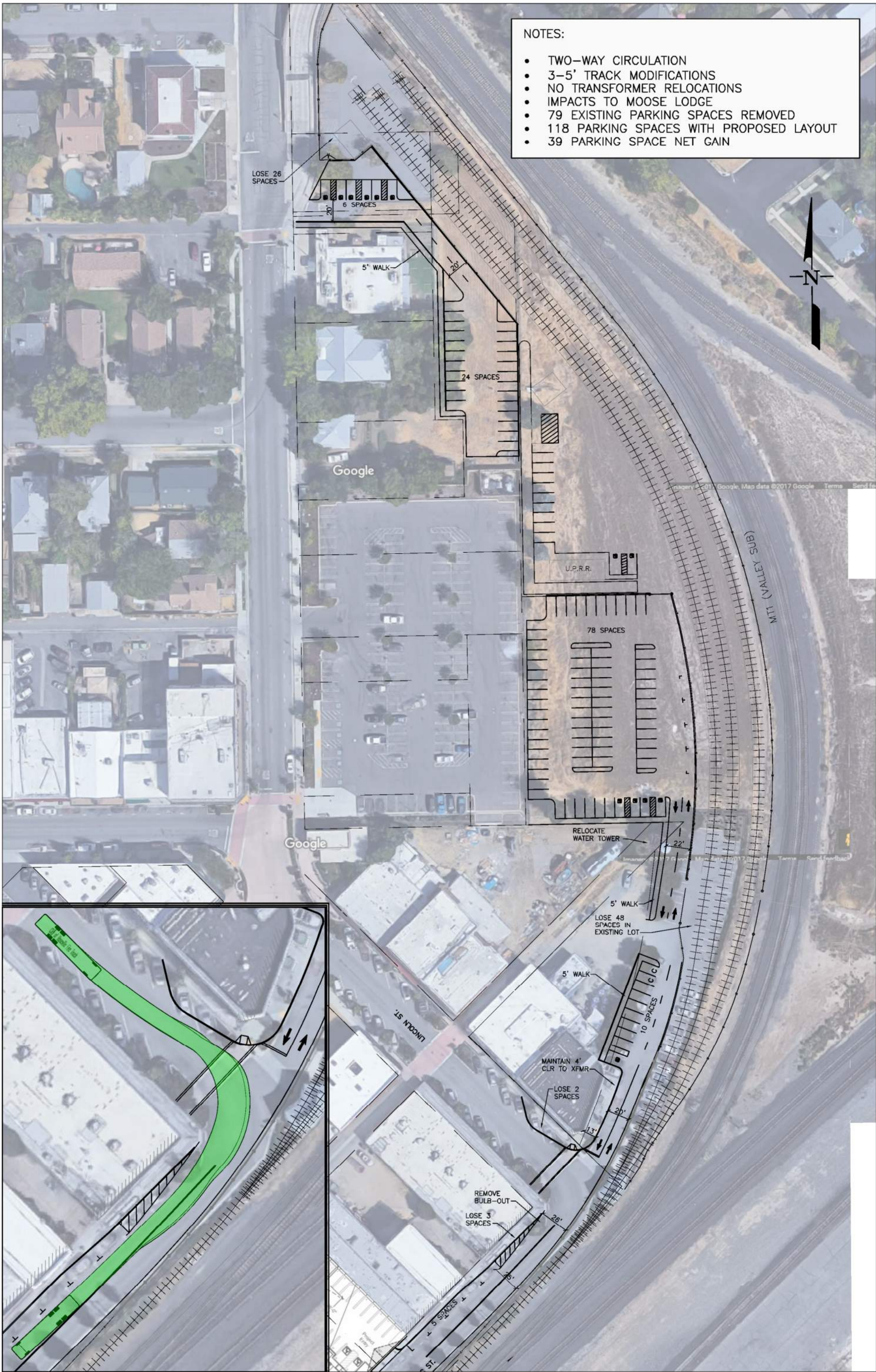
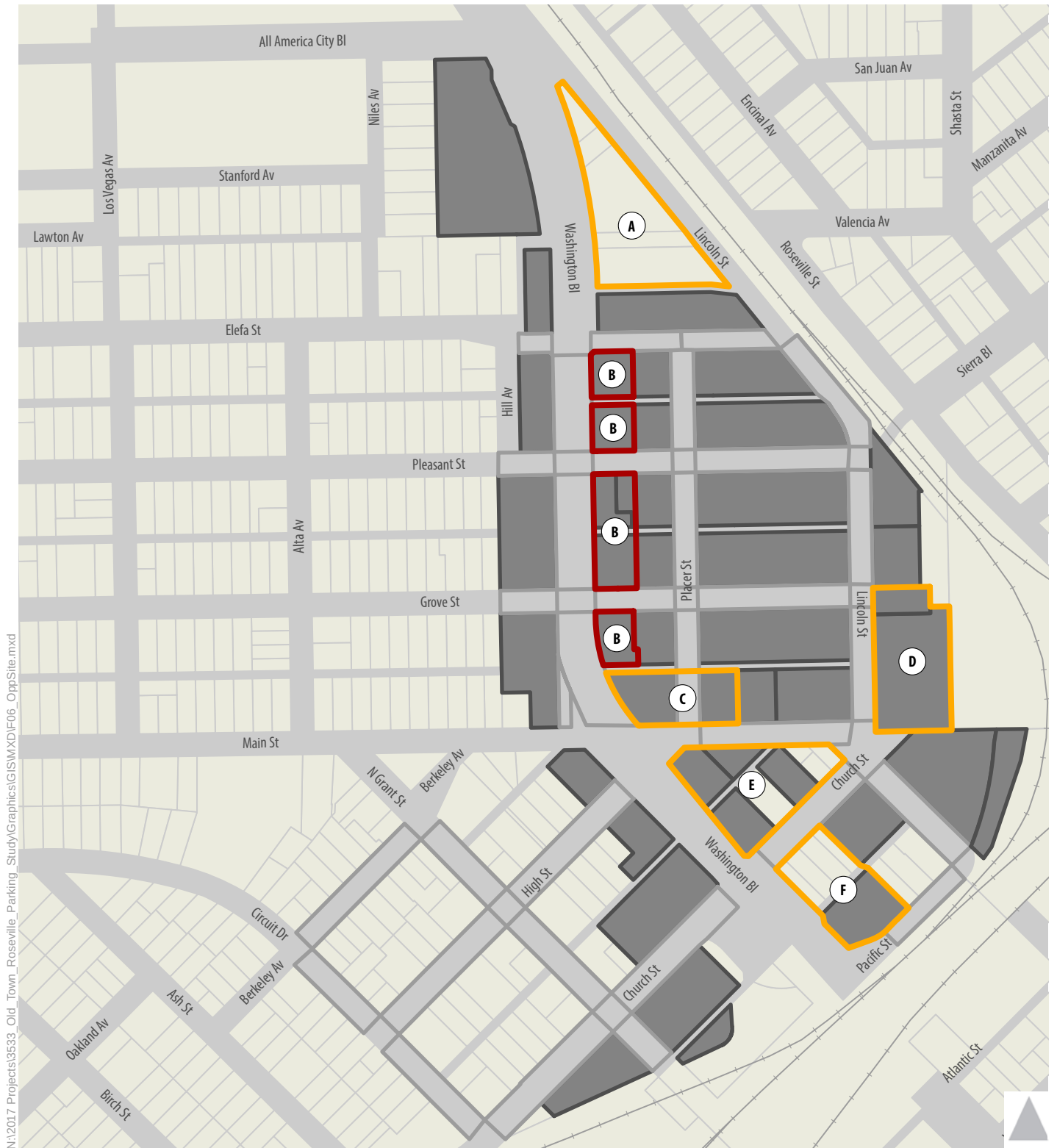


Figure 4
 Parking Utilization
 Friday 7pm





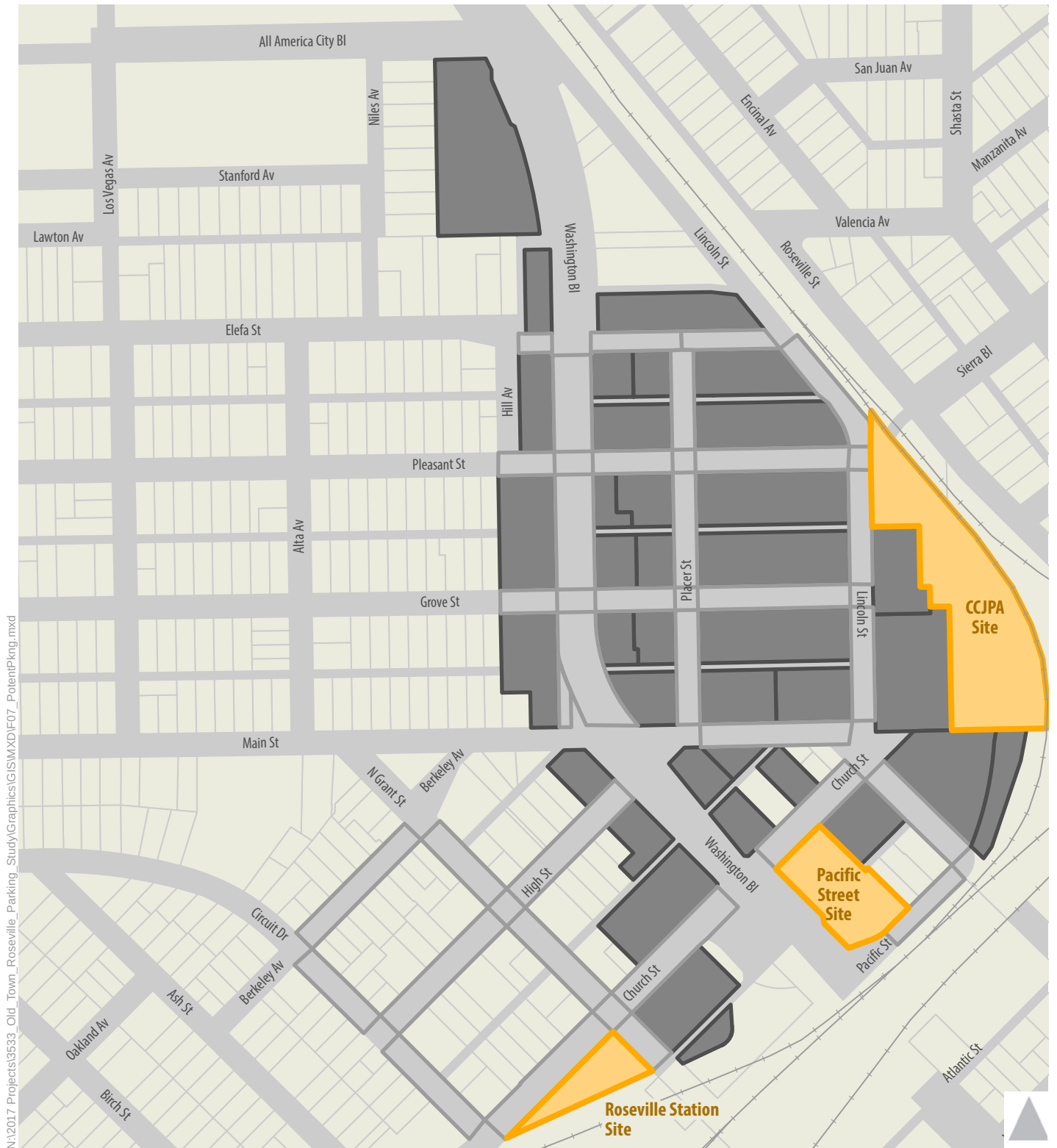


DTSP Opportunity Sites

- Residential/Mixed Use
- Commercial

Figure 6





 Potential New Parking Facility

Figure 7

Potential New Parking Facility



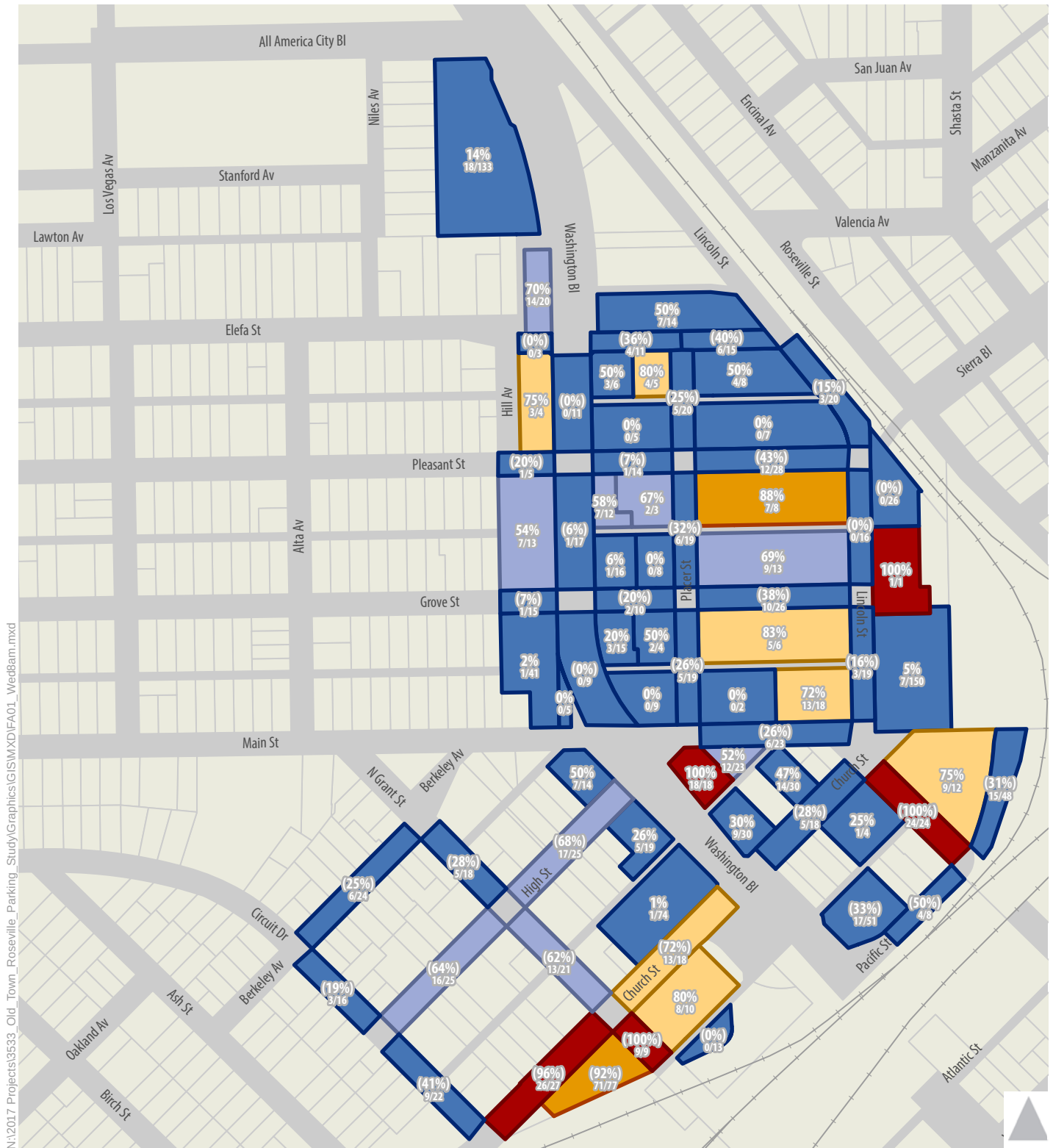
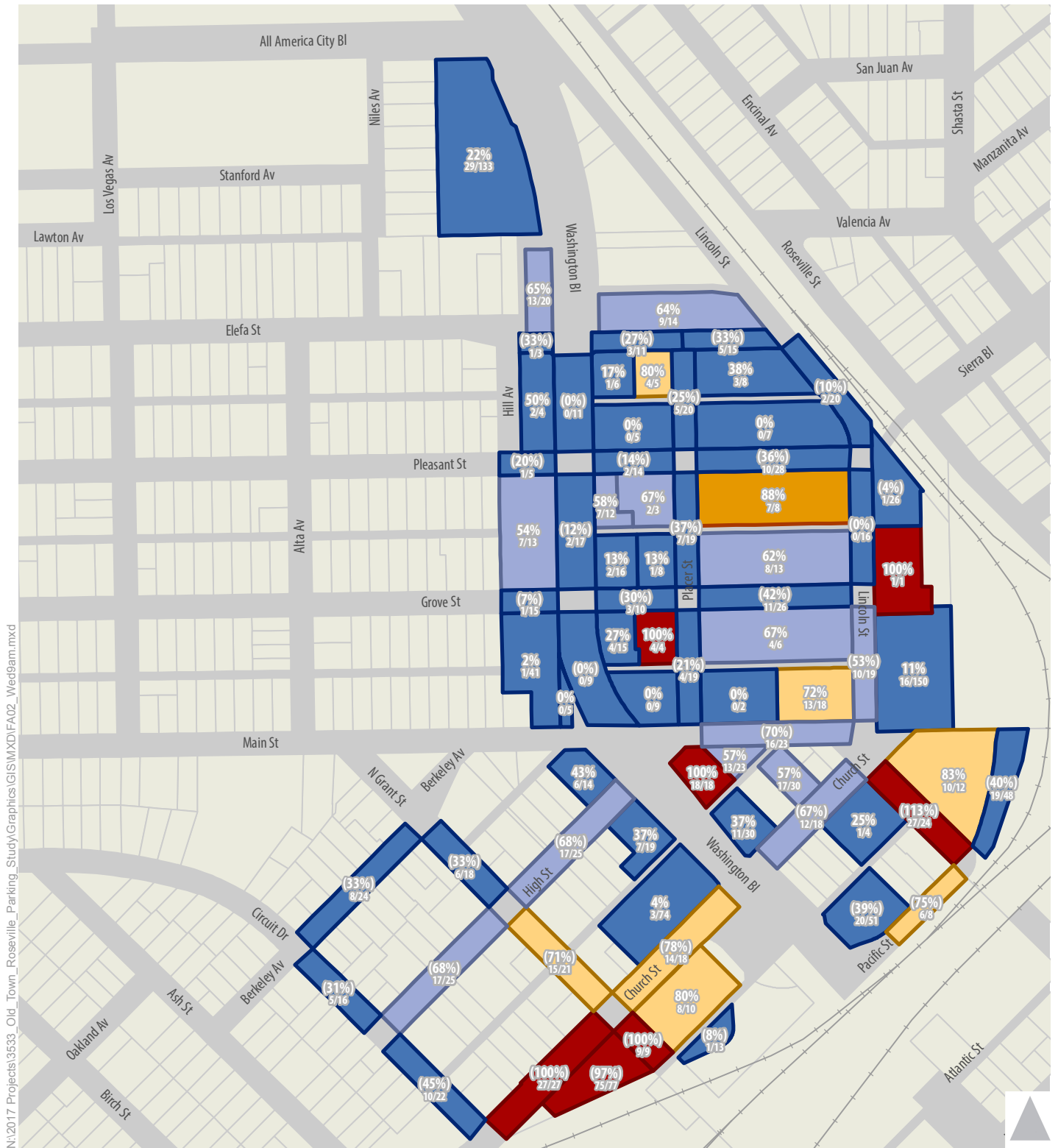


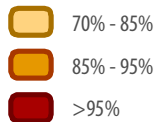
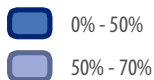
Figure A-1

Parking Utilization Wednesday 8am





Parking Utilization



(90%) Public Parking Utilization
 90% Private Parking Utilization
 8/10 Demand/Supply

Figure A-2

Parking Utilization
 Wednesday 9am



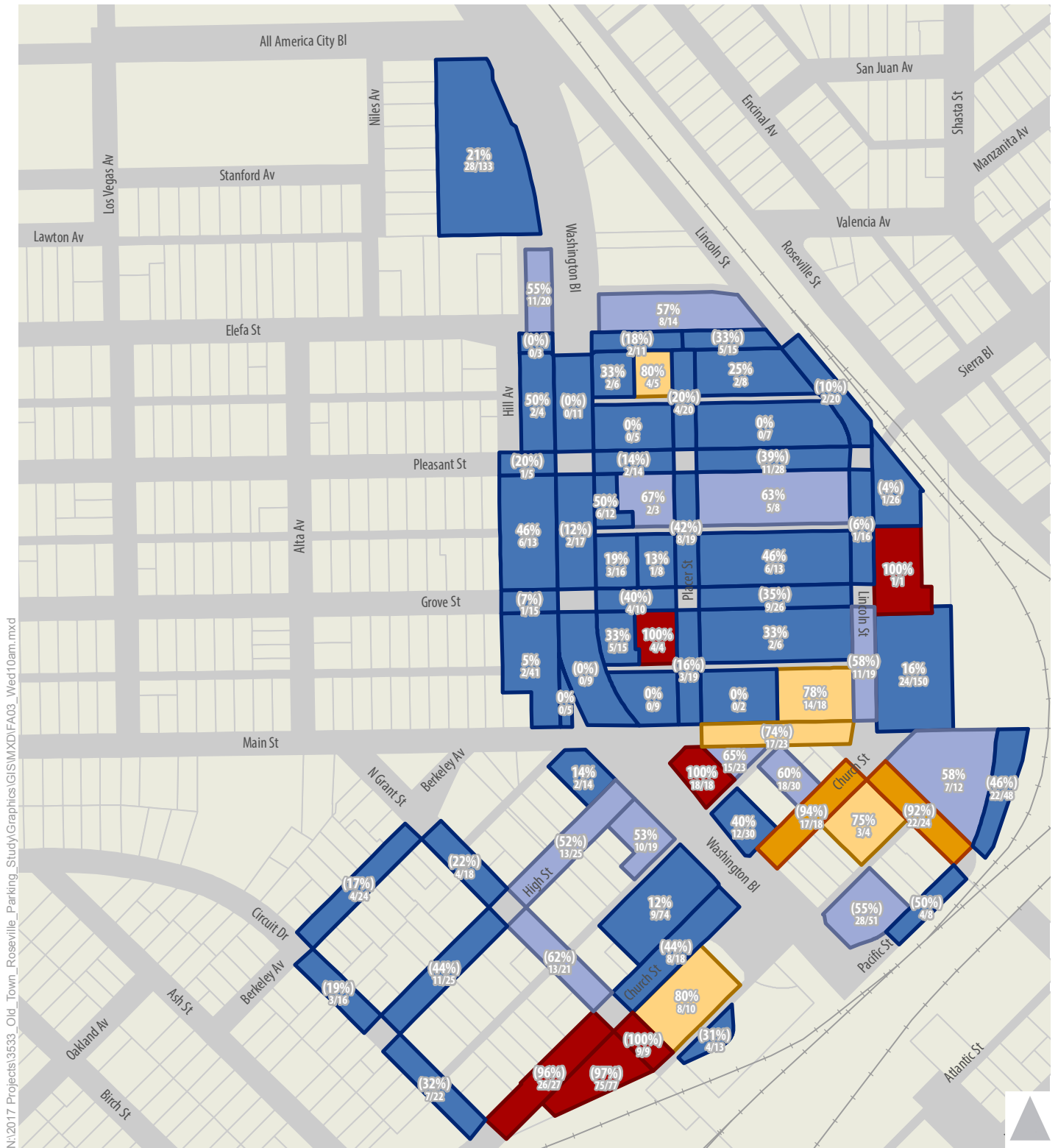


Figure A-3

Parking Utilization Wednesday 10am



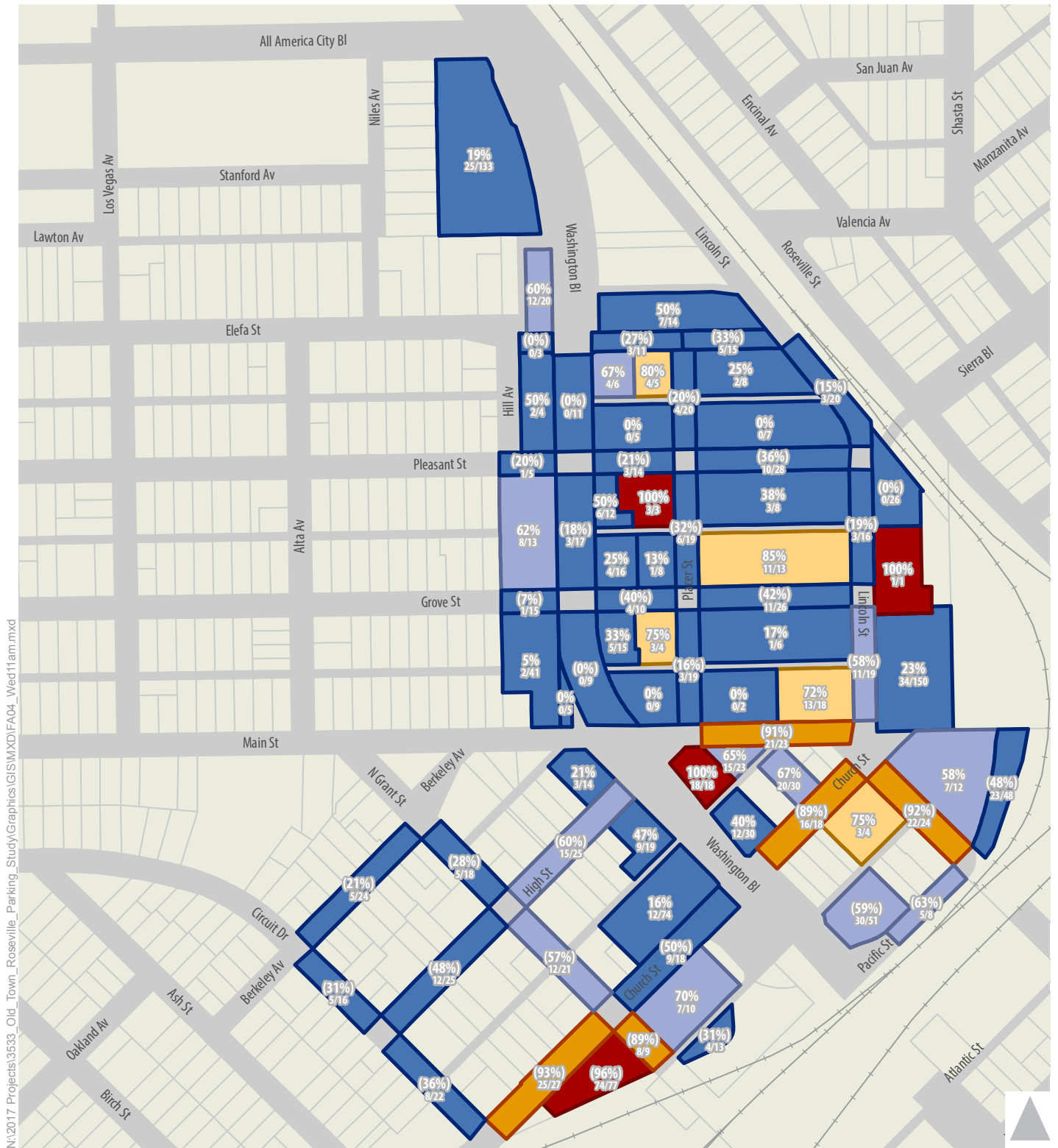
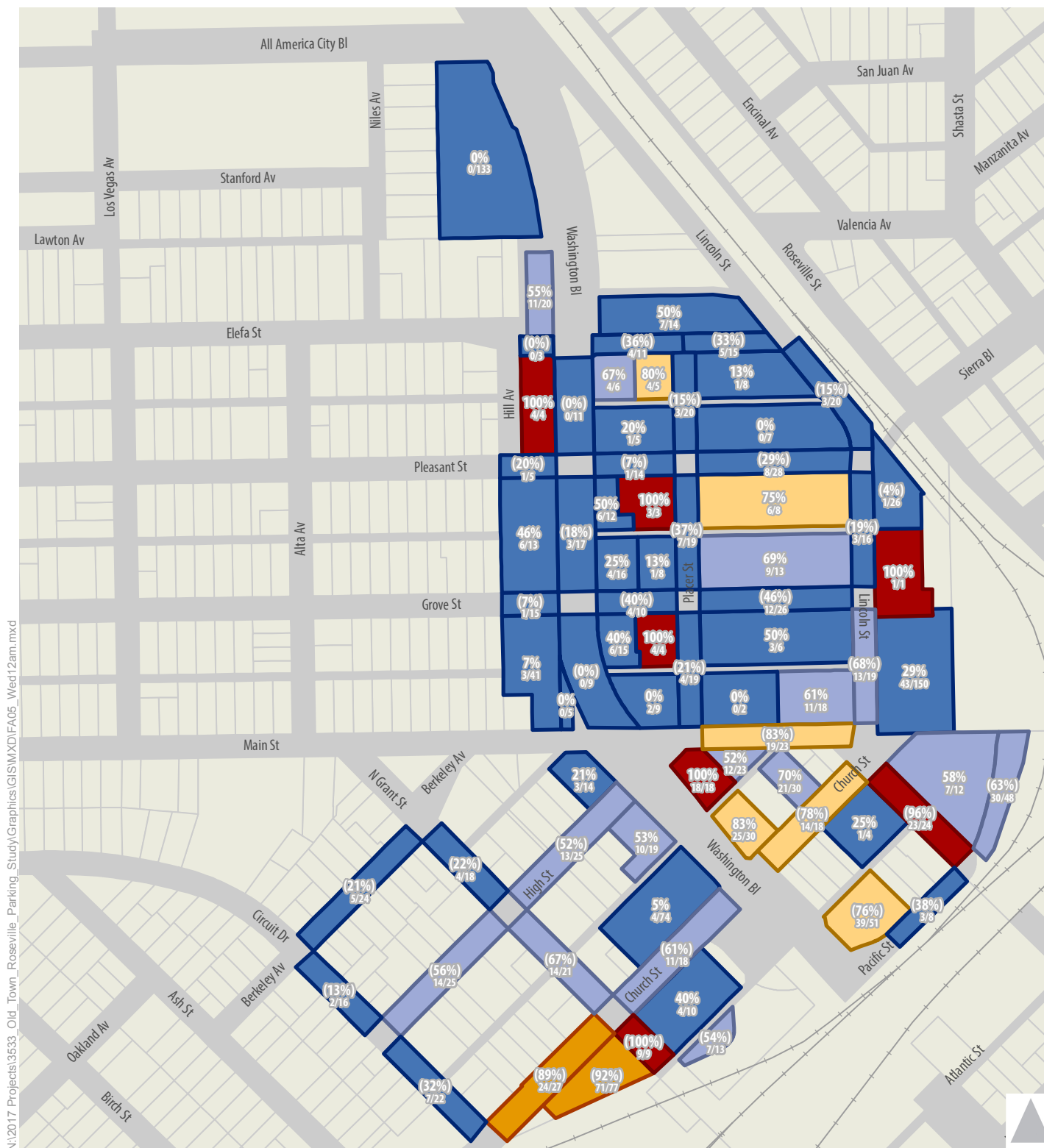


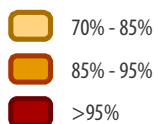
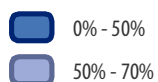
Figure A-4

Parking Utilization Wednesday 11am





Parking Utilization

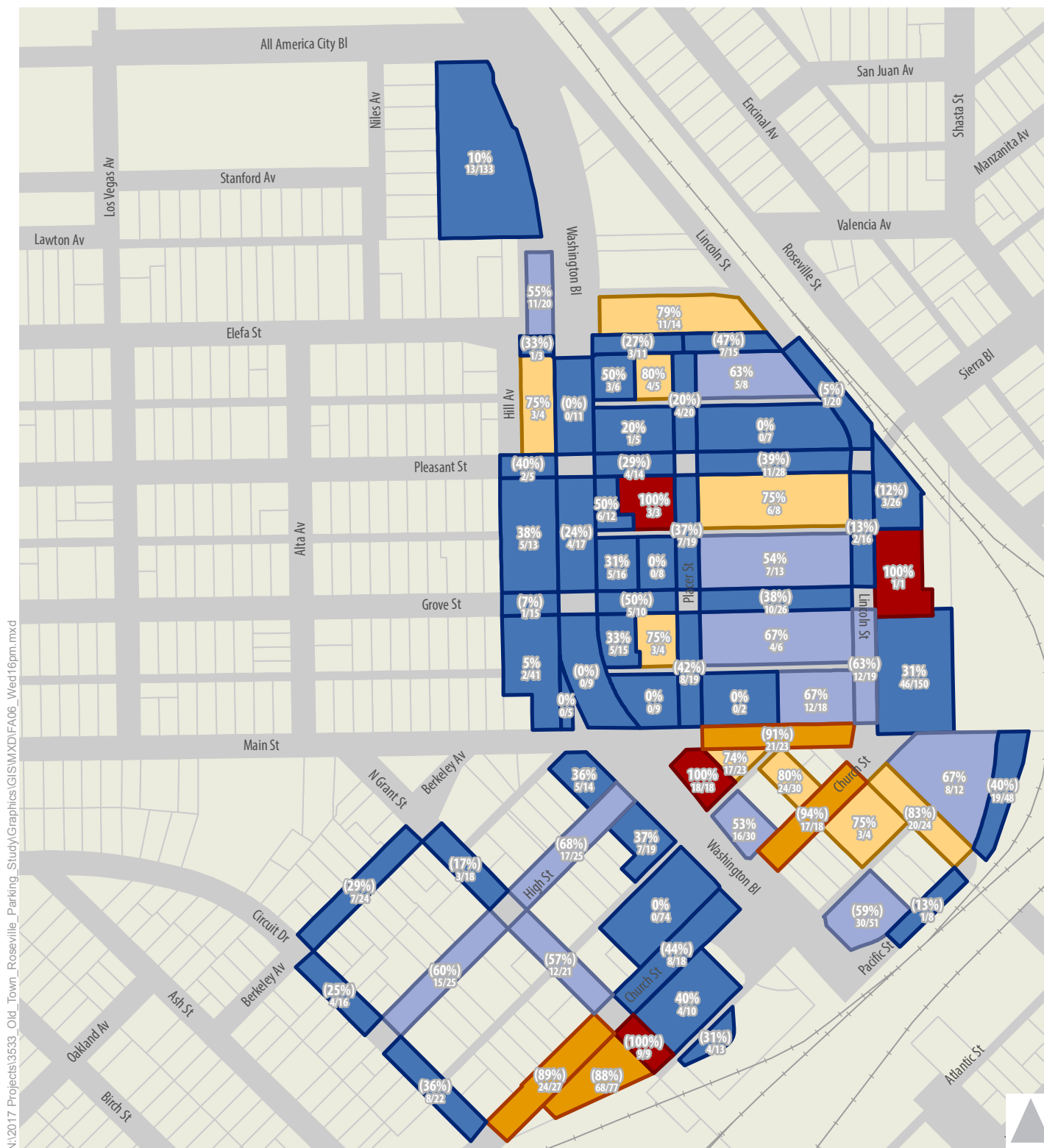


(90%) Public Parking Utilization
90% Private Parking Utilization
8/10 Demand/Supply

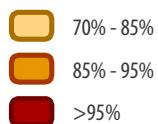
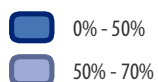
Figure A-5

Parking Utilization
Wednesday 12 noon





Parking Utilization



(90%) Public Parking Utilization
90% Private Parking Utilization
8/10 Demand/Supply

Figure A-6

Parking Utilization
Wednesday 4pm



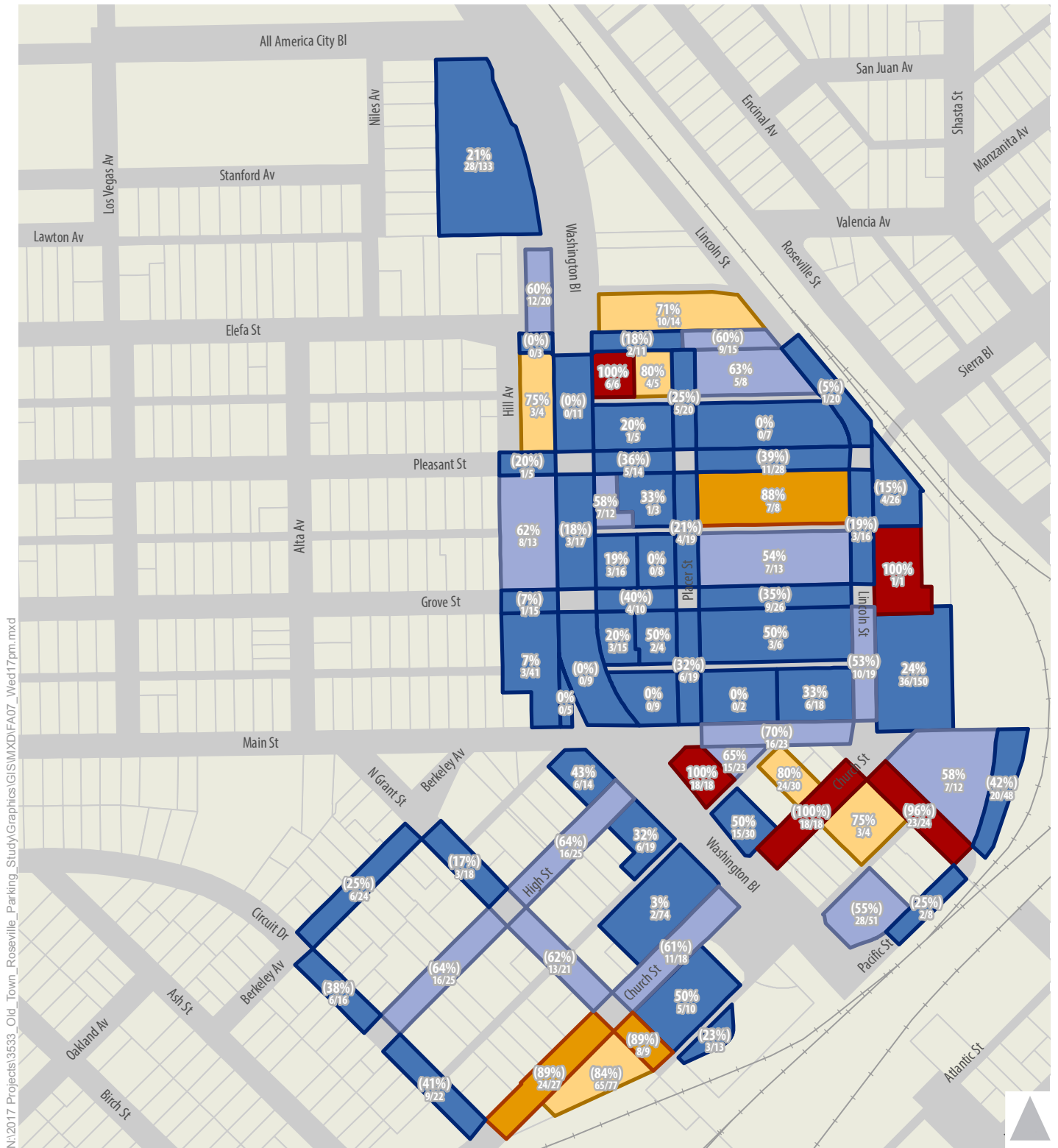
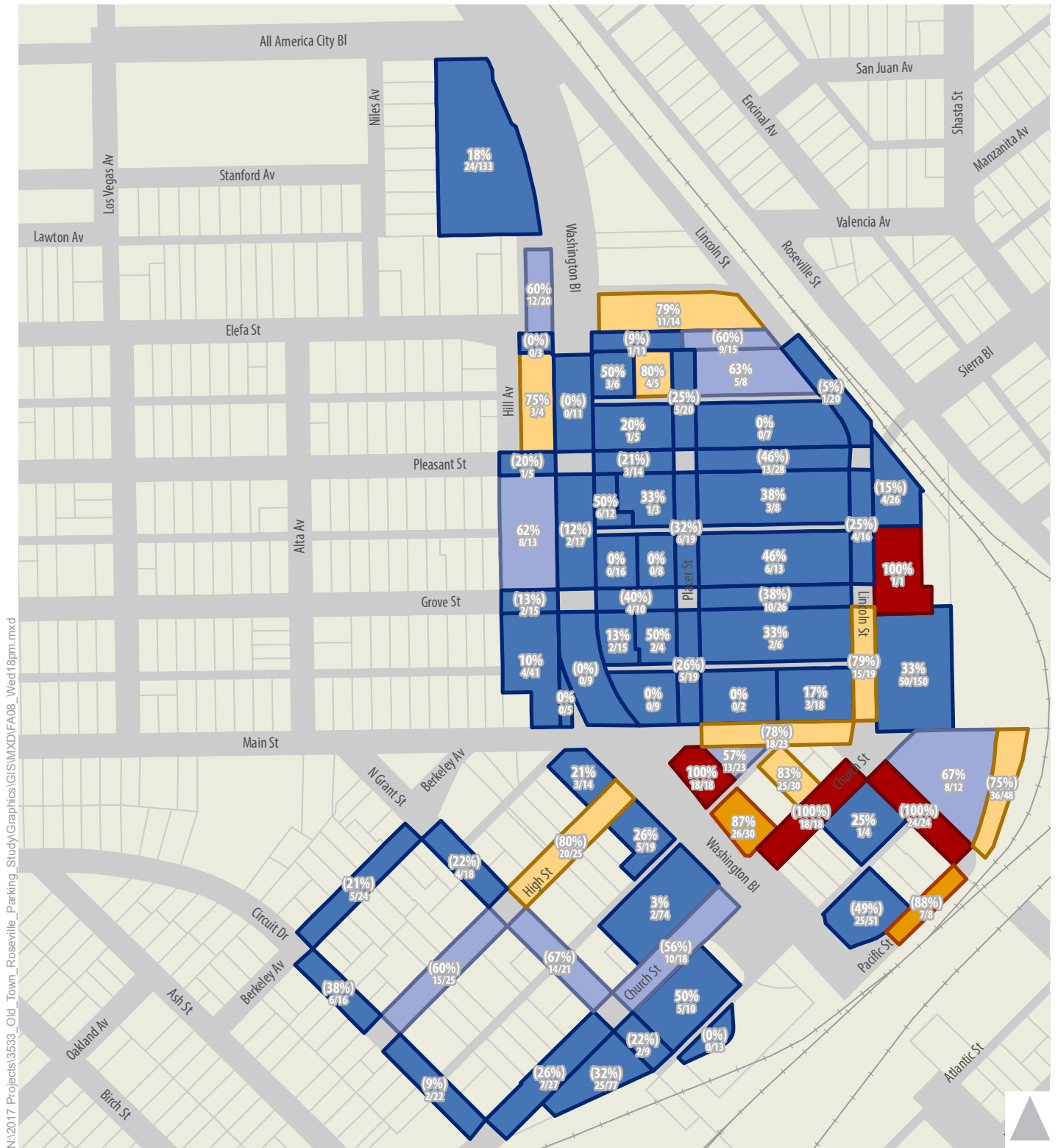


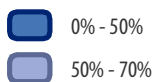
Figure A-7

Parking Utilization Wednesday 5pm





Parking Utilization



(90%) Public Parking Utilization
 90% Private Parking Utilization
 8/10 Demand/Supply

Figure A-8

Parking Utilization
 Wednesday 6pm



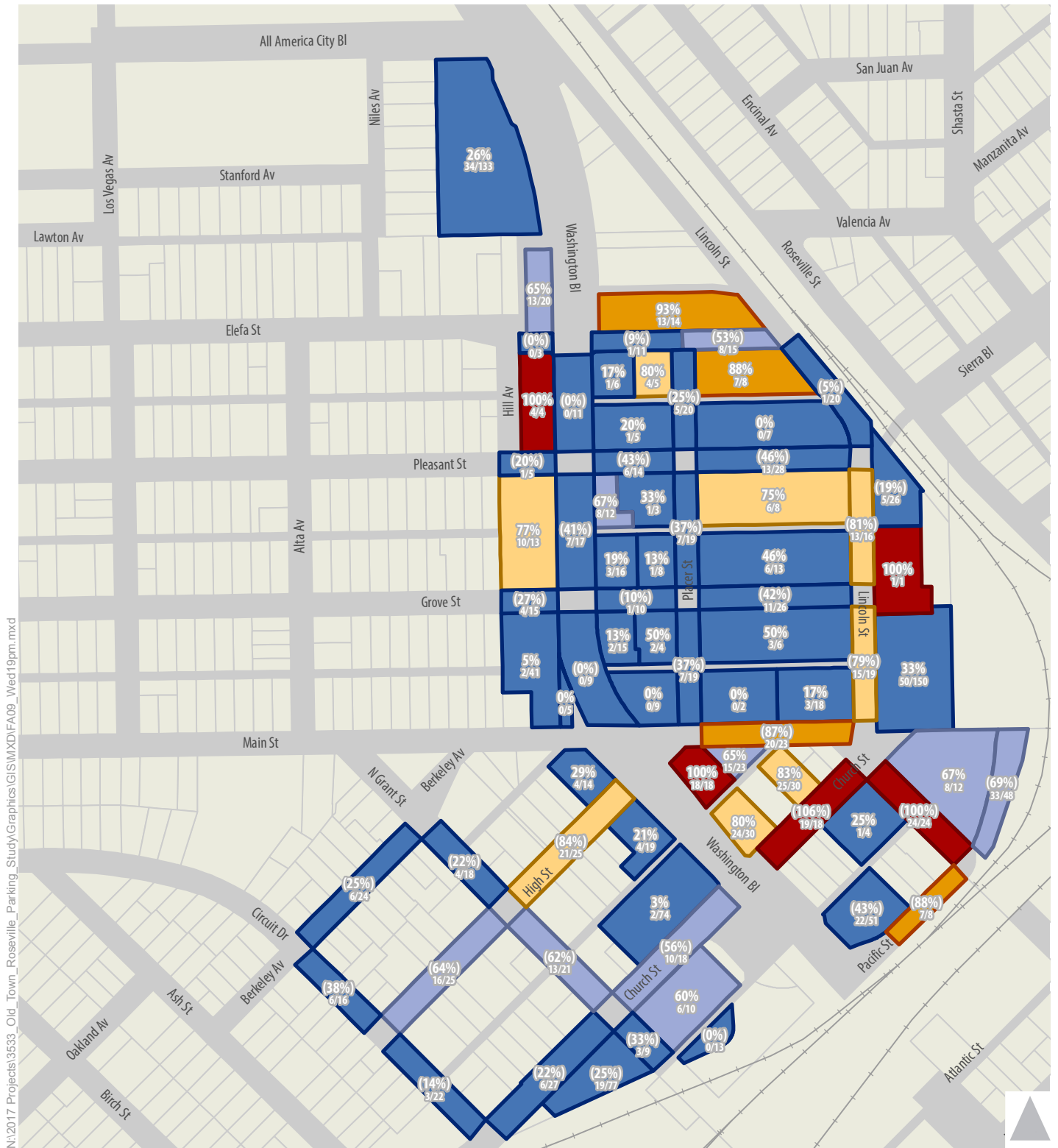


Figure A-9

Parking Utilization
Wednesday 7pm



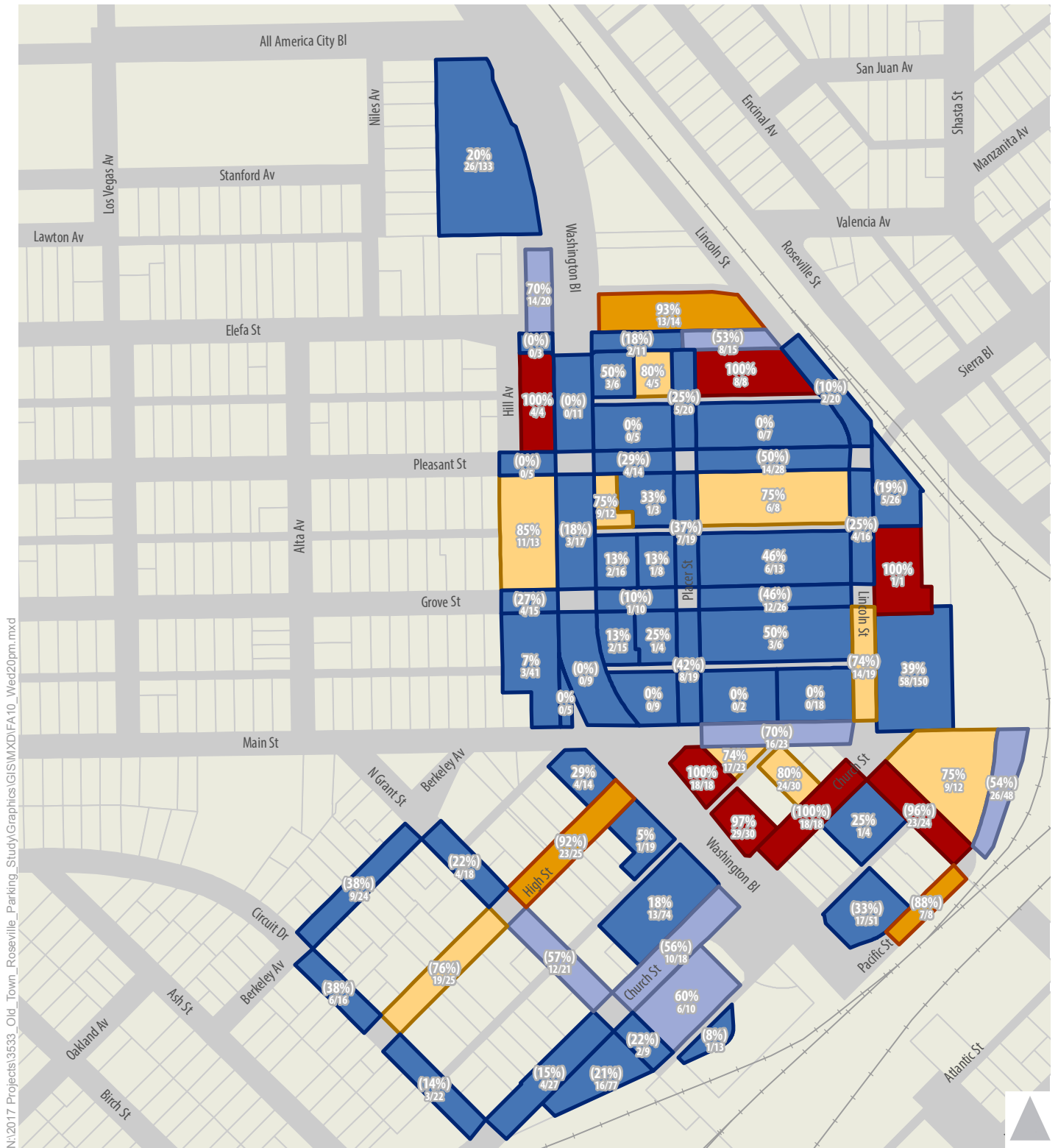


Figure A-10
 Parking Utilization
 Wednesday 8pm



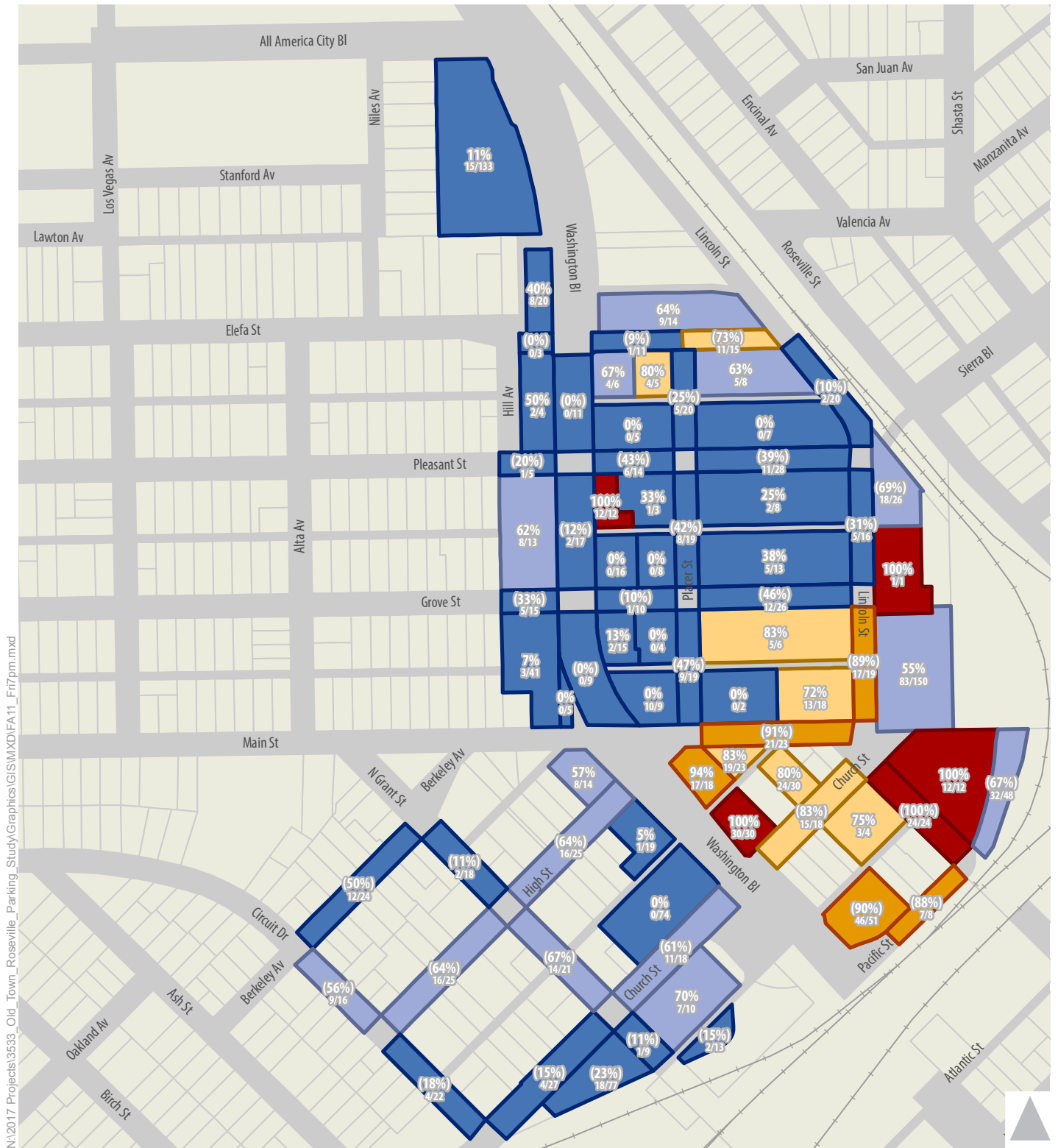


Figure A-11
Parking Utilization
Friday 7pm



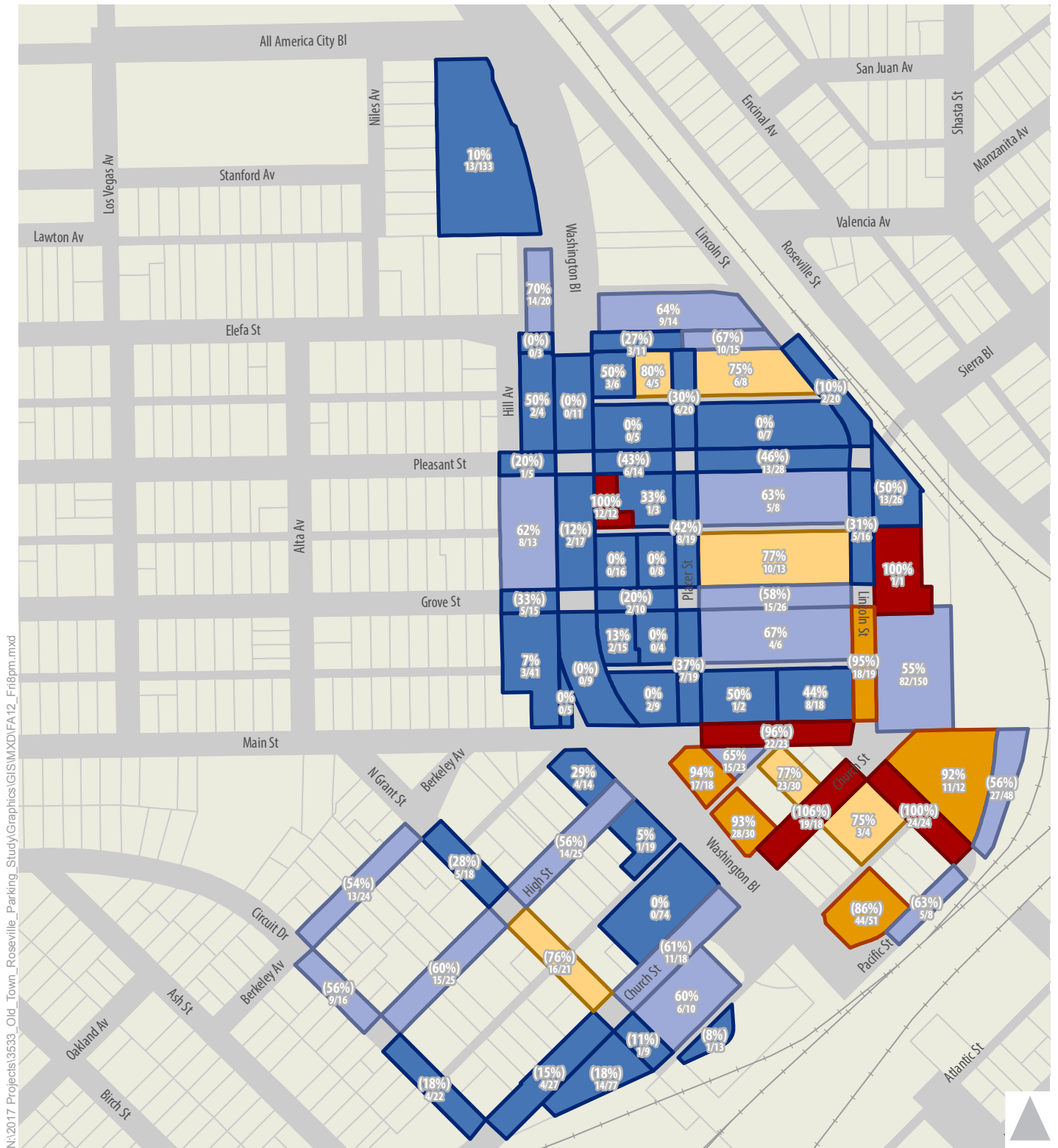


Figure A-12
Parking Utilization
Friday 8pm

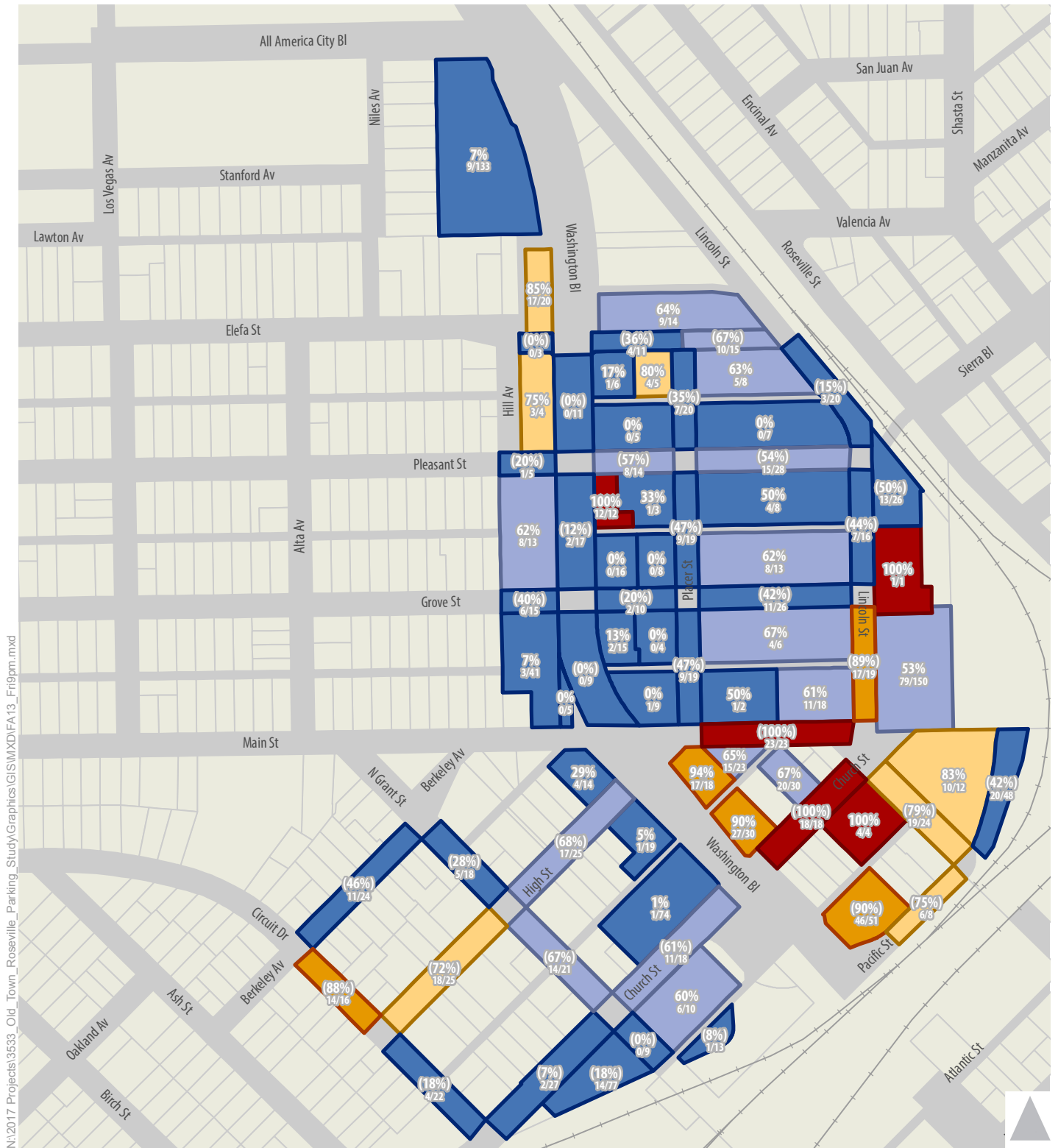


Figure A-13
Parking Utilization
Friday 9pm



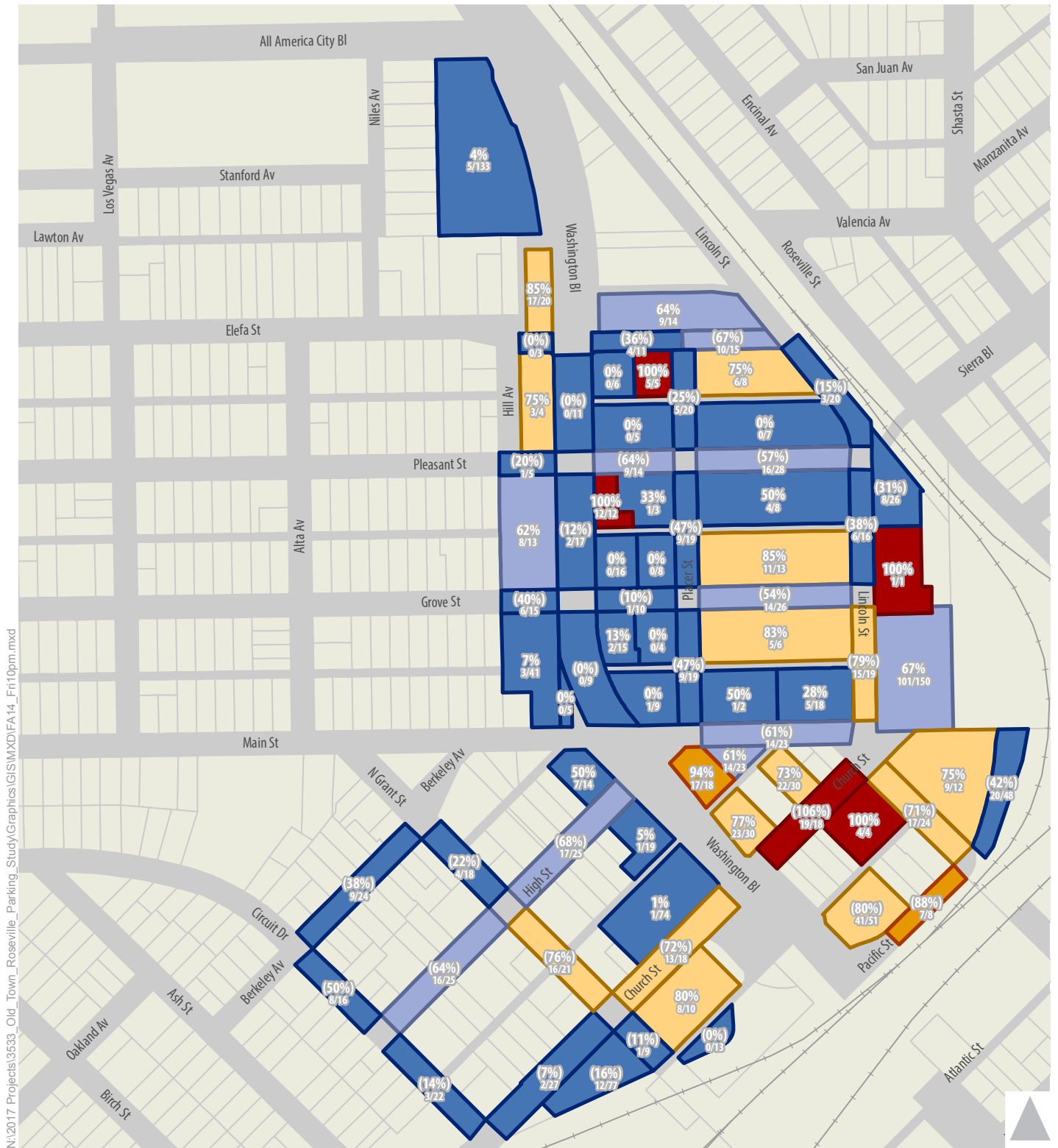


Figure A-14
 Parking Utilization
 Friday 10pm



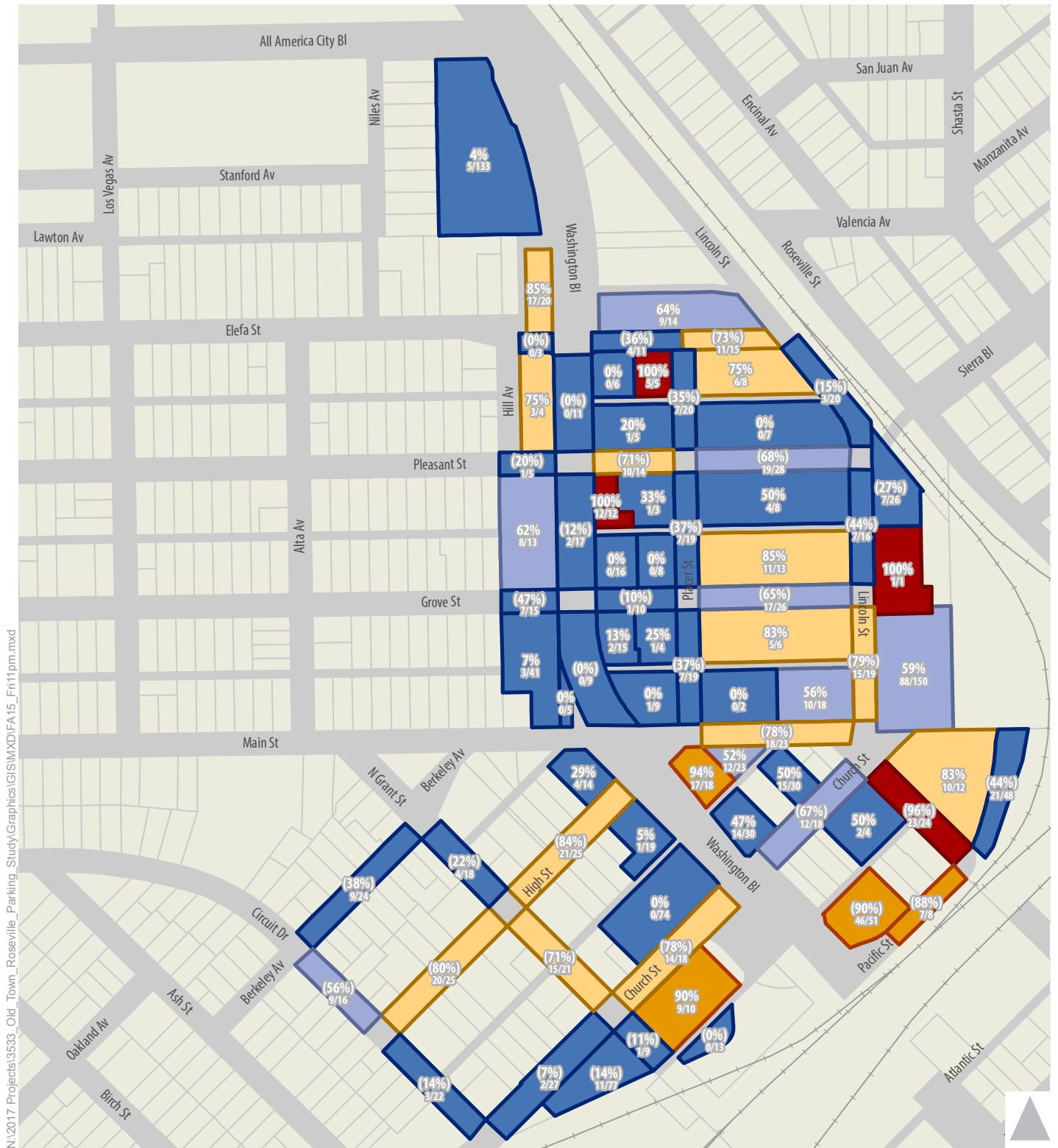


Figure A-15

Parking Utilization Friday 11pm



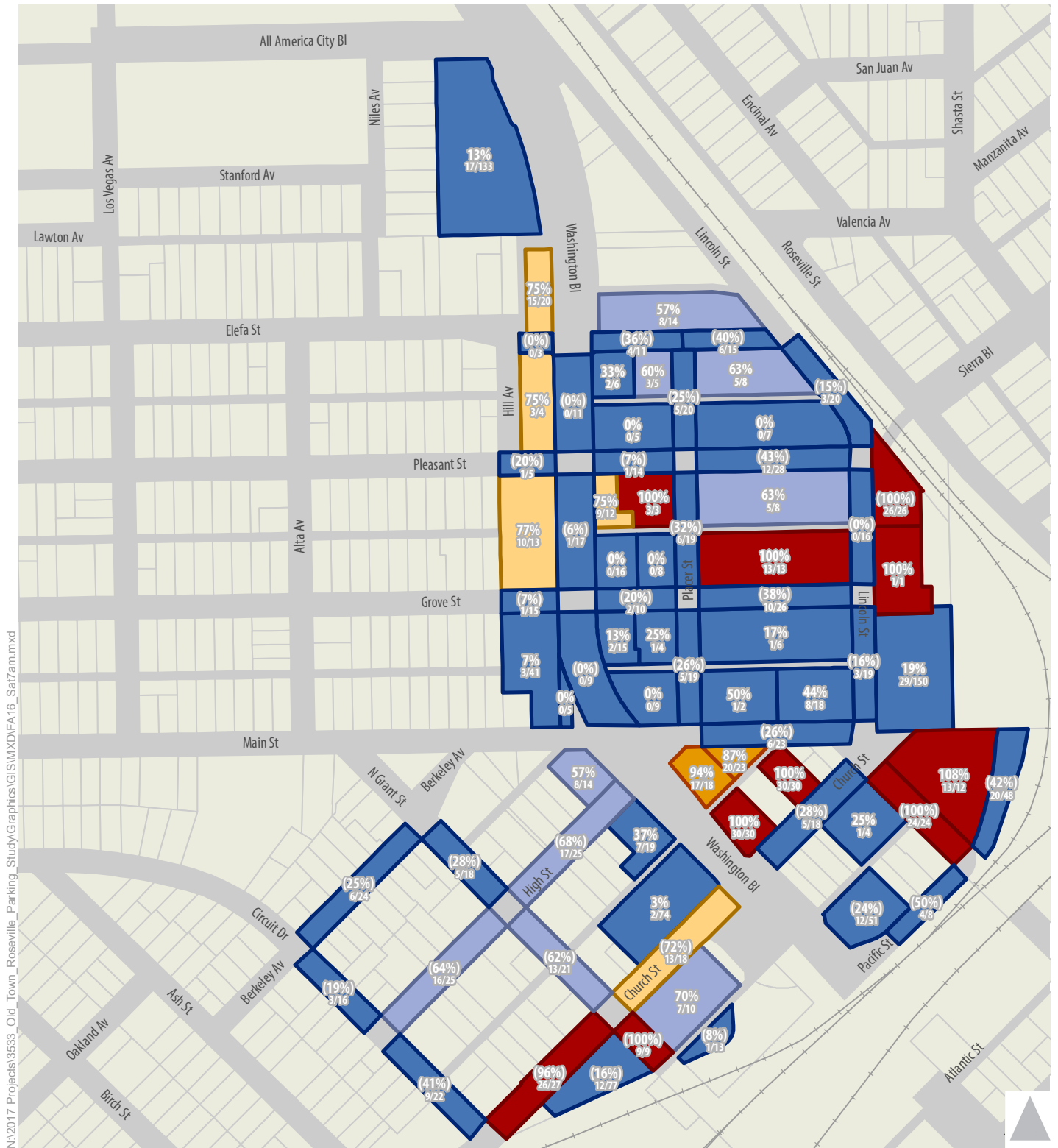


Figure A-16

Parking Utilization Saturday 7pm



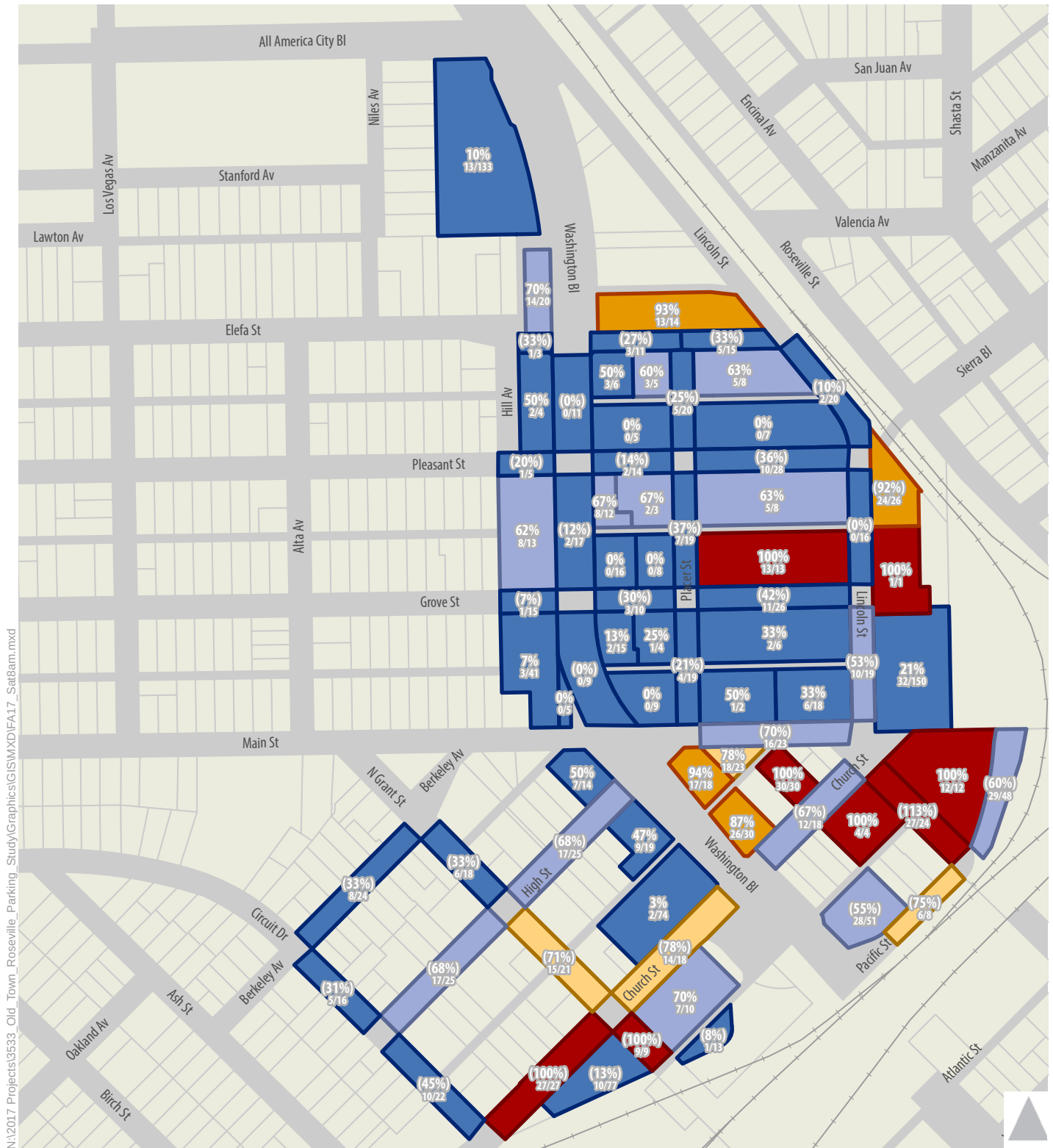
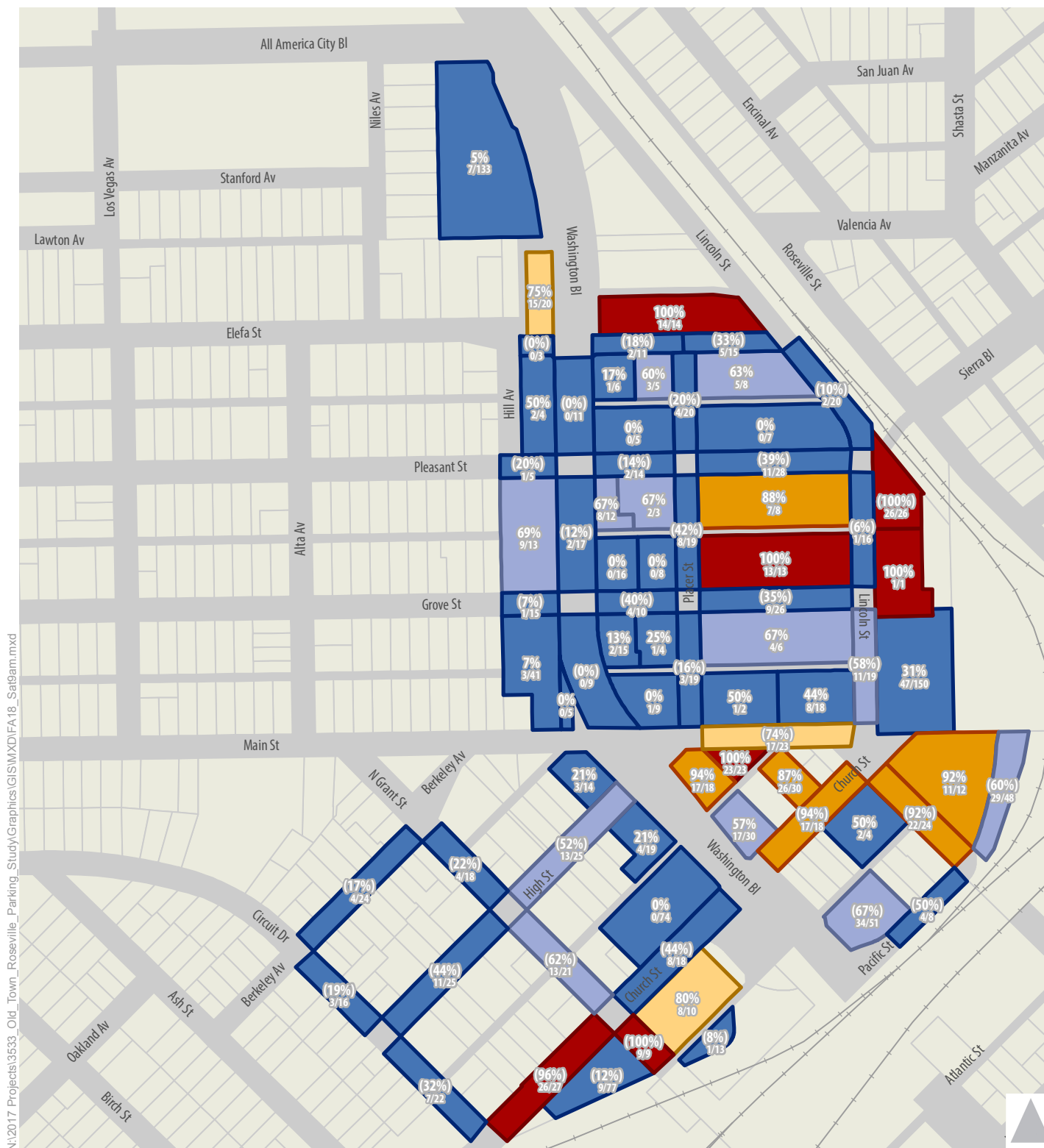


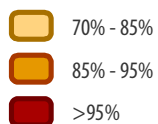
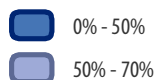
Figure A-17

Parking Utilization Saturday 8pm





Parking Utilization



(90%) Public Parking Utilization
90% Private Parking Utilization
8/10 Demand/Supply

Figure A-18

Parking Utilization Saturday 9pm



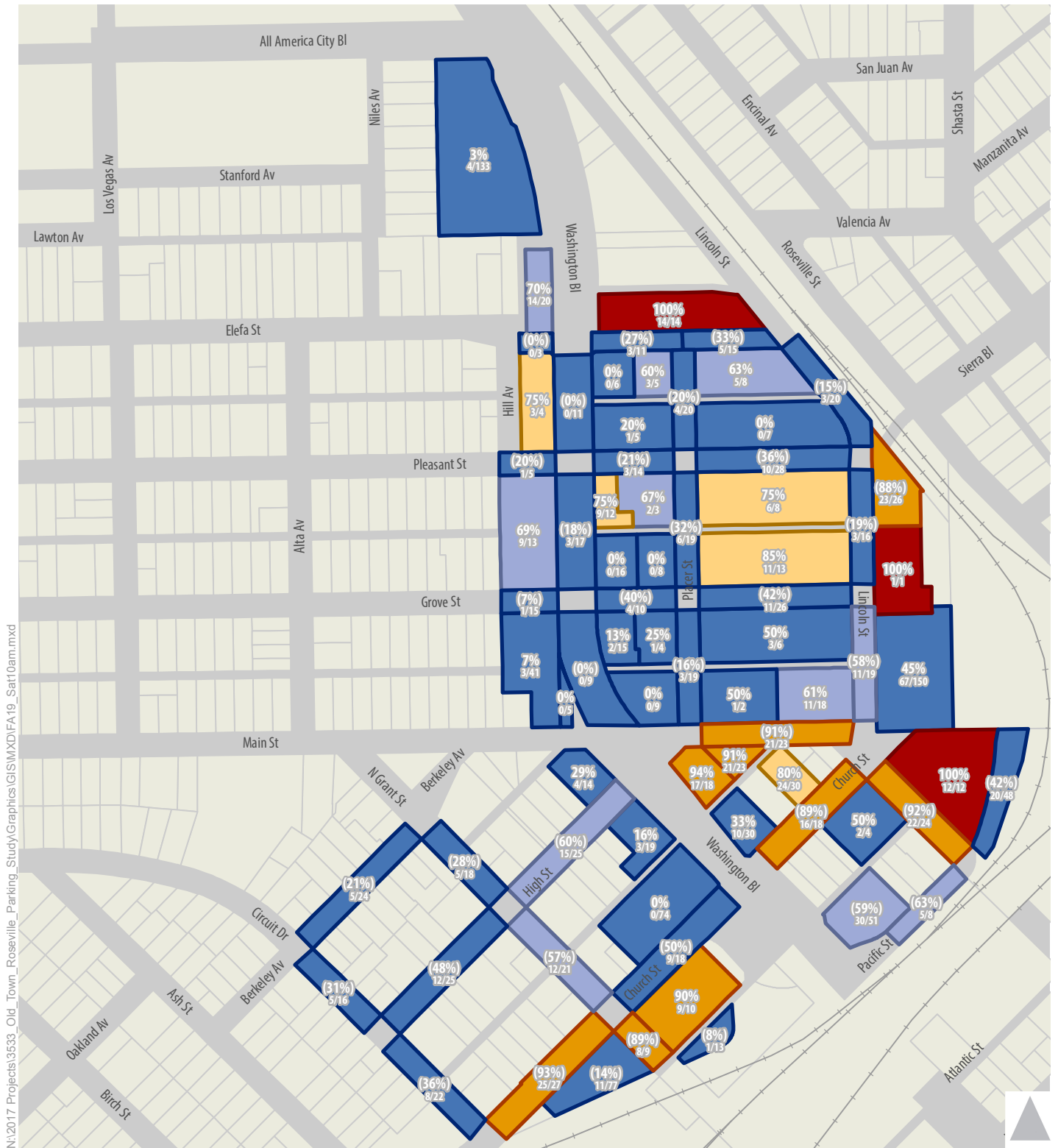
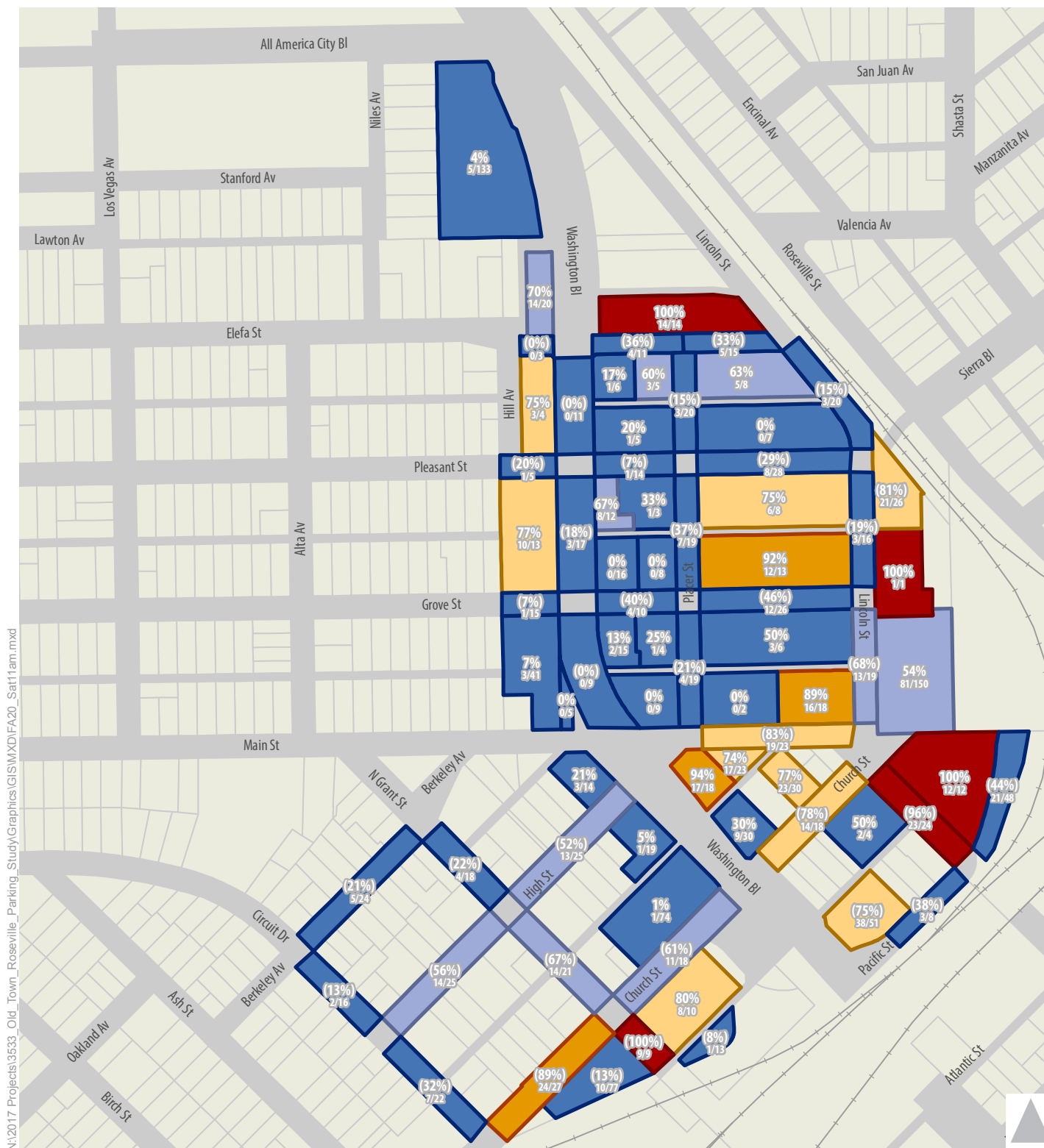


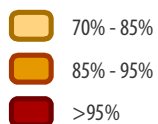
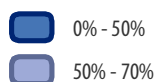
Figure A-19

Parking Utilization Saturday 10pm





Parking Utilization

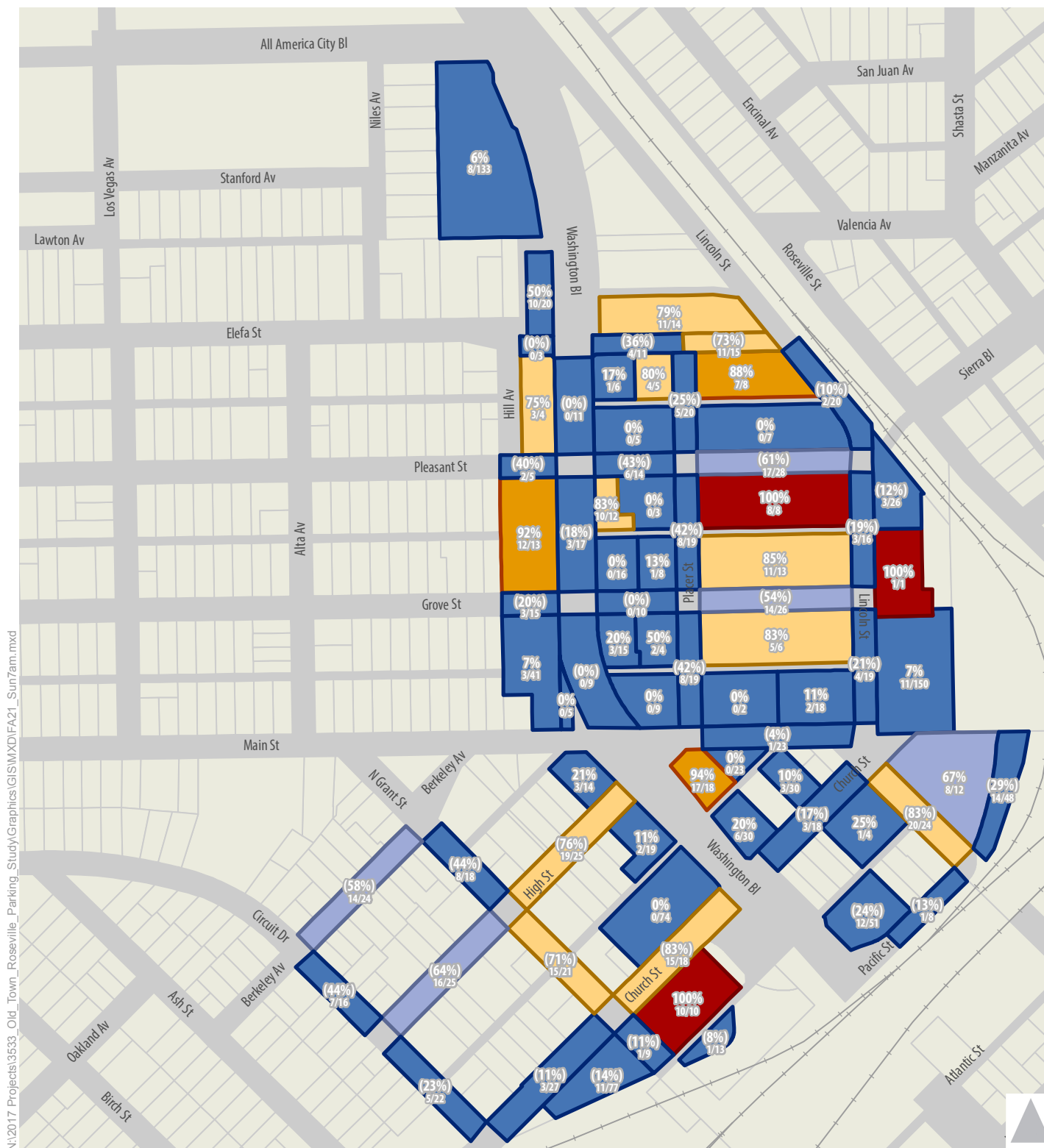


(90%) Public Parking Utilization
90% Private Parking Utilization
8/10 Demand/Supply

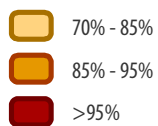
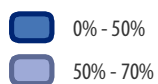
Figure A-20

Parking Utilization Saturday 11pm





Parking Utilization



(90%) Public Parking Utilization
90% Private Parking Utilization
8/10 Demand/Supply

Figure A-21

Parking Utilization Sunday 7am



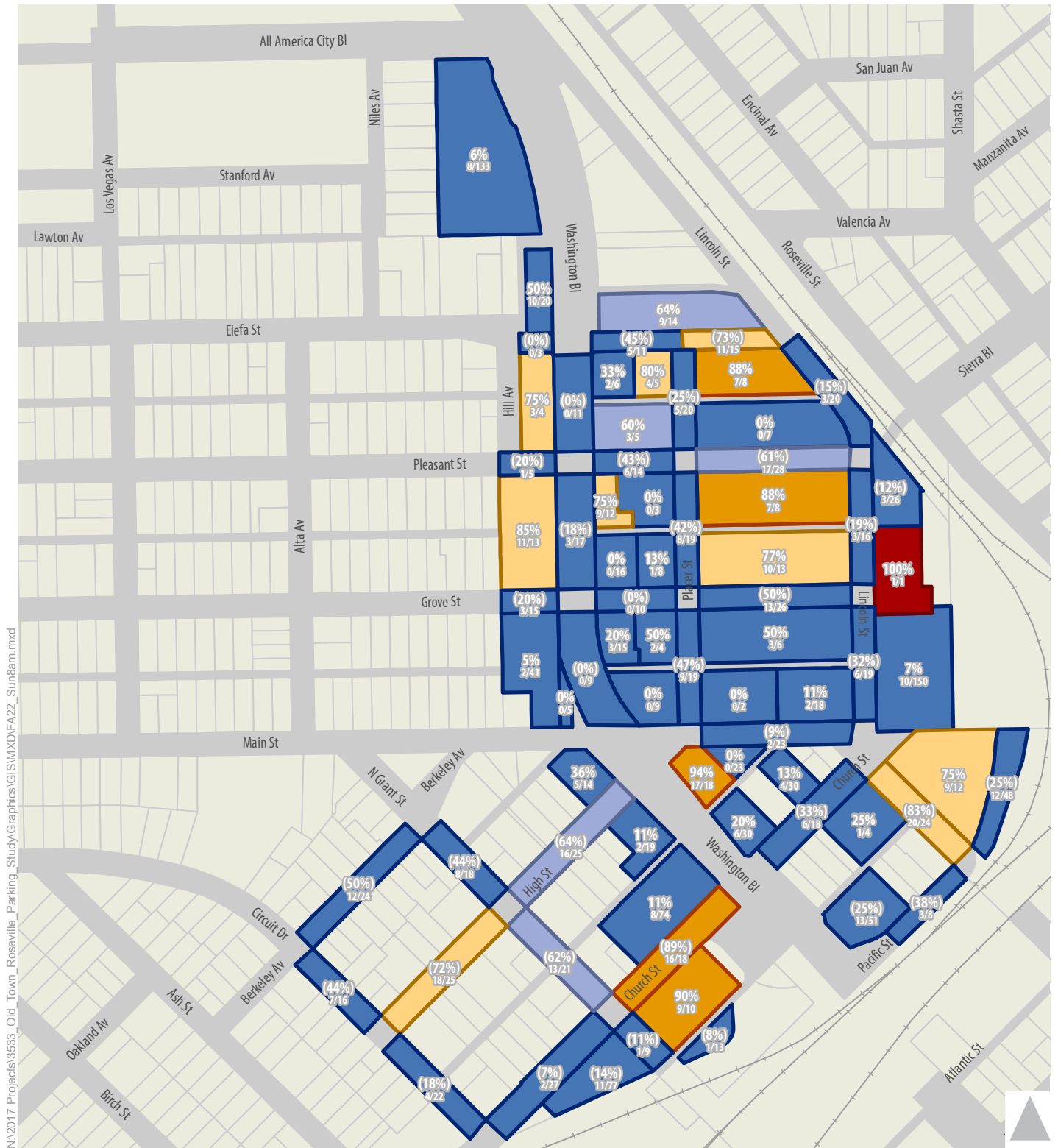


Figure A-22
 Parking Utilization
 Sunday 8am



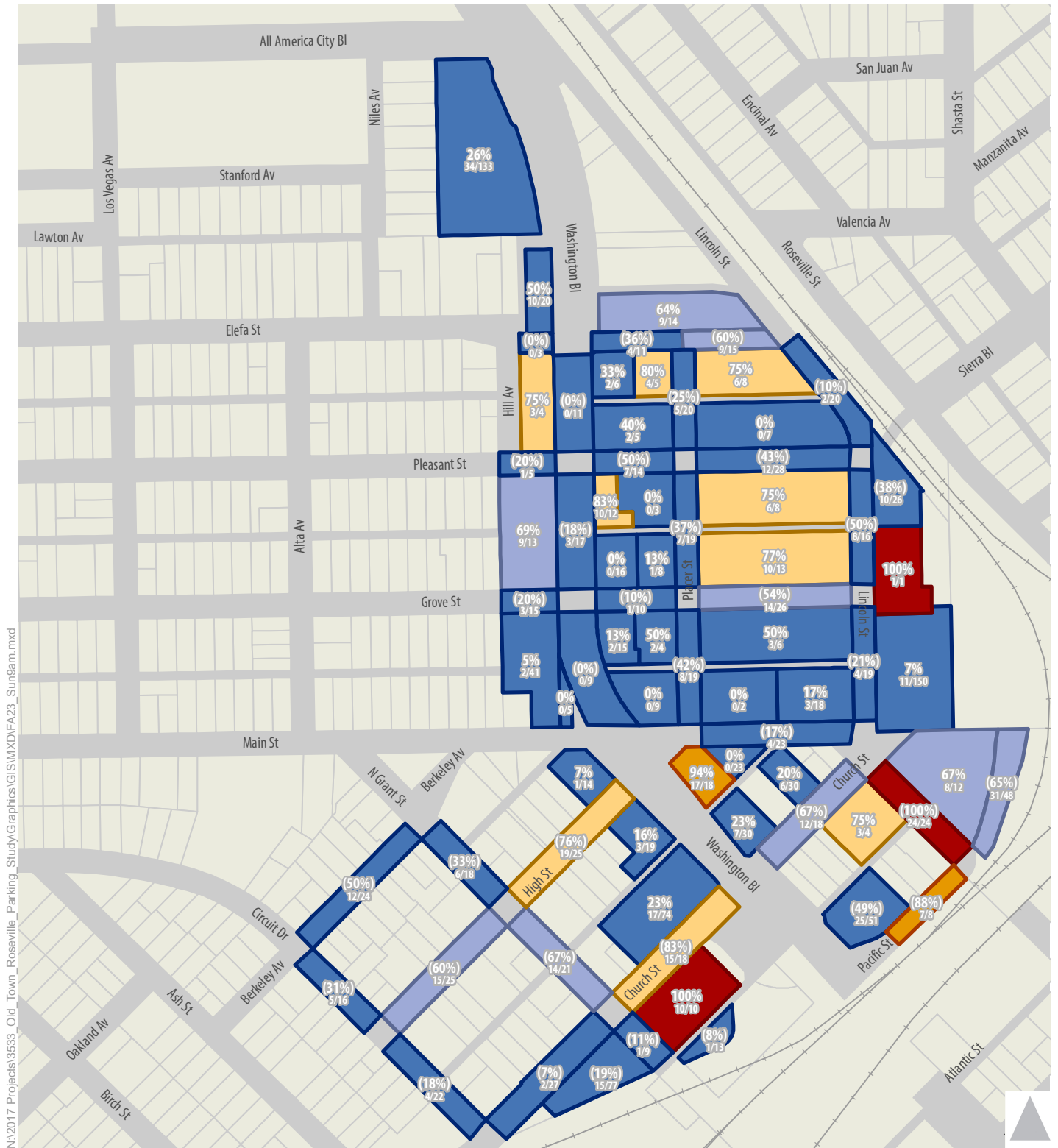
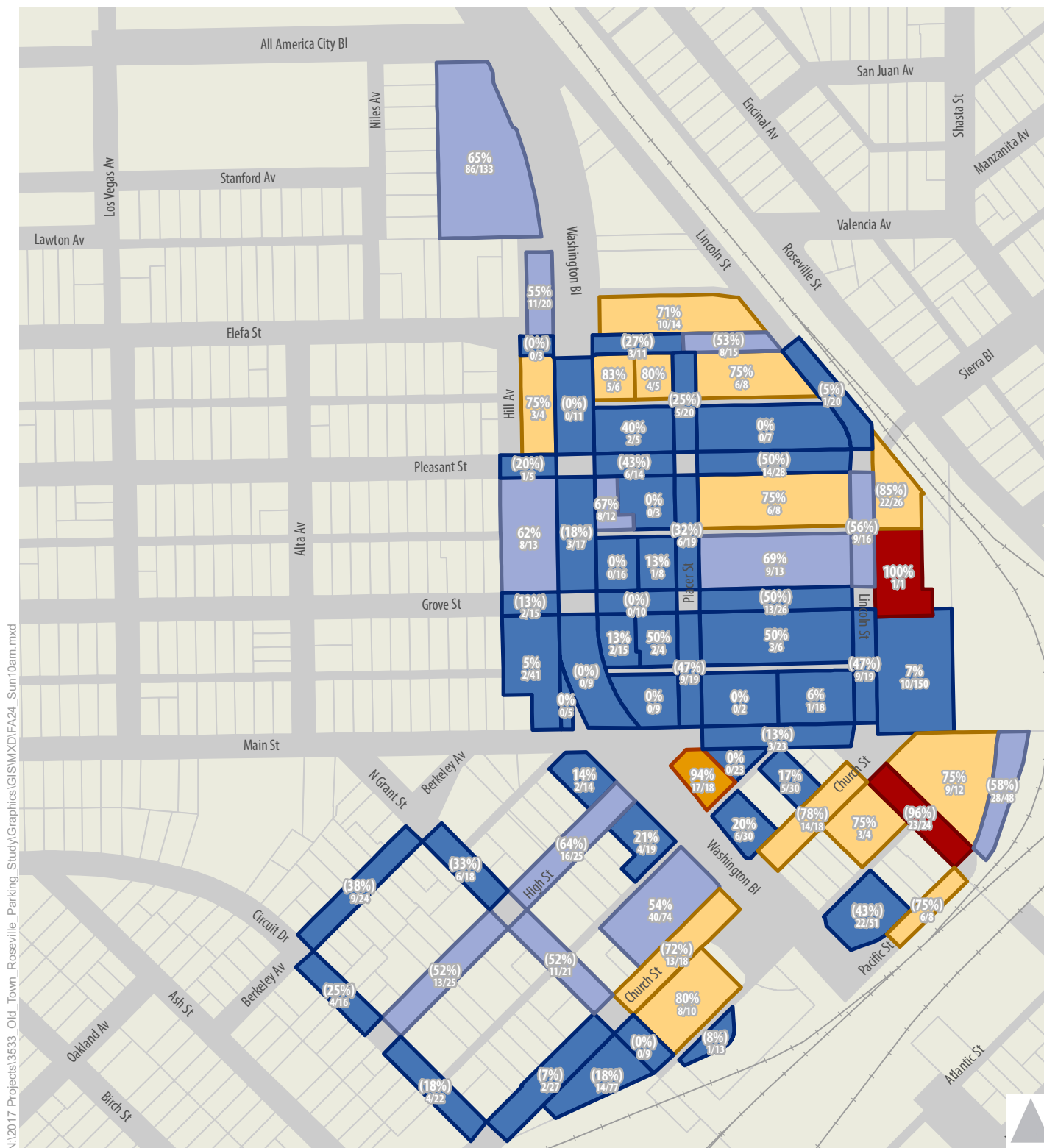


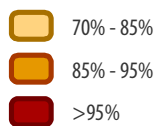
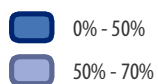
Figure A-23

Parking Utilization Sunday 9am





Parking Utilization



(90%) Public Parking Utilization
90% Private Parking Utilization
8/10 Demand/Supply

Figure A-24

Parking Utilization Sunday 10am



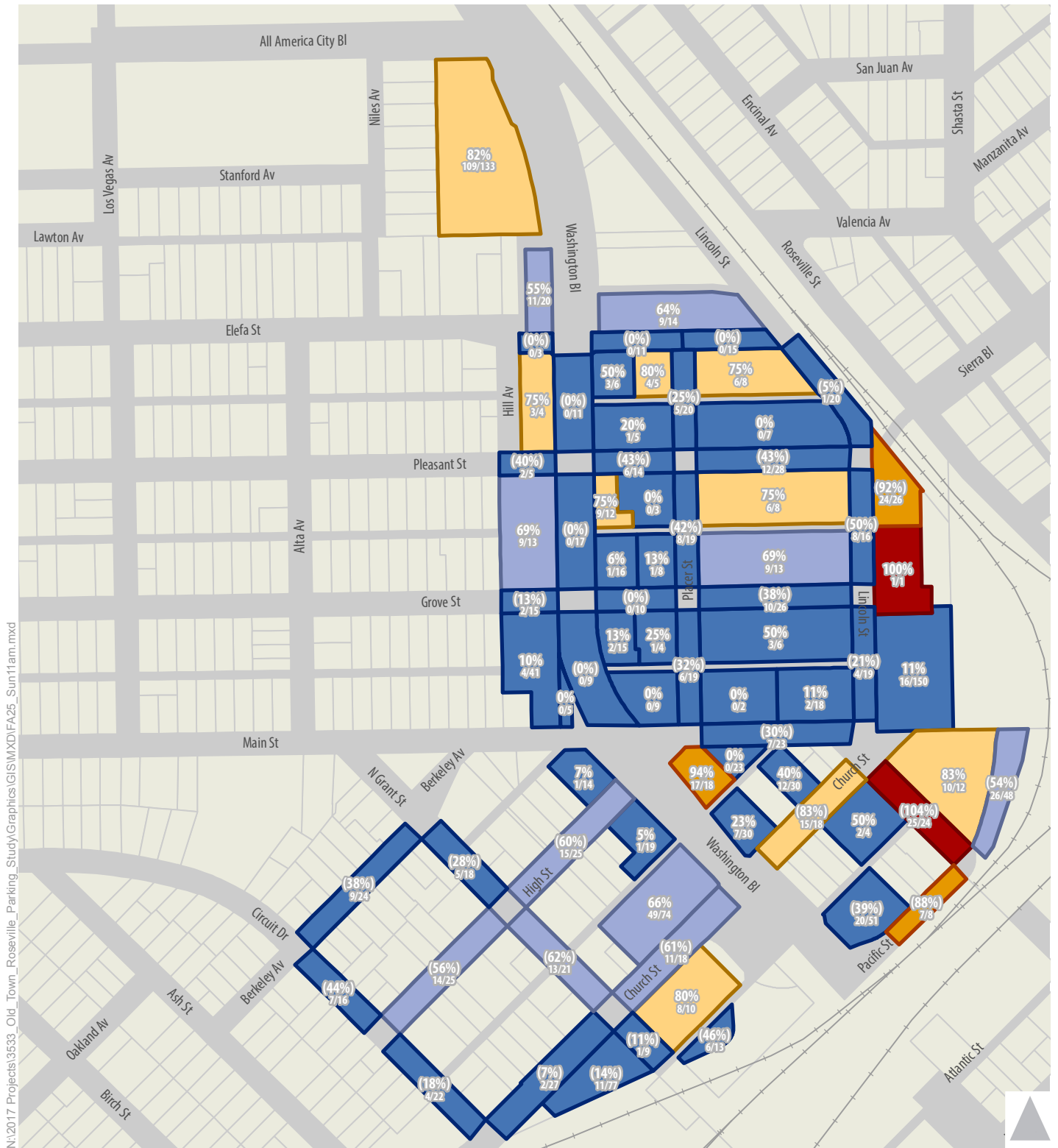


Figure A-25
 Parking Utilization
 Sunday 11am





PROPOSED TOTAL PARKING = 131 SPACES
NOTE: EXCLUDES PARKING RESERVED FOR EXCLUSIVE USE BY CCJPA STAFF AND OPERATORS.



PROPOSED TOTAL PARKING = 129 SPACES
NOTE: EXCLUDES PARKING RESERVED FOR EXCLUSIVE USE BY CCJPA STAFF AND OPERATORS.

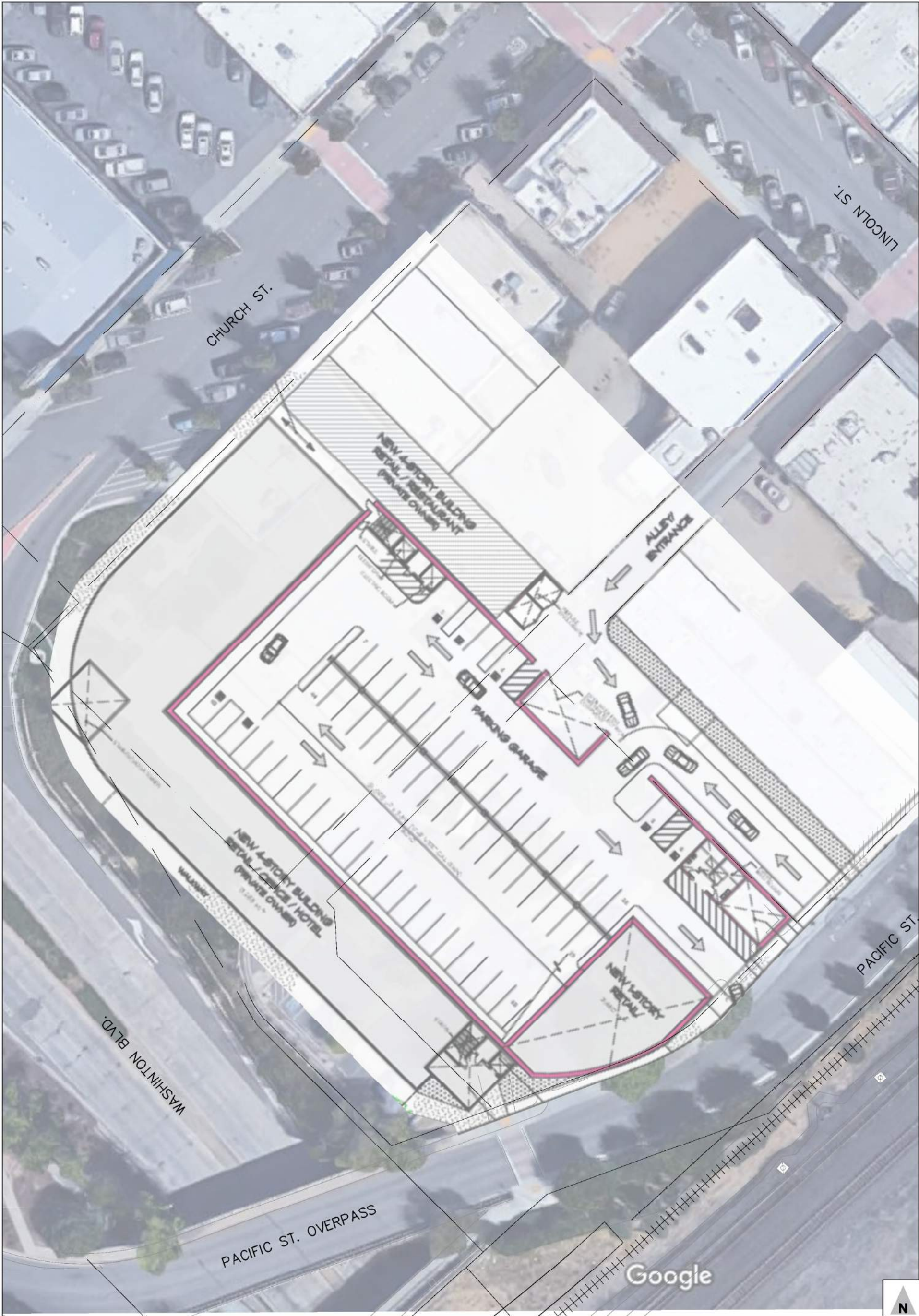


PROPOSED TOTAL PARKING = 105 SPACES
NOTE: EXCLUDES PARKING RESERVED FOR EXCLUSIVE USE BY CCJPA STAFF AND OPERATORS.



PROPOSED TOTAL PARKING = 85 SPACES

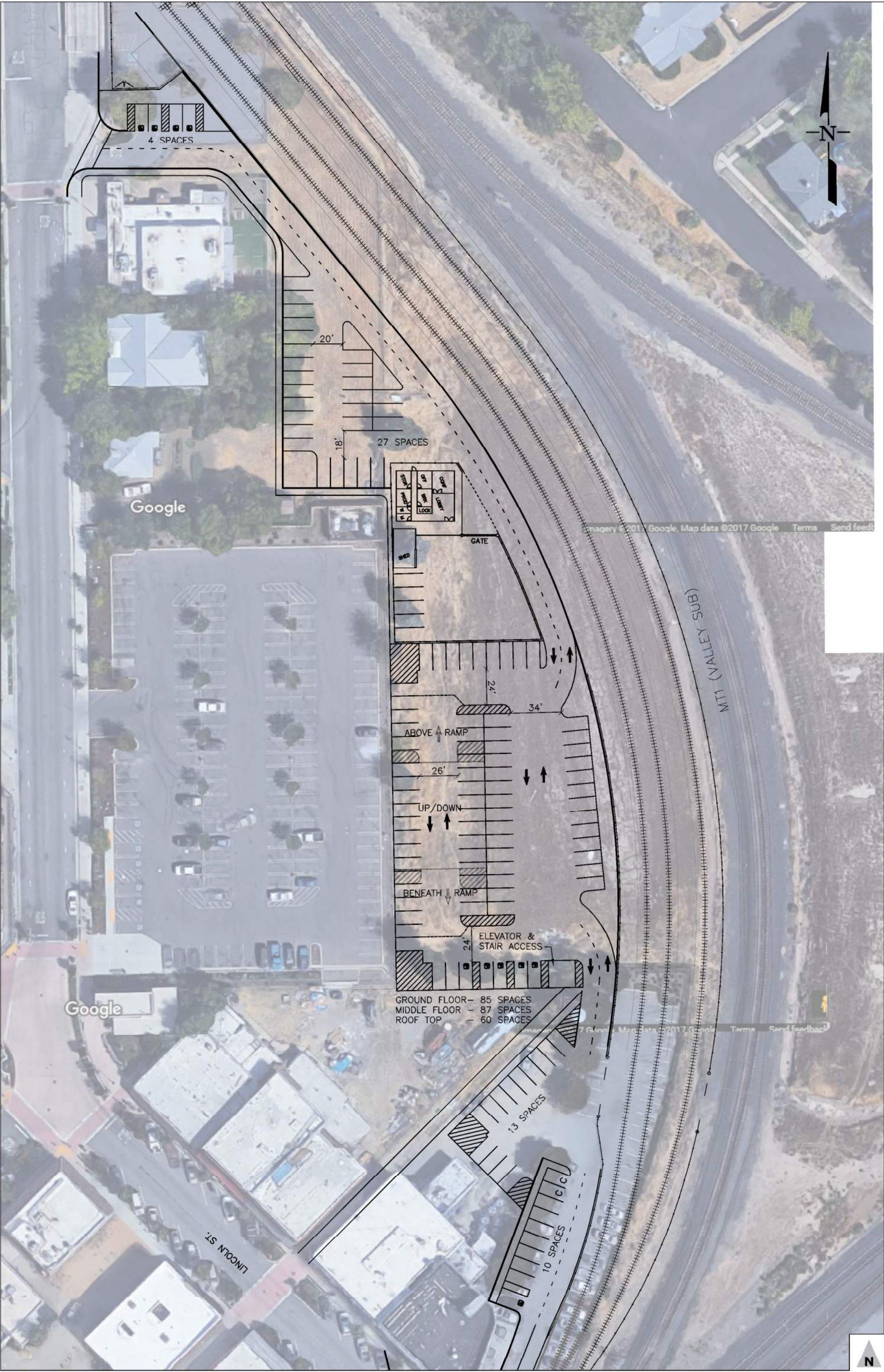
TRAIN DEPOT AREA ALTERNATIVE 1 - ON STREET PARKING



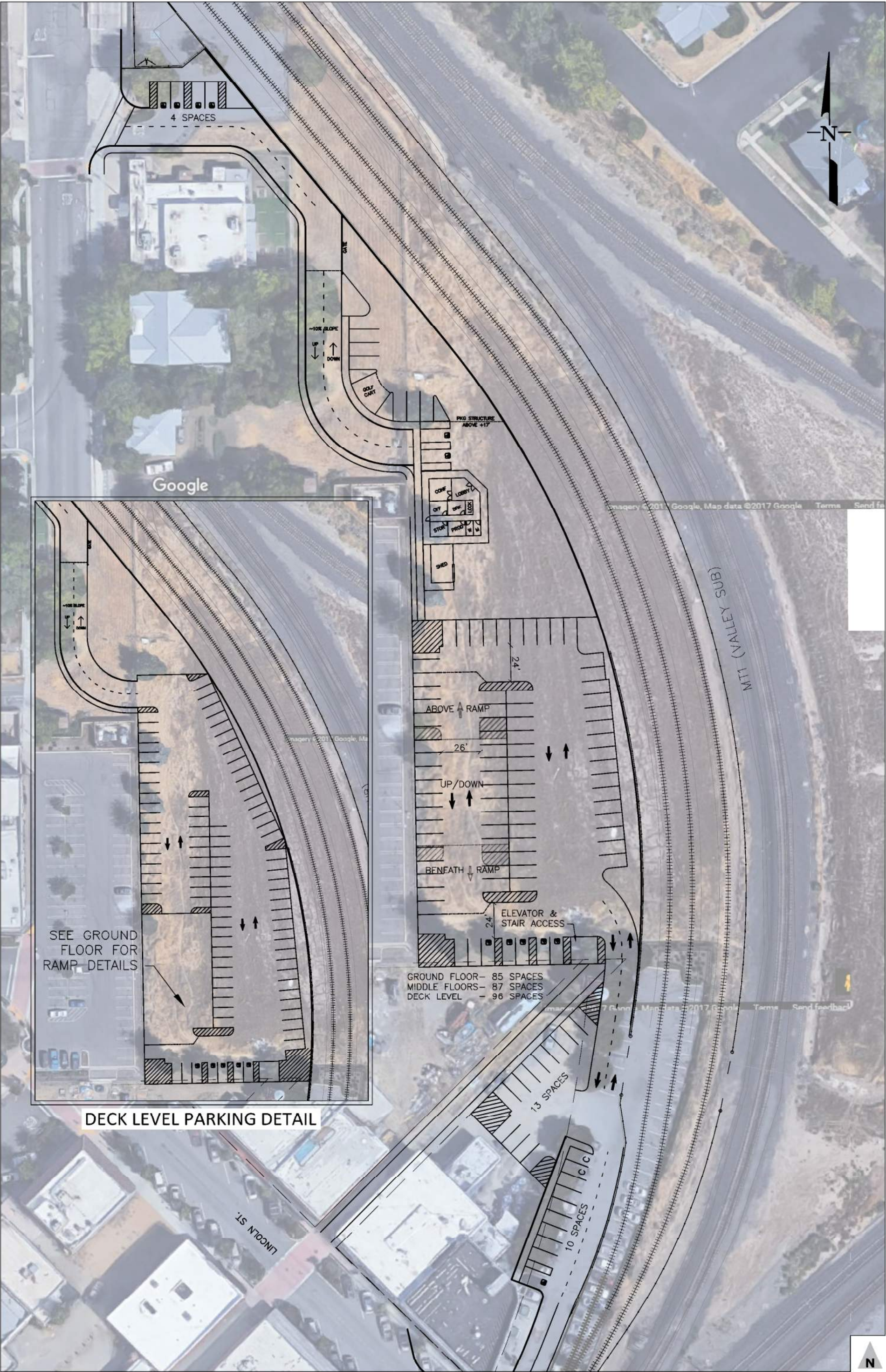
Source: Downtown Specific Plan Figure 9.3 - Site Plan

PROPOSED TOTAL PARKING = 400 SPACES

PACIFIC STREET SITE
ALTERNATIVE 1 - DTSP PARKING GARAGE WITH RETAIL



PROPOSED TOTAL PARKING = 286 SPACES
NOTE: EXCLUDES PARKING RESERVED FOR EXCLUSIVE USE BY CCJPA STAFF AND OPERATORS.



PROPOSED TOTAL PARKING = 295 SPACES
NOTE: EXCLUDES PARKING RESERVED FOR EXCLUSIVE USE BY CCJPA STAFF AND OPERATORS.

MEMORANDUM

To: **Ardie Zahedani and Jay Coles**

From: Isabel Domeyko and Jesse Walker

Date: February 15, 2018

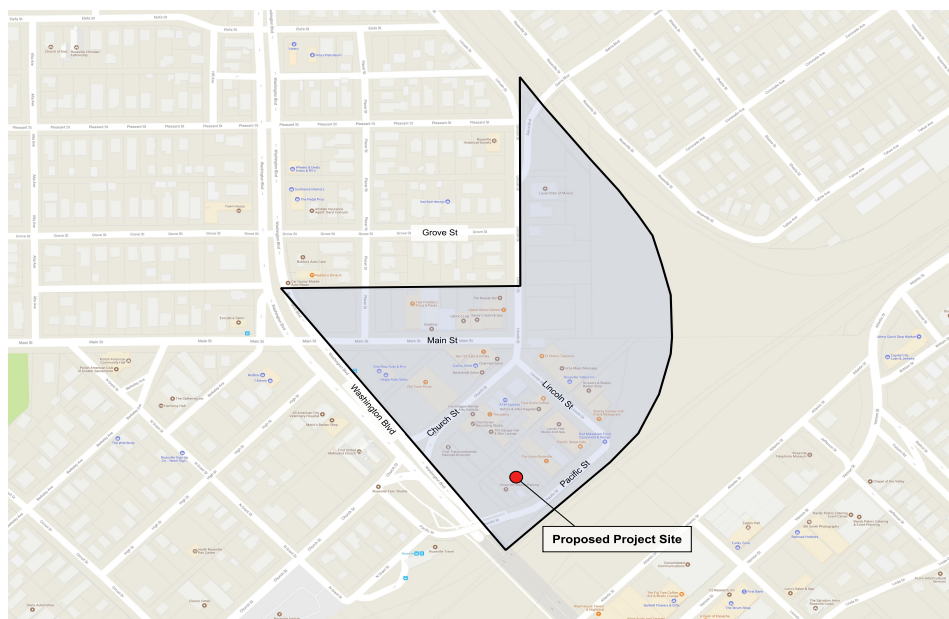
Re: Junction Crossings Impact on Historic Old Town Business District

St. Anton Communities is proposing to develop a workforce housing project in the Historic Old Town Roseville (HOT) Business District. The Junction Crossings development (Project) proposes to construct 80 units of affordable housing at the site of an existing public parking lot at the northern corner of Washington and Pacific Streets. **Figure 1** shows the location of the Proposed Project, the HOT Business District, and the surrounding area.

The City has requested an analysis of the Project's economic effects on retail businesses in the HOT Business District. New Economics & Advisory has researched this issue with a specific focus on retail spending potential created by Project residents, as well as changes in parking as a result of the Project. This memorandum summarizes the results of this research.

1

Map of Historic Old Town (HOT) Business District Project Area Junction Crossings



Study Parameters

The study estimates two types of economic impacts of the Proposed Project on local retail business activities. First, Project residents will spend money on retail goods and services, a portion of which will be captured by local businesses. Second, changes to the number of available public parking spaces in the Business District portion of HOT may affect retail business activities. At the City's request, the parking component of the analysis considers two parking scenarios:

- **Project Scenario**, which includes the development of the Project alone, and results in a net loss of 11 public parking spaces. The existing site has been determined to possess 50 spaces currently, including 38 striped spaces and room for an additional 12 vehicles to park on unpaved, unstriped locations.¹ Once the Project is constructed, 39 reconfigured public parking spaces will be provided, resulting in a net loss of 11 spaces from current conditions.
- **Near-Term Scenario**, which includes the development of the Project, another housing project (Pacific Plaza), and the addition of Phase 1 of the City's Third Track rail project. This scenario presumes that the City would construct an additional public parking lot in the Business District, resulting in a net addition of 50 new spaces in the area, based on the Historic Old Town Roseville Parking Study, prepared by Fehr and Peers.

Summary of Findings

The findings below encapsulate the key conclusions and insights into the Project's impacts on local retailers. **Figure 2** summarizes the quantifiable results of Project resident spending and **Figure 3** summarizes the potential parking implications under the two scenarios analyzed. **Appendix A** contains supporting calculations utilized to derive the results.

- **Finding 1: Existing retailers in the Business District portion of HOT are predominantly clustered around Eating and Drinking Establishments and personal services (e.g. salons).** Of the approximately 50 businesses in HOT, at least 6 businesses are restaurants, and at least 5 are salons/barber shops. The number of new retail businesses appears to be growing, and a review of taxable sales data provided by the City indicate that overall retail sales within the OTR have been steadily increasing over the last 5 years.

¹ The existing and future project parking quantities were provided by St. Anton Communities and the City of Roseville. The quantity of existing spaces at the Project site (50) differs slightly from the 51 spaces shown in the Historic Old Town Roseville Parking study, prepared by Fehr and Peers. The parking quantities used in this analysis are based on updated figures provided by the Alta Parking Survey and through discussions with the City of Roseville.

- **Finding 2: Non-retail businesses in the Business District portion of HOT include insurance firms, non-profit organizations, and other miscellaneous businesses.** For some of these entities, a significant portion of business is conducted on-line and via email, but qualitative feedback obtained from business representatives indicates that parking for employees is challenging both during traditional business hours and on holidays. However, this analysis focuses predominantly on retail businesses.
- **Finding 3: The Proposed Project includes 80 units of workforce housing, at which residents' housing costs will be limited to account for no more than 30 percent of total household income.** Because of this cap, occupants are expected to have a proportionately higher share of disposable income available for spending on retail goods and services. Some of this spending will occur at retail businesses in the Business District portion of HOT. As a point of comparison, the average household in the U.S. spends 33 percent of annual income on housing expenses (according to the Bureau of Labor Statistics), and between 34 and 36 percent of Low- and Very-Low Income Households in Placer County spend more than 30% of their total income on housing expenses, according to the City's Housing Element.
- **Finding 4: Project households could spend approximately \$19,500 per year on retail goods at "brick and mortar" establishments.** Based on current spending levels and a plausible range of potential capture, the Project would inject approximately \$59,850 to \$139,750 in new resident spending annually in Old Town, which represents approximately 1.2 to 2.9 percent of the Business District's current annual sales. It should be noted that this amount is conservative in that it does not include any potential spending from the visitors of Project residents or other "spin-off" activity, which could add to the overall spending impacts of the Project. It is additionally conservative because other parts of HOT have retail businesses that could reasonably capture expenditures made by Project residents.
- **Finding 5: A lack of available parking has been identified by local businesses as a constraint to their revenue attainment, with the most impacted periods being on Friday and Saturday evenings.** By estimating current estimated total annual sales in the district, adjusted to include only the periods of limited availability, each publicly-available parking space has an annual value to the district of approximately \$5,400. Figure 3 shows the detailed assumptions and calculations that support this calculation.
- **Finding 6: The Project's removal of 11 net public parking spaces in the HOT Business District could result in a negative impact of \$59,000 in annual sales for local retailers.** This amount could be fully-mitigated by the spending of Project residents (as described in Finding 4 above).
- **Finding 7: Once the Third Rail Project is constructed (and the associated parking described under the Near-Term Scenario above), an additional 50 net public parking spaces will be added to the Business District.** These additional spaces provide the potential for \$270,000 in additional local retail sales.

2

Estimated Spending from New Project Residents in HOT Business District Junction Crossings

Item	LOW RANGE		HIGH RANGE	
	Annual Spending Per Project Household Captured in HOT Business District [1]	Total Annual Amount in HOT Business District	Annual Spending Per Project Household Captured in HOT Business District [1]	Total Annual Amount in HOT Business District
Project Households		80		80
Retail Expenditures				
Food				
Food away from home	\$438	\$35,052	\$1,314	\$105,155
Alcoholic beverages	\$61	\$4,899	\$184	\$14,697
Entertainment	\$100	\$8,005	\$100	\$8,005
Personal care products and services	\$111	\$8,872	\$111	\$8,872
Reading	\$0	\$0	\$0	\$0
Tobacco products and smoking supplies	\$38	\$3,022	\$38	\$3,022
Subtotal Retail Expenditures	\$748	\$59,850	\$1,747	\$139,752
Total HOT Business District Sales [2]		\$4,864,000		\$4,864,000
Percentage Increase from Project Household Spending		1.2%		2.9%

[1] See backup information in Figure 4.

[2] Total business district sales estimated based on taxable sales data provided by the City, adjusted to account for non-taxable sales by New Economics.

Source: Bureau of Labor Statistics, Consumer Expenditure Survey, Table 1110, 2016.

Prepared by New Economics & Advisory, February 2018.

3

Net Parking Impacts Junction Crossings

Item	Source	Junction Crossings	3 Projects
Net Spaces	See Figure A-2	-11	50
Annual Weekend Retail Sales Per Parking Space	See Figure 5	\$5,400	\$5,400
Net Annual Value of Parking		(\$59,000)	\$270,000
Estimated Retail Sales in HOT Business District	See Footnote [1]	\$4,864,000	\$4,864,000
Parking Impacts as a % of Total		-1.2%	5.6%

[1] Total business district sales estimated based on taxable sales data provided by the City, adjusted to account for non-taxable sales by New Economics.

Sources: Fehr & Peers, Historic Old Town Roseville Parking Study Memorandum, September 26, 2017, Alta Parking Survey, City of Roseville taxable sales data, interviews with local business representatives, and New Economics.

Prepared by New Economics & Advisory, February 2018.

Methodology and Key Assumptions

New Economics analyzed the current business activity and parking dynamics in the HOT Business District in order to assess how the addition of 80 new Project households and varying numbers of public parking spaces would affect the area. The analytical techniques, data sources, assumptions, and other critical information used in the Analysis are described below, and the attached **Appendix A** includes the various maps, figures, and tables which display the technical data, calculations, and results used in this Analysis.

Spending Impacts - Methodology, Data, and Assumptions

New Economics analyzed the future spending of Project households by assessing the projected household income limits, and adjusting them to account for the smaller proportion that would be spent on housing costs, leaving additional income available for other purposes. New Economics has estimated that each household in the Project will spend an average of approximately \$19,500 per year on retail goods and services at “brick and mortar” retail.

Next, New Economics assessed the potential capture in the HOT Business District, by retail category. Since only certain retail categories are available to be purchased in the district, only the Food Away From Home, Alcoholic Beverages, Entertainment, Personal Care Product/ Services, and Tobacco categories were applied capture rates shown in **Figure 4**. Since Food Away From Home and Alcoholic Beverages represent relatively large proportions of spending, and since there are several options in Business District of HOT for Project residents to spend in these categories we applied high-end and low-end capture rates, ranging from 20% to 60%.

Based on these capture rates, it is estimated that Project households will spend approximately \$750 to \$1,750 per year in the HOT Business District. This per-household amount was then applied to the total 80 units planned for the Project to arrive at a total of approximately \$59,850 to \$139,750 spent annually in the HOT Business District by Project households. This amount was compared to the total estimated retail sales in the entire HOT district, which was estimated by analyzing taxable sales data for HOT and applying taxable percentage assumptions to arrive at total estimated sales. These calculations are documented in **Figure 2**, which shows that the spending from Project households will increase current sales by approximately 1.2 to 2.9 percent.

Parking Impacts - Methodology, Data, and Assumptions

Business representatives interviewed as part of this analysis have expressed concern over the lack of available parking in the Business District of HOT. In order to assess the impact of changing parking dynamics as the result of the Project and the Near-Term Scenario described above, New Economics has estimated a value of each available parking space, based on the vehicle-based sales activity in the district. The methodology utilized was adapted from the National Main Street Center of the National Trust for Historic Preservation, and involves quantifying the total annual sales in the district,

deducting sales that occur to those who walk, take transit, or otherwise arrive in the district through some method other than driving a personal vehicle, which is then spread to the number of spaces in the district. The assumptions used in these calculations were informed by interviews conducted with local restaurant businesses, which are summarized in **Figure 5**.

As shown, New Economics has estimated that the vehicle-related sales in the Business District of HOT are approximately \$4.2 million per year, and that 54%, or \$2.3 million, occurs during “peak” periods (weekend nights) when parking is most heavily-impacted. On a per-parking-space basis, this parking-impacted annual spending equals approximately \$5,400 per space.²

Thus, when a parking space is removed or added to the district, a corresponding negative or positive value of \$5,400 per space can be applied. **Figure 3** (above) shows that the Project alone will produce a net reduction in 11 public parking spaces, accounting for \$59,000 in lost annual retail sales. Even so, this impact may be fully-mitigated by the \$59,850 to \$139,750 positive impact that Project residents will bring to the HOT Business District (as illustrated in **Figure 2** above). When the Near-Term Scenario comes to fruition, a net of 50 additional parking spaces will be added to the district, accounting for a potential increase in annual sales of approximately \$270,000.

² This calculation assumes an 80% occupancy rate, which assumes that 20% of parking spaces are available at any given time, even during “peak” periods.

4 Estimated Project Household Expenditures Captured by HOT Business District Retailers Junction Crossings

Item	Fourth Decile [1]		Project Household Spending		Portion Spent at Brick and Mortar Retail [2]		# of Businesses in HOT Business District [3]	HOT Business District Capture LOW RANGE		HOT Business District Capture HIGH RANGE	
	% of Income	Amount	% of Income	Amount	%	Amount		Assumed Capture [4]	Amount	Assumed Capture [4]	Amount
Annual Income Before Taxes		\$33,499		\$35,640 [5]							
Housing Expenses	36%	\$12,160	30%	\$10,020 [5]							
Retail Expenses	53%	\$17,890	59%	\$20,916							
Other Expenses	10%	\$3,449	11%	\$4,032							
Total Expenses	100%	\$33,499	100%	\$4,032							
Retail Expenditures											
Food	16%	\$5,218	17%	\$6,101	90%	\$5,490					
Food at home	9%	\$3,136	10%	\$3,666	90%	\$3,300	0	0%	\$0	0%	\$0
Food away from home	6%	\$2,082	7%	\$2,434	90%	\$2,191	6	20%	\$438	60%	\$1,314
Alcoholic beverages	1%	\$291	1%	\$340	90%	\$306	8	20%	\$61	60%	\$184
Household operations	5%	\$1,790	6%	\$2,093	90%	\$1,883					
Housekeeping supplies	2%	\$568	2%	\$664	90%	\$598	0	0%	\$0	0%	\$0
Household furnishings and equipment	4%	\$1,222	4%	\$1,429	90%	\$1,286	0	0%	\$0	0%	\$0
Apparel and services	4%	\$1,233	4%	\$1,442	90%	\$1,297	0	0%	\$0	0%	\$0
Transportation	16%	\$5,320	17%	\$6,220	90%	\$6,220					
Vehicle purchases (net outlay)	8%	\$2,835	9%	\$3,314	100%	\$3,314	1	0%	\$0	0%	\$0
Gasoline and motor oil	5%	\$1,534	5%	\$1,793	100%	\$1,793	0	0%	\$0	0%	\$0
Maintenance and repairs	2%	\$637	2%	\$745	100%	\$745	0	0%	\$0	0%	\$0
Public and other transportation	1%	\$314	1%	\$367	100%	\$367	0	0%	\$0	0%	\$0
Healthcare	3%	\$1,158	4%	\$1,354	90%	\$1,218					
Medical services	2%	\$618	2%	\$723	90%	\$650	0	0%	\$0	0%	\$0
Drugs	1%	\$426	1%	\$498	90%	\$448	0	0%	\$0	0%	\$0
Medical supplies	0%	\$114	0%	\$133	90%	\$120	0	0%	\$0	0%	\$0
Entertainment	6%	\$1,902	6%	\$2,224	90%	\$2,001	0	5%	\$100	5%	\$100
Personal care products and services	2%	\$527	2%	\$616	90%	\$555	6	20%	\$111	20%	\$111
Reading	0%	\$92	0%	\$108	90%	\$97	0	0%	\$0	0%	\$0
Tobacco products and smoking supplies	1%	\$359	1%	\$420	90%	\$378	0	10%	\$38	10%	\$38
Subtotal Retail Expenditures	53%	\$17,890	59%	\$20,916		\$19,446			\$748		\$1,747

[1] The Bureau of Labor Statistics' Consumer Expenditure Survey shows spending by household income deciles. The fourth decile was used in this table, since it is the closest to the anticipated household incomes in the Project.

[2] Assumes that e-commerce accounts for 10% of all sales (excluding gasoline and automobiles). This assumption is supported by provided by CoStar in the State of the U.S. Retail Market, 2017 Q1 Review and Forecast.

[3] From Reference USA. See Figure A-3.

[4] Capture rates are based on professional judgement, informed by the number and character of existing businesses within the HOT business district.

[5] Annual household income and amount spent on housing for Project households was provided by St. Anton Communities and the City of Roseville.

Source: Bureau of Labor Statistics, Consumer Expenditure Survey, Table 1110, 2016, CoStar, Reference USA, and New Economics.

Prepared by New Economics & Advisory, February 2018.

5

Parking Space Value Calculations HOT Business District

Description	Assumption	Amount	Notes
Net Annual Sales Made to Those Who Drive to the HOT Business District			
Total Estimated Annual Sales Generated by Retail Businesses		\$4,860,000	[1]
Portion Made to Those Arriving by Public Transit, Biking, or Walking	13%	(\$648,000)	[2]
Net Annual Retail Sales Made to Those Who Drive to the District		\$4,212,000	
Calculation of Annualized Weekend Sales (Peak Period) Per Parking Space			
Portion of Sales Generated at Peak Period (Weekends)	54%		[3]
Net Annual Sales Generated During Weekends		\$2,293,200	
Publicly-accessible parking spaces available in HOT Business District		532	[4]
Net Available Spaces, Assuming 20% Parking Vacancy Rate	80%	426	[5]
Annual Value of Weekend Sales Per Parking Space (Rounded)		\$5,400	

[1] Based on City's taxable sales data, adjusted to account for non-taxable sales.

[2] Based on average response from interviews with Old Town businesses. See Figure A-5.

[3] Based on average response from interviews with Old Town businesses. See Figure A-5.

[4] From Fehr & Peers, Historic Old Town Roseville Parking Study Memorandum, September 26, 2017.

[5] Assumes 20% of spaces are vacant even during "peak" periods, based on the Fehr & Peers, Historic Old Town Roseville Parking Study Memorandum, September 26, 2017.

Sources: City of Roseville, Individual business representatives, Fehr & Peers, and New Economics.

Prepared by New Economics & Advisory, February 2018.

Appendix A: Technical Support Tables

A-1 *Project Description* *Junction Crossings*

Item	Amount
Studio Units	20
1-Bedroom Units	60
Total Affordable Units	80
Low-Income	90%
Very Low-Income	10%
Rent Ranges	\$607 - \$781

Source: City of Roseville; St. Anton Communities.

Prepared by New Economics & Advisory, February 2018.

A-2

Parking Spaces (Net) Junction Crossings

Project	Junction Crossings Alone [1]	Near Term: 3 Projects [2]
Spaces Removed	-50	-79
New Spaces	39	129 [3]
Net Spaces	-11	50

[1] From the Junction Crossings Conceptual Site Plan prepared by KTGy, and Alta Parking Survey, 2017. Survey shows 38 striped, paved spaces under current conditions, and additional discussion with the Project applicant and City of Roseville have indicated that an additional space exists for up to 12 vehicles (for a total of 50).

[2] Includes Phase 1 of the Third Track Project, Pacific Plaza, and Junction Crossings.

[3] 129 spaces because ALT 2 CCJPA site was used.

Source: Fehr & Peers, Historic Old Town Roseville Parking Study Memorandum, September 26, 2017, KTGy Site Plan, Alta Parking Survey, St. Anton Communities, and the City of Roseville.

Prepared by New Economics & Advisory, February 2018.

Junction Crossings Impact on Historic Old Town Business District
February 15, 2018

A-3 *Company Information*
Junction Crossings

Company Name	Address	Primary NAICS Description	Location Employee Size Range	Location Employee Size Actual	Location Sales Volume Range	Square Footage
Kids First	124 Main St	Other Individual & Family Services	20-49	30	\$1-2.5 Million	20,000 - 39,999
Boxing Donkey Irish Pub	300 Lincoln St	Full-Service Restaurants	10-19	15	\$500,000-1 Million	2,500 - 4,999
Network Truck Insurance	120 Main St	Insurance Agencies & Brokerages	10-19	13	\$1-2.5 Million	5,000 - 9,999
Builders Advantage Ins Svc Inc	107 Main St	Third Party Administration-Insurance/Pension Funds	10-19	12	\$1-2.5 Million	5,000 - 9,999
Trocadero	119 Church St	Drinking Places Alcoholic Beverages	10-19	10	\$500,000-1 Million	2,500 - 4,999
Old Town Pizza	120 Church St	Full-Service Restaurants	5-9	8	Less Than \$500,000	2,500 - 4,999
Before & After-Pagelab	323 Lincoln St	Periodical Publishers	5-9	8	\$1-2.5 Million	2,500 - 4,999
Comcast Corp	400 Lincoln St	Electrical Contr & Other Wiring Installation Contr	5-9	8	\$1-2.5 Million	1,500 - 2,499
Pacific Street Cafe	301 Lincoln St	Full-Service Restaurants	5-9	7	Less Than \$500,000	1 - 1,499
Bar 101	101 Main St	Drinking Places Alcoholic Beverages	5-9	6	Less Than \$500,000	1,500 - 2,499
Airport Shuttle	106 Church St	All Other Transit & Ground Passenger Trnsprt	5-9	5	\$500,000-1 Million	5,000 - 9,999
ADT Security Svc	126 Main St	Security Systems Services (Except Locksmiths)	5-9	5	\$1-2.5 Million	2,500 - 4,999
William Herald Assoc Inc	110 Main St	Architectural Services	5-9	5	\$500,000-1 Million	1,500 - 2,499
Bud Mikaelson Food Eqpt & Dsgn	303 Lincoln St	Supermarkets/Other Grocery (Exc Convenience) Strs	5-9	5	\$1-2.5 Million	1,500 - 2,499
Loyal Order Of Moose	506 Lincoln St	Civil & Social Organizations	5-9	5		2,500 - 4,999
Backstreet Salon	106 Church St # 1	Beauty Salons	1-4	4	Less Than \$500,000	1 - 1,499
Legacy Benefits & Ins Svc	120 Church St	Insurance Agencies & Brokerages	1-4	4	\$500,000-1 Million	1,500 - 2,499
English Rose Nannies	100 Main St	Child & Youth Services	1-4	4	Less Than \$500,000	1 - 1,499
Sassy's Salon & Spa	112 Main St	Beauty Salons	1-4	4	Less Than \$500,000	1 - 1,499
Alex's-The Right Cut	318 Lincoln St	Beauty Salons	1-4	4	Less Than \$500,000	1 - 1,499
Bijou Beauty	311 Lincoln St	Beauty Salons	1-4	4	Less Than \$500,000	1 - 1,499
Fido Property Svc Inc	106 Church St # 6	Lessors-Nonresidential Bldgs (Exc Miniwarehouses)	1-4	3	\$1-2.5 Million	2,500 - 4,999
West Coast Real Estate & Mrtg	117 Church St	Real Estate Credit	1-4	3	\$1-2.5 Million	2,500 - 4,999
Blue Northern Builders Inc	108 Main St	Commercial & Institutional Building Construction	1-4	3	\$1-2.5 Million	1 - 1,499
Uprock Audio Inc	114 Main St	Electronic Stores	1-4	3	\$500,000-1 Million	1,500 - 2,499
3rd Saturday Art Walk	311 Lincoln St	Art Dealers	1-4	3	\$500,000-1 Million	2,500 - 4,999
El Charro Taqueria & Bakery	346 Lincoln St	Retail Bakeries	1-4	3	Less Than \$500,000	1 - 1,499
Iron Dragon Martial Arts Inst	121 Church St	Sports & Recreation Instruction	1-4	2	Less Than \$500,000	1 - 1,499
L N Craig Construction Inc	106 Church St # 1	New Single-Family Hsng Constr (Exc For-Sale Bldrs)	1-4	2	\$500,000-1 Million	1,500 - 2,499
Avitua, Carey Lyn Agt	120 Main St	Insurance Agencies & Brokerages	1-4	2	Less Than \$500,000	1,500 - 2,499
Broomell Law Firm	108 Main St	Offices Of Lawyers	1-4	2	Less Than \$500,000	1,500 - 2,499
Onyx Club	116 Main St	Full-Service Restaurants	1-4	2	Less Than \$500,000	1 - 1,499
Pretty In Ink Tattoo	326 Lincoln St	All Other Personal Services	1-4	2	Less Than \$500,000	1 - 1,499
Scissors & Blades Barber Shop	318 Lincoln St	Barber Shops	1-4	2	Less Than \$500,000	1 - 1,499
Roseville Fire Museum	400 Lincoln St	Museums	1-4	2		1,500 - 2,499
Blakemore Construction	127 Church St	Commercial & Institutional Building Construction	1-4	1	Less Than \$500,000	1 - 1,499
One Eleven Music Studio	127 Church St	Fine Art Schools	1-4	1		1 - 1,499
Cannon, Megan L	124 Main St	Offices-Mental Health Practitioners (Exc Physcns)	1-4	1	Less Than \$500,000	1,500 - 2,499
Fast Freddie's Pizzeria	130 Main St	Full-Service Restaurants	1-4	1	Less Than \$500,000	1 - 1,499
Brightstar Care	311 Lincoln St	Home Health Care Services	1-4	1	Less Than \$500,000	1,500 - 2,499
Guitar Lab	311 Lincoln St	Musical Instrument & Supplies Stores	1-4	1	Less Than \$500,000	1,500 - 2,499
Ursamajor Massage	322 Lincoln St	Other Personal Care Services	1-4	1	Less Than \$500,000	1 - 1,499
Emerald Palms LLC	117 Church St	Unclassified Establishments	N/A	N/A	N/A	1 - 1,499
Innovative Fire Systems	108 Main St	Unclassified Establishments	N/A	N/A	N/A	1,500 - 2,499
Eleventh & James	307 Lincoln St	Unclassified Establishments	N/A	N/A	N/A	1 - 1,499
L & C Hagans	313 Lincoln St	Unclassified Establishments	N/A	N/A	N/A	1 - 1,499
One Stop Auto and RV's	200 Washington St	N/A	N/A	N/A	N/A	N/A
Four Score Coffee House	327 Lincoln St	N/A	N/A	N/A	N/A	N/A
Porch Swing Pickings	307 Lincoln St	N/A	N/A	N/A	N/A	N/A
La Belle Vie	323 Lincoln St	N/A	N/A	N/A	N/A	N/A

Source: Reference USA, accessed November, 2017. List was supplemented by a site visit to the HOT Business District in December, 2017.

Prepared by New Economics & Advisory, February 2018.

A-4

Key Business Types in Old Town Roseville Junction Crossings

Company Name	Employee Size	Square Footage	Total # of Establishments
Restaurants			
Boxing Donkey Irish Pub	15	2,500 - 4,999	
Old Town Pizza	8	2,500 - 4,999	
Pacific Street Cafe	7	1 - 1,499	
Onyx Club	2	1 - 1,499	
Fast Freddie's Pizzeria	1	1 - 1,499	
Four Score Coffee House [1]	N/A	N/A	
Total	33		6
Beauty Salons			
Backstreet Salon	4	1 - 1,499	
Sassy's Salon & Spa	4	1 - 1,499	
Alex's-The Right Cut	4	1 - 1,499	
Bijou Beauty	4	1 - 1,499	
Scissors & Blades Barber Shop	2	1 - 1,499	
Total	18		5
Insurance			
Network Truck Insurance	13	5,000 - 9,999	
Builders Advantage Ins Svc Inc	12	5,000 - 9,999	
Legacy Benefits & Ins Svc	4	1,500 - 2,499	
Avitua, Carey Lyn Agt	2	1,500 - 2,499	
Total	31		4

[1] Business was found through an in-person site visit, but was not included in the Reference USA business database, likely because it is a relatively new business.

Source: Reference USA

Prepared by New Economics & Advisory, February 2018.

A-5

Summary of Interview Responses from Old Town Business Representatives [1] Junction Crossings

Description	Amount
When is your busiest time period?	
Business 1	Friday/ Saturday 5:00 - 8:00
Business 2	Friday 11:00 AM to Close
Business 3	Thursday - Sunday 3:00 - Close
Business 4	Saturday/ Sunday
Approximately How Much of Your Weekly Sales Come During these Busiest Periods?	
Business 1	40% (Approx.)
Business 2	N/A
Business 3	50% (Approx.)
Business 4	90% (Approx.)
% of Sales Per "Busy-Day"	
Business 1	20%
Business 2	N/A
Business 3	17%
Business 4	45%
Average	27%
How Many of Your Customers Arrive By Some Method Other Than Driving?	
Business 1	10%
Business 2	5%
Business 3	25%
Business 4	N/A
Average	13%

Source: Interviews with individual businesses in Historic Old Town Roseville.

[1] Only restaurants and drinking establishments were interviewed during this effort. The names of individual businesses have been withheld in order to preserve confidentiality.

Prepared by New Economics & Advisory, February 2018.

ATTACHMENT 3

Noise Technical Report

St Anton Capital
Roseville Junction Crossing
Rocklin, California



Prepared by:

RCH Group
11060 White Rock Road
Rancho Cordova, California 95670



August 17, 2016

TABLE OF CONTENTS

Roseville Junction Crossing Noise Technical Report

	<u>Page</u>
Introduction	1
Setting	1
Regulatory Framework	2
Discussion	6
Conclusions and Recommendations	11
References	12
Table 1 – Maximum Allowable Noise Exposure Transportation Noise Sources	2
Table 2 – Existing Noise Levels in the Project Area	5
Table 3 – Typical Noise Levels from Construction Equipment (Lmax)	8
Table 4 – Typical Construction Activities Noise Levels	9
Table 5 – Representative Vibration Source Levels for Construction Equipment	10

ATTACHMENT

Noise Appendix

Introduction

This report analyzes the noise impacts from Junction Crossing (the “proposed project”) at 120 Pacific Street in Roseville, California. The proposed project is in the City of Roseville’s Downtown Specific Plan Area and the Downtown Specific Plan Environmental Impact Report (EIR) was prepared to meet the requirements of a project-level EIR. The City’s intention in preparing the Downtown Specific Plan EIR was that no further environmental review under CEQA would be required for subsequent projects which are consistent with the Specific Plan (to provide for the streamlined approvals). However, the City of Roseville requires a noise analysis so that noise mitigation can be considered in project design. This report provides an overview of existing noise levels measured at the project site, local noise regulatory framework, an analysis of potential noise impacts that would result from implementation of the proposed project, and recommended mitigation measures. Potential noise impacts are discussed for short-term construction noise, long-term operational noise sources, and land use noise compatibility for residents.

Setting:

Noise Descriptors

Sound is mechanical energy transmitted by pressure waves through a medium such as air. Noise is defined as unwanted sound. Sound pressure level has become the most common descriptor used to characterize the “loudness” of an ambient sound level. Sound pressure level is measured in decibels (dB), with zero dB corresponding roughly to the threshold of human hearing, and 120 to 140 dB corresponding to the threshold of pain. Decibels are measured using different scales, and it has been found that A-weighting of sound levels best reflects the human ear’s reduced sensitivity to low frequencies, and correlates well with human perceptions of the annoying aspects of noise. The A-weighted decibel scale (dBA) is cited in most noise criteria. All references to decibels (dB) in this report will be A-weighted unless noted otherwise.

Several time-averaged scales represent noise environments and consequences of human activities. The most commonly used noise descriptors are the equivalent A-weighted sound level over a given time period (Leq)¹; average day–night 24-hour average sound level (Ldn)² with a nighttime increase of 10 dB to account for sensitivity to noise during the nighttime; and community noise equivalent level (CNEL)³, also a 24-hour average that includes both an evening and a nighttime sensitivity weighting.

Noise Attenuation

Stationary point sources of noise, including construction equipment, attenuate (lessen) at a rate of 6 to 7.5 dB per doubling of distance from the source, depending on ground absorption. Soft sites attenuate at 7.5 dB per doubling because they have an absorptive ground surface such as soft dirt, grass, or scattered bushes and trees. Hard sites have reflective surfaces (e.g., parking lots or smooth bodies of water) and therefore have less attenuation (6.0 dB per doubling). A street or roadway with moving vehicles (known as a “line” source), would typically attenuate at a lower rate, approximately 3 to 4.5 dB each time the distance doubles from the source, which also depends on ground absorption (CalTrans, 1998). Physical barriers located between a noise source and the noise receptor, such as berms or sound walls, will increase the attenuation that occurs by distance alone.

¹The Equivalent Sound Level (Leq) is a single value of a constant sound level for the same measurement period duration, which has sound energy equal to the time-varying sound energy in the measurement period.

²Ldn is the day–night average sound level that is equal to the 24-hour A-weighted equivalent sound level with a 10-decibel penalty applied to night between 10:00 p.m. and 7:00 a.m.

³CNEL is the average A-weighted noise level during a 24-hour day, obtained by addition of 5 decibels in the evening from 7:00 to 10:00 p.m., and an addition of a 10-decibel penalty in the night between 10:00 p.m. and 7:00 a.m.

Regulatory Framework:

City of Roseville 2035 General Plan Noise Element

The Noise Element of the City of Roseville 2035 General Plan contains criteria for transportation noise sources. The Noise Element states that the City shall use the transportation noise sources standards for reviewing new development of noise-sensitive uses exposed to transportation noise sources. When a noise-sensitive land use is proposed near an existing or future transportation noise sources (highway, railway line, etc.), noise measurements shall be performed to determine if transportation noise sources standards are met. The Noise Element contains a residential interior space noise standard of 45 dB Ldn/CNEL for interior spaces to provide a suitable environment for indoor communication and sleep. The Noise Element also contains a residential exterior activity area noise standard of 60 dB Ldn/CNEL for exterior spaces to provide an acceptable noise environment for outdoor activities. The noise standards are shown in **Table 1**. The Noise Element also contains performance standards for non-transportation noise sources or projects affected by non-transportation noise sources. However, after review of the project area and the major fixed noise source locations in the Noise Element, the project site is not exposed to any stationary noise sources.

**TABLE 1
MAXIMUM ALLOWABLE NOISE EXPOSURE
TRANSPORTATION NOISE SOURCES**

Land Use	Outdoor Activity Areas¹ Ldn/CNEL, dB	Interior Spaces Ldn/CNEL, dB
Residential	60 ²	45
Transient Lodging	60 ²	45
Hospitals, Nursing Homes	60 ²	45
Theaters, Auditoriums, Music Halls	--	--
Churches, Meeting Halls	60 ²	--
Office Buildings	65	--
Schools, Libraries, Museums	--	--
Playground, Neighborhood Parks	70	--

1. Outdoor activity areas for residential developments are considered to be the back yard patios or decks of single family dwellings, and the patios or common areas where people generally congregate for multi-family developments.

Outdoor activity areas for non-residential developments are considered to be those common areas where people generally congregate, including pedestrian plazas, seating areas and outside lunch facilities.

Where the location of outdoor activity areas is unknown, the exterior noise level standard shall be applied to the property line of the receiving land use.

2. Where it is not possible to reduce noise in outdoor activity areas to 60 dB Ldn/CNEL or less using a practical application of the best-available noise reduction measures, an exterior noise level of up to 75 dB Ldn/CNEL may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table.

Source: City of Roseville, 2016

The City of Roseville recognizes it is difficult to maintain rural/suburban noise standards in increasingly urban areas, and in order to facilitate the City's goals to encourage reinvestment and economic development in the Downtown Specific Plan area, the City may elect to allow new noise-sensitive land uses on a case-by-case basis in proximity to transportation sources. Noise levels would require mitigation to the extent feasible using building orientation, construction and design features; however, ultimately, noise levels may exceed the transportation noise sources standards in **Table 1**.

City of Roseville Municipal Code

The City of Roseville's Chapter 9.24 Noise Regulation establishes local community standards for noise regulation. The Noise Regulation states it is unlawful for any person at any location to create any sound, or to allow the creation of any sound, on property owned, leased, occupied or otherwise controlled by such person, which causes the exterior sound level when measured at the property line of any affected sensitive receptor to exceed the ambient sound level by three dBA or exceed the sound level standards set forth for non-transportation or fixed sound sources as set forth in the City of Roseville General Plan Noise Element, by three dBA, whichever is greater. Sound or noise emanating from the following sources and activities are exempt from the provisions of this title:

- A. Sound sources typically associated with residential uses (e.g., children at play, air conditioning and similar equipment, but not including barking dogs);
- B. Sound sources associated with property maintenance (e.g., lawn mowers, edgers, blowers, pool pumps, power tools, etc.) provided such activities take place between the hours of 8:00 a.m. and 9:00 p.m.;
- C. Safety, warning and alarm devices, including house and car alarms, and other warning devices that are designed to protect the health, safety and welfare, provided such devices are not negligently maintained or operated;
- D. The normal operation of public and private schools typically consisting of classes and other school-sponsored activities;
- E. Maintenance (e.g., lawn mowers, edgers, aerators, blowers, etc.) of golf courses, provided such activities take place between the hours of 5:00 a.m. and 9:00 p.m. May through September, and 6:00 a.m. and 9:00 p.m. October through April;
- F. Emergencies involving the execution of the duties of duly authorized governmental personnel and others providing emergency response to the general public, including, but not limited to, sworn peace officers, emergency personnel, utility personnel, and the operation of emergency response vehicles and equipment;
- G. Private construction (e.g., construction, alteration or repair activities) between the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday, and between the hours of 8:00 a.m. and 8:00 p.m. Saturday and Sunday; provided, however, that all construction equipment shall be fitted with factory installed muffling devices and that all construction equipment shall be maintained in good working order. (Ord. 3638 § 1, 2001.)

Findings of the Roseville Downtown Specific Plan and Specific Plan EIR

The City of Roseville's Downtown Specific Plan does not discuss noise. However, the City of Roseville's Downtown Specific Plan EIR discussed the following noise impacts relevant to the proposed project:

- Land Use Compatibility of On-site Sensitive Receptors with Future Traffic Noise Levels: This was considered a potentially significant noise impact in the Downtown Specific Plan EIR. The General Plan Noise Element was amended to allow the City of Roseville to allow noise-sensitive

land uses on a case-by-case basis in proximity to transportation sources. Mitigation to reduce this impact to less than significant included the following:

- o Requirement of a project-specific acoustical analysis
 - o Transportation noise disclosure to purchasers/renters
 - o Site specific design considerations to reduce exterior noise exposure levels
- Land Use Compatibility of On-site Sensitive Receptors with Future Railroad Noise Levels: This was considered a significant and unavoidable impact in the Downtown Specific Plan EIR. The Downtown Specific Plan EIR suggested implementing the same mitigation measures for Future Traffic Noise Levels (see above).
- Future Interior Noise Levels at On-site Sensitive Receptors: This was considered a potentially significant noise impact in the Specific Plan EIR, but could be mitigated. Mitigation to reduce this impact to less than significant included site specific design considerations that would reduce interior noise levels exceeding the City of Roseville 45 dB Ldn/CNEL standard.
- Ground-Borne Noise and Vibration Levels at Sensitive Receptors: This was considered a potentially significant impact in the Specific Plan EIR. Mitigation to reduce this impact to less than significant included alternatives for pile driving and pre- and post-construction surveys.

Existing Noise Sources and Levels

To quantify existing ambient noise levels, RCH group conducted two long-term (48-hour) and several short-term (5 to 10-minute) noise measurements at the project site. Noise measurements were made using Metrosonics db308 Sound Level Meters calibrated before and after the measurements. To measure existing 24-hour noise levels at the project site, long-term noise meters were placed at two locations on the project site. One meter was placed 90 feet northeast of the centerline of Washington Blvd. (Site 5). The second meter was placed approximately 45 feet northwest of the centerline of Pacific St. and approximately 100 feet northwest of the Union Pacific Rail Road (UPRR) tracks (Site 6). See the Noise Appendix for a map of the noise monitoring locations.

Several short-term measurements were conducted to specify noise sources in the project area and measure associated noise levels. Traffic noise from Washington Blvd. was measured at the southwest corner of the project site (75 feet from the centerline of Washington Blvd. and 90 feet from the centerline of Church St.) (Site 1) and the southeast corner of the project site (65 feet from the centerline of Washington Blvd.) (Site 2). Traffic Noise from Pacific St. was measured at the eastern perimeter of the project site (50 feet from the centerline of Pacific St.) (Site 4). Traffic Noise from Church St. was measured at the northwest corner of the project site (35 feet from the centerline of Church St.) (Site 7). An additional short-term measurement was conducted at northern perimeter of the project site near the existing alley to measure noise emanating from the businesses to the north (Site 3). See the Noise Appendix for a map of the noise monitoring locations.

The noise measurements are summarized in **Table 2** below. The Noise Appendix includes 24-hour noise plots, additional sound level raw data, and a noise figure showing the locations of the noise measurements. The main source of noise in the project vicinity during the noise measurements was traffic on Washington Boulevard and railway operations at the nearby UPRR tracks. Additional noise sources included traffic on Pacific St. and Church St.

**TABLE 2
EXISTING NOISE LEVELS IN THE PROJECT AREA**

Location	Time Period	Noise Levels (dB)	Noise Sources
Site 1: Western Corner of Project Site (75 feet from the centerline of Washington Blvd. & 90 feet from the centerline of Church St.)	Tuesday, July 12, 2016 11:30 a.m. to 11:35 a.m. Friday, July 15, 2016 10:31 a.m. to 10:36 a.m.	5-minute Leq's: 61, 61	Traffic on Washington Blvd., generally 58-64 dB. Background noise ~55dB when no cars are passing. Truck on Church St., 64 dB. UPRR Freight Train, 68-70 dB (no horn noise).
Site 2: Southwest Perimeter of Project Site (65 feet from the centerline of Washington Blvd.)	Tuesday, July 12, 2016 11:38 a.m. to 11:43 a.m. Friday, July 15, 2016 10:40 a.m. to 10:45 a.m.	5-minute Leq's: 77, 63	Motorcycle on Washington Blvd, 96 dB. Street sweeper on Washington Blvd., 75 dB. Steady traffic on Washington Blvd., 67-70 dB. Amtrak idling & starting noises, 67 dB. Amtrak horn, 85 dB.
Site 3: Northern Perimeter of Project Site (South of Existing Buildings and Alley)	Tuesday, July 12, 2016 11:45 a.m. to 11:50 a.m. Friday, July 15, 2016 10:47 a.m. to 10:52 a.m.	5-minute Leq's: 69, 52	Refrigerated Truck idling, 58 dB. Motorcycle rumbling, 68 dB. UPRR Train passby, 84 dB. Refrigerated Truck leaving, 66 dB. Train horn, 67 dB. Trucks on Pacific St., 53-54 dB. Cars on Washington Blvd., 54 dB. Background noise ~48 with no cars or train noise.
Site 4: Southeast Perimeter of Project Site (50 feet from the centerline of Pacific St.)	Tuesday, July 12, 2016 11:52 a.m. to 11:57 a.m. Friday, July 15, 2016 10:54 a.m. to 10:59 a.m.	5-minute Leq's: 59, 58	Cars, trucks, SUV on Pacific St., 60-68 dB. Loud truck on Pacific St., 72 dB. Cars steady flow on Washington Blvd., 55-60 dB. Background noise ~52 dB with no cars or train noise. Crane west of RR tracks, 49 dB.
Site 5: Southwest Perimeter of Project Site (90 feet northeast of the centerline of Washington Blvd.)	Wednesday, July 13, 2016 12:00 a.m. to Thursday July 14, 2016 At 11:59 p.m. (48 Hours)	Hourly Leq's ranged from: 58-70 CNELs: 69, 70	Unattended noise measurements do not specifically identify noise sources
Site 6: Southeast Perimeter of Project Site (45 feet northwest of the centerline of Pacific St.)	Wednesday, July 13, 2016 12:00 a.m. to Thursday July 14, 2016 At 11:59 p.m. (48 Hours).	Hourly Leq's ranged from: 57-73 CNELs: 72,74	Unattended noise measurements do not specifically identify noise sources
Site 7: Northwest Perimeter of Project Site (35 feet from the centerline of Church St.)	Friday, July 15, 2016 11:03 a.m. to 11:13 a.m.	5-minute Leq's: 60, 59	Cars on Church St., 62-69 dB. Cars on Washington Blvd., 57-62 dB. Bus on Washington Blvd., 68 dB. Haul truck on Washington Blvd., 69 dB.

Source: RCH Group, 2016

Existing Sensitive Receptors

Noise sensitive receptors (land uses associated with indoor and/or outdoor activities that may be subject to stress and/or significant interference from noise) are defined by the City of Roseville General Plan to include residential areas, schools and hospitals. The nearest sensitive receptors to the project site are single-family residences along Church St. (on the opposite side of Washington Blvd.), approximately 250 feet southwest of the project site. No schools or hospitals are within 1,000 feet of the project site.

Discussion:

Land Use Noise Compatibility

As discussed above, the main source of noise in the project vicinity is traffic on Washington Blvd. and railway operations at the nearby UPRR tracks. Additional noise sources include traffic on Pacific St. and Church St. Noise data from the two long-term (48-hour) noise measurements at Site 5 and 6 was used to determine existing background noise levels at the proposed residences closest to Washington Blvd. and Pacific St. /UPRR tracks. As shown in **Table 2** above (Sites 5 and 6), 24-hour noise levels at the project site range from 69 to 74 dB CNEL. The 24-hour noise level at the perimeter of the project site along Washington Blvd. (Site 5), the same distance from Washington Blvd. as the closest proposed building facades of the proposed project, was 69 to 70 dB CNEL. The 24-hour noise level at the perimeter of the project site along Pacific St. (Site 6), the same distance from Washington Blvd. as the closest proposed building facades of the proposed project, was 72 to 74 dB CNEL. Based upon noise levels measured at the project site, existing transportation noise levels at the outdoor areas of the proposed project would exceed the 60 dB Ldn/CNEL maximum allowable noise exposure for transportation noise contained in the City of Roseville General Plan Noise Element. This was anticipated and acknowledged in the Downtown Specific Plan EIR as railroad noise was a significant and unavoidable impact and the Noise Element of the General Plan was amended to allow the City of Roseville to elect to allow noise-land uses on a case-by-case basis in proximity to sources of transportation noise.

The City of Roseville General Plan Noise Element states that where it is not possible to reduce noise in outdoor activity areas to 60 dB Ldn/CNEL or less using a practical application of the best-available noise reduction measures, an exterior noise level of up to 75 dB Ldn/CNEL may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are no greater than 45 dB Ldn/CNEL.

Modern residential construction consistent with the universal building code typically provides an exterior-to-interior noise level reduction of 25 dB to 30 dB with all exterior openings sealed (City of Roseville, 2008). Based on the worst-case day (74 dB CNEL), an exterior-to-interior noise level reduction of 30 dB would be needed for the proposed project to be below the 45 dB Ldn/CNEL interior noise standard. STC 30 windows on the exterior of residential units with exposure to elevated noise levels (residences along Washington Blvd. and Pacific St.) would ensure compliance with the 45 dB Ldn/CNEL interior noise standard on a worst-case day.

Therefore, the interior noise levels of the proposed project would be below the 45 dB Ldn/CNEL interior noise standard in the City of Roseville General Plan Noise Element, based on these current long-term noise measurements at the proposed project site. The following mitigation measures are from the Downtown Specific Plan EIR and are recommended to reduce interior noise levels further:

Downtown Specific Plan EIR Recommended Mitigation Measures to Reduce Transportation Noise Impacts at Indoor Areas

1. Construct all residences with air conditioning and mechanical ventilation systems that allow for windows and doors to remain closed and achieve acoustical isolation from traffic and railroad

noise. The systems shall allow for introduction of fresh outside air, without the requirement of open windows. *[Project will implement this measure]*

2. Acoustically baffle attic vents direct exposure to elevated noise levels and contain at least one 90 degree obstruction to the flow of air. The baffle should be fitted with an acoustically absorbent liner. *[Project will implement this measure]*
3. Mount windows and sliding glass doors in low infiltration rate frames (0.5 cubic feet per minute or less, per ANSI specifications). *[Project will implement this measure]*
4. Require exterior doors to be solid core with perimeter weather-stripping and threshold seals. *[Project will implement this measure]*

The proposed project includes a private patio for residents along Pacific St. The proposed private patio would be approximately 35 feet from the centerline of Pacific St. and approximately 100 feet from the closest UPRR tracks. Based on noise measurements conducted near the proposed patio location (Site 6), the 24-hour noise level ranges from 72 to 74 dB CNEL. Hourly Leq's range from 57 to 73 dB at the proposed private patio and the maximum noise levels (Lmax) for different hours ranged from 76 to 98 dB when freight trains are passing by on the UPRR tracks. Noise levels at the proposed private patio would exceed the 60 dB Ldn/CNEL maximum allowable noise exposure for transportation noise contained in the City of Roseville General Plan Noise Element, but would not exceed the case-by-case levels of 75 dB Ldn/CNEL. During train pass-by events the train noise at the proposed private patio along Pacific St. would cause substantial speech interference and annoyance until the train passes (estimated to be approximately five minutes of any hour).

Noise meters used for the 24-hour measurements were also programmed to measure the noise levels exceeded for 1 minute (L1.6) and 5 minutes (L8) in each hour at the proposed private patio. The noise level exceeded for 1 minute in each hour ranged from 66-82 dB at the proposed private patio. The noise level exceeded for 5 minutes in each hour ranged from 56-79 dB at the proposed private patio.

The 24-hour measurements at the proposed private patio of 72 to 74 CNEL is affected by train pass-by events during the evening hours (7 p.m. to 10 p.m.) when a five dB penalty is added and nighttime hours (10 p.m. to 7 a.m.) when a 10 dB penalty is added. The proposed private patio would be a suitable noise environment for outdoor activities when train pass-by events are not occurring. According to the 48 hours measured at the proposed private patio, sound levels would be at 60 dB Leq or below approximately 78% of the average hour and at 65 dB Leq or below approximately 87% of the average hour. Sound levels at the proposed private would only exceed 70 dB approximately 7.8% of the average hour or less than 5 minutes (See Noise Appendix for a detailed noise graph of the proposed private patio). During train pass-by events the train noise at the proposed private patio along Pacific St. would cause substantial speech interference and annoyance until the train passes. When there are no train pass-by events, the proposed private patio would have noise levels that are suitable for an outdoor activity environment (about 55 minutes per hour).

The City of Roseville recognizes it is difficult to maintain rural/suburban noise standards in increasingly urban areas, and in order to facilitate the City's goals to encourage reinvestment and economic development in the Downtown Specific Plan area, the City may elect to allow new noise-sensitive land uses on a case-by-case basis in proximity to transportation sources. Noise levels would require mitigation to the extent feasible using building orientation, construction and design features; however, ultimately, noise levels may exceed the transportation noise sources standards. The following mitigation measures are from the Downtown Specific Plan EIR and are recommended to mitigate noise levels to the extent feasible at the project site:

Downtown Specific Plan EIR Recommended Mitigation Measures to Reduce Transportation Noise Impacts at Outdoor Areas

1. Disclose all transportation noise (i.e., roadway, railway) and their meanings to purchasers and/or renters prior to contract or title transfer. *[Project will implement this measure]*
2. Locate common outdoor activity areas, such as outdoor congregation areas included in multi-family residential developments, such that the building(s) serve as a sound barrier to the nearest predominant noise source. *[The private patio is not shielded by buildings]*
3. Distances between noise sources and noise-sensitive uses shall be maximized through the use of noise buffers/setbacks. *[Buffers/setbacks are not feasible for the project site]*
4. Construct noise barriers to provide shielding of noise-sensitive uses and outdoor activity areas. Barrier may include manmade walls, earthen berms, and other structures breaking line of sight from noise source to receptor. Barriers shall be located in close proximity to either the noise source or the sensitive receptor. *[Barriers are not feasible for the project site]*

Construction Noise

Construction activities would include demolition of some small structures on the project site and construction of the proposed project. Construction of the proposed project is anticipated to begin in late 2016, with an anticipated 15-month construction duration. Construction and demolition activities would require the use of numerous pieces of noise-generating equipment, such as excavating machinery (e.g., backhoes, excavators, front loaders, etc.) and other construction equipment (e.g., compactors, pavers, concrete mixers, trucks, etc.).

The noise levels generated by construction equipment would vary greatly depending upon factors such as the type and specific model of the equipment, the operation being performed, the condition of the equipment and the prevailing wind direction. The maximum noise levels for various types of construction equipment that could be used during proposed project construction are provided in **Table 3**. Maximum noise levels generated by construction equipment used for the proposed project would range from 74 to 89 dB Lmax at a distance of 50 feet. **Table 4** displays average typical construction activity noise levels at 50 feet.

TABLE 3
TYPICAL NOISE LEVELS FROM CONSTRUCTION EQUIPMENT (Lmax)

Construction Equipment	Noise Level (dB, Lmax at 50 feet)
Dump Truck	76
Air Compressor	78
Backhoe	78
Dozer	82
Compactor (ground)	83
Crane	81
Excavator	81
Flat Bed Truck	74
Paver	77
Grader	85
Compressor (Air)	78
Generator	81
Roller	80
Vibratory Concrete Mixer	80
Concrete Mixer Truck	79
Jackhammer	89
Front End Loader	79

Notes: Lmax = maximum sound level

Source: Federal Highway Administration (FHWA) Roadway Construction Noise Model User's Guide, 2006.

TABLE 4
TYPICAL CONSTRUCTION ACTIVITIES NOISE LEVELS

Construction Phase	Noise Level (dB Leq at 50 feet)
Ground Clearing	83
Excavation	88
Foundations	81
Erection	81
Finishing	88

Notes: Average noise levels correspond to a distance of 50 feet from the noisiest piece of equipment associated with a given phase of construction and 200 feet from the rest of the equipment associated with that phase.

Leq = equivalent sound level

Source: U.S. Environmental Protection Agency, Legal Compilation, 1973

Construction activities would result in a temporary increase in ambient noise levels in the project vicinity. The closest sensitive receptors to the project site are approximately 250 feet from the closest location where construction would occur on the project site. At a distance of 250 feet, maximum noise levels from construction equipment would be 60 to 75 dB. Construction noise levels would be less than this estimate most of the time and would fluctuate throughout the day because equipment would not be in use at one location for an extended period of time. Construction noise would also be masked by traffic noise from Washington Blvd, which separates the project site from the closest sensitive receptor. Proposed project construction would comply with the Noise Regulation in the City of Roseville Municipal Code, which exempts private construction between the hours of 7 a.m. and 7 p.m. Monday through Friday, and between the hours of 8 a.m. and 8 p.m. Saturday and Sunday, provided that all construction equipment is fitted with factory installed muffling devices and that all construction equipment is maintained in good working order. Construction noise impacts would be less than significant with compliance with the Noise Regulation in the City of Roseville Municipal Code. The following mitigation measures are from the Downtown Specific Plan EIR and are recommended to mitigate noise levels from construction activities and comply with the City of Roseville Noise Regulation:

Downtown Specific Plan EIR Recommended Mitigation Measures to Reduce Construction Noise Impacts

1. Comply with construction hours in the City of Roseville Municipal Code Noise Regulation; between the hours of 7 a.m. and 7 p.m. Monday through Friday, and between the hours of 8 a.m. and 8 p.m. Saturday and Sunday. *[Project will implement this measure]*
2. Properly maintain construction equipment per manufactures' specifications and fit construction equipment with the best available noise suppression devices (i.e., mufflers, silences, wraps, etc.). Shroud or shield all impact tools, and muffle or shield all intake or exhaust ports on power equipment. *[Project will implement this measure]*

Construction Vibration

Construction activities have the potential to result in varying degrees of temporary ground vibration, depending on the specific construction equipment used and operations involved. The ground vibration levels associated with various types of construction equipment are summarized in **Table 5**. Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. The effects of ground vibration may be imperceptible at the lowest levels, low rumbling sounds and detectable vibrations at moderate levels, and slight damage to nearby structures at the highest levels.

At the highest levels of vibration, damage to structures is primarily architectural (e.g., loosening and cracking of plaster or stucco coatings) and rarely results in structural damage. For most structures, a peak particle velocity (ppv) threshold of 0.5 inch per second or less is sufficient to avoid structural damage. The Federal Transit Administration recommends a threshold of 0.5 ppv for residential and commercial structures, 0.25 ppv for historic buildings and archaeological sites, and 0.2 ppv for non-engineered timber and masonry buildings (FTA 2006).

TABLE 5
REPRESENTATIVE VIBRATION SOURCE LEVELS FOR CONSTRUCTION EQUIPMENT

Equipment		Peak Particle Velocity at 25 Feet (in/sec)
Pile Driver (impact)	upper range	1.518
	typical	0.644
Pile Driver (sonic)	upper range	0.734
	typical	0.170
Vibratory Roller		0.210
Large Bulldozer		0.089
Loaded Trucks		0.076
Jackhammer		0.035
Small Bulldozer		0.003

Source: Federal Transit Administration, 2006.

Note: Vibration levels at 50 feet were calculated using the equation provided by FTA that may be used to estimate vibration at different distances based on a reference ppv at 25 feet for various construction equipment.

Construction activities associated with the proposed project would not involve the use of any equipment or processes that would result in potentially significant levels of ground vibration (i.e., pile drivers). The closest existing building to the project site is adjacent to the north and is a historic building (the Odd Fellows Building), which is currently occupied by bar/restaurant. The closest proposed structure to be built is greater than 25 feet away from existing buildings and any work closer than 25 feet would be minor, such as parking lot or utility improvements. As shown in **Table 5**, the predicted vibration levels from vibratory rollers, bulldozers, loaded trucks, and jackhammers at a distance of 25 feet would not exceed the 0.5 ppv threshold for residential and commercial structures, or the 0.25 ppv threshold for historic buildings. Vibrational impacts associated with construction activities would be less than significant. The following mitigation measure is from the Downtown Specific Plan EIR and is recommended to mitigate any vibrational impacts to the Odd Fellows Building:

Downtown Specific Plan EIR Recommended Mitigation Measures to Reduce Construction Vibration Impacts

1. Record the pre-existing condition of historical buildings within the immediate vicinity of proposed construction in the form of a preconstruction survey. The preconstruction survey shall determine conditions that exist before construction begins for use in evaluating damage caused by construction activities. Fixtures and finishes within a 50-foot radius of construction activities susceptible to damage shall be documented (photographically and in writing prior to construction. All damage will be repaired back to its pre-existing condition. *[Project will implement this for the adjacent Odd Fellows Building]*

Operation

After construction, impacts from the proposed project would include any noise generated by the residences that would affect surrounding land uses. In general, residences are one of the quietest land uses (other than open space), and noise from the residences would be considered compatible with the surrounding land uses. Any permanent increase in ambient noise levels in the project vicinity would not be substantially greater than existing levels without the proposed project and would result in a less-than-significant noise increase.

Conclusions and Recommendations:

Existing transportation noise levels at the outdoor areas of the proposed project would exceed the 60 dB Ldn/CNEL maximum allowable noise exposure for transportation noise contained in the City of Roseville General Plan Noise Element. However, this was anticipated and acknowledged in the Specific Plan EIR as railroad noise was a significant and unavoidable impact and the Noise Element of the General Plan was amended to allow the City to elect to allow noise-land uses on a case-by-case basis in proximity to sources of transportation noise.

STC 30 windows on the exterior of residential units with exposure to elevated noise levels (residences along Washington Blvd. and Pacific St.) would ensure that interior noise levels would be below the 45 dB Ldn/CNEL interior noise standard in the City of Roseville General Plan Noise Element. Final project design will need to include soundproofing measures to assure that the overall building attenuation achieves an outdoor to indoor reduction to achieve the 45 dB Ldn/CNEL interior noise level. All measures in the Downtown Specific Plan EIR (above) should be considered; as well as other soundproofing measures that would be effective in achieving the 45 dB Ldn/CNEL interior noise levels.

Noise levels at the proposed private patio along Pacific St. would cause speech interference or annoyance during train pass-by events (approximately 5 minutes each hour), but the location would be below the 75 dB Ldn/CNEL case-by-case limit. During train pass-by events the train noise at the proposed private patio along Pacific St. would cause substantial speech interference and annoyance until the train passes. When there are no train pass-by events, the proposed private patio would have noise levels that are suitable for an outdoor activity environment (about 55 minutes per hour).

Construction noise would need to comply with the Noise Regulation in the City of Roseville Municipal Code and operation of the proposed project would be compatible with the surrounding land uses and would not increase ambient noise levels in the project vicinity substantially greater than existing levels.

These conclusions are based on the noise level data collected by RCH Group and the assumptions cited herein. Substantial variations in traffic volumes on roadways and railways located adjacent to the project site are not anticipated but could yield noise levels different than those presented in this report.

References

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- City of Roseville, 2001. City of Roseville Municipal Code, Chapter 9.24 Noise Regulation. <http://qcode.us/codes/roseville/>. 2001.
- City of Roseville, 2008. Downtown Roseville Specific Plan Draft Environmental Impact Report, Chapter 4.11 Noise. <http://www.roseville.ca.us/civicax/filebank/blobdload.aspx?BlobID=24605>. November 25, 2008.
- City of Roseville, 2009. City of Roseville Downtown Specific Plan. <http://www.roseville.ca.us/civicax/filebank/blobdload.aspx?BlobID=13015>. Adopted April 1, 2009.
- City of Roseville, 2016. City of Roseville 2035 General Plan Noise Element. http://www.roseville.ca.us/gov/development_services/planning/general_plan_n_development_guidelines.asp Amended June 15, 2016.
- Federal Highway Administration (FHWA), 2000. *Noise Barrier Design Handbook*, February 2000.
- Federal Highway Administration (FHWA), 2006. *Roadway Construction Noise Model User's Guide*, 2006.
- Federal Highway Administration (FHWA), 2011. *The Audible Landscape: 4 Physical Techniques to Reduce Noise Impacts*. July 2011.
- Federal Interagency Committee on Noise (FICON), 2000. *Discussion of Methodologies of Measuring Noise Impact*, October 22, 2000.
- Federal Transit Administration (FTA), 2006. *Transit Noise and Vibration Impact Assessment* (FTA-VA-90-1003-06), 2006.
- Wilson, Ihrig & Associates, 2014. *Title 24 Acoustical Evaluation Exterior Sound Insulation*. November 2014.
- U.S. Environmental Protection Agency, 1973. *Legal Compilation*, 1973.

Roseville Junction Crossing

Noise Appendix

Site 5: 90 feet northeast of Washington Blvd – 24 hour noise plots

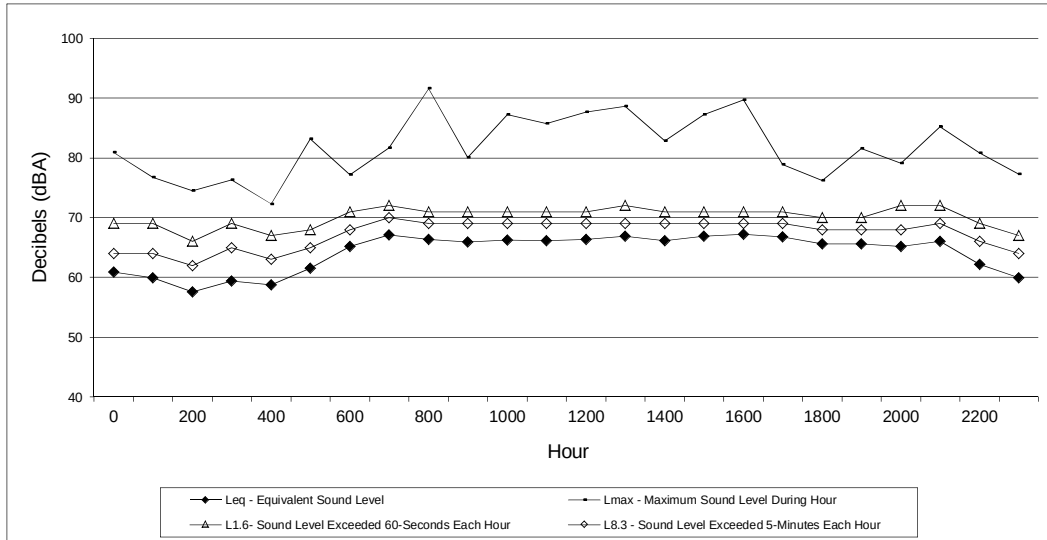
Site 6: 45 feet northwest of Pacific Street – 24-hour noise plots

Site 6: Proposed Private Patio Amplitude Distribution Report

FHWA Graph for Calculating STC of Composite Barriers

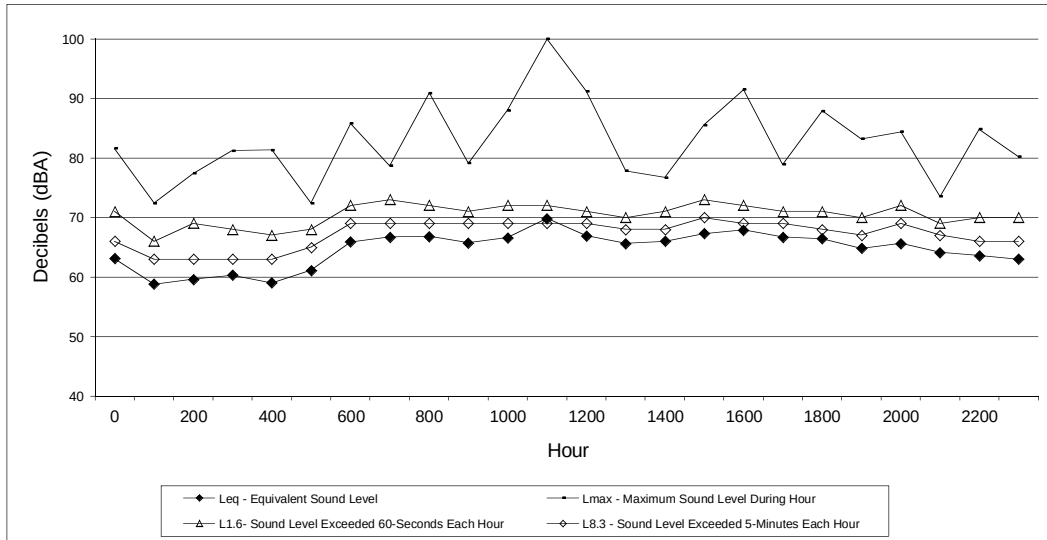
Noise Monitoring Locations

Conceptual Site Plan



Site 5. 90 feet northeast of Washington Blvd.
Wednesday July 13, 2016

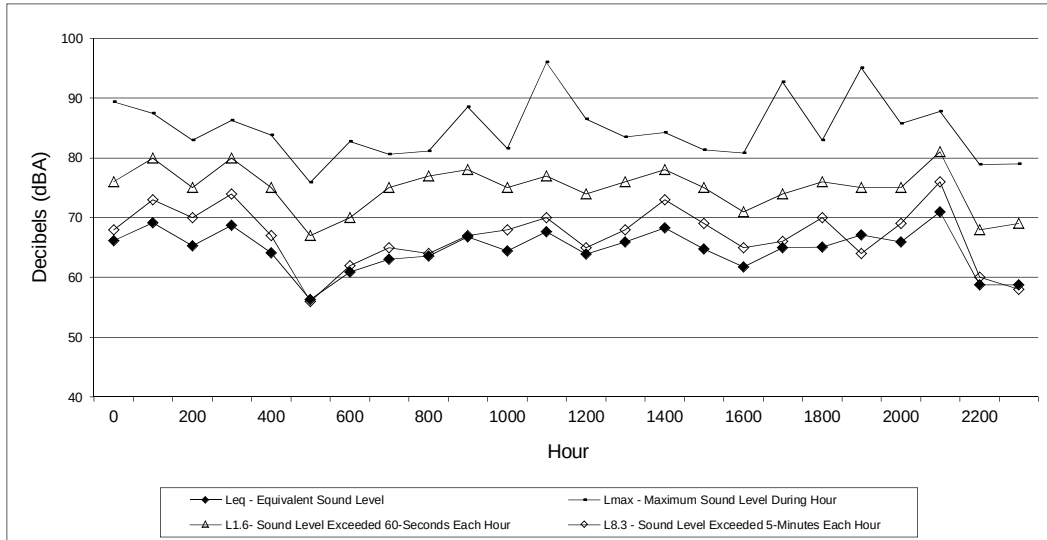
Hour	Leq - Equivalent Sound Level	Lmax - Maximum Sound Level During Hour	L1.6- Sound Level Exceeded 60-Seconds Each Hour	L8.3 - Sound Level Exceeded 5-Minutes Each Hour
0	61	81	69	64
100	60	77	69	64
200	58	75	66	62
300	59	76	69	65
400	59	72	67	63
500	62	83	68	65
600	65	77	71	68
700	67	82	72	70
800	66	92	71	69
900	66	80	71	69
1000	66	87	71	69
1100	66	86	71	69
1200	66	88	71	69
1300	67	89	72	69
1400	66	83	71	69
1500	67	87	71	69
1600	67	90	71	69
1700	67	79	71	69
1800	66	76	70	68
1900	66	82	70	68
2000	65	79	72	68
2100	66	85	72	69
2200	62	81	69	66
2300	60	77	67	64



Site 5. 90 feet northeast of Washington Blvd.
Thursday July 14, 2016

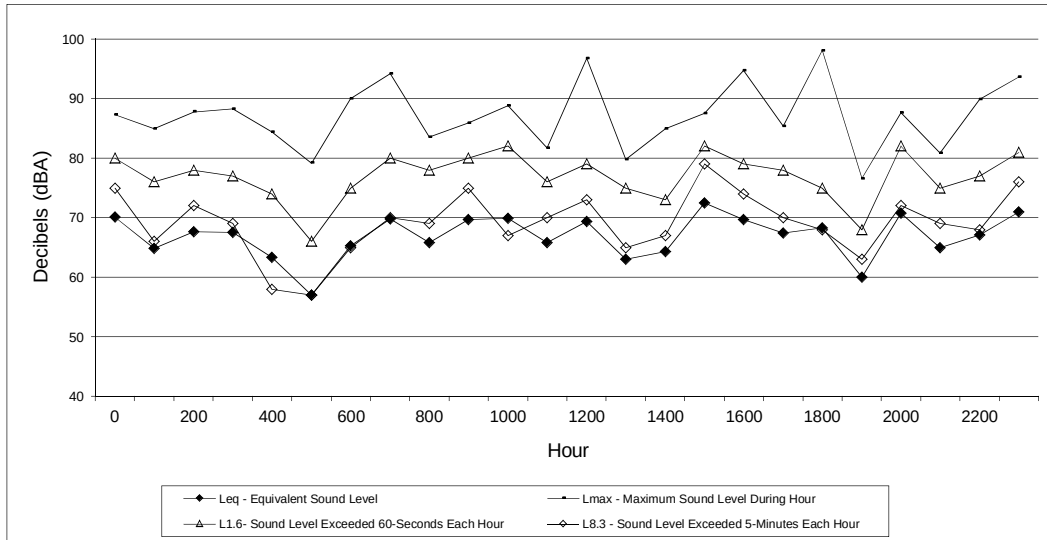
Hour	Leq - Equivalent Sound Level	Lmax - Maximum Sound Level During Hour	L1.6- Sound Level Exceeded 60-Seconds Each Hour	L8.3 - Sound Level Exceeded 5-Minutes Each Hour
0	63	82	71	66
100	59	72	66	63
200	60	77	69	63
300	60	81	68	63
400	59	81	67	63
500	61	72	68	65
600	66	86	72	69
700	67	79	73	69
800	67	91	72	69
900	66	79	71	69
1000	67	88	72	69
1100	70	100	72	69
1200	67	91	71	69
1300	66	78	70	68
1400	66	77	71	68
1500	67	86	73	70
1600	68	92	72	69
1700	67	79	71	69
1800	66	88	71	68
1900	65	83	70	67
2000	66	84	72	69
2100	64	74	69	67
2200	64	85	70	66
2300	63	80	70	66

CNEL: 70



Site 6. 45 feet northwest of Pacific Street
Wednesday July 13, 2016

Hour	Leq - Equivalent Sound Level	Lmax - Maximum Sound Level During Hour	L1.6- Sound Level Exceeded 60-Seconds Each Hour	L8.3 - Sound Level Exceeded 5-Minutes Each Hour
0	66	89	76	68
100	69	88	80	73
200	65	83	75	70
300	69	86	80	74
400	64	84	75	67
500	56	76	67	56
600	61	83	70	62
700	63	81	75	65
800	64	81	77	64
900	67	89	78	67
1000	64	82	75	68
1100	68	96	77	70
1200	64	87	74	65
1300	66	84	76	68
1400	68	84	78	73
1500	65	81	75	69
1600	62	81	71	65
1700	65	93	74	66
1800	65	83	76	70
1900	67	95	75	64
2000	66	86	75	69
2100	71	88	81	76
2200	59	79	68	60
2300	59	79	69	58



Site 6. 45 feet northwest of Pacific Street
Thursday July 14, 2016

Hour	Leq - Equivalent Sound Level	Lmax - Maximum Sound Level During Hour	L1.6- Sound Level Exceeded 60-Seconds Each Hour	L8.3 - Sound Level Exceeded 5-Minutes Each Hour
0	70	87	80	75
100	65	85	76	66
200	68	88	78	72
300	68	88	77	69
400	63	84	74	58
500	57	79	66	57
600	65	90	75	65
700	70	94	80	70
800	66	84	78	69
900	70	86	80	75
1000	70	89	82	67
1100	66	82	76	70
1200	69	97	79	73
1300	63	80	75	65
1400	64	85	73	67
1500	73	88	82	79
1600	70	95	79	74
1700	67	85	78	70
1800	68	98	75	68
1900	60	77	68	63
2000	71	88	82	72
2100	65	81	75	69
2200	67	90	77	68
2300	71	94	81	76

CNEL: 74

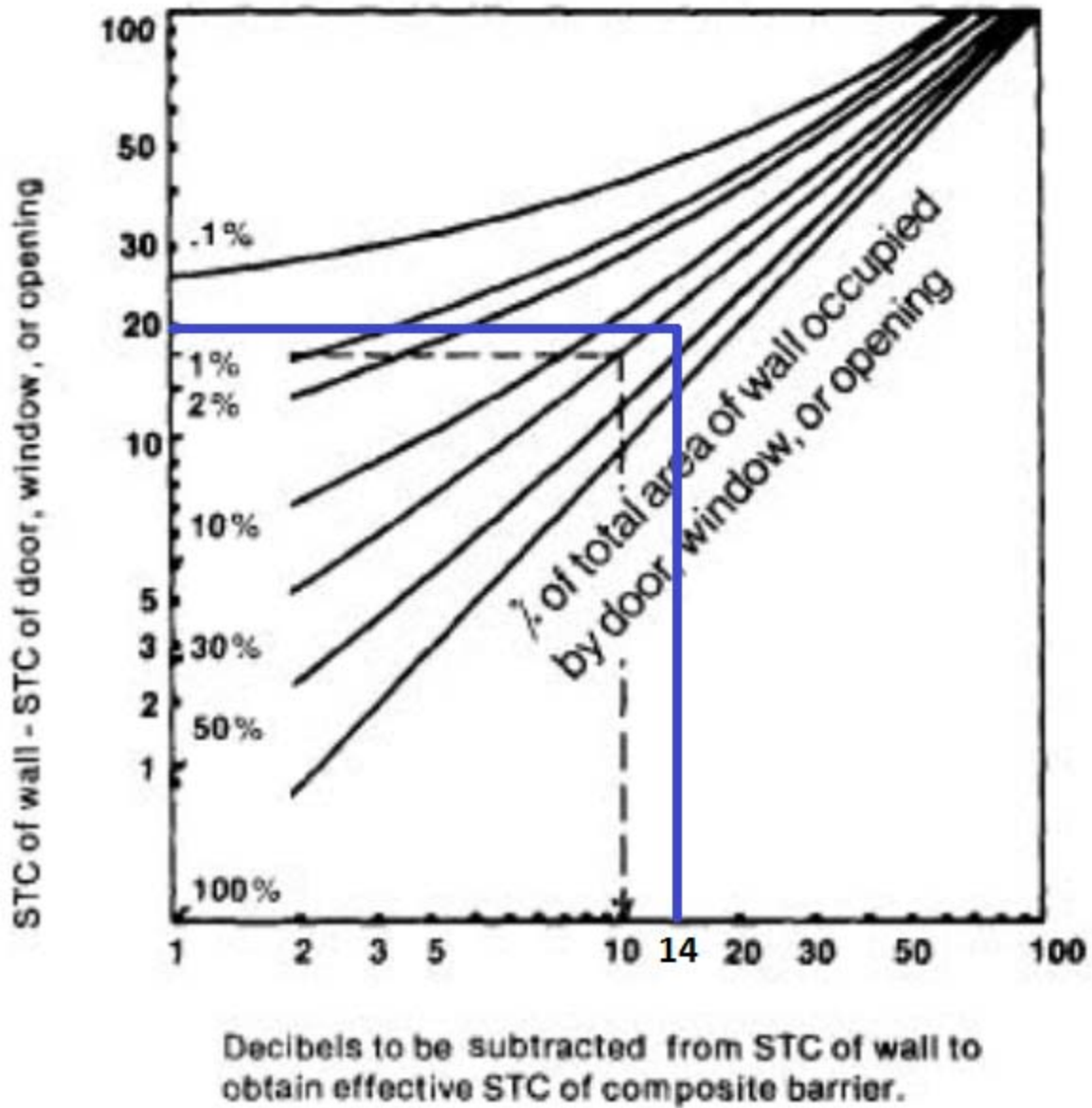
Noise Monitoring Site 6 – Pacific Street—Proposed Private Patio Area

** AMPLITUDE DISTRIBUTION REPORT **

TOTAL SAMPLES = 1382400

dB	SAMPLES	% OF TOTAL
46	248 .	.01
47	3744 +	.27
48	20923 **	1.51
49	61963 ****	4.48
50	116395 *****	8.41
51	140281 *****	10.14
52	167203 *****	12.09
53	144520 *****	10.45
54	111121 *****	8.03
55	78324 *****	5.66
56	57139 *****	4.13
57	59318 *****	4.29
58	42741 ****	3.09
59	38846 ****	2.81
60	32931 **	2.38
61	30486 **	2.20
62	25823 **	1.86
63	24496 **	1.77
64	21936 **	1.58
65	21233 **	1.53
66	19569 *	1.41
67	17642 *	1.27
68	18690 *	1.35
69	17485 *	1.26
70	12552 *	.90
71	12822 *	.92
72	12194 *	.88
73	11146 *	.80
74	10250 *	.74
75	9682 *	.70
76	8490 *	.61
77	7516 *	.54
78	5804 +	.41
79	5011 +	.36
80	4434 +	.32
81	3506 +	.25
82	2211 +	.15
83	1268 .	.09
84	863 .	.06
85	665 .	.04
86	370 .	.02
87	202 .	.01
88	124	.00
89	69	.00
90	24	.00
91	33	.00
92	32	.00
93	29	.00
94	21	.00
95	10	.00
96	9	.00
97	4	.00

FHWA Graph for Calculating STC of Composite Barriers

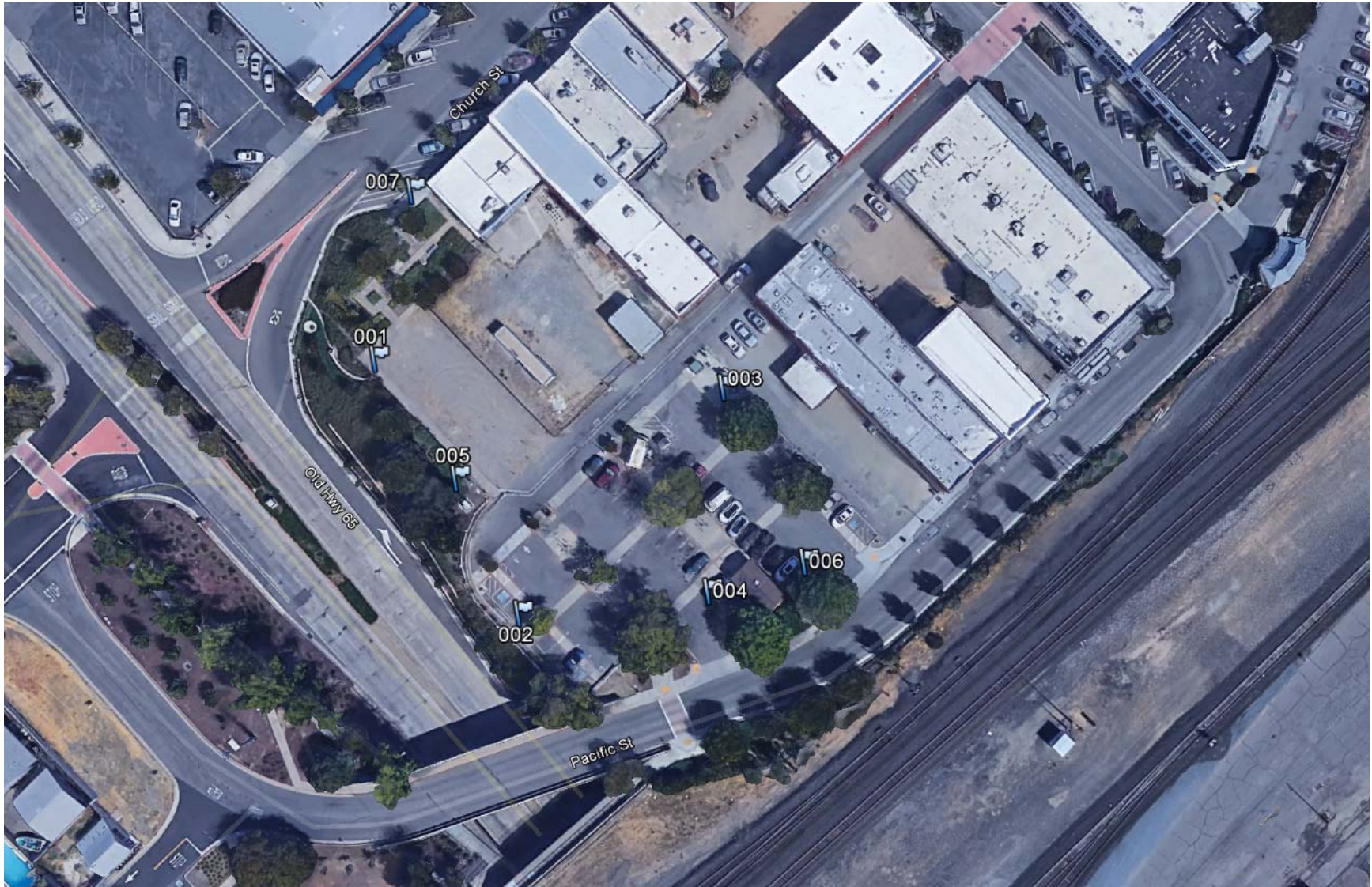


STC 50 (STC of Wall) – STC 30 (STC of Window) = 20 (Y Axis)

Conservative estimate of window coverage = 40%

Overall STC of Building= 50-14 = STC 36

Noise Monitoring Locations



Source: Google Earth, 2016



Response to 3rd Submittal Comments Received on November 30, 2016**Section II, Parking**

- “ The DTSP included a pre-design project for the site, which included 273 public parking spaces within a parking garage. The proposed project does not include the parking garage and would eliminate the existing 44 space surface public parking lot. As public parking was anticipated with this project and as the City has received concerns over the need for additional public parking, the project should consider opportunities for public parking as part of the project.
Public parking shall be provided with this project. A parking study shall be completed to determine the amount of public parking and the amount of private parking to be provided on-site. ”
-

City of Roseville's Planning Department staff have directed the applicant to evaluate the possibility of including a public parking garage as part of the 80-unit affordable housing apartment complex proposed on the ±1.31 acre parcel located at 120 Pacific Street.

The applicant together with the design team have evaluated this scenario and found that the addition of a parking garage to the 80-unit affordable housing complex is infeasible for the following reasons:

Addition to Current Design

With the current site and building layouts, it would be impossible to add a parking garage to the project. A parking garage would have to be attached to the northern façade of the building, which bears all of the windows for the units in the northern portion of the building. Therefore, the affordable housing project would need to lose the entire northern stack of the units (a total of 30 units) to accommodate the addition of the parking garage. This reduction in number of units would deem the project infeasible and would become inconsistent with City of Roseville Housing Element projections for this site.

Redesign

Since the current design would not allow the addition of a parking garage, the applicant has evaluated the option of redesigning the entire project to add a public parking garage. There are three building design types which allow parking garages and residential units to be incorporated in a single building. However, none of these design types are feasible within the scope of the proposed project.

- **Wrap (Texas donut):** This construction type is very common in Bay Area cities and the applicant has developed multiple projects using this construction method. In this layout, the parking garage is located in the middle and is wrapped with a layer of units on the outside. The applicant and the design team have evaluated the idea of a wrap building on this site and have determined that it would not be possible without losing the northern stack of units in the existing design. Attached is a letter from the project architect further explaining the design limitations of the project site.
Overall outcome: loss of 30 affordable units and an additional \$9.2MM in City funds (\$13,560,000 subsidy needed for the entire project).
- **Podium:** This construction type allows for the residential units to be built over a level or multiple levels of parking garage. For this project, the added levels of parking would increase the overall building height to five/six stories. The major concern with this approach is the high construction cost associated with the Type II construction (steel-frame and concrete) for the parking garage. Since the proposed project is an affordable housing project, any use that is not serving the

project's tenants cannot be a part of the project cost for which the applicant will seek State and Federal funding, therefore, the entire cost of the parking garage would need to be funded by the City. The applicant's current estimate for the cost of a two-story podium garage is [\$5.4MM].

Overall outcome: an additional \$5.4MM in City funds (\$9,760,000 subsidy needed for the entire project).

- ***Subterranean:*** This type of construction requires extensive excavation of the building foundation to build an underground parking garage. This construction type, again, is extremely costly and considering the size of the project site and the potential number of additional public parking spaces gained, might not be a cost-effective approach. The applicant's current estimate for a single-story subterranean parking is [\$3.5MM] which would result in a net gain of approximately 24 public parking spaces when compared to the number of public parking spaces provided in the current project design.
- ***Overall outcome: an additional \$3.5MM in City funds (\$7,860,000 subsidy needed for the entire project) and 24 public parking spaces.***

February 1, 2018

RE: Junction Crossing Development.

To whom it may concern,

The purpose of this letter is to address the idea of designing the Junction Crossing Development as a wrap building. After a study, we determined it would not be possible. A ramping parking structure has a minimum size which is determined by the maximum slope and length of ramp needed to get from one level to the next. after inserting that minimum garage footprint into the project, there was not enough area left on the site to relocate the units that were displaced by the garage as the existing alley must connect to pacific street and that area could not be used to make up for the lost units.

Sincerely,



Keith Labus
Principal
KTGY Group Inc.

MEMORANDUM

To: Greg Bitter, Planning Manager, City of Roseville
From: Christine Kronenberg, AICP
Subject: CEQA Exemption for the Junction Crossing Housing project
Date: March 28, 2018

Dudek was retained to assist the City of Roseville in evaluating whether the Junction Crossing housing project (proposed project) is exempt from the California Environmental Quality Act (CEQA). The proposed project is an 80-unit affordable housing project located in the City of Roseville (City). The project site is located in downtown Roseville at the intersection of Washington Boulevard and Pacific Street within the City's Downtown Specific Plan area.

As a residential infill development, the project qualifies for several exemptions under CEQA. Specifically, the project meets the following CEQA statutory exemptions: Public Resources Code (PRC) Section 21155.4 and Government Code (GC) Section 65457 (Sustainable Communities Strategy/Specific Plans), Section 21159.21 (Housing Project Exemptions) including Section 21159.23 (Low Income) and Section 21159.24 (Infill). In addition, the project is also considered categorically exempt under Section 15332 (In-fill projects) of the CEQA Guidelines.

Summary of the Proposed Project

The proposed project would construct an affordable housing community that would include a four-story, 80,460 gross square foot, 80-unit multi-family residential building, clubhouse, public plaza, and surface and tuck-under parking lots within the Downtown Roseville Specific Plan. The project site consists of a portion of an approximately 1.3-acre lot currently made up of several contiguous parcels within the Downtown Roseville Specific Plan. The project would accommodate individuals with very-low (50% AMI) and low-incomes (60% AMI) and would include 20 studio units and 60 one-bedroom units. The project density is approximately 60 dwelling units per acre (du/ac).

A public plaza would be constructed along the Church Street frontage and incorporate benches and a bike rack. The proposed project would provide a total of 83 parking spaces; 47 spaces would be available to project residents, guests and staff and 36 spaces would be available to the

public. An existing monument to the First Transcontinental Railroad lies in the building footprint along the west side of the project site. The State Historic Preservation Office has already granted the applicant permission to relocate the monument to an appropriate location as part of this project. The project would also require removal of asphalt pavement and gravel parking areas, landscape trees and shrubs, and a small one-story cinder block building with a composite roof.

The City's General Plan Land Use Map designates the project site as Central Business District (CBD), and the Downtown Specific Plan designates the site as Old Town Commercial. The project site is zoned HD/SA-DT (Old Town Historic District/Special Area – Downtown).

The project site is bounded by Washington Boulevard to the south, Church Street to the west, existing retail to the north, and Pacific Street to the east. The proposed project would be located approximately 0.04 mile from the Roseville Amtrak station, which offers California Zephyr and Capitol Corridor train lines and Greyhound bus routes. The project site is also located within 0.1 mile of several transit stops, including the Pacific Street & Church Street bus stop, Washington Boulevard & Main Street bus stop, and Vernon Street & Grant Street bus stop.

Construction of the apartments is expected to begin in the second quarter of 2018, and would occur in a single phase, with an anticipated 15-month construction completion. Completion is anticipated to be third quarter in 2019.

Public Resource Code Section 21155.4 Sustainable Communities Strategy

The proposed project is exempt under PRC Section 21155.4 (Sustainable Communities Strategy) because it meets the following conditions:

(a) Except as provided in subdivision (b), a residential, employment center, as defined in paragraph (1) of subdivision (a) of Section 21099, or mixed-use development project, including any subdivision, or any zoning, change that meets all of the following criteria is exempt from the requirements of this division:

- (1) The project is proposed within a transit priority area, as defined in subdivision (a) of Section 21099.
- (2) The project is undertaken to implement and is consistent with a specific plan for which an environmental impact report has been certified.
- (3) The project is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy for which the State Air Resources Board, pursuant to subparagraph (H) of paragraph (2) of subdivision (b) of Section 65080 of the Government Code, has accepted a metropolitan planning organization's determination that the sustainable communities strategy or the

alternative planning strategy would, if implemented, achieve the greenhouse gas emissions reduction targets.

- (b) Further environmental review shall be conducted only if any of the events specified in Section 21166 have occurred.

Discussion

- 1) Section 21099(a) of the PRC defines “transit priority projects” as “an area within one-half mile of a major transit stop that is existing or planned...” PRC Section 21064.3 defines a major transit stop as “a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.” The project site is located approximately 0.04 mile from the Roseville Amtrak station and numerous City bus lines. The project site is located within the Sacramento Area Council of Governments (SACOG’s) Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) transit priority area (SACOG 2016, Figure 3.2, p. 28). Therefore, SACOG has determined this area of the City meets the definition of a transit priority area.
- 2) The proposed project is located within the City’s Downtown Specific Plan area. The project site is designated as Old Town Commercial in the Downtown Specific Plan (City of Roseville 2009a), which permits multi-family development at a minimum density of 16 units per acre. Future development of this area with residential and parking uses was evaluated in the Downtown Specific Plan EIR (State Clearinghouse #2007102090, certified April 2009). The Downtown Specific Plan EIR analyzed potential impacts of various allowable development within 11 Downtown Districts. The project site is within the DT-4, Old Town Commercial District. This district includes approximately 16-acres and designates a mix of land uses including retail, restaurants, entertainment, office, parking, and multi-family residential. The EIR contemplated and analyzed potential impacts of 148 new residential units in the DT-4 District. One of the primary goals in the Downtown Specific Plan is to develop a significant amount of new housing in Downtown (LU Goal 4.3), consistent with the SACOG Blueprint principles which encourage the development of new high density residential development in urbanized areas. Policy 4.3.1 calls for a variety of market rate and affordable housing that is accessible to different economic and life-style sectors of the community. While Policy 4.3.2 encourages the provision of affordable housing within the Specific Plan area consistent with the City’s General Plan. New residents will enhance the customer base for Downtown retail businesses and will be within walking distance to various transit facilities (City of Roseville 2009).

The Downtown Specific Plan designates numerous parking structures throughout the downtown with the objective of providing 580 parking spaces within the plan area. To achieve this objective, Mitigation Measure 4.6-5 in the Downtown Specific Plan EIR requires the development of an additional 580 parking spaces over the planning horizon evaluated in the Specific Plan. To comply with this measure the City conducted a Historic Old Town Roseville Parking Study (September 2017) that identified other sites throughout downtown Roseville that could provide the required parking. The Roseville City Council reviewed and accepted the Parking Study in October 2017. To date, a 420-space parking structure is currently under construction at Washington and Oak Streets and, in addition to the various options identified in the Parking Study, the City projects more than 580 parking spaces will be provided to serve downtown prior to build out of the Specific Plan. The project also includes a total of 83 parking spaces; 47 spaces would be available to project residents, guests and staff and 36 spaces would be available to the public.

The residential uses proposed on this site are consistent with what was analyzed in the Downtown Specific Plan EIR, the Historic Old Town Parking Study, and the goals and policies contained in the Downtown Specific Plan that support and encourage development of a range of housing options and types throughout downtown.

- 3) The proposed project is consistent with the general use designation, density, building intensity and applicable policies specified for the project area within the City's Downtown Specific Plan and the SACOG MTP/SCS. The project site is designated as Old Town Commercial within the City's Downtown Specific Plan. The SACOG 2016 MTP/SCS designated the project area as a Center/Corridor Community and a Transit Priority Area (SACOG 2016). The City has identified the area within a half-mile radius around the existing Amtrak station, including the Downtown Specific Plan and Riverside Gateway areas as Center and Corridor Communities. The MTP/SCS predicts redevelopment and infill, both mixed use and residential, in the Center and Corridor Communities are forecasted to be slow and steady through 2036. These Center and Corridor Communities are forecast for 1,100 new housing units and 4,061 new employees within this period. Build out potential in these areas is significant, at 7,112 additional employees and 469 additional housing units (SACOG 2016).

The City's Downtown Code provides development standards and design criteria for the Old Town Commercial District. These include a maximum height requirement of four stories (60'), 0 foot setbacks, minimum density of 16 units/acre, minimum floor to area ratio (FAR) of 1.50 and maximum FAR of 3.00 (City of Roseville 2009b). Furthermore,

the proposed project is included as a “Pre-Design project” in the Downtown Code. Pre-Design plans have been identified to encourage development and redevelopment within the downtown and provide a more streamlined development process by complying with the basic development standards. The use of a Pre-Design plan exempts the proposed project from design review and environmental review, as long as the proposed project can be considered consistent with the original design. The Pre-Design plan included for the project site (Pacific/Church Street Site Plan) proposed two different development scenarios, both of which involved the construction of approximately 400 new parking spaces with 273 spaces set aside for the public; a multi-story building (approximately 4 stories) that wraps the parking structure and fronts onto Washington Boulevard, Church Street and Pacific Street; and, a total of 90,900 square feet of newly developed building area (City of Roseville 2009b). Here, the proposed project would only provide 83 parking spaces, and would follow the same design as the Pacific/Church Street Site Plan by constructing a four story residential building (less than 60’ in height) that wraps around surface parking and tucks under parking lots. The project’s density would be approximately 60 du/acre and the FAR would be 1.57, which is consistent with the density and FAR requirements set forth in the City’s Downtown Code.¹ Furthermore, the City and SACOG have been focused on consolidating housing development within urbanized areas of the City, including Downtown. As the proposed project design would follow a Pre-Design plan and provide high-density affordable housing within the Downtown Specific Plan consistent with the City’s General Plan and SACOG’s MTP/SCS, the project would be consistent with applicable local plans and policies.

- b) Section 21166 specifies that preparation of a Subsequent EIR or a Supplement to an existing EIR is required if there are substantial changes proposed which require major revisions to the EIR; substantial changes in the circumstances under which the project is being undertaken have occurred; or new information is now available that was not known when the EIR was prepared. The project does not include substantial changes to the project footprint or density from what was evaluated in the Downtown Specific Plan EIR. The Downtown Specific Plan EIR evaluated development of up to 148 residential units within the DT-4 District, which includes the project site. Since the EIR was certified in March 2009 there has not been much development in this area of Downtown Roseville which would contribute to a substantial change in circumstances. In addition, there is no

¹ The gross land area of the project site includes all portions of the parcels proposed to be developed as part of residential development project. Public parking that will be retained for the benefit of the general public is excluded from this calculation.

new information that would warrant preparation of a Subsequent or Supplement to the Downtown Specific Plan EIR.

Government Code Section 65457 Specific Plans

The proposed project is exempt under Government Code Section 65457 (Specific Plans) because it meets the following conditions:

- (a) Any residential development project, including any subdivision, or any zoning change that is undertaken to implement and is consistent with a specific plan for which an environmental impact report has been certified after January 1, 1980, is exempt from the requirements of Division 13 (commencing with Section 21000) of the Public Resources Code. However, if after adoption of the specific plan, an event as specified in Section 21166 of the Public Resources Code occurs, the exemption provided by this subdivision does not apply unless and until a supplemental environmental impact report for the specific plan is prepared and certified in accordance with the provisions of Division 13 (commencing with Section 21000) of the Public Resources Code. After a supplemental environmental impact report is certified, the exemption specified in this subdivision applies to projects undertaken pursuant to the specific plan.

Discussion

The proposed project is a residential development project that is consistent with the City's Downtown Specific Plan and Downtown Specific Plan EIR, as discussed above under PRC Section 21155.4. None of the events described in PRC Section 21166 (subsequent or supplemental EIR) have occurred, as noted above under PRC Section 21166. Therefore, it is exempt from the requirements of Division 13 (commencing with Section 21000) of the Public Resources Code.

Public Resources Code Section 21159.21 Criteria to Qualify for Housing Project Exemptions

A housing project may qualify for an exemption under PRC Sections if 21159.22, 2159.23, or 21159.24 if it first meets the criteria of PRC Section 21159.21. The proposed project qualifies under PRC Section 21159.21 because it meets the following conditions:

A housing project qualifies for an exemption from this division pursuant to Section 21159.22, 21159.23, or 21159.24 if it meets the criteria in the applicable section and all of the following criteria:

- (a) The project is consistent with any applicable general plan, specific plan, and local coastal program, including any mitigation measures required by a plan or program, as that plan or program existed on the date that the application was deemed complete

Memorandum

Subject: CEQA Exemption Junction Crossing Housing project

- and with any applicable zoning ordinance, as that zoning ordinance existed on the date that the application was deemed complete, except that a project shall not be deemed to be inconsistent with the zoning designation for the site if that zoning designation is inconsistent with the general plan only because the project site has not been rezoned to conform with a more recently adopted general plan.
- (b) Community-level environmental review has been adopted or certified.
 - (c) The project and other projects approved prior to the approval of the project can be adequately served by existing utilities, and the project applicant has paid, or has committed to pay, all applicable in-lieu or development fees.
 - (d) The site of the project does not contain wetlands, does not have any value as a wildlife habitat, and the project does not harm any species protected by the federal Endangered Species Act of 1973 (16 U.S.C. Sec. 1531 et seq.) or by the Native Plant Protection Act (Chapter 10 (commencing with Section 1900) of Division 2 of the Fish and Game Code), the California Endangered Species Act (Chapter 1.5 (commencing with Section 2050), of Division 3 of the Fish and Game Code), and the project does not cause the destruction or removal of any species protected by a local ordinance in effect at the time the application for the project was deemed complete. For the purposes of this subdivision, “wetlands” has the same meaning as in Section 328.3 of Title 33 of the Code of Federal Regulations and “wildlife habitat” means the ecological communities upon which wild animals, birds, plants, fish, amphibians, and invertebrates depend for their conservation and protection.
 - (e) The site of the project is not included on any list of facilities and sites compiled pursuant to Section 65962.5 of the Government Code.
 - (f) The site of the project is subject to a preliminary endangerment assessment prepared by an environmental assessor to determine the existence of any release of a hazardous substance on the site and to determine the potential for exposure of future occupants to significant health hazards from any nearby property or activity.
 - (1) If a release of a hazardous substance is found to exist on the site, the release shall be removed, or any significant effects of the release shall be mitigated to a level of insignificance in compliance with state and federal requirements.
 - (2) If a potential for exposure to significant hazards from surrounding properties or activities is found to exist, the effects of the potential exposure shall be mitigated to a level of insignificance in compliance with state and federal requirements.
 - (g) The project does not have a significant effect on historical resources pursuant to Section 21084.1.
 - (h) The project site is not subject to any of the following:

Memorandum

Subject: CEQA Exemption Junction Crossing Housing project

- (1) A wildland fire hazard, as determined by the Department of Forestry and Fire Protection, unless the applicable general plan or zoning ordinance contains provisions to mitigate the risk of a wildland fire hazard.
 - (2) An unusually high risk of fire or explosion from materials stored or used on nearby properties.
 - (3) Risk of a public health exposure at a level that would exceed the standards established by any state or federal agency.
 - (4) Within a delineated earthquake fault zone, as determined pursuant to Section 2622, or a seismic hazard zone, as determined pursuant to Section 2696, unless the applicable general plan or zoning ordinance contains provisions to mitigate the risk of an earthquake fault or seismic hazard zone.
 - (5) Landslide hazard, flood plain, flood way, or restriction zone, unless the applicable general plan or zoning ordinance contains provisions to mitigate the risk of a landslide or flood.
- (i) (1) The project site is not located on developed open space.
 - (2) For the purposes of this subdivision, “developed open space” means land that meets all of the following criteria:
 - (A) Is publicly owned, or financed in whole or in part by public funds.
 - (B) Is generally open to, and available for use by, the public.
 - (C) Is predominantly lacking in structural development other than structures associated with open spaces, including, but not limited to, playgrounds, swimming pools, ballfields, enclosed child play areas, and picnic facilities.
 - (3) For the purposes of this subdivision, “developed open space” includes land that has been designated for acquisition by a public agency for developed open space, but does not include lands acquired by public funds dedicated to the acquisition of land for housing purposes.
 - (j) The project site is not located within the boundaries of a state conservancy.

Discussion

- a-c) The proposed project is consistent with the City’s General Plan 2035 (General Plan), the City’s Downtown Specific Plan, and the City’s zoning ordinance and does not require a General Plan or Specific Plan amendment or a rezone. Environmental review has been conducted for the project area through the City’s Downtown Specific Plan EIR (certified

in March 2009), the proposed project is consistent with this analysis, and is required to implement all application mitigation measures included in the Plan's Mitigation, Monitoring, and Reporting Plan (MMRP) included as Attachment A. Those measures that are not applicable to the project are identified and described in Attachment A. The Downtown Specific Plan EIR determined that future development can be adequately served by existing City utilities, and the project applicant is required to pay all applicable in-lieu or development fees as set forth in the project's conditions of approval.

- d) A Biological and Wetland Resources Constraints Analysis prepared for the proposed project (see Attachment B) determined that the project site does not contain wetlands, does not have any value as a wildlife habitat, and that the proposed project would not harm any species protected by local, state or federal regulations or ordinances.
- e-f) The Phase I Environmental Site Assessment (ESA) prepared for the project site (see Attachment C) determined that the site is not included on any list of facilities and sites compiled pursuant to Section 65962.5 of the Government Code. The Phase I ESA also determined that no current recognized environmental conditions exist in connection with the project site based on a records review, database searches, and interviews. The proposed project does not contain any heavy industrial uses and would not expose future occupants to significant health hazards from any nearby property or activity.
- 1-2) The construction contractor would comply with all applicable state, federal, and local requirements if a release of a hazardous substance occurs or is found to occur during project construction, and would remove and mitigate the release of any hazardous materials, consistent with existing regulations.

If potential for exposure to significant hazards from surrounding properties or activities is found to exist, the effects of the potential exposure would be mitigated to a level of insignificance in compliance with state and federal requirements.

- g) A Historical Resource Analysis Study (Study) was prepared for the small, one-story cinder block building located within the project site (behind 127 Church Street) slated for removal (see Attachment D). The Downtown Specific Plan and Downtown Specific Plan Final EIR does not identify this building as a historically significant resource (City of Roseville 2009c, p.2-4, Exhibit 4.7-1). The Study reviewed the four principal criteria to determine if the building would qualify as a significant historical resource for listing locally and on the California Register of Historic Resources (CRHR). In order for the building to be considered significant, it must retain integrity, and meet one or more of the CRHR criteria. The Study concludes that the building, constructed of board-formed concrete, is a utilitarian

building that lacks a distinctive architecture style or design emblematic of the historic architecture that is considered to represent an important chapter in the history of Roseville. No documentation has been found to associate the building with a significant event or events in the history of Roseville, or a significant person or persons in the history of Roseville. Therefore, on an individual basis, the building does not warrant listing in the CRHR or on a local historical list, either individually, or as a contributor to the Old Town Roseville Historic District. The project would not have a significant effect on historical resources pursuant to PRC Section 21084.1.

An existing monument to the First Transcontinental Railroad is located adjacent to the west side of the project site. This monument would need to be relocated to accommodate the project and the State Historic Preservation Office has already granted the applicant permission to relocate the monument to an appropriate location, where it can be viewed by the public.

- h. 1-5) The project site is located in an urbanized, developed area and is not subject to a wildland fire hazard (CalFire 2008). The site, which is vacant, is not an unusually high risk of fire or explosion, or risk of public health exposure. The project site is not located within a delineated earthquake fault zone, landslide hazard area, flood plain, flood way, or restriction zone and is not located on developed open space (City of Roseville 2009a, FEMA 1998).
- i-j) The project site is located on previously developed land. It does not contain open space and is not within a conservancy.

Public Resources Code Section 21159.23. Low-Income Housing Exemption

The proposed project, having met the criteria of Section 21159.21, is exempt under Section 21159.23 (Low Income Housing) because it meets the following conditions:

- (a) This division does not apply to any development project that consists of the construction, conversion, or use of residential housing consisting of 100 or fewer that is affordable to low income households if both of the following criteria are met:
 - (1) The developer of the development project provides sufficient legal commitments to the appropriate local agency to ensure the continued availability and use of the housing units for lower income households, as defined in Section 50079.5 of the Health and Safety Code, for a period of at least 30 years, at monthly housing costs, as determined pursuant to Section 50053 of the Health and Safety Code.
 - (2) The development project meets all of the following requirements:

- (A) The project satisfies the criteria described in Section 21159.21.
- (B) The project site meets one of the following conditions:
 - (i) Has been previously developed for qualified urban uses.
 - (ii) The parcels immediately adjacent to the site are developed with qualified urban uses, or at least 75 percent of the perimeter of the site adjoins parcels that are developed with qualified urban uses and the remaining 25 percent of the perimeter of the site adjoins parcels that have previously been developed for qualified urban uses, and the site has not been developed for urban uses and no parcel within the site has been created within 10 years prior to the proposed development of the site.
- (C) The project site is not more than five acres in area.
- (D) The project site is located within an urbanized area or within a census-defined place with a population density of at least 5,000 persons per square mile or, if the project consists of 50 or fewer units, within an incorporated city with a population density of at least 2,500 persons per square mile and a total population of at least 25,000 persons.
- (b) Notwithstanding subdivision (a), if a project satisfies all of the criteria described in subdivision (a) except subparagraph (D) of paragraph (2) of that subdivision, this division does not apply to the project if the project is located within either an incorporated city or a census defined place with a population density of at least 1,000 persons per square mile.
- (c) Notwithstanding subdivision (b), this division applies to a project that meets the criteria of subdivision (b), if there is a reasonable possibility that the project would have a significant effect on the environment or the residents of the project due to unusual circumstances or due to the related or cumulative impacts of reasonably foreseeable projects in the vicinity of the project.
- (d) For the purposes of this section, “residential” means a use consisting of either of the following:
 - (1) Residential units only.
 - (2) Residential units and primarily neighborhood-serving goods, services, or retail uses that do not exceed 15 percent of the total floor area of the project.

Discussion

- a) As described above, the proposed project would construct an 80-unit affordable housing community that would accommodate individuals with very-low (50% AMI) and low-incomes (60% AMI).
- 1) The project developer is required to provide sufficient legal commitments to the City to ensure the continued availability and use of the housing units for lower income households for a period of at least 30 years.
- 2A) As stated above, the project satisfies the criteria described in PRC Section 21159.21.
- 2B-2D) The project site has been previously developed as a parking lot, would be located adjacent to urban uses, including retail and restaurants, and the project site is less than five acres. The project site would be located within the incorporated City of Roseville, which has a population over 100,000 residents and, thus, constitutes an “urbanized area” as defined by PRC Section 21071. (US Census Bureau 2018).
- b-d) As the project would satisfy all of the criteria described in subdivision (a), subdivisions (b) and (c) are not applicable. While subdivision (c) is not applicable to the project, the proposed project would not have a significant effect on the environment or the residents of the project due to unusual circumstances or due to the related or cumulative impacts of reasonably foreseeable projects in the vicinity of the project. With respect to unusual circumstances, nothing is unusual about the project; it constitutes a residential infill project proposed on a site designated for such a use. As for potential cumulative impacts, the Downtown Specific Plan EIR evaluated potential cumulative impacts and mitigated all potential cumulative impacts of development contemplated by the Specific Plan to below a cumulatively considerable level to the extent feasible.

Public Resources Code Section 21159.24 Infill Housing Exemption

The proposed project, having met the criteria of Section 22259.21, is exempt under Section 21159.24 (Infill Housing) because it meets the following conditions:

- (a) Except as provided in subdivision (b), this division does not apply to a project if all of the following criteria are met:
 - (1) The project is a residential project on an infill site.
 - (2) The project is located within an urbanized area.
 - (3) The project satisfies the criteria of Section 21159.21.

Memorandum

Subject: CEQA Exemption Junction Crossing Housing project

- (4) Within five years of the date that the application for the project is deemed complete pursuant to Section 65943 of the Government Code, community-level environmental review was certified or adopted.
 - (5) The site of the project is not more than four acres in total area.
 - (6) The project does not contain more than 100 residential units.
 - (7) Either of the following criteria are met:
 - (A) (i) At least 10 percent of the housing is sold to families of moderate income, or not less than 10 percent of the housing is rented to families of low income, or not less than 5 percent of the housing is rented to families of very low income.
 - (ii) The project developer provides sufficient legal commitments to the appropriate local agency to ensure the continued availability and use of the housing units for very low, low, and moderate-income households at monthly housing costs determined pursuant to paragraph (3) of subdivision (h) of Section 65589.5 of the Government Code.
 - (B) The project developer has paid or will pay in-lieu fees pursuant to a local ordinance in an amount sufficient to result in the development of an equivalent number of units that would otherwise be required pursuant to subparagraph (A).
 - (8) The project is within one-half mile of a major transit stop.
 - (9) The project does not include any single level building that exceeds 100,000 square feet.
 - (10) The project promotes higher density infill housing. A project with a density of at least 20 units per acre shall be conclusively presumed to promote higher density infill housing. A project with a density of at least 10 units per acre and a density greater than the average density of the residential properties within 1,500 feet shall be presumed to promote higher density housing unless the preponderance of the evidence demonstrates otherwise.
- (b) Notwithstanding subdivision (a), this division shall apply to a development project that meets the criteria described in subdivision (a), if any of the following occur:
 - (1) There is a reasonable possibility that the project will have a project-specific, significant effect on the environment due to unusual circumstances.
 - (2) Substantial changes with respect to the circumstances under which the project is being undertaken that are related to the project have occurred since community-level environmental review was certified or adopted.

- (3) New information becomes available regarding the circumstances under which the project is being undertaken and that is related to the project that was not known, and could not have been known, at the time that community-level environmental review was certified or adopted.
- (c) If a project satisfies the criteria described in subdivision (a), but is not exempt from this division as result of satisfying the criteria described in subdivision (b), the analysis of the environmental effects of the project in the environmental impact report or the negative declaration shall be limited to an analysis of the project-specific effect of the projects and any effects identified pursuant to paragraph (2) or (3) of subdivision (b).
- (d) For the purposes of this section, “residential” means a use consisting of either of the following:
 - (1) Residential units only.
 - (2) Residential units and primarily neighborhood-serving goods, services, or retail uses that do not exceed 25 percent of the total building square footage of the project.

Discussion

- a. 1-6) The proposed project is a residential project located on an infill site within an urbanized area. As described previously, the project satisfies the criteria of Section 21159.21 and is included in the City’s Downtown Specific Plan and evaluated in the Downtown Specific Plan EIR and the City’s General Plan 2035 EIR, which was prepared in 2016. The project site is less than four acres and the proposed project would construct 80 residential units. Therefore, the project is not more than four acres in total area and does not contain more than 100 residential units.
- a. 7A-7B) All of the project’s residential units would accommodate individuals with very-low (50% AMI) and low-incomes (60% AMI) and the project developer is required to provide sufficient legal commitments to the City to ensure the continued availability and use of the housing units for very low and low-income households. The project developer would meet requirements pursuant to subparagraph 7A. Therefore, the project developer would not be required to pay in-lieu fees in an amount sufficient to result in the development of an equivalent number of units that would otherwise be required pursuant to subparagraph (A).
- a. 8) As described previously, the project site is located approximately 0.04 mile from the Roseville Amtrak station. Therefore, the project would be located within one-half mile of a major transit stop.

Memorandum

Subject: CEQA Exemption Junction Crossing Housing project

- a. 9) The proposed project would not construct any single level buildings. The project includes a four-story, 80,460 gsf building. Therefore, the project does not include any single level building that exceeds 100,000 square feet.
- a. 10) Section 21159.24 of the Public Resources Code states that “a project with a density of at least 20 units per acre shall be conclusively presumed to promote higher density infill housing”. The proposed project would construct 80 residential units at a housing density of approximately 60 du/ac and would provide high density infill housing.
- b. 1-3) The evidence provided above under PRC Section 21155.4 (3)(b), supports the statement that the project would not have a project-specific, significant effect on the environment due to unusual circumstances. Furthermore, no substantial changes, with respect to the circumstances under which the project is being undertaken, have occurred since certification of the City’s General Plan 2035 EIR. No new information regarding the circumstances under which the project is being undertaken and that is related to the project that was not known during community-level environmental review has been found.
- c) The project meets the criteria of subdivision (b). Therefore, further environmental analysis of the environmental effects of the project is not warranted.
- d) The project consists of residential units and amenities to serve those units (including a plaza and clubhouse).

The Proposed Project is Categorically Exempt Under CEQA Section 15300.2

The proposed project is categorically exempt from CEQA Section 15300.2 of the CEQA Guidelines because it meets the following conditions:

- (a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.
- (b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

- (c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstance.
- (d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.
- (e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.
- (f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

Discussion

- a) The location exception applicable to classes 3, 4, 5, 6, and 11 of the categorical exemptions are not applicable to the project. The project meets the Section 15332 criteria for application of the Class 32 exemption, as described below.
- b) As described above under Public Resources Code Section 21159.23 (b-d), development of the project site was evaluated in the Downtown Specific Plan EIR and would not contribute to an existing cumulative impact. The proposed project would comply with mitigation measures identified in the Downtown Specific Plan EIR, listed below.
- c) As described above, development of the project site was evaluated in the Downtown Specific Plan EIR and the proposed project would not change any of the conclusions of the EIR. Therefore, nothing is unusual about the proposed project or the circumstances surrounding the proposed project. Furthermore, the proposed project is not introducing any uses that could result in a significant effect on the environment due to unusual circumstances.
- d) There are no state-eligible or designated scenic highways within the viewshed of the proposed project or in the project vicinity (City of Roseville 2009).
- e) As discussed above under Public Resources Code Section 21159.21(e-f), the project is not located on a site that contains hazardous materials (see Attachment C).

- f) As discussed under Public Resources Code Section 21159.21(g) above, a Historical Resource Analysis Study evaluated the building to determine if it would meet the criteria to be considered a historic resource. The Study concluded that the building does not meet any of the required criteria. Therefore, the building is not considered a historical resource so removing this building would not impact a historical resource (see Attachment D).

The Proposed Project is Categorically Exempt Under CEQA Section 15332

The proposed modifications are categorically exempt from CEQA Section 15332 of the CEQA Guidelines because it meets the following conditions for Class 32 exemptions:

Class 32 consists of projects characterized as in-fill development meeting the conditions described in this section.

- (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
- (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.
- (c) The project site has no value as habitat for endangered, rare or threatened species.
- (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
- (e) The site can be adequately served by all required utilities and public services.

Discussion

- a) The proposed project would be located within a developed area that is currently being used as a parking lot and is characterized as in-fill development, as the site is surrounded by urban uses. The City's General Plan designates the project site as CBD and the Downtown Specific Plan designates the project site as Old Town Commercial and it is zoned HD/SA-DT (Old Town Historic District/Special Area-Downtown). Where conflicts exist between the Downtown Specific Plan and provisions of the Roseville Municipal Code, the provisions of the Downtown Specific Plan Downtown Code prevail. (Roseville Municipal Code, § 19.31.040.) The project would be consistent with the underlying land use and zoning designation for the project site and development would not require a General Plan or Specific Plan amendment or rezone. The Downtown Specific Plan includes several goals and policies that promote the development of new housing within the Downtown area (see LU Goal 4.3), encourage a variety of housing types that is accessible to different economic and life-style sectors (Policy 4.3.1),

encourage pedestrian-oriented development (LU Goal 4.4), and promotes intensification of the development footprint in the Downtown (LU Goal 4.5). The project would meet the intended uses of the site by constructing a high-density pedestrian-oriented affordable housing community.

- b) The proposed project would be located on a site that is less than five acres within Downtown Roseville and would be located within an area surrounded by predominantly urban uses, including the Roseville Amtrak station, City Hall, and nearby restaurants and retail stores. Therefore, the proposed project would occur within city limits on a project site of not more than five acres and be substantially surrounded by urban uses.
- c) The Biological and Wetland Resources Constraints Analysis prepared for the proposed project (see Attachment A) determined that the project site contains no significant natural resources, including special-status plants or animals, and provides negligible value to local wildlife due to its historical use as a sparsely-landscaped parking lot. The southeastern portion of the site currently supports eight landscape trees on islands among parking spaces, and the northwestern portion of the site contains a parking lot and a vacant lot with a small outbuilding and small parklet. None of these areas contain plant or wildlife species of special concern or wetlands or other waters of the U.S. or State that would be adversely affected by the proposed project. Therefore, the project site has no value as habitat for endangered, rare or threatened species.
- d) Future development of this site was contemplated in the City's Downtown Specific Plan, and project impacts relating to traffic, noise, air quality, and water quality were analyzed in the Downtown Specific Plan Environmental Impact Report certified in March 2009. The EIR determined that the majority of impacts related to these areas would be less than significant, or could be reduced to less-than-significant with the incorporation of mitigation measures.

Impact 4.6-2 of the Downtown Specific Plan EIR found that implementation of the Specific Plan could result in significant and unavoidable impacts related to unacceptable p.m. peak hour LOS at signalized intersections under cumulative plus project conditions (City of Roseville 2009a, pp. 4.6-33 to 4.6-34). The following intersections were identified: Orlando Avenue/Marlin Drive/Cirby Way; Harding Drive/Estates Drive; Sunrise Avenue/Eureka Road. However, the proposed project would not affect these signalized study intersections, as these intersections are located outside of the City's Pedestrian Overlay District, where the proposed project is located. Furthermore, the EIR determined that implementation of the Specific Plan could result in significant and

unavoidable air quality impacts related to generation of short-term construction-related emissions of criteria air pollutants and precursors, generation of long-term operation-related (regional) emission of criteria air pollutants and ozone precursors, and exposure of sensitive receptors to toxic air contaminant emissions. However, the proposed project would not emit substantial air pollutants and would not contribute to a significant air quality impact. Furthermore, the project would follow all applicable mitigation measures included in the Downtown Specific Plan EIR. No impacts to water quality requiring mitigation were identified. Cumulative traffic impacts were identified, but are outside of the pedestrian overlay zone and would not apply to the project. Relevant mitigation measures to air quality and noise are listed below:

Air Quality

Mitigation Measure 4.10-1

In accordance with the PCAPCD, the applicant shall comply with all applicable rules and regulations as listed above (e.g., Rule 202, 218 and 228). In addition, the following mitigation measures shall be implemented to reduce short-term construction-related air quality impacts. In addition, dust control measures are required to be implemented by all projects in accordance with the City of Roseville Grading Ordinance, and the PCAPCD Fugitive Dust Rule 228.

1. The applicant shall submit to PCAPCD a Construction Emission/Dust Control Plan within 30 days prior to groundbreaking. If the PCAPCD does not respond within 20 days, the plan shall be considered approved. The plan must address the minimum requirements found in section 300 and 400 of District Rule 228, Fugitive Dust (www.placer.ca.gov/airpollution/airpolut.htm). The applicant shall keep a hard or electronic copy of Rule 228, Fugitive Dust on-site for reference.
2. The Construction Emission/Dust Control Plan shall include a comprehensive inventory (i.e., make, model, year, emission rating) of all heavy-duty off-road equipment (50 horsepower (HP) or greater) that will be used an aggregate of 40 or more hours for the construction project. The project representative shall provide PCAPCD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman. The plan shall demonstrate that the heavy-duty (> 50 HP) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average 20% NOX reduction and 45% particulate reduction compared to the most recent ARB fleet average. PCAPCD shall be contacted for average fleet emission data. Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. Contractors can access the Sacramento Metropolitan Air Quality Management District's web site to determine if their off-road fleet meets the requirements listed in this measure (http://www.airquality.org/ceqa/Construction_Mitigation_Calculator.xls).
3. Clean earth moving construction equipment with water or sweep clean, once per day, or as necessary (e.g., when moving onsite), consistent with National Pollutant Discharge Elimination System Best Management Practices, local ordinances, and municipal codes. Water shall be applied to control dust as needed to prevent dust impacts offsite. Operational water truck(s), shall

be on-site, as required, to control fugitive dust. Construction vehicles leaving the site shall be cleaned, as needed, to prevent dust, silt, mud, and dirt from being released or tracked off-site.

4. Spread soil binders on unpaved roads and employee/equipment parking areas. Soil binders shall be non-toxic in accordance with state and local regulations. Apply approved chemical soil stabilizers, or vegetated mats, etc. according to manufacturers' specifications, to all-inactive construction areas (previously graded areas which remain inactive for 96 hours).

5. Minimize diesel idling time to a maximum of 10 minutes.

6. Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary diesel power generators, if feasible.

Mitigation Measure 4.10-2

The following is a list of mitigation measures developed by PCAPCD to reduce long-term operational impacts to local and regional air quality. Due to the severe nonattainment designation in western Placer County for federal standards, all projects should implement those measures that are logical and feasible.

1. Exceed California Title 24 2008 energy efficiency standards by a minimum of 10%. Areas of Title 24 to be exceeded (e.g., insulation, appliances, and fixtures) shall be determined by the applicant and the City.
2. All truck loading and unloading docks shall be equipped with one 110/208-volt power outlet for every two-dock door. Diesel trucks shall be prohibited from idling more than five minutes and must be required to connect to the 110/208-volt power to run any auxiliary equipment. Signage shall be provided.
3. Install a gas outlet in all outdoor recreational fire pits, and permanently installed cooking appliances.
4. Only natural gas fireplace appliances are permitted. Where propane or natural gas service is not available, only EPA Phase II certified wood-burning devices shall be allowed in single family residences. The emission potential from each residence shall not exceed 7.5 grams per hour. Wood-burning or Pellet appliances shall not be permitted in multi-family developments.
5. Where feasible, install solar electric generation systems. Recommend participation in Roseville Electric incentive programs for energy-efficient development.

Mitigation Measure 4.10-3.

The following mitigation measures shall be implemented to reduce the exposure of sensitive receptors to TACs:

- All proposed homes in the Plan area shall be equipped with filter systems with high Minimum Efficiency Reporting Value (MERV) for removal of small particles (such as 0.3 micron) at all air intake points to the home. All proposed dwelling units shall be constructed with mechanical ventilation systems which would allow occupants to keep windows and doors closed and allow for the introduction of fresh outside air, without the requirement of open windows.
- Proposed commercial uses that have the potential to emit TACs (e.g., diesel-fueled engines) shall be located as far away as possible from existing and proposed receptors. Proponents of projects with a residential component shall provide disclosure to future

residents advising them of the proximity to the JR Davis Rail Yard and associated health risk impacts.

- When determining the exact type of facility that would occupy the proposed commercial space, the project shall take into consideration its toxic-producing potential.
- Proposed facilities that would require the long-term use of diesel equipment and heavy-duty trucks shall develop a plan to reduce emissions, which may include such measures as scheduling such activities when the residential uses are the least occupied, and requiring such equipment to be shut off when not in use and prohibiting heavy-trucks from idling.
- To the extent feasible, sensitive receptors shall be located as far away from the UPRR maintenance facility as possible.
- Implement Mitigation Measure 4.10-2-2, described above, with respect to electrification of commercial loading dock areas to reduce emissions associated with truck idling.

The EIR also determined that a significant and unavoidable noise impact would occur due to land use compatibility conflicts resulting from placing sensitive receptors near rail lines. The project site is located within the 60 dB L_{dn} railroad noise contours. With implementation of noise mitigation measures included in the EIR and enforcement of City noise standards for interior spaces, projected noise levels would not exceed applicable interior noise standards. Applicable noise mitigation measures include the following:

Noise

Mitigation Measure 4.11-1

Although impacts related to short-term construction-generated noise were considered to be less than significant with implementation of the project, the following mitigation is provided to ensure impacts remain at a less-than-significant level. Construction contractors shall implement the following measures during construction activities.

- Construction equipment shall be properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (i.e., mufflers, silencers, wraps, etc). Shroud or shield all impact tools, and muffle or shield all intake and exhaust ports on power equipment.
- Construction operations and related activities associated with the proposed project shall comply with the operational hours outlined in the City of Roseville Municipal Code Noise Ordinance; construction operations shall be limited to between the hours of 7 a.m. and 7 p.m. Monday through Friday and between 8 a.m. and 8 p.m. Saturday and Sunday.
- Construction equipment should not be idled for extended periods of time in the vicinity of noise-sensitive receptors.
- Locate fixed and/or stationary equipment as far as possible from noise sensitive receptors (e.g., generators, compressors, rock crushers, cement mixers). Shroud or shield all impact tools, and muffle or shield all intake and exhaust ports on powered construction equipment.

- Where feasible, temporary barriers shall be placed as close to the noise source or as close to the receptor as possible and break the line of sight between the source and receptor where modeled levels exceed applicable standards. Acoustical barriers shall be constructed material having a minimum surface weight of 2 pounds per square foot or greater, and a demonstrated Sound Transmission Class (STC) rating of 25 or greater as defined by American Society for Testing and Materials (ASTM) Test Method E90. Placement, orientation, size, and density of acoustical barriers shall be specified by a qualified acoustical consultant.

Mitigation Measure 4.11-4

Project applicant(s) shall implement the following measures to substantially reduce the exposure of sensitive receptors to excessive roadway traffic noise levels. During project review, the City's planning staff shall determine if the proposed land use would potentially be exposed to noise levels exceeding the City's noise level standards. If a proposed project has the potential to generate or be exposed to noise levels exceeding the City of Roseville noise standards (refer to Tables 4.11-4 through 4.11-6) or result in a substantial permanent increase in ambient noise levels (3 dB or greater), the project applicant shall prepare a site-specific acoustical analysis. The acoustical analysis shall be conducted in accordance with the City of Roseville General Plan requirements shown in Table 4.11-5.

- Disclose all transportation noise (i.e., roadway, railway, racetrack), vibration levels, and their meanings to purchasers and/or renters prior to contract or title transfer for residential property within the Plan area.
- Incorporate site specific design considerations to reduce exterior noise exposure levels. Site design shall include the following measures as applicable to the project-specific site and when feasible:
 - Common outdoor activity areas, such as play structures, swimming pools, or other outdoor congregation areas included in multi-family residential and/or mixed-use developments shall be located such that the building(s) serve as a sound barrier to the nearest predominant noise source.
 - Distances between noise sources and noise-sensitive uses shall be maximized through the use of noise buffers/setbacks. Setback areas can take the form of open space, frontage roads, recreational areas, storage yards, or other City approved setback.
 - Noise barriers shall be constructed to provide shielding of noise-sensitive uses and outdoor activity areas. Barriers may include manmade walls, earthen berms, a combination of walls and berms, and other structures breaking line of sight from noise source to receptor. Barriers shall be located in close proximity to either the noise source or the sensitive receptor.
 - A site specific acoustical analysis shall be performed consistent with Table 4.11-5, and determine effectiveness of various site design measures based on specific construction plans.

It is also important to recognize that, in *California Building Industry Association v. Bay Area Air Quality Management District* (2015) 62 Cal.4th 369, the California Supreme Court held that “agencies subject to CEQA generally are not required to analyze the

impact of existing environmental conditions on a project's future users or residents. But when a proposed project risks exacerbating those environmental hazards or conditions that already exist, an agency must analyze the potential impact of such hazards on future residents or users. In those specific instances, it is the project's impact on the environment—and not the environment's impact on the project—that compels an evaluation of how future residents or users could be affected by exacerbated conditions.” (*Id.* at pp. 377-378.) Therefore, while the proposed project is required to implement the Mitigation Measure 4.11-4 to further reduce potential-noise impacts on future project residents, it is important to acknowledge the potential for existing environmental noise sources to impact future project residents exceeds the scope of CEQA review. The project would generate minimal noises normally associated with residential uses and does not have the potential to result in a significant noise impact particularly in consideration of its urban infill location.

Mitigation Measure 4.11-5 requires the same actions as Mitigation Measure 4.11-1 to address future noise from railroad and rail operations to the extent feasible. Therefore, the proposed project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

- e) The project site is located in an urbanized, developed area that is currently served by water, wastewater, storm drain facilities, electrical and natural gas. In addition, this area of the City is also served by police and fire services, solid waste removal, schools, libraries and parks. The proposed project would be adequately served by all required utilities and public services.

Conclusions

The proposed project meets the applicable statutory and categorical CEQA exemptions detailed above. Therefore, as demonstrated above:

1. The project is exempt pursuant to the following exemptions: Public Resources Code Section 21155.4 and Government Code Section 65457 (Sustainable Communities Strategy/Specific Plans), Public Resources Code Section 21159.21 (Housing Project Exemptions) including Section 21159.23 (Low Income) and Section 21159.24 (Infill). In addition, the project is categorically exempt under Section 15332 (In-fill projects) of the CEQA Guidelines.

Memorandum

Subject: CEQA Exemption Junction Crossing Housing project

References

CalFire. 2008. Very High Fire Hazard Severity Zones in Local Responsibility Areas. November 24, 2008.

City of Roseville. 2008. Draft Environmental Impact Report for the Downtown Specific Plan. Prepared by EDAW. EDAW: Sacramento, CA. November 25, 2008.

City of Roseville. 2009a. Downtown Specific Plan. Adopted April 1, 2009.

City of Roseville. 2009b. Downtown Code. Adopted April 1, 2009.

City of Roseville. 2009c. Final Environmental Impact Report for the Downtown Specific Plan. Prepared by EDAW. EDAW: Sacramento, CA. March 2009.

City of Roseville. 2016. General Plan 2035. Adopted June 15, 2016.

City of Roseville. 2017. Historic Old Town Roseville Parking Study. Prepared by Fehr & Peers. September 2017.

FEMA (Federal Emergency Management Agency). 1998. FIRM Flood Insurance Rate Map Number 06061C0478 F. June 8, 1998.

SACOG (Sacramento Area Council of Governments). 2016. 2016 Metropolitan Transportation Plan/Sustainable Communities Strategy. <https://www.sacog.org/2016-mtpscs> Released February 18, 2016.

US Census Bureau. 2018. Roseville (city) QuickFacts. Accessed February 21, 2018. Available at: <https://www.census.gov/quickfacts/fact/table/rosevillecitycalifornia#viewtop>.

Attachments to this memo are available on the City's website at <https://www.roseville.ca.us/cms/One.aspx?portalId=7964922&pageId=8774480> under the DTSP DT-4 Roselle Junction Crossing

March 30, 2018

Gregory W. Bitter
City of Roseville
Civic Center, 311 Vernon Street
Roseville, CA 95678

RE: Junction Crossing project consistency with the Metropolitan Transportation
Plan/Sustainable Communities Strategy for 2036

Dear Mr. Bitter,

You requested SACOG's confirmation that the Junction Crossing project is consistent with the Metropolitan Transportation Plan/Sustainable Communities Strategy for 2036 (MTP/SCS). SACOG provides a consistency determination at the request of the lead agency. However, it is the responsibility of the lead agency to make the final determination on a project's consistency with the MTP/SCS. This letter concurs with the City's determination that the Junction Crossing project is consistent with the MTP/SCS. SACOG reviewed the project description and SCS consistency worksheet that was provided by City staff and compared it to the MTP/SCS assumptions for the project area to make our determination.

The Junction Crossing project is located at 120 Pacific St. in Roseville, near the Roseville Amtrak Station. The project, as defined in the materials you provided, consists of a total of 80 affordable apartment units. The residential density of the project is 62 dwelling units per acre and 100 percent of the total building area square footage.

The project is also located in a Transit Priority Area included in the MTP/SCS. The MTP/SCS defines its Transit Priority Areas as areas within one-half mile of a rail station or within one-half mile of high-quality transit corridors that include fixed route bus service with service intervals no longer than 15 minutes during peak commute hours in the MTP/SCS. As shown in Map 1, the project is entirely within one-half mile of the Amtrak Transit Priority Area.

The Junction Crossing project is an infill project within the Centers/Corridor community type of the MTP/SCS for the City of Roseville (see attached Map 2). Within the Centers/Corridor community type, the MTP/SCS forecasts a range of low to high density residential, commercial, office, and industrial uses (MTP/SCS Appendix E-3, Land Use Forecast Background Documentation, pp. 148, February 19, 2016). The project's land uses fall within this range of general uses, densities, and building intensities. Therefore, development at the proposed densities is consistent with the build out assumptions for the area within this community type of the MTP/SCS.

With respect to consistency with the MTP/SCS policies, the applicable policies are embedded in the metrics and growth forecast assumptions of the MTP/SCS. For the purposes of determining SCS consistency, projects consistent with the growth forecast assumptions of the MTP/SCS are consistent with these policies.

Auburn
Citrus Heights
Colfax
Davis
El Dorado County
Elk Grove
Folsom
Galt
Isleton
Lincoln
Live Oak
Loomis
Marysville
Placer County
Placerville
Rancho Cordova
Rocklin
Roseville
Sacramento
Sacramento County
Sutter County
West Sacramento
Wheatland
Winters
Woodland
Yolo County
Yuba City
Yuba County

The Blueprint Preferred Scenario and the adopted MTP/SCS achieve transportation, air quality, and other quality of life benefits by relying in part on infill and redevelopment projects such as this one. The Junction Crossing project is consistent with MTP/SCS growth forecast assumptions. Our confirmation of the project's consistency with the MTP/SCS is not intended to express any opinion on the site design or the appropriate conditions of approval of the project.

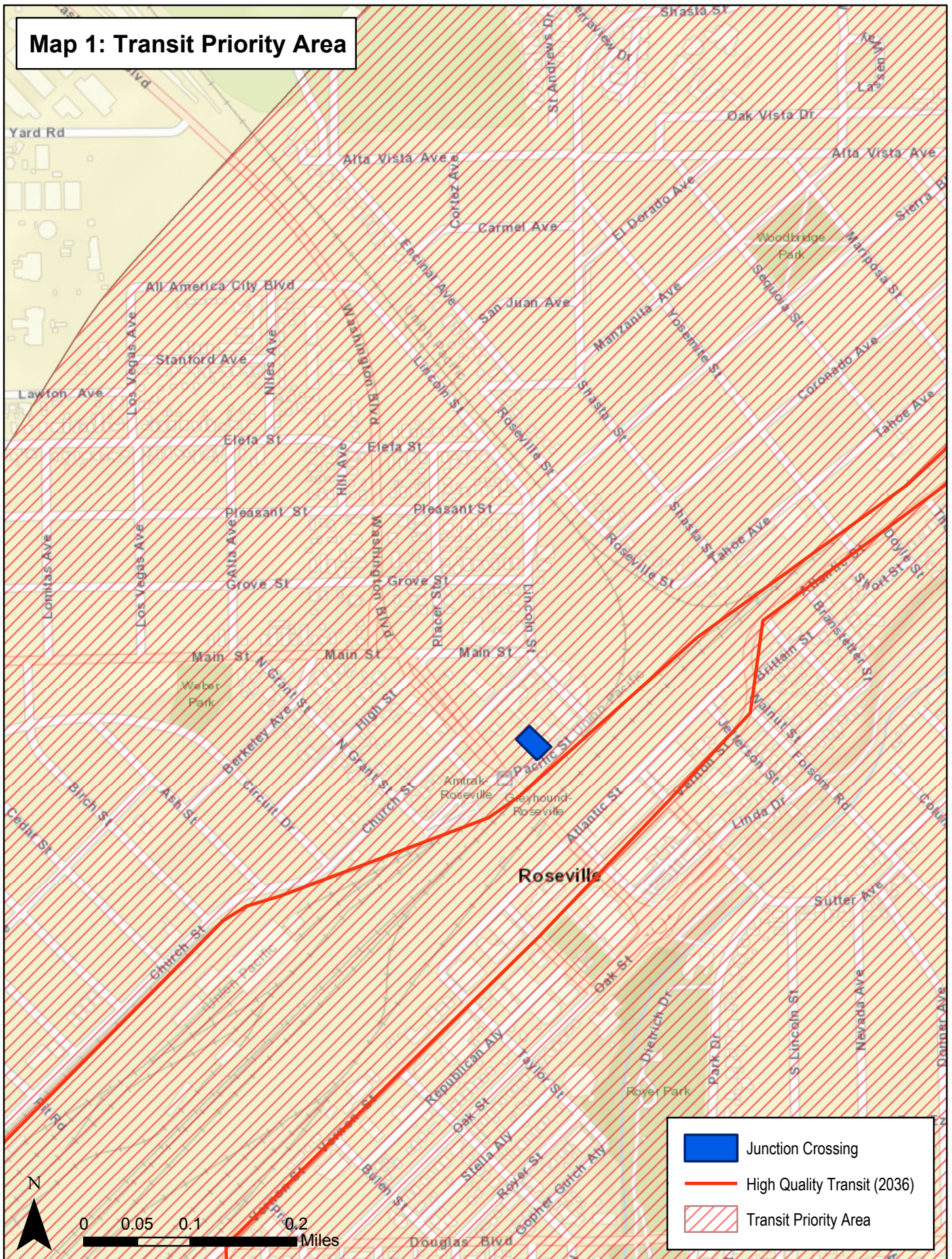
Thank you for inviting SACOG's input as to the consistency of the Junction Crossing project with the MTP/SCS for 2036. If you have further questions or need further assistance, please don't hesitate to contact me at (916) 340-6265.

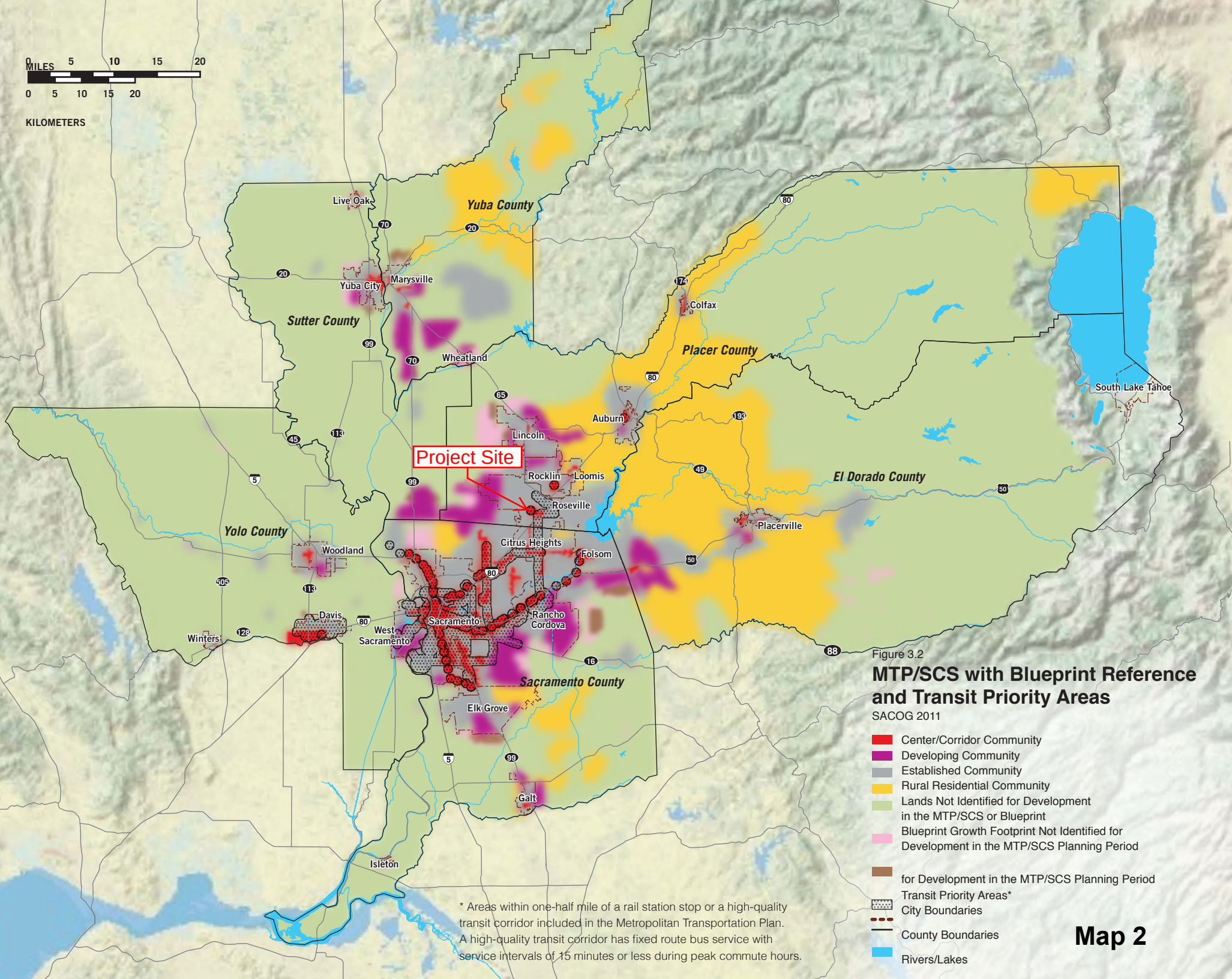
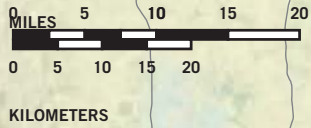
Sincerely,

A handwritten signature in black ink, appearing to read 'Kacey Lizon', with a stylized flourish extending from the end.

Kacey Lizon
Planning Manager

Map 1: Transit Priority Area





DETERMINATION OF MTP/SCS CONSISTENCY WORKSHEET
For Qualifying Transit Priority Projects and Residential/Mixed-Use
Residential Projects
As of February 20, 2018ⁱ

Background: Pursuant to SB 375, streamlined CEQA review and analysis is available to Transit Priority Projects (TPPs) and residential or mixed-use residential projects that are consistent with the SCS. The SCS was adopted by the Sacramento Area Council of Governments (SACOG) Board as part of the 2016 Metropolitan Transportation Plan/Sustainable Communities Strategy on February 18, 2016. The California Air Resources Board (CARB) provided an Acceptance of GHG Quantification Determination for the SACOG SCS in September 2016.

Streamlined CEQA review available to TPPs consists of one of the following: 1) a Sustainable Communities Environmental Assessment (SCEA) pursuant to Public Resources Code (PRC) § 21155.2(b) or 2) an EIR pursuant to PRC § 21155.2(c).ⁱⁱ

Streamlined CEQA review available to residential or mixed-use residential projects consists of an EIR pursuant to PRC § 21159.28(a).

Purpose: The purpose of this worksheet is to provide lead agencies with assistance on three issues:

1. Whether a proposed project qualifies as a TPP;
2. Whether a proposed project qualifies as a residential or mixed-use residential project (at least 75 percent of the total building square footage is residential);
3. Whether the TPP or residential/mixed-use residential project is consistent with the general land use designation, density, intensity and applicable policies of the 2016 MTP/SCS adopted by the Sacramento Area Council of Governments (SACOG).

The lead agency has responsibility to make the final determination on these matters and to determine the applicable and appropriate CEQA streamlining, if any.

Directions: This worksheet should be completed by the lead agency, relying on the project description of the proposed project, [MTP/SCS Chapters 3 and 4, and MTP/SCS Appendix E-3](#). Regardless of whether this worksheet is used, pursuant to PRC § 21155(a) and PRC § 21159.28(a), a project can only be consistent with the MTP/SCS if it is consistent with the general land use designation, density, building intensity, and applicable policies specified for the project area in the adopted SCS. This worksheet only applies to the 2016 MTP/SCS (adopted February 18, 2016); subsequent MTP/SCS adoptions may require updates to this form.

Lead agencies are welcome to contact SACOG for assistance in completing this worksheet. For assistance, contact Kacey Lizon at klizon@sacog.org or 916-340-6265.

Project Title: Junction Crossing Housing Project

Proposed project is located in (city/county name): City of Roseville, Placer County, CA

DETERMINATION OF MTP/SCS CONSISTENCY WORKSHEET

As of February 20, 2018

1. Transit Priority Project Designation (PRC § 21155(b))

A project must meet the requirements of items **1.A**, **1.B**, **1.C**, and 1.D, below, to qualify as a Transit Priority Project. **For items 1.C and 1.D**, the definition of an MTP/SCS Transit Priority Area is: the area within one-half mile of a rail station stop or a high-quality transit corridor included in the MTP/SCS. A high-quality transit corridor has fixed route bus service with service intervals of 15 minutes or less during peak commute hours. See [MTP/SCS Chapter 3](#) for the map of Transit Priority Areas.

- 1.A.** ☒ The Project has a minimum net densityⁱⁱⁱ of 20 dwelling units per acre.

Calculation:

Total housing units proposed in Project 80 ÷ Total Project parcel area (in netⁱⁱ acres)1.3 = 61.5 (Should be ≥20 du/ac)

- 1.B.** ☒ At least 50 percent of the Project's total building square footage is in residential use, **AND**,

☒ The total building square footage of the Project has 25 percent or less non-residential use, or, if it has between 26 and 50 percent in non-residential use, has a minimum FAR of 0.75.

Calculations:

Total Project residential square footage 80,460 ÷ Total Project building square footage 80,460
= 100% (Should be ≥ 50%)

Total Project building square footage 80,460 ÷ Total Project parcel(s) area square footage 56,628
= 1.42 (Should be ≥ 0.75)

- 1.C.** ☒ The Project is located within an MTP/SCS Transit Priority Area and the qualifying transit service is *(transit route name/applicable street name/number or light rail stop name as identified in the adopted MTP/SCS)*: Roseville Capitol Corridor train station

- 1.D.** ☒ No more than 25 percent of the area of the Project parcels are farther than one-half mile from the TPA transit stop/corridor and no more than 10 percent of the residential units or 100 units, whichever is less, in the project are farther than one-half mile from the TPA transit stop/corridor.

DETERMINATION OF MTP/SCS CONSISTENCY WORKSHEET

As of February 20, 2018

Calculations:

Project area outside of ½ mile TPA 0% ÷ Total Project area 1.3 acres
= 0% (Should be ≤ 25%)

Project residential units outside of ½ mile TPA 0% ÷ Total Project units
80 units = 0% (Should be ≤ 10% or less than 100 units)

SECTION 1 CONCLUSION:

- ☒ The proposed project meets the requirements of 1.A, 1.B, 1.C, and 1.D and therefore qualifies as a Transit Priority Project.
- ☐ The proposed project does not meet all the requirements of 1.A, 1.B, 1.C, and 1.D and therefore does not qualify as a Transit Priority Project.

2. Residential or Mixed-Use Residential Project Designation for Projects Located Outside of an MTP/SCS TPA 21159.28(a)

A residential or mixed-use residential project using the streamlined CEQA review to complete an EIR pursuant to PRC § 21159.28(a) must meet the following requirement:

- 2.A.** ☐ At least 75 percent of the total building square footage of the project consists of residential use.

Calculation:

Total Project residential square footage ____ ÷ Total Project building square footage ____
= ____ (Should be ≥ 75%)

SECTION 2 CONCLUSION:

- ☐ The proposed project meets the requirements of 2.A and therefore qualifies as a residential or mixed-use residential project.
- ☐ The proposed project does not meet the requirements of 2.A and therefore does not qualify as a residential or mixed-use residential project.

IF A PROJECT DOES NOT QUALIFY AS EITHER A TRANSIT PRIORITY PROJECT (UNDER SECTION 1) OR A RESIDENTIAL OR MIXED-USE RESIDENTIAL PROJECT (UNDER SECTION

DETERMINATION OF MTP/SCS CONSISTENCY WORKSHEET

As of February 20, 2018

2), THE PROJECT DOES NOT QUALIFY FOR SB 375 CEQA STREAMLINING. DO NOT PROCEED TO SECTION 3.

3. Required Consistency with the SCS: General Use Designation, Density and Intensity, and Applicable MTP/SCS Policies (PRC § 21155(a) and PRC § 21159.28(a))

3.A. Applicable MTP/SCS Policies. For the purposes of determining SCS consistency, the policies of the MTP/SCS are embedded in the metrics and growth forecast assumptions of the MTP/SCS. Projects consistent with the growth forecast assumptions of the MTP/SCS, as determined by application of items 3.B. and 3.C, are consistent with the MTP/SCS and its policies.

3.B. Applicable Community Type. The MTP/SCS land use forecast is illustrated using Community Types. In order to determine the general use designation, density and intensity of the Project area within the MTP/SCS, the Project must be located within a Community Type designated in the MTP/SCS. The MTP/SCS defines density/building intensity in terms of the amount of growth (residential and non-residential) forecasted and the amount of build out potential within each Community Type area. SACOG monitors development activity on an annual basis to check that the amount of development is consistent with the growth forecast of the MTP/SCS.

For the purposes of the lead agency's determination of SCS consistency, use [MTP/SCS Appendix E-3](#) to identify the Community Type for the Project and fill in the applicable information, below for 3.B.1 and 3.B.2.

3.B.1. The Project is located in the following Community Type:

- ☒ Center and Corridor Community
- ☐ Established Community
- ☐ Developing Community (*list the specific name of the Developing Community as identified in the jurisdiction narrative in Appendix E-3*): _____
- ☐ Rural Residential Community

3.B.2 ☒ Development from the project when added to other entitled projects will not exceed the MTP/SCS build out assumptions for the area within this Community Type, which is 1,569 new housing units and 11,172 new employees^{iv}.

DETERMINATION OF MTP/SCS CONSISTENCY WORKSHEET

As of February 20, 2018

3.C. General Use Designation, Density and Building Intensity. The foundation of the land use designations for the MTP/SCS is adopted and proposed local general plans, community plans, specific plans and other local policies and regulations. A project is consistent with the MTP/SCS if its uses are identified in the applicable MTP/SCS Community Type **and** its uses meet the general density and building intensity assumptions for the Community Type. The proposed project does not have to include all allowed uses in the MTP/SCS.

3.C.1. Determine consistency of the Project using one of the methods below:

Option A:

☒ The Project is located in a **Center and Corridor Community or an Established Community** and the Project uses are consistent with the allowed uses of the applicable adopted local land use plan as it existed in 2012 and are at least 80 percent of the maximum allowed density or intensity of the allowed uses of the applicable local land use plans. Therefore, the Project is consistent with the MTP/SCS.^v

OR

Option B:

☐ The Project is located in a **Center and Corridor Community or an Established Community** and the Project uses have been reviewed in the context of, and are found to be consistent with, the general land use, density, and intensity information provided for this Community Type in [Appendix E-3 of the MTP/SCS](#). Therefore, the Project is consistent with the MTP/SCS.

OR

Option C:

☐ The Project is located in a **Rural Residential Community** and the Project residential density does not exceed the maximum density of one unit per acre as specified in the MTP/SCS, and employment development in the Project is at least 80 percent of the maximum allowed density or intensity of the applicable local land use plans. Therefore, the Project is consistent with the MTP/SCS.

OR

Option D:

☐ The Project is located in a **Developing Community** and the Project's average net density meets or exceed the average net density described for this specific

DETERMINATION OF MTP/SCS CONSISTENCY WORKSHEET

As of February 20, 2018

Developing Community (as referenced by name of applicable specific plan, master plan, or special plan in [MTP/SCS Appendix E-3](#)) and employment development in the Project is consistent with the general employment land uses described for this specific Developing Community.^{vi} Therefore, the Project is consistent with the MTP/SCS.

SECTION 3 CONCLUSION:

The proposed project is consistent with the General Use Designation, Density and Intensity, and Applicable MTP/SCS Policies for the following reasons (*summarize findings on use designation, density and intensity for the Project evaluation completed in Section 3*):

The proposed project is located within the City's Downtown Specific Plan area, and designated as Old Town Commercial in the Downtown Specific Plan. This designation permits multi-family development development at a minimum density of 16 units per acre. The proposed project would construct 80 residential units within an 80,460 SF, four-story building on 1.31 acres of land. The project density is 61.1 dwelling units/acre. Therefore, the project would meet the density requirements and intensity of allowed uses of the project site under the Downtown Specific Plan. Furthermore, future development of the site with residential and parking uses was evaluated in the Downtown Specific Plan EIR. Therefore, the proposed project is consistent with the Downtown Specific Plan and the MTP/SCS.

ⁱ This document may be updated as users provide feedback on its utility.

ⁱⁱ If a TPP complies with an additional series of requirements set forth in PRC § 21155.1, it qualifies as a Sustainable Communities Project and becomes eligible for a complete exemption from CEQA. This worksheet does not address Sustainable Communities Projects.

ⁱⁱⁱ *Net density* is not defined in PRC §2115(b). In the MTP/SCS, net density is defined as follows: Housing units divided by the acres on which housing is built, exclusive of public rights-of-ways, parks, schools and public areas (MTP/SCS Appendix E-3).

^{iv} The MTP/SCS build out for each Community Type assumes development that is entitled as of January 1, 2012. SACOG monitors housing permits on an annual basis and will ensure that housing and employment projects relying on the SB 375 CEQA benefits will not exceed the capacity assumed in the MTP/SCS. SACOG undertakes this review generally every four years as part of the update of the MTP/SCS. In between MTP/SCS updates, projects that exceed the build out of a Community Type in a jurisdiction can be reviewed for consistency by SACOG and will be evaluated on a project by project basis.

^v The MTP/SCS general land use, density and intensity in Center and Corridor Communities and Established Communities is based on 80 percent of the maximum allowed density or intensity of the land use designations in applicable local land use plans as they existed in 2012, unless otherwise noted in Appendix E-3.

^{vi} The MTP/SCS land use forecast in Developing Communities was modeled according to adopted and proposed specific plans, master plans, and special plans as they existed in 2012, and is based on the housing and employment totals and the average net density of these plans, as outlined in Appendix E-3.



Project Team

Owner

St. Anton Communities
1801 I Street
Suite 200
Sacramento, CA 95811
916-471-3000

Architect

KTGY Group, Inc.
17911 Von Karman Ave.
Suite 200
Irvine, CA 92614
949-851-2133

Civil Engineer

Cunningham Engineering
2120 20th Street #3
Sacramento, CA 95818
916-455-2026

Landscape

Fuhrman Leamy Land Group
2140 Professional Dr #115
Roseville, CA 95661
916-783-5363

Sheet Index

Architectural

A1.0 Site Plan
A1.1 Waste Disposal Exhibit

A2.0 Elevations
A2.1 Elevations
A2.2 Elevations
A2.3 Elevations
A2.4 Elevations

A3.0 Perspective
A3.1 Perspective

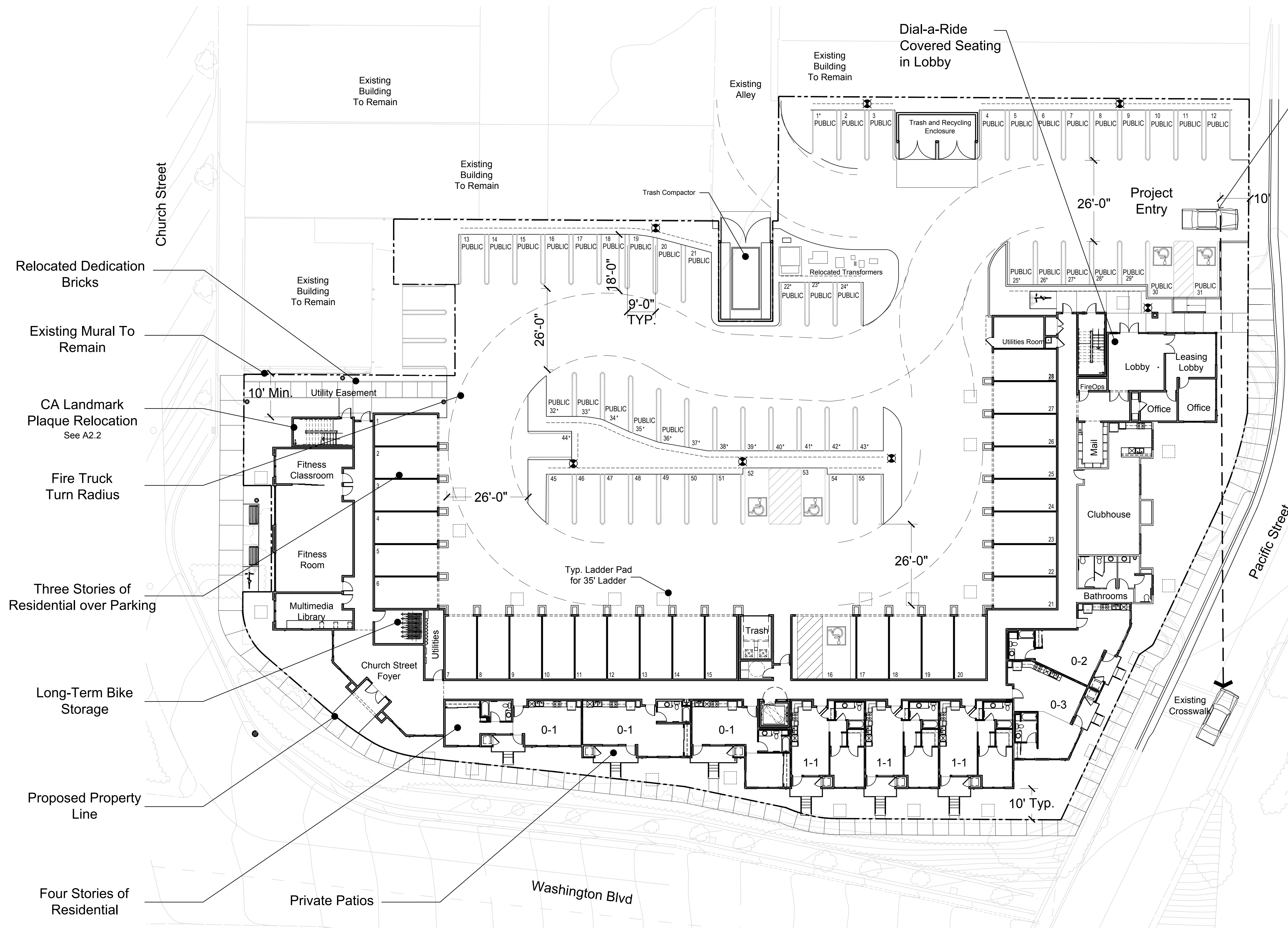
Material Board

Landscape

PL1 Preliminary Landscape Plan
PL2 Preliminary Landscape Plan

Civil

Grading & Darinage Plan
SWQP Site Plan
Utility Plan
Storm Drain Relocation Exhibit



150' Min. Corner Site Distance at 25mph
According to Caltrans Highway Design Manual Index
405.1(2)(c) stopping and corner minimum sight distances from
private driveways at 150' min. for 25 mph design speeds.

Site Summary

DTSP-Downtown Specific Plan	80 Units
HD-Old Town Historic District	±1.31 acres
	61.1 du/acre
4 Stories of Residential	1.40 FAR
19,980 SF (Lot Coverage 35%)	
80,460 Gross SF	

Building Summary

Studio	25%	20 units
1 Bedroom	75%	60 units
Total		80 units

Parking Summary

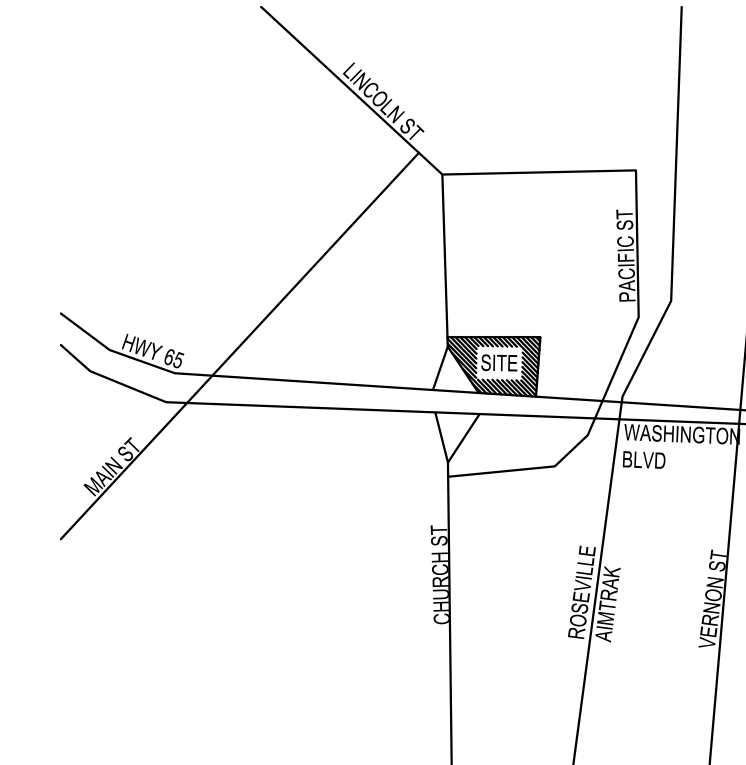
Parking Required:
Per California Affordability Requirement

Studio and 1br Units	.5 space/ unit	40 spaces
Total		40 spaces

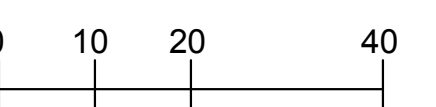
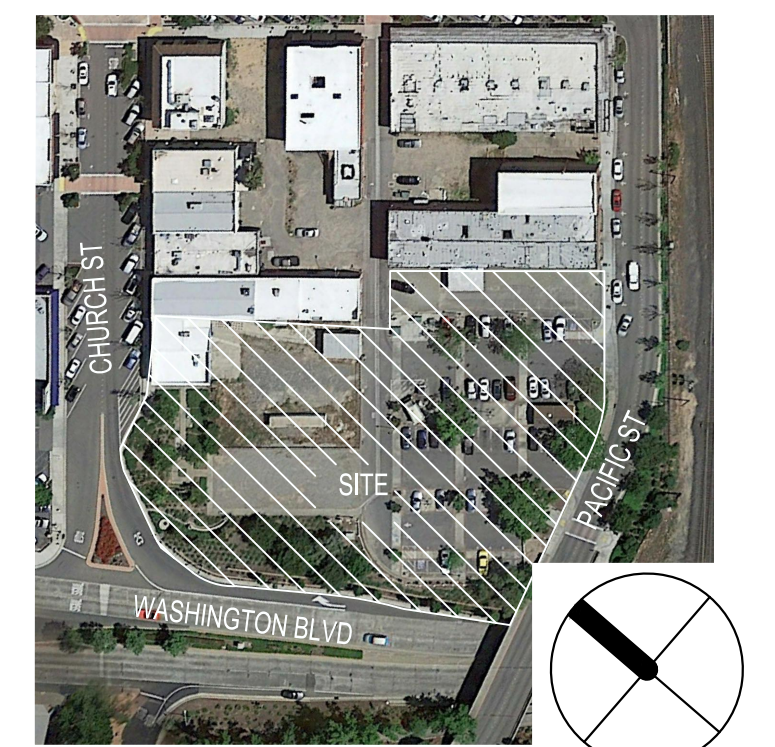
Parking Provided:		
Private Tuck-Under Spaces		28 spaces
Standard Private Spaces		11 spaces
*Compact Private Spaces		8 spaces
Total Private		47 spaces

Standard Public Spaces	22 spaces
*Compact Public Spaces	14 spaces
Total Public	36 spaces

Vicinity Map
N.T.S



Project Site
N.T.S



JUNCTION CROSSING

ST. ANTON
COMMUNITIES

St. Anton Communities
1801 I Street, Suite 200
Sacramento, CA
916.471.3000

CONCEPTUAL SITE PLAN

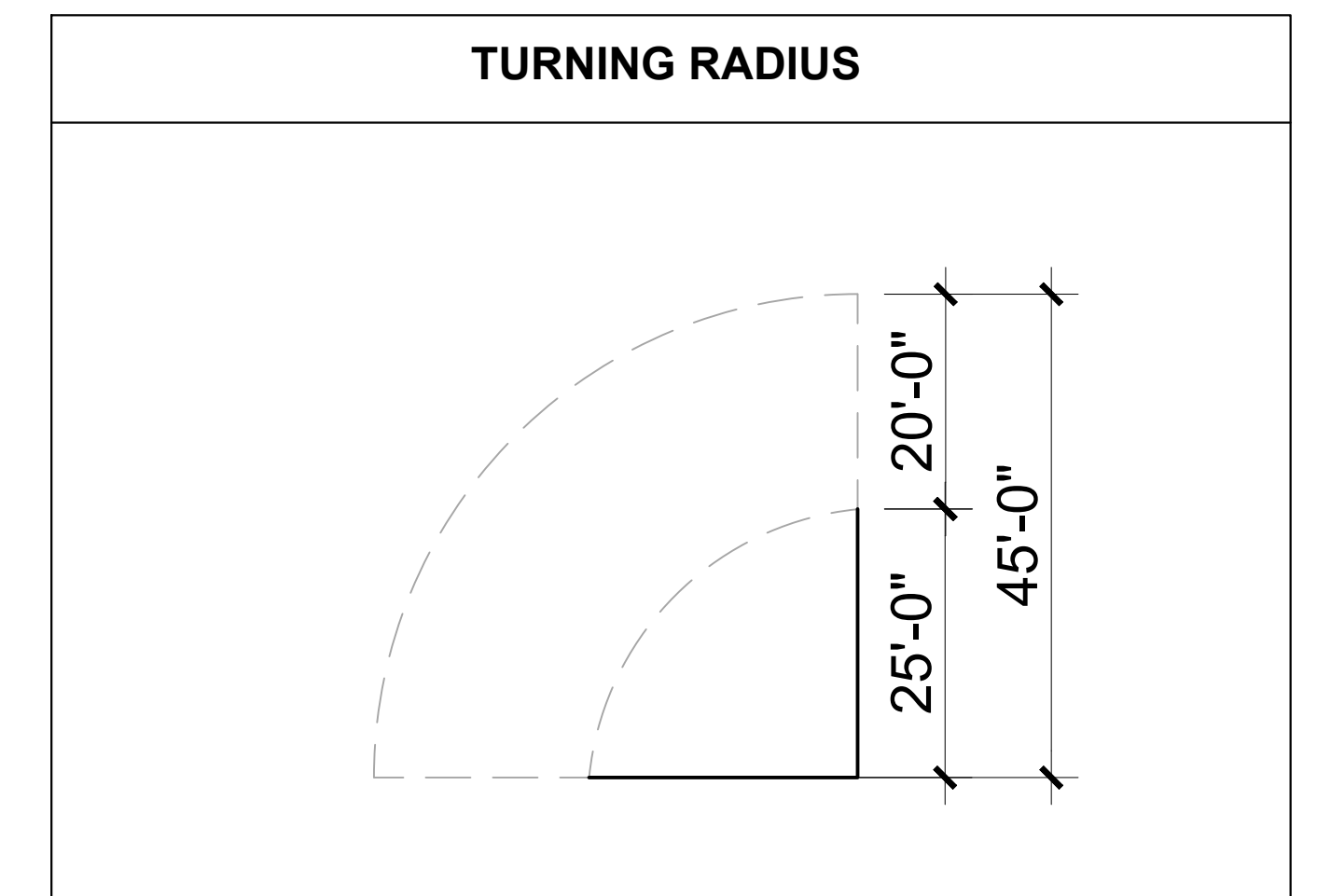
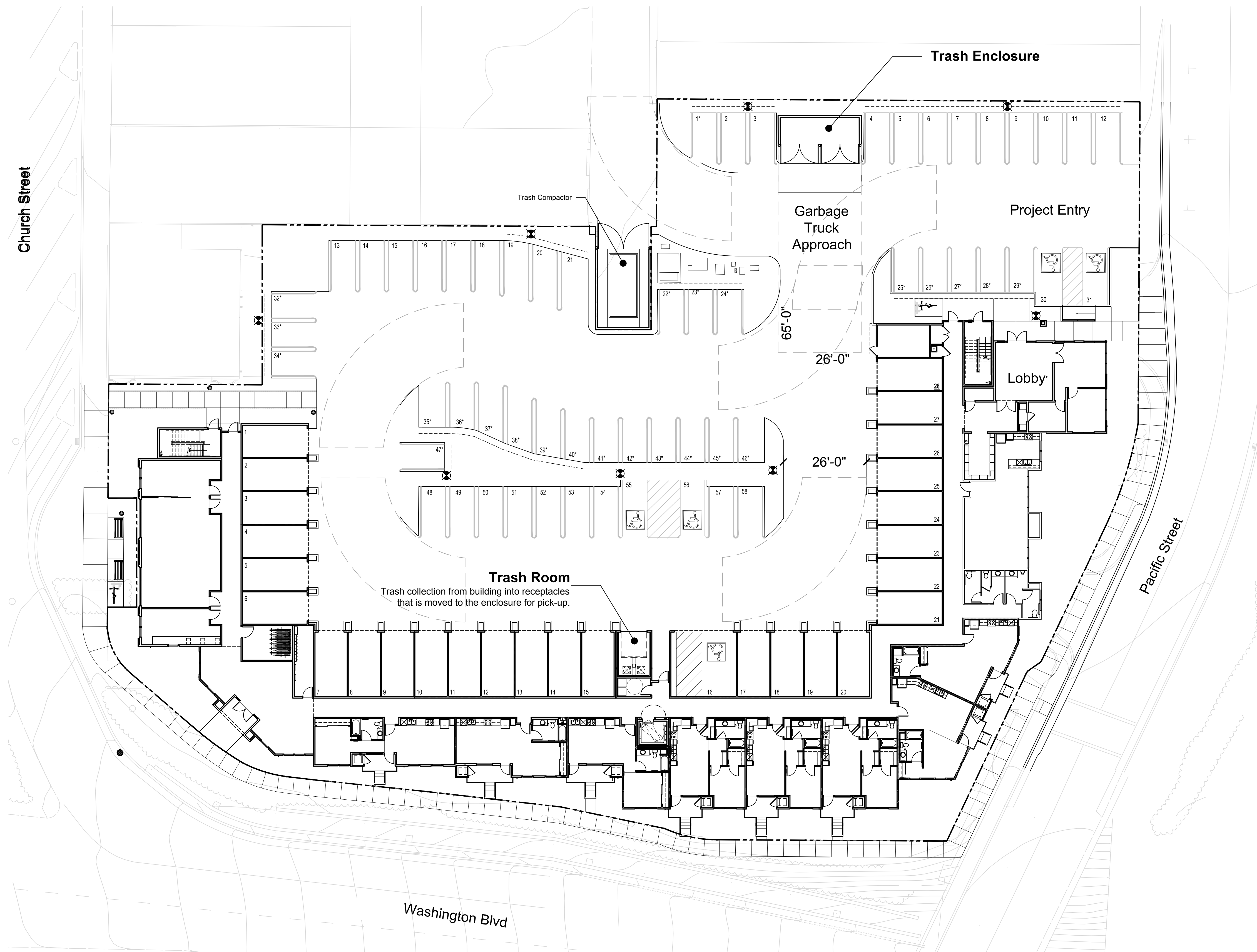
120 Pacific Street
ROSEVILLE, CALIFORNIA
KTGY # 2016-0071

09.14.2016

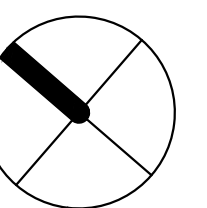
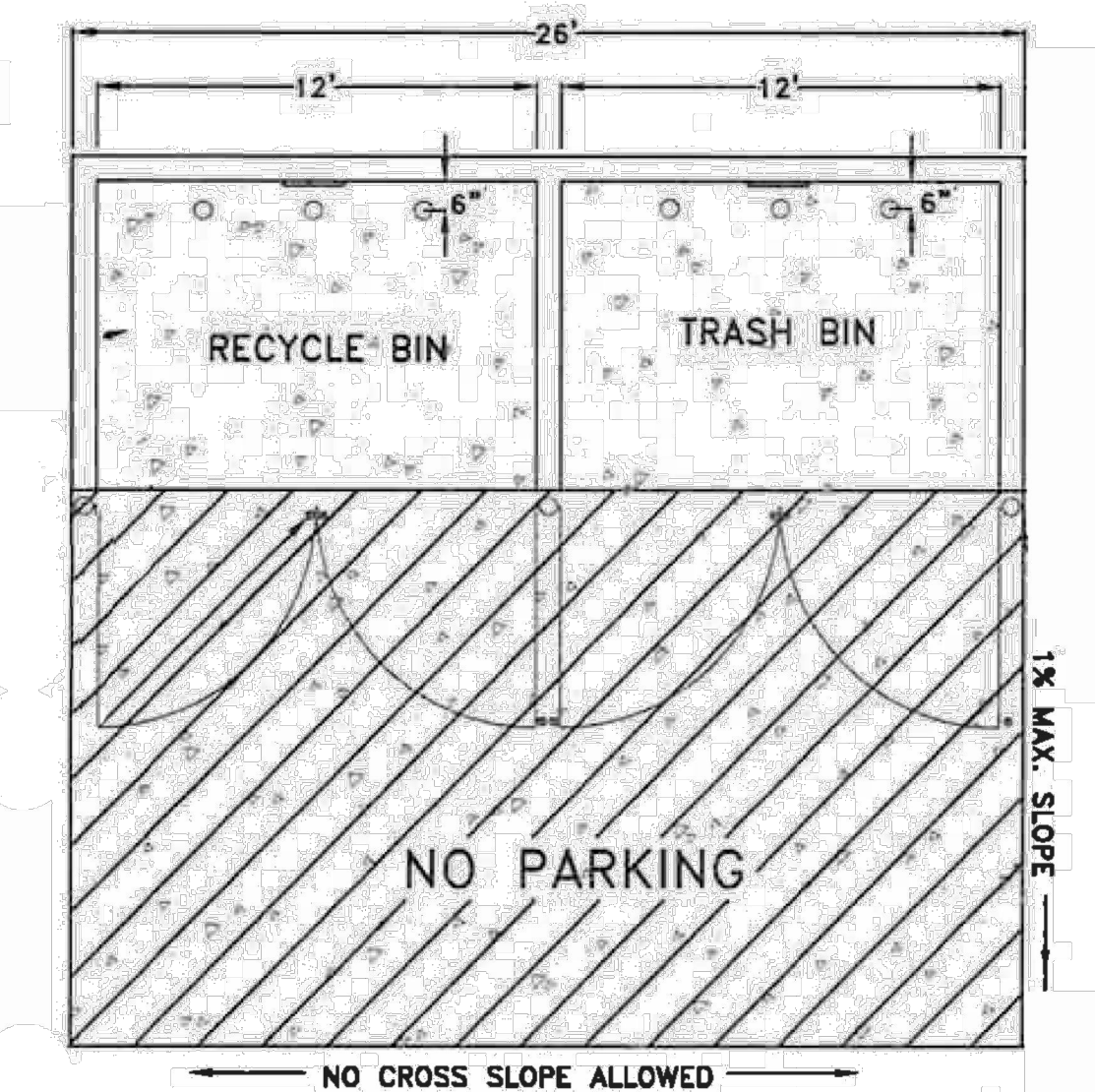
KTGY Group, Inc.
Architecture+Planning
17911 Von Karman #200
Irvine, CA 92614
949.851.2133
ktgy.com



AI.0



Trash Enclosure Standard Detail
3/16" = 1'-0" Scale



0 10 20 40

JUNCTION CROSSING

ST. ANTON
COMMUNITIES

St. Anton Communities
1801 I Street, Suite 200
Sacramento, CA
916.471.3000

WASTE DISPOSAL EXHIBIT

120 Pacific Street
ROSEVILLE, CALIFORNIA
KTGY # 2016-0071

09.14.2016

KTGY Group, Inc.
Architecture+Planning
17911 Von Karman #200
Irvine, CA 92614
949.851.2133
ktgy.com



AI.I

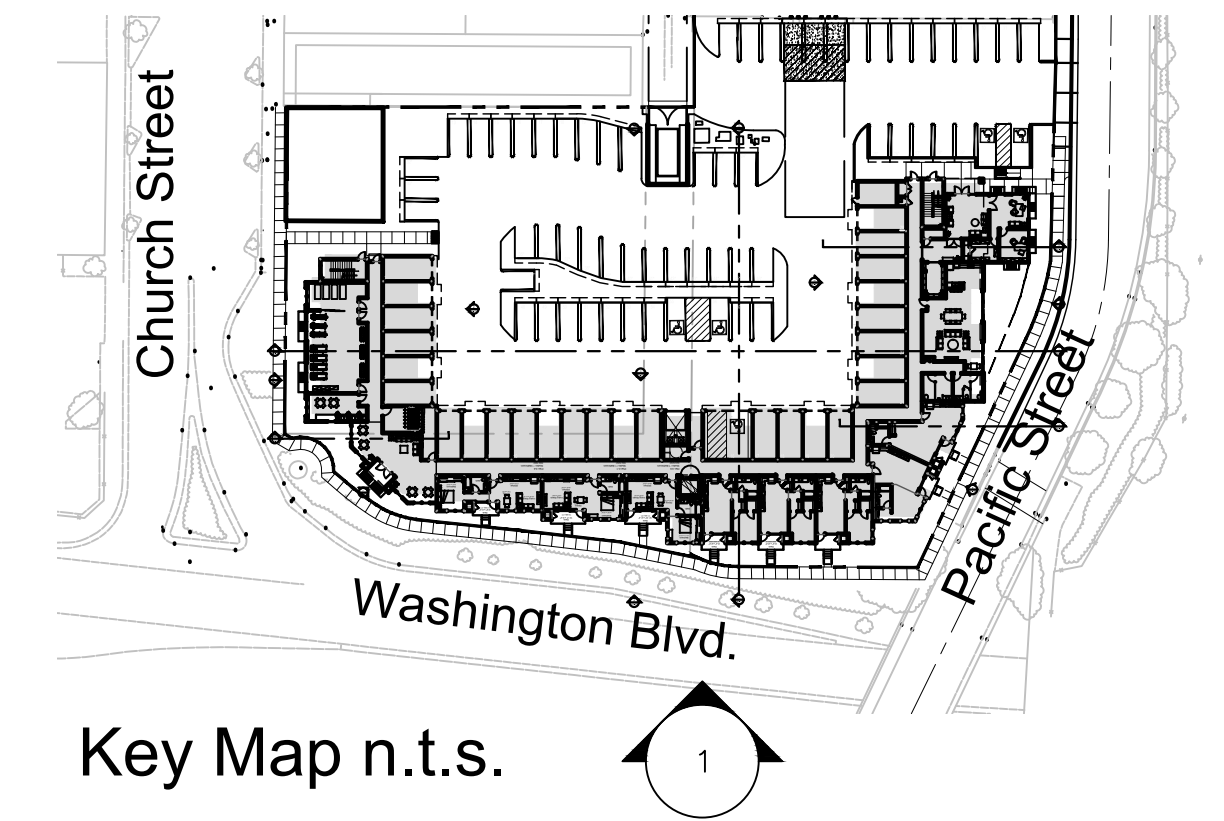


60'-0" Max. Building Height

Front Elevation - Overall
Scale: 1/16" = 1'-0"

Material Legend

- 1. Stucco
- 2. Brick Veneer
- 3. Trim
- 4. Vinyl Window
- 5. Storefront Glazing
- 6. Metal Railing
- 7. Metal Shade
- 8. Accent Medallion
- * Patio Gate



Key Map n.t.s.



I. SOUTH ELEVATION

0 4 8 16

JUNCTION CROSSING

ST. ANTON
COMMUNITIES

St. Anton Communities
1801 I Street, Suite 200
Sacramento, CA
916.471.3000

ELEVATIONS

120 Pacific Street
ROSEVILLE, CALIFORNIA
KTGY # 2016-0071

09.14.2016

KTGY Group, Inc.
Architecture+Planning
17911 Von Karman #200
Irvine, CA 92614
949.851.2133
ktgy.com

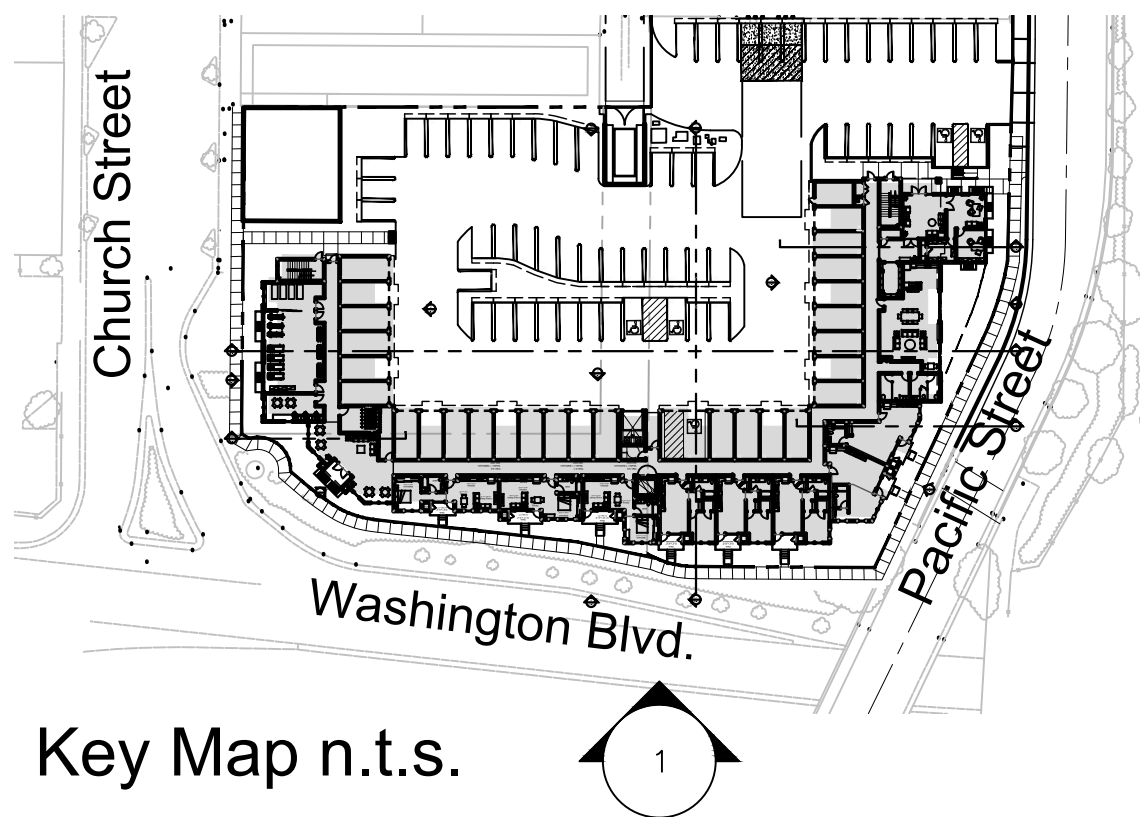


A2.0



60'-0" Max. Building Height

Front Elevation - Overall
Scale: 1/16" = 1'-0"



Material Legend

- 1. Stucco
- 2. Brick Veneer
- 3. Trim
- 4. Vinyl Window
- 5. Storefront Glazing
- 6. Metal Railing
- 7. Metal Shade
- 8. Accent Medallion



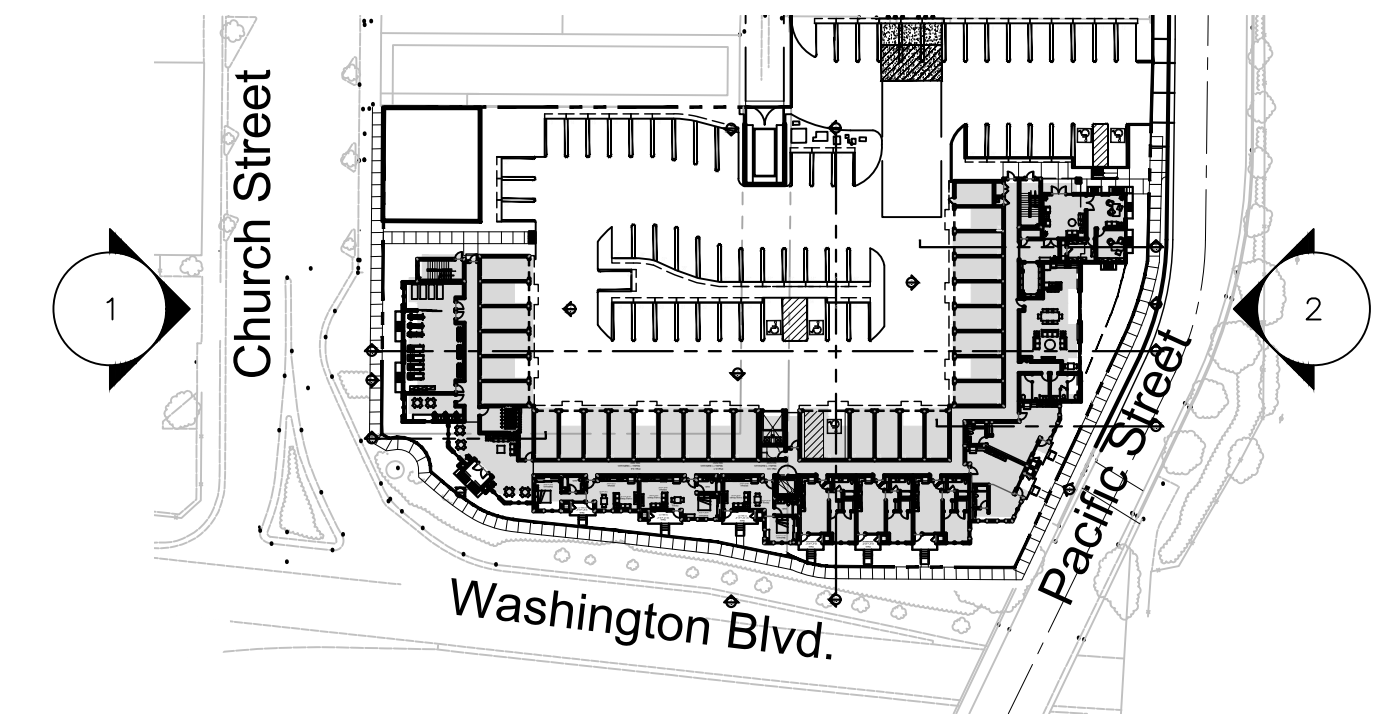
I. SOUTH ELEVATION

0 4 8 16

60'-0" Max. Building Height



1. WEST ELEVATION



Key Map n.t.s.

Material Legend

1. Stucco
2. Brick Veneer
3. Trim
4. Vinyl Window
5. Storefront Glazing
6. Metal Railing
7. Metal Shade
8. Accent Medallion
- * Relocated CA Historic Landmark Plaque



2. EAST ELEVATION

0 4 8 16

JUNCTION CROSSING

ST. ANTON
COMMUNITIES

St. Anton Communities
1801 I Street, Suite 200
Sacramento, CA
916.471.3000

ELEVATIONS

120 Pacific Street
ROSEVILLE, CALIFORNIA
KTGY # 2016-0071

09.14.2016

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A2.2

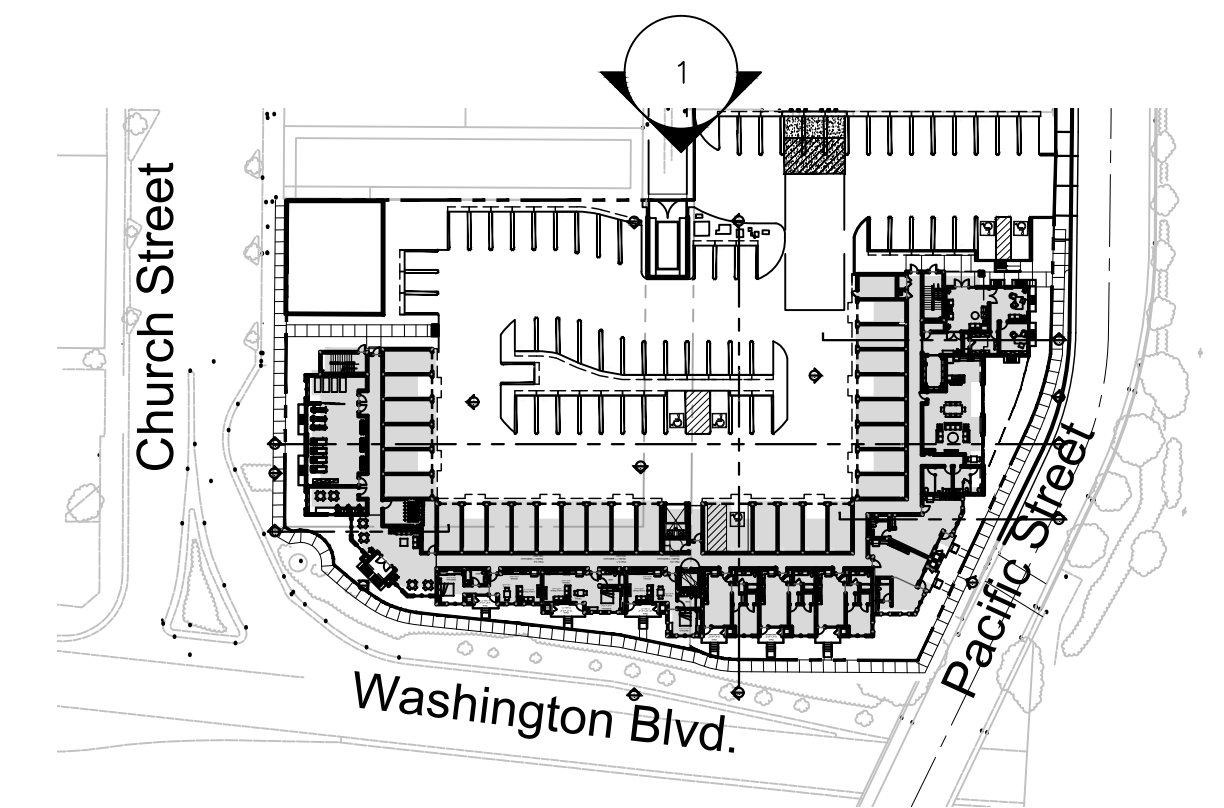
60'-0" Max. Building Height



Rear Elevation - Overall
Scale: 1/16" = 1'-0"

Material Legend

1. Stucco
2. Brick Veneer
3. Trim
4. Vinyl Window
5. Storefront Glazing
6. Metal Railing
7. Metal Shade
8. Accent Medallion



Key Map n.t.s.



I. NORTH ELEVATION

0 4 8 16

JUNCTION CROSSING

ST. ANTON
COMMUNITIES

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Sacramento, CA
916.471.3000

ELEVATIONS

120 Pacific Street
ROSEVILLE, CALIFORNIA
KTGY # 2016-0071

09.14.2016

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A2.3

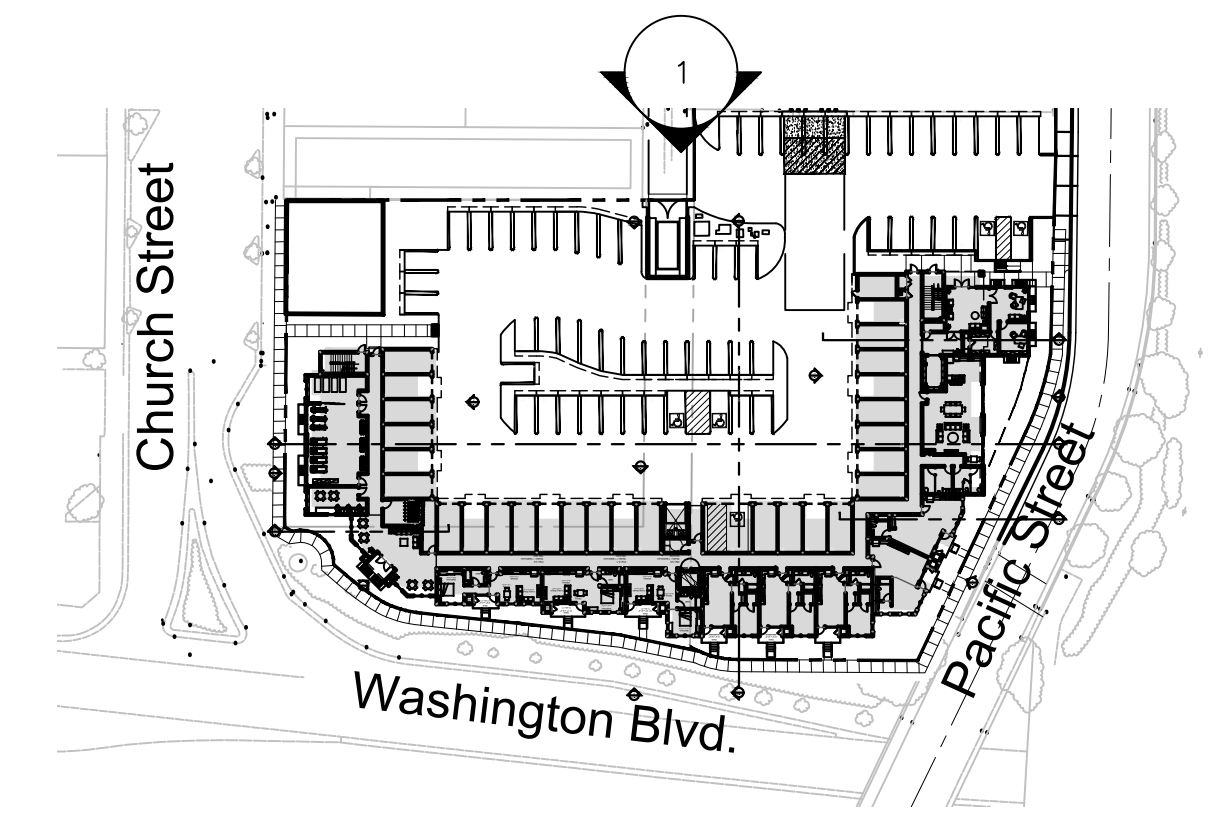
60'-0" Max. Building Height



Rear Elevation - Overall
Scale: 1/16" = 1'-0"

Material Legend

1. Stucco
2. Brick Veneer
3. Trim
4. Vinyl Window
5. Storefront Glazing
6. Metal Railing
7. Metal Shade
8. Accent Medallion



Key Map n.t.s.



I. NORTH ELEVATION

0 4 8 16

JUNCTION CROSSING

ST. ANTON
COMMUNITIES

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916.471.3000

ELEVATIONS

120 Pacific Street
ROSEVILLE, CALIFORNIA
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09.14.2016

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A2.4



JUNCTION CROSSING

ST. ANTON
COMMUNITIES

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PERSPECTIVE - CHURCH ST FRONTAGE

120 Pacific Street
ROSEVILLE, CALIFORNIA
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A3.0



JUNCTION CROSSING

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COMMUNITIES

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916.471.3000

PERSPECTIVE - WASHINGTON ST FRONTAGE

120 Pacific Street
ROSEVILLE, CALIFORNIA
KTGY # 2016-0071

09.14.2016

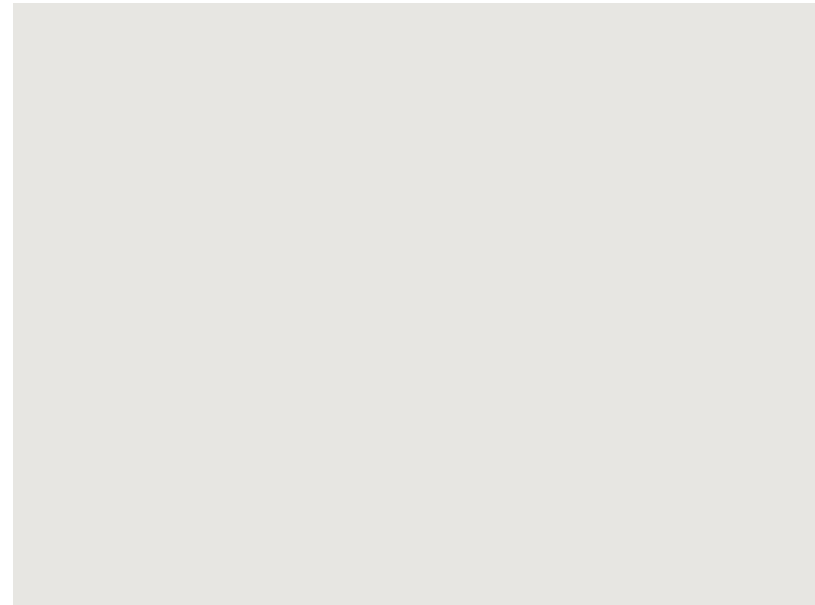
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A3.1



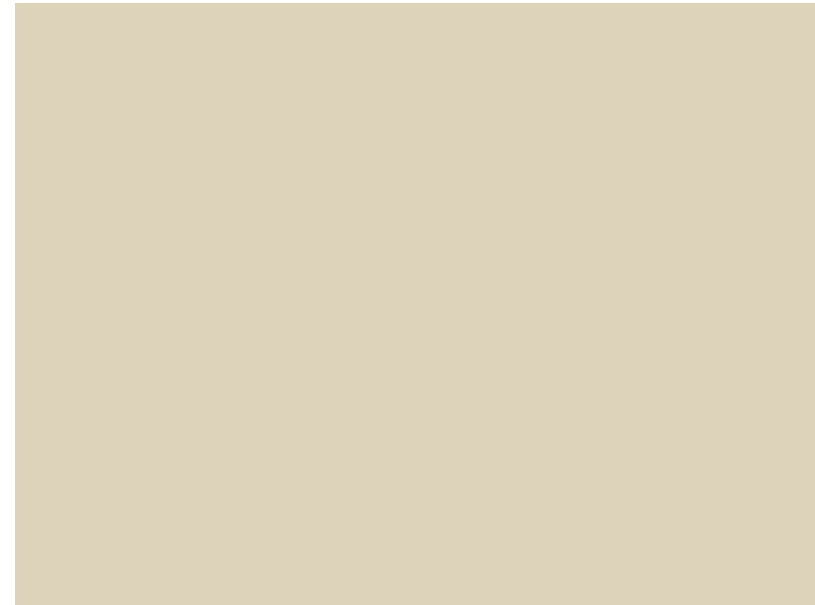
Washington Street Elevation N.T.S.



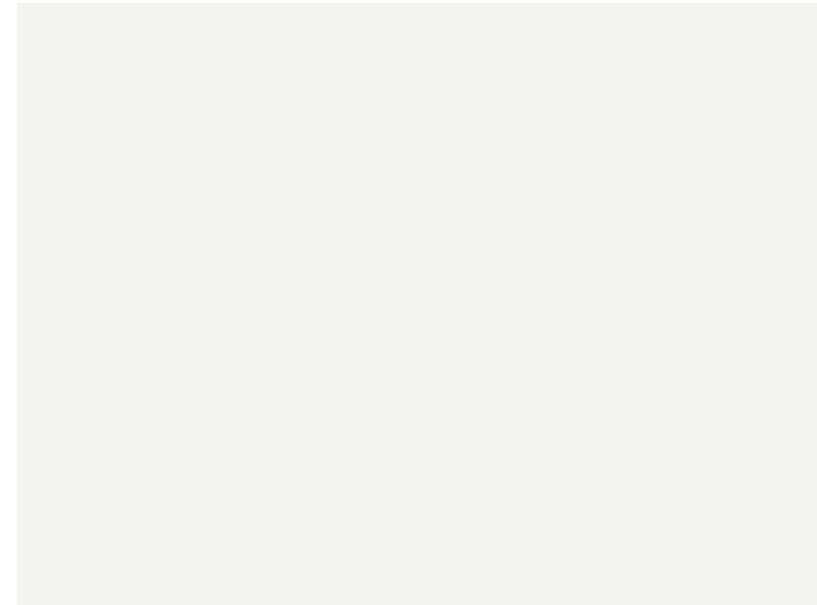
1) Body 1 - Stucco
SW7000 Ibis White



2) Body 2 - Stucco
SW7044 Amazing Gray



3) Body 3 - Stucco
SW7573 Ealget Beige



4) Body 4 - Stucco
SW7103 Whitetail



9) Brick Veneer 1
Belden Meadow Blend or Equal



10) Brick Veneer 2
Belden Belcrest 760 or Equal



Stucco
16/20 Sand Finish



5) Accent 2 - Trim and Stucco
SW7045 Intellectual Gray



6) Accent 3 - Stucco
SW9083 Dusty Truffle



7) Accent 4 - Stucco
SW7505 Manor House



8) Accent 5 - Trim and Stucco
SW6024 Dressy Rose



11) Vinyl Window
Milgard Tan



Smooth Finish Foam Trim

ROSEVILLE JUNCTION STATION

ST. ANTON
COMMUNITIES
St. Anton Communities
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916.471.3000

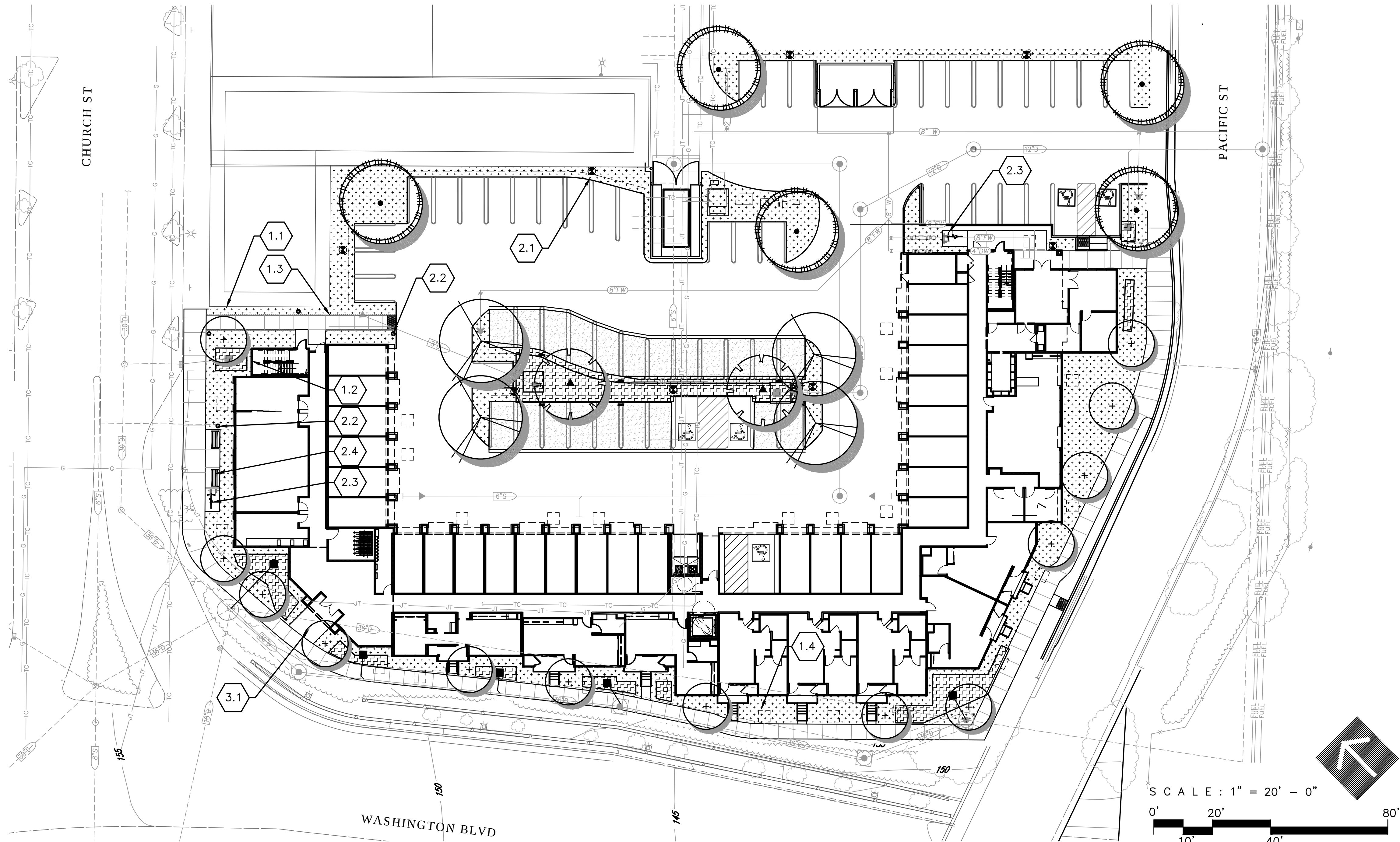
MATERIAL BOARD

120 Pacific Street
ROSEVILLE, CALIFORNIA
KTGY # 2016-0071

09.14.2016

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SHADE CALCULATIONS
ROSEVILLE JUNCTION STATION
TOTAL PAVED AREA = 16,470 S.F.
TOTAL SHADE REQUIRED (50%) = 8,235 S.F.
TOTAL SHADE PROVIDED (52%) = 8,629 S.F.

DIA.	QTY.	S.F.	TOTAL S.F.
30' TREES			
100%	6	962	5,772
50%	3	481	1,443
25%	0	240	0
25' TREES			
100%	2	707	1,414
50%	0	354	0
25%	0	177	0
TOTAL SHADE PROVIDED:			8,629 S.F.

- CONSTRUCTION KEY NOTES**
- 1.0 GENERAL NOTES**
- 1.1 EXISTING MURAL AND BRICK PLANTER TO REMAIN.
 - 1.2 CA LANDMARK PLAQUE RELOCATION – SEE ARCHITECTURAL PLANS.
 - 1.3 RELOCATE EXISTING BRICKS AS SOLDIER COURSE ADJACENT TO NEW PEDESTRIAN WALK.
 - 1.4 RESCUE WINDOW LADDER PAD PER ROSEVILLE FIRE DEPARTMENT.
- 2.0 – SITE**
- 2.1 PROPOSED PARKING LOT POLE AND FIXTURE – SEE SHEET PL2.
 - 2.2 PROPOSED BOLLARD LIGHT – SEE SHEET PL2.
 - 2.3 PROPOSED BIKE RACKS.
 - 2.4 PROPOSED 6’ METAL BENCH.
- 3.0 – CONCRETE**
- 3.1 PROVIDE CONCRETE FLATWORK WITH MEDIUM BROOM FINISH. COLOR: NATURAL.

PRELIMINARY PLANT LIST AND LEGEND

SYMBOL	BOTANICAL NAME COMMON NAME	MIN. SIZE	WATER USE	SIZE
	ACER RUBRUM 'ARMSTRONG' COLUMNAR RED MAOLE	15 G	MED	40'H x 15'W
	ALNUS CORDATA ITALIAN ALDER	15 G	MED	40'H x 25'W
	ELAEOCARPUS DECIPENS JAPANESE BLUEBERRY TREE	15 G	MED	40'H x 30'W
	PISTACIA CHINENSIS 'KEITH DAVEY' FRUITLESS CHINENSE PISTACHE	15 G	LOW	35'H x 30'W
	DRIP LINE OF EXISTING TREE TO			

SHRUBS, GRASSES AND ACCENTS

SYMBOL	BOTANICAL NAME COMMON NAME	SIZE	WATER USE	REMARKS
	CISTUS HYBRIDUS WHITE ROCKROSE	5 G	LOW	3.5'H x 6'W
	DAPHNE ODORA 'MARGINATA' VARIEGATED WINTER DAPHNE	5 G	LOW	3.5'H x 3.5'W
	DIANELLA REVOLUTA 'LITTLE REV' LITTLE REV FLAX LILY	1 G	LOW	2.5'H x 1.5'W
	HESPERALOE PARVIFLORA YELLOW YUCCA	5 G	LOW	3.5'H x 3.5'W
	LAVANDULA SP. LAVENDER	5 G	LOW	VARIES
	LOMANDRA LONGIFOLIA 'BREEZE' DWARF MAT RUSH	5 G	LOW	2'H x 2'W
	LOROPETALUM CHINENSIS 'RAZZLEBERRI' CHINESE FRINGE FLOWER	5 G	MOD	5'H x 4'W
	PANICUM VIRGATUM 'SHENANDOAH' WEeping SWITCH GRASS	5 G	LOW	3.5'H x 3'W
	PENNISETUM SETACEUM 'RUBRUM' PURPLE FOUNTAIN GRASS	5 G	LOW	4'H x 4'W
	PEROVSKIA ATRIPLICIFOLIA 'BLUE SPIRES' RUSSIAN SAGE	5 G	LOW	3.5'H x 3.5'W
	PHORMIUM SP. NEW ZEALAND FLAX	5 G	VARIES	VARIES
	SAVLIA GREGGII RED AUTUMN SAGE	5 G	LOW	3'H x 3'W
	TEUCRIMUM CHAMAEDRYS GERMANDER	5 G	LOW	1'H x 2'W
	TULBAGHIA VIOLACEA SOCIETY GARLIC	1 G	LOW	1'H x 1.5'W
	WESTRINGIA ROSMARINIFORMIS 'WYNYABBIE GEM' LAVENDER COAST ROSEMARY	5 G	LOW	4.5'H x 7'W
GROUNDCOVERS				
	COPROSMA KIRKII KIRK'S COPROSMA	1 G	LOW	48" O.C.
	LANTANA MONTEVIDENSIS PURPLE TRAILING LANTANA	1 G	LOW	36" O.C.
	MYOPORUM PARVIFOLIUM 'PINK' CREEPING MYOPORUM	1 G	LOW	48" O.C.
	SANTOLINA VIRENS 'LEMON FIZZ' LEMON FIZZ LAVENDER COTTON	1 G	LOW	18" O.C.
	SCAEVOLA 'MAUVE CLUSTERS' PINK-PURPLE FAN FLOWER	1 G	LOW	30" O.C.
	TEUCRIMUM X LUCIDRYS 'PROSTRATUM' PROSTRATE GERMANDER	1 G	LOW	18" O.C.

STORMWATER QUALITY RAIN GARDEN PLANT LEGEND

SYMBOL	BOTANICAL NAME COMMON NAME	SIZE	WATER USE	REMARKS
	CHONDROPETALUM TECTORUM CAPE RUSH	1 G	LOW	2.5'H x 3.5'W
	DESCHAMPSIA CAESPITOSA TUFTED HAIR GRASS	1 G	LOW	1.5'H x 2'W
	JUNCUS PATENS CALIFORNIA GRAY RUSH	1 G	MED	2'H x 2'W

- PRELIMINARY CALLOUTS**
- LIGHT POLE AND FIXTURE, TYPICAL OF 8. SEE SHEET PL2.
 - PEDESTRIAN BOLLARD, TYPICAL OF 3. SEE SHEET PL2.

JUNCTION CROSSING

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COMMUNITIES
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PRELIMINARY LANDSCAPE PLAN

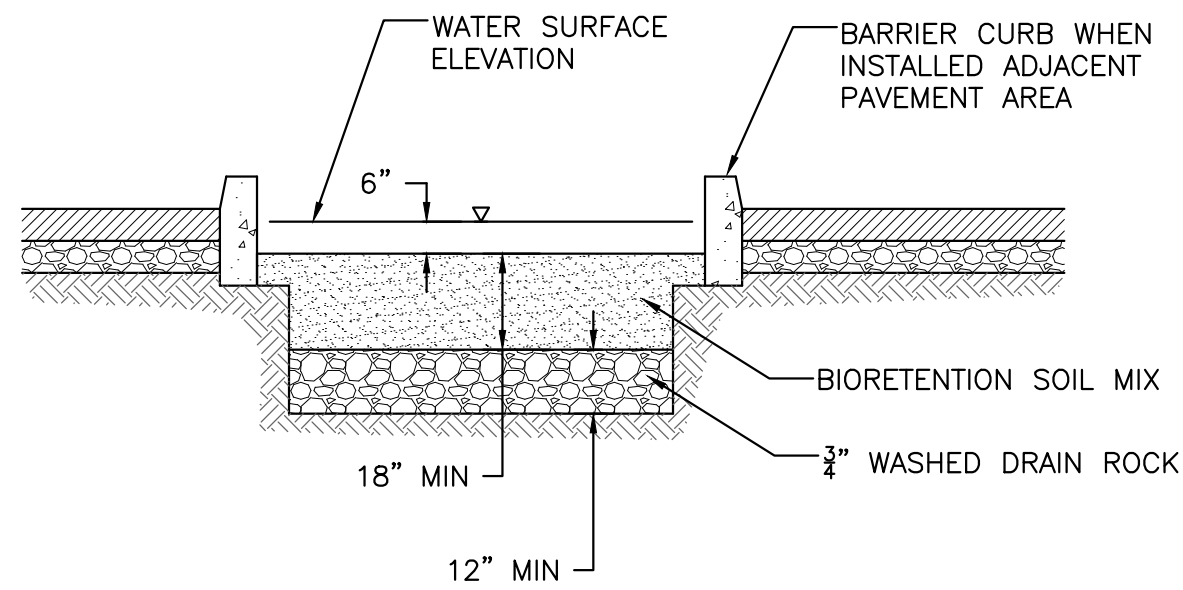
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KTGY # 2016-0071

09.09.2016

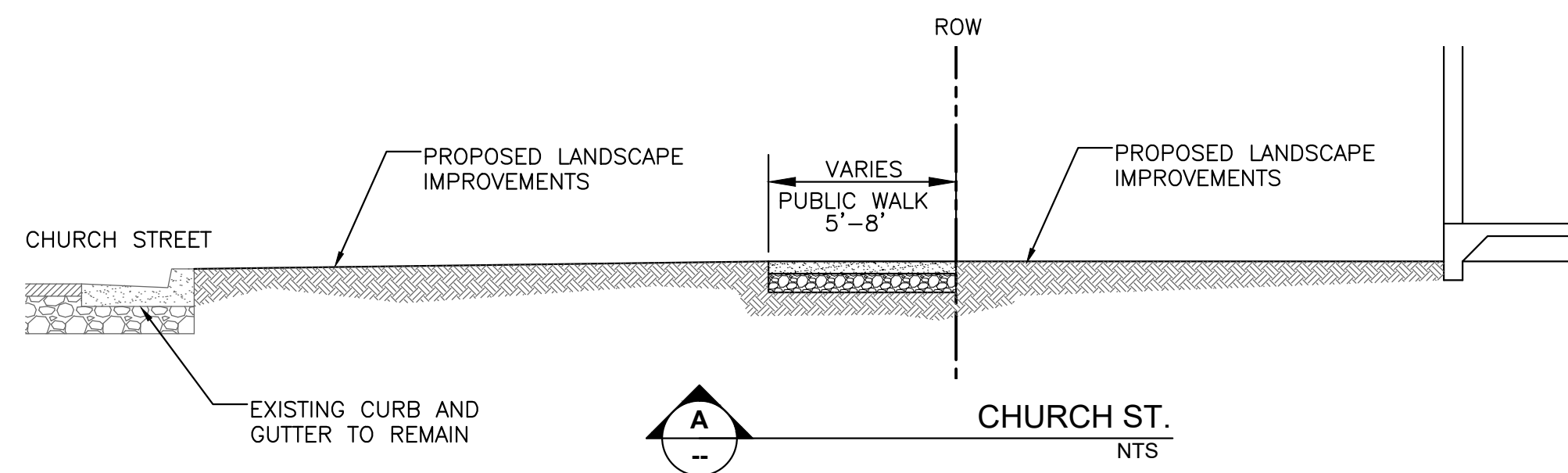
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PL1
FUHRMAN LEAMY
LAND GROUP
landscape architecture . urban design
parks & recreation . site & master planning
SAC_15056

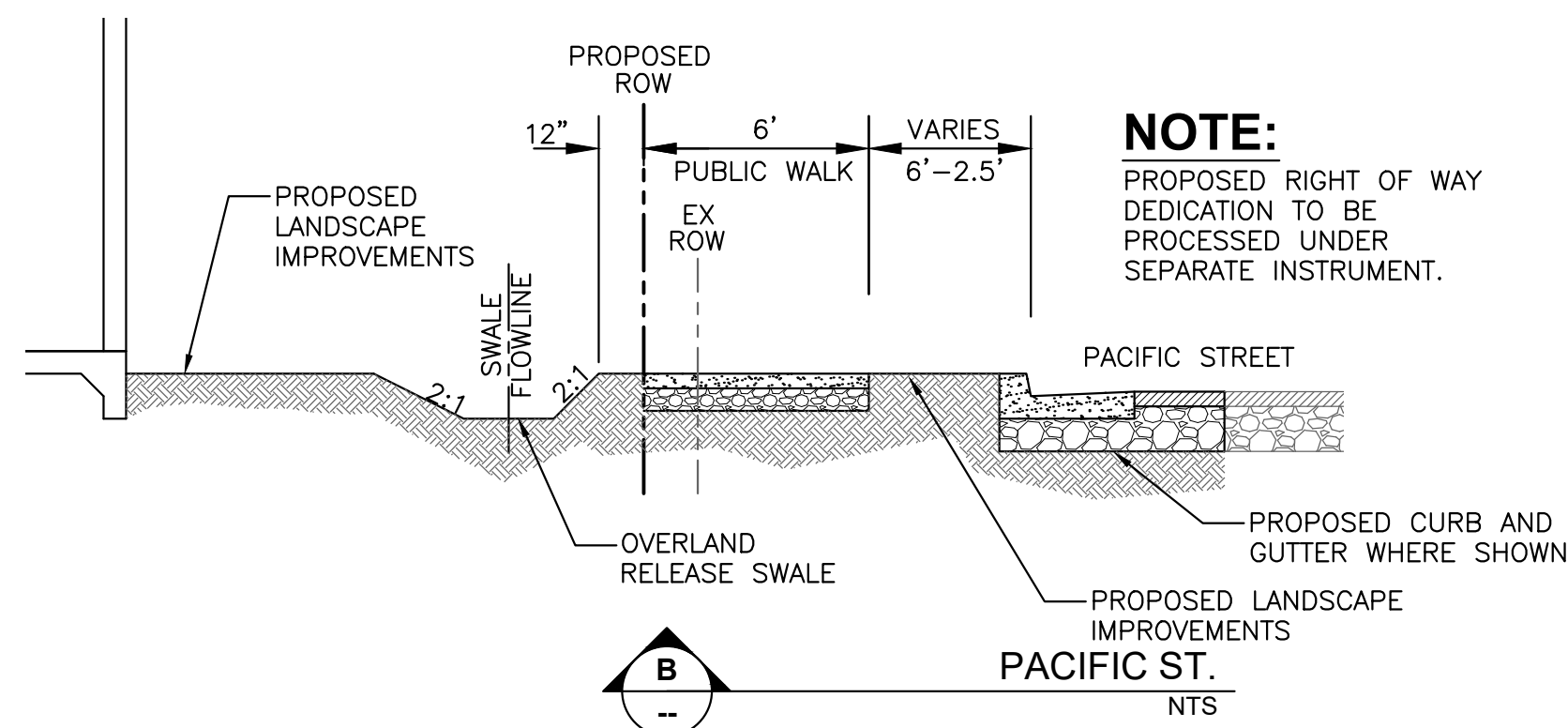




BIORETENTION PLANTER TYPICAL DETAIL
NTS

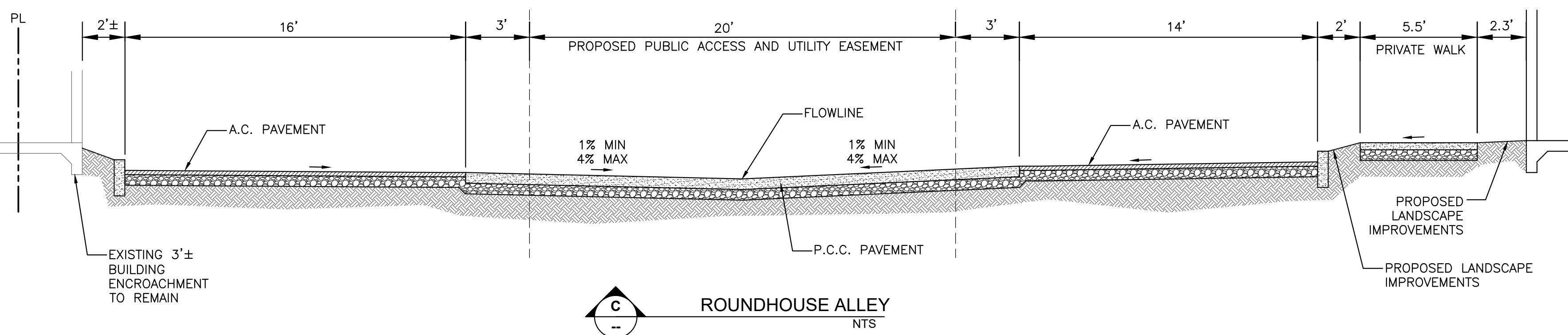


CHURCH ST.
NTS

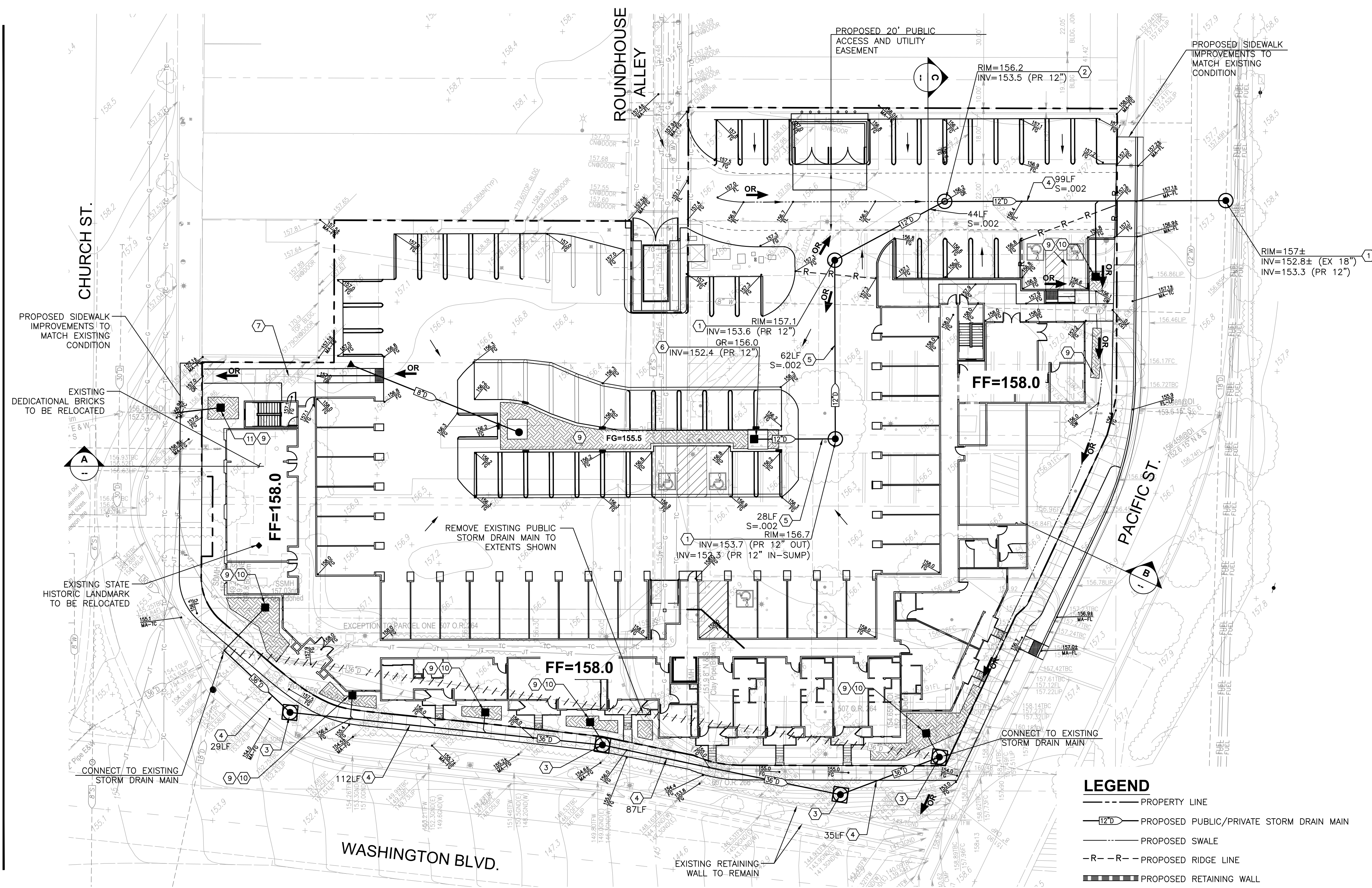


PACIFIC ST.
NTS

NOTE:
PROPOSED RIGHT OF WAY
DEDICATION TO BE
PROCESSED UNDER
SEPARATE INSTRUMENT.



ROUNDHOUSE ALLEY
NTS



LEGEND

- PROPERTY LINE
- 12" PROPOSED PUBLIC/PRIVATE STORM DRAIN MAIN
- PROPOSED SWALE
- R--R- PROPOSED RIDGE LINE
- █ PROPOSED RETAINING WALL
- PROPOSED STORM DRAIN MANHOLE
- PROPOSED DRAIN INLET
- OR PROPOSED OVERLAND RELEASE ROUTE
- EXISTING PUBLIC STORM DRAIN MAIN TO BE REMOVED
- EXISTING PROPERTY BOUNDARY
- 12" EXISTING PUBLIC STORM DRAIN MAIN
- 8" EXISTING PUBLIC WATER MAIN
- 12" EXISTING PUBLIC SANITARY SEWER MAIN
- G EXISTING GAS MAIN
- JT EXISTING JOINT TRENCH
- TC EXISTING TELECOM LINE
- FUEL EXISTING FUEL LINE

KEYNOTES

1. INSTALL STANDARD PRECAST DRAINAGE MANHOLE PER CITY OF ROSEVILLE STANDARD DETAIL DR-4.
2. INSTALL STANDARD PRECAST DRAINAGE MANHOLE WITH GRATED LID PER CITY OF ROSEVILLE STANDARD DETAIL DR-4.
3. INSTALL TYPE B SADDLE MANHOLE PER CITY OF ROSEVILLE STANDARD DETAIL DR-5.
4. INSTALL PUBLIC STORM DRAIN MAIN PER CITY OF ROSEVILLE STANDARDS. LENGTH AND SLOPE PER PLAN. PROVIDE CONCRETE CAP AS REQUIRED BASED ON AVAILABLE PIPE COVER.
5. INSTALL PRIVATE STORM DRAIN MAIN PER CITY OF ROSEVILLE STANDARDS. LENGTH AND SLOPE PER PLAN.
6. INSTALL DRAIN INLET.
7. INSTALL TRENCH DRAIN.
8. KEYNOTE NOT USED.
9. INSTALL BIORETENTION PLANTER PER WEST PLACER STORM WATER QUALITY DESIGN MANUAL (DECEMBER 2015). SEE DETAIL THIS SHEET.
10. INSTALL DRAIN INLET. CONNECT TO PROPOSED PUBLIC STORM DRAIN MAIN.
11. INSTALL DRAIN INLET. CONNECT TO BACK OF EXISTING CURB INLET.

NOTES

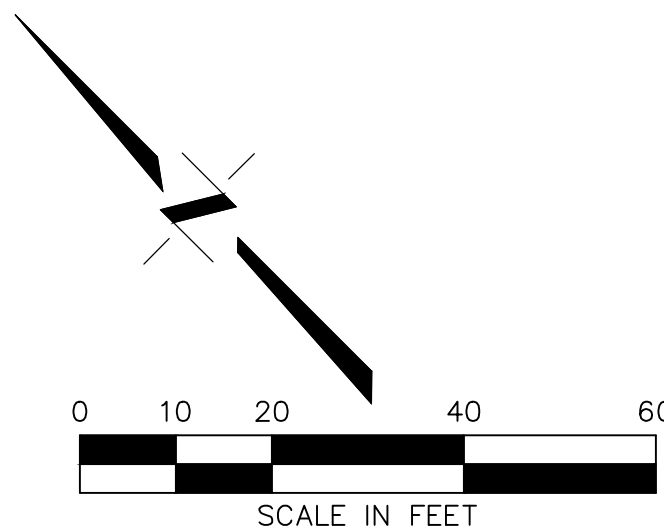
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2. BOUNDARY AND TOPOGRAPHIC SURVEY PREPARED BY MORROW SURVEYING DATED MAY 2011.
3. EXISTING UTILITY IMPROVEMENTS ARE BASED ON AVAILABLE CITY BASE UTILITY MAPS AND AS-BUILT DRAWINGS. ACTUAL SIZES, TYPES AND LOCATIONS MAY VARY FROM INFORMATION SHOWN HEREON.
4. LOT MERGER, RIGHT OF WAY ABANDONMENT AND RIGHT OF WAY DEDICATION TO BE PREPARED UNDER SEPARATE INSTRUMENT.

JUNCTION CROSSING

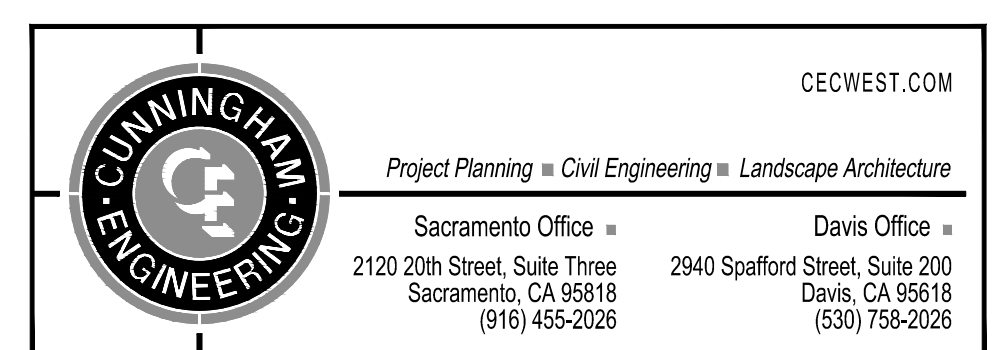
PRELIMINARY GRADING & DRAINAGE PLAN

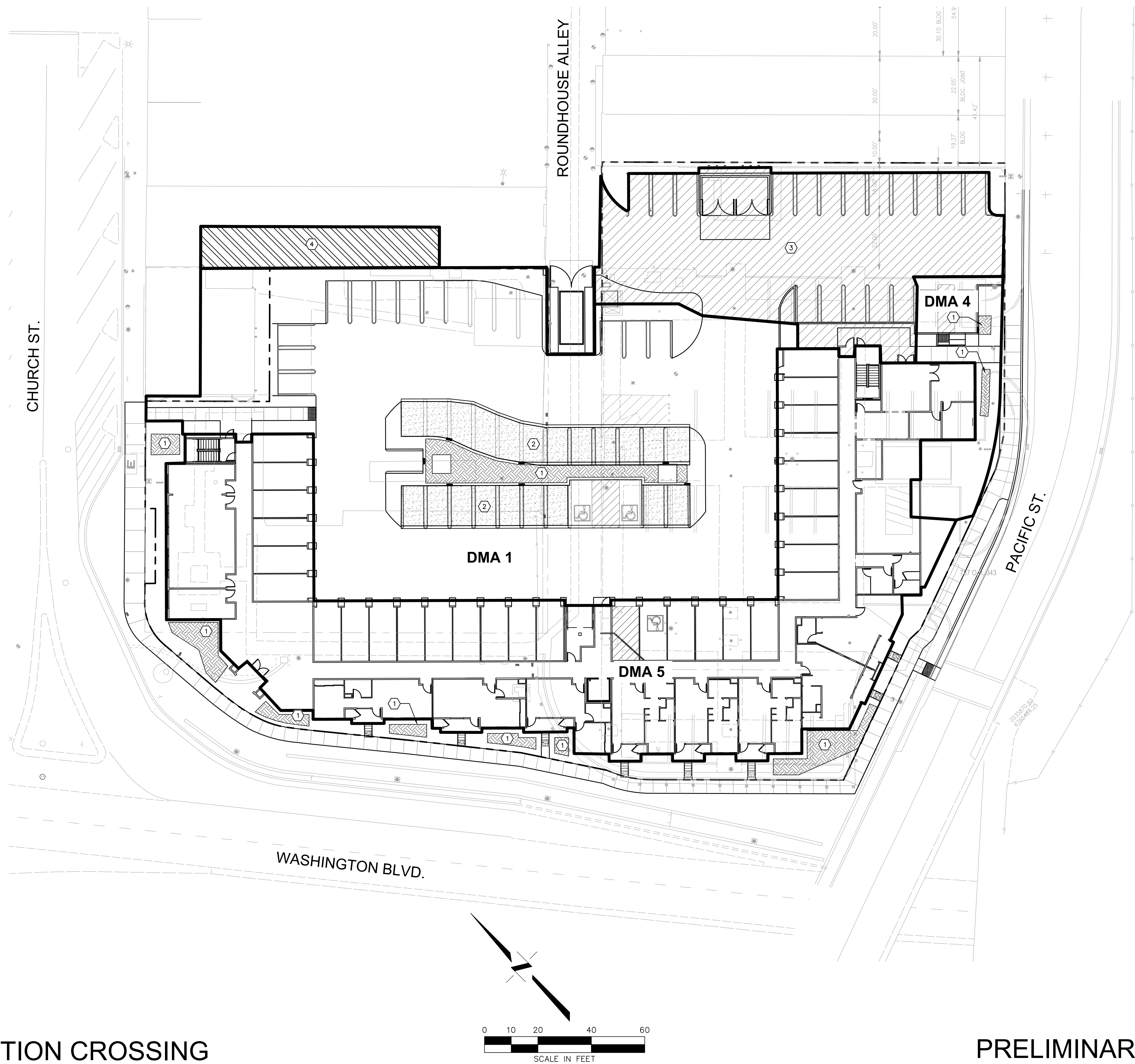


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916.471.3000



120 Pacific Street
ROSEVILLE, CALIFORNIA
KTGY # 2016-0071
09.09.2016





- KEYNOTES**
- ① INSTALL BIORETENTION PLANTER PER WEST PLACER STORM WATER QUALITY DESIGN MANUAL (DECEMBER 2015)
 - ② INSTALL PERVIOUS PAVEMENT.
 - ③ DRAINAGE AREA WITHIN PUBLIC ACCESS AND UTILITY EASEMENT NOT TREATED
 - ④ EXISTING OFFSITE DRAINAGE DIRECTED TOWARDS DMA-1.

- LEGEND**
- PROPERTY LINE
 - PROPOSED DMA SHED LINE

- NOTES**
1. SEE PRELIMINARY GRADING AND DRAINAGE PLAN FOR PIPE LENGTHS, SLOPES AND INVERT INFORMATION.

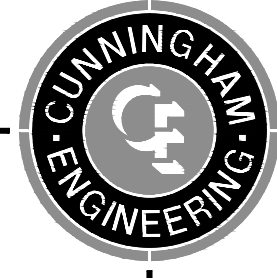
JUNCTION CROSSING

PRELIMINARY SWQP SITE PLAN



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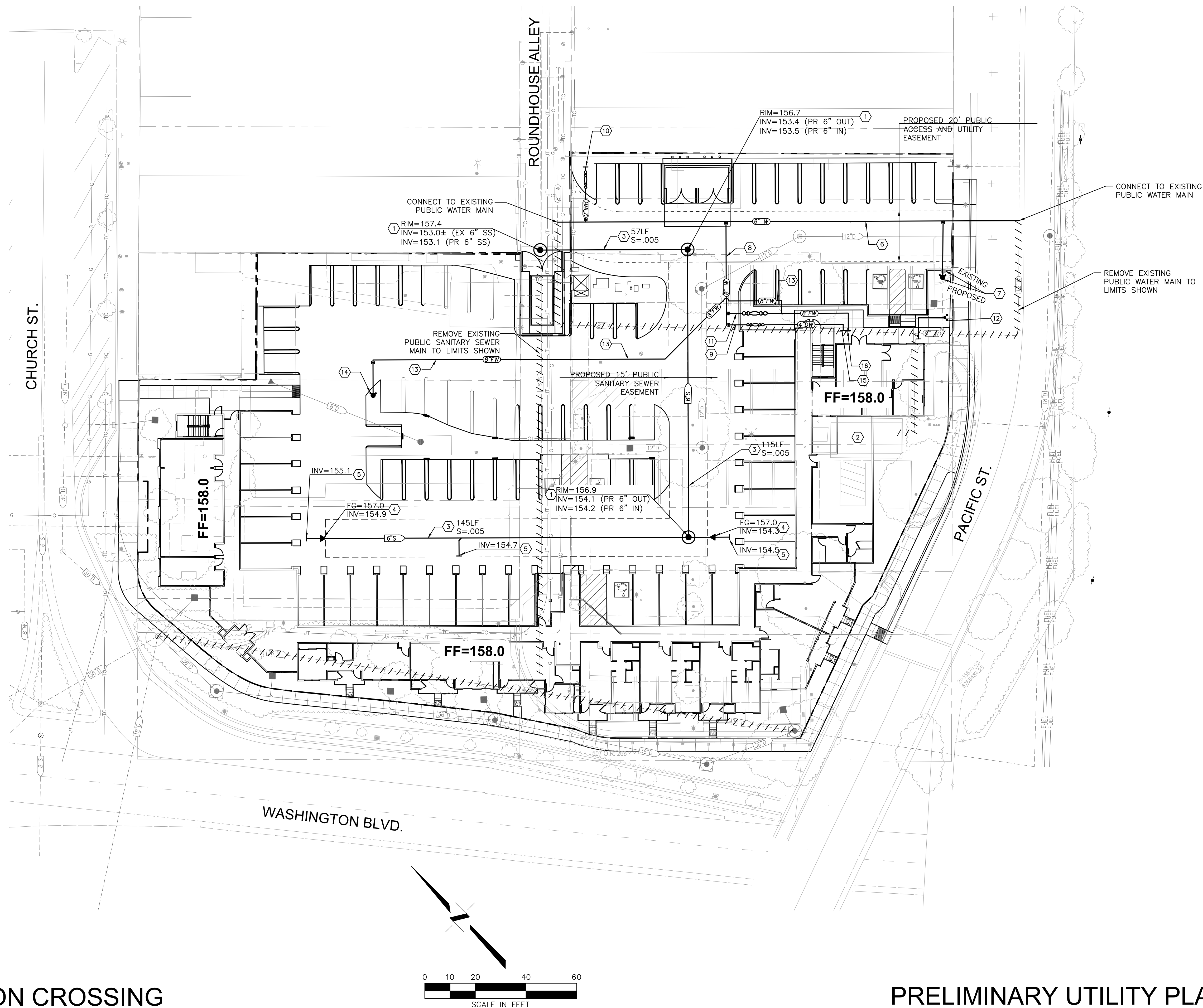
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09.09.2016



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Project Planning ■ Civil Engineering ■ Landscape Architecture

Sacramento Office ■ 2120 20th Street, Suite Three Sacramento, CA 95818 (916) 455-2026	Davis Office ■ 2940 Spafford Street, Suite 200 Davis, CA 95618 (530) 758-2026
--	--



KEYNOTES

1. INSTALL SANITARY SEWER MANHOLE PER CITY OF ROSEVILLE STANDARD DETAIL SS-2.
2. EXISTING WATER WELL TO BE ABANDONED BY CITY.
3. INSTALL PUBLIC SANITARY SEWER MAN. SIZE, SLOPE AND LENGTH PER PLAN.
4. INSTALL SEWER CLEANOUT.
5. PROVIDE 6" SEWER SERVICE TO WITHIN 5 FEET OF BUILDING WALL.
6. INSTALL PUBLIC WATER MAIN PER CITY OF ROSEVILLE STANDARDS.
7. RELOCATE EXISTING FIRE HYDRANT TO BACK OF NEW CURB AND RECONNECT TO NEW WATER MAIN PER CITY OF ROSEVILLE STANDARD DETAIL W-13.
8. PROVIDE BACKFLOW MANIFOLD PER CITY OF ROSEVILLE STANDARD DETAIL W-15.
9. INSTALL 4" DOMESTIC WATER SERVICE PER CITY OF ROSEVILLE STANDARD DETAIL W-8.
10. INSTALL 2" IRRIGATION SERVICE PER CITY OF ROSEVILLE STANDARD DETAIL W-7.
11. INSTALL ON-SITE FIRE PROTECTION SERVICE PER CITY OF ROSEVILLE STANDARD DETAIL W-3.
12. INSTALL FIRE DEPARTMENT CONNECTION.
13. INSTALL PRIVATE FIRE WATER LINE.
14. INSTALL PRIVATE FIRE HYDRANT PER CITY OF ROSEVILLE STANDARD DETAIL W-13.
15. PROVIDE DOMESTIC WATER SERVICE TO WITHIN 5 FEET OF PROPOSED BUILDING WALL.
16. PROVIDE FIRE WATER SERVICE TO WITHIN 5 FEET OF PROPOSED BUILDING WALL.

NOTES

1. PROPOSED PIPE SIZES SHOWN ARE ESTIMATES ONLY. ACTUAL SIZES MAY CHANGE DURING FINAL DESIGN.
2. BOUNDARY AND TOPOGRAPHIC SURVEY PREPARED BY MORROW SURVEYING DATED MAY 2011.
3. EXISTING UTILITY IMPROVEMENTS ARE BASED ON AVAILABLE CITY BASE UTILITY MAPS AND AS-BUILT DRAWINGS. ACTUAL SIZES, TYPES AND LOCATIONS MAY VARY FROM INFORMATION SHOWN HEREON.
4. LOT MERGER, RIGHT OF WAY ABANDONMENT AND RIGHT OF WAY DEDICATION TO BE PREPARED UNDER SEPARATE INSTRUMENT.
5. EXISTING DRY UTILITY FACILITIES IN CONFLICT WITH PROPOSED IMPROVEMENTS SHALL BE RELOCATED. DESIGN AND APPROVAL BY OTHERS.

LEGEND

- PROPERTY LINE
- 6"S --- PROPOSED PUBLIC/PRIVATE SANITARY SEWER MAIN
- 8"W --- PROPOSED PUBLIC WATER MAIN
- 8"FW --- PROPOSED FIRE WATER LINE
- 4"DW --- PROPOSED DOMESTIC WATER LINE
- PROPOSED BACKFLOW DEVICE
- PROPOSED FIRE DEPARTMENT CONNECTION
- PROPOSED SANITARY SEWER MANHOLE
- PROPOSED FIRE HYDRANT
- EXISTING PUBLIC UTILITY MAIN TO BE REMOVED
- EXISTING PROPERTY BOUNDARY
- 12"D --- EXISTING PUBLIC STORM DRAIN MAIN
- 8"W --- EXISTING PUBLIC WATER MAIN
- 12"D --- EXISTING SANITARY SEWER MAIN
- G --- EXISTING GAS MAIN
- JT --- EXISTING JOINT TRENCH
- TC --- EXISTING TELECOM LINE
- FUEL --- EXISTING FUEL LINE

JUNCTION CROSSING

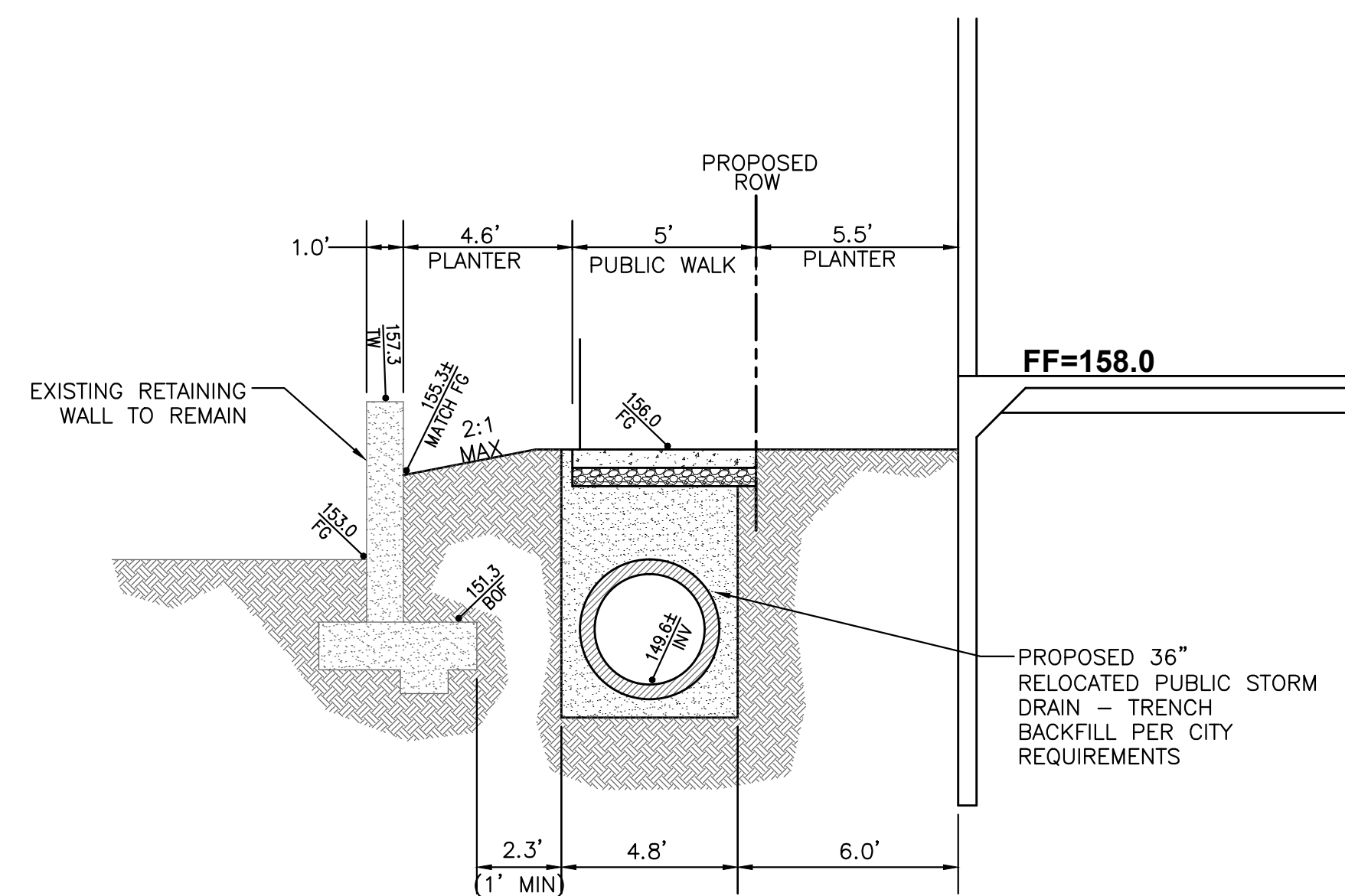
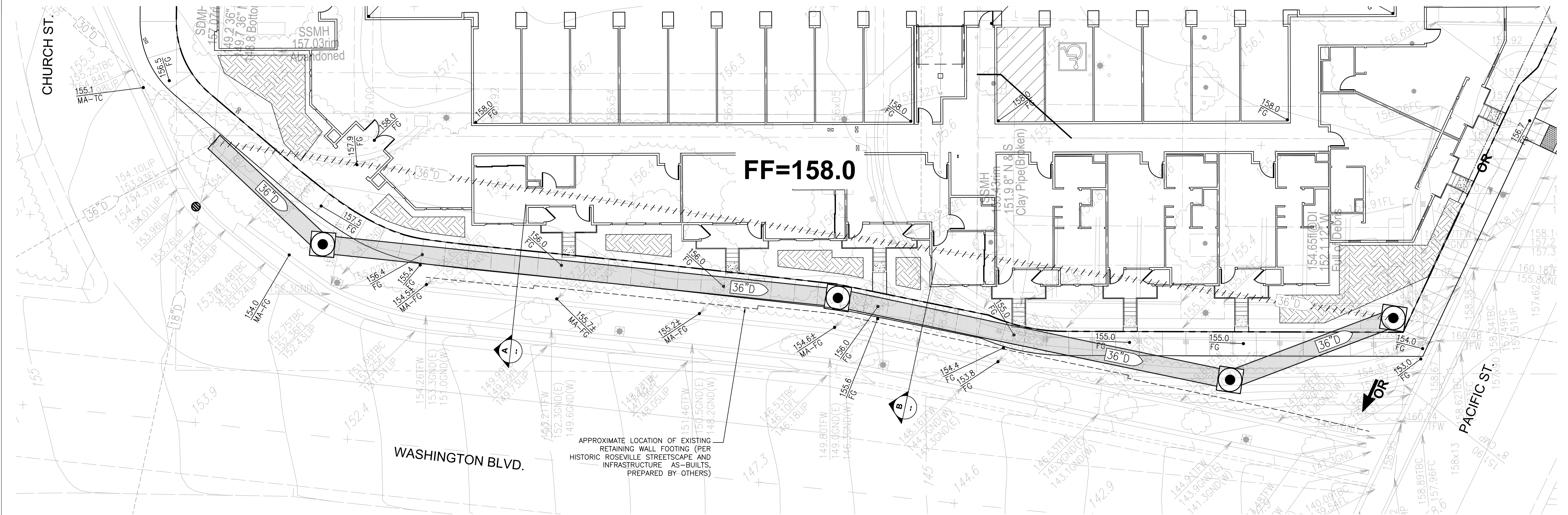


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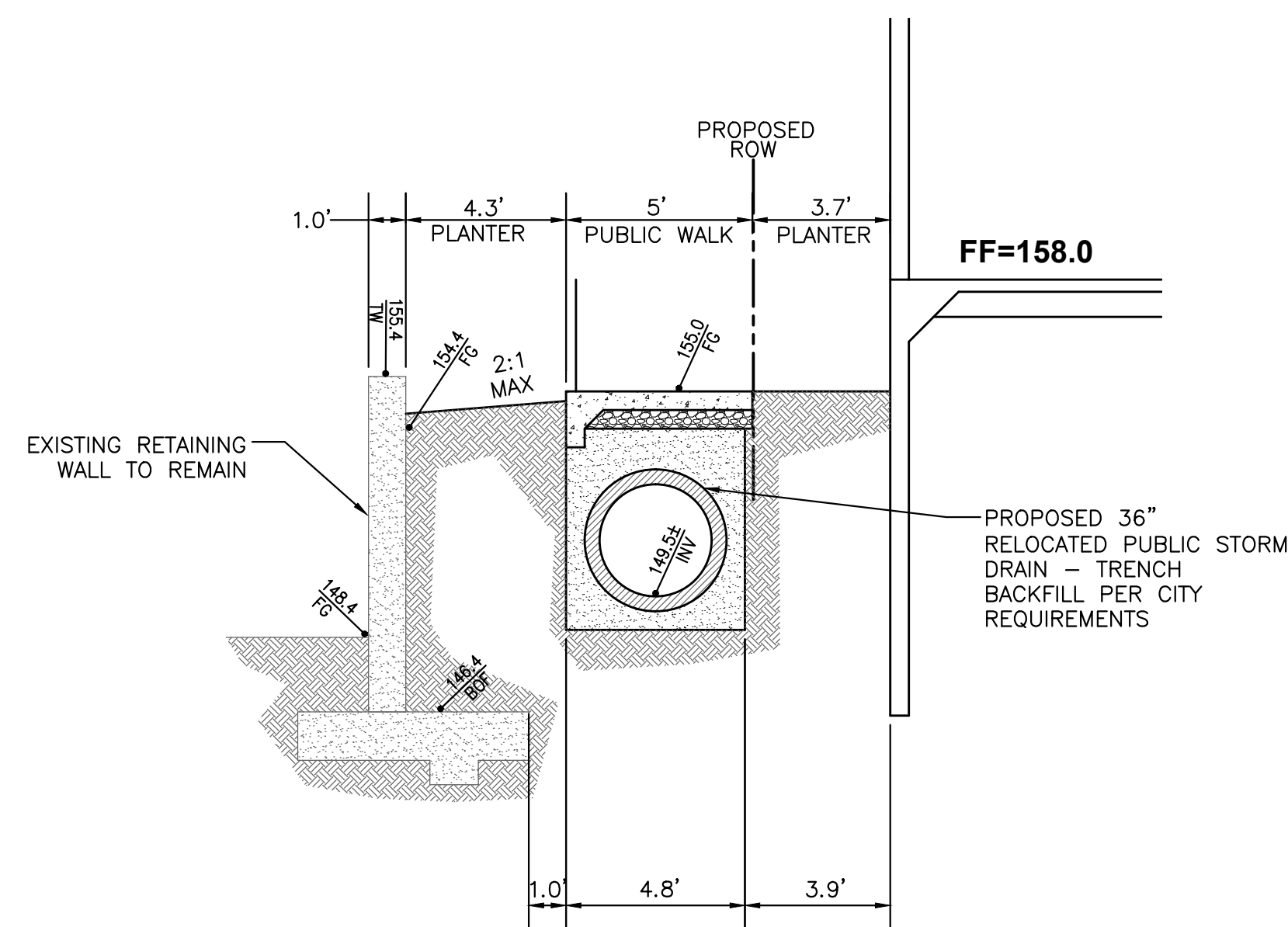
PRELIMINARY UTILITY PLAN

120 Pacific Street
ROSEVILLE, CALIFORNIA
KTY # 2016-0071
09.09.2016





A WASHINGTON BLVD.
1"=4'

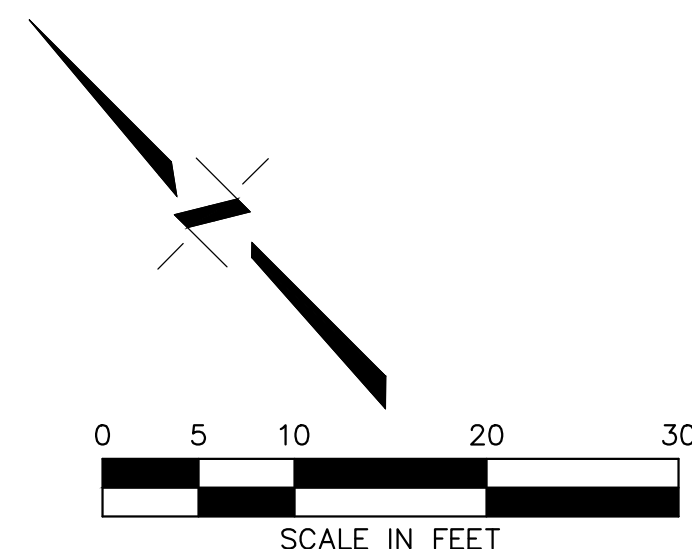


B WASHINGTON BLVD.
1"=4'

JUNCTION CROSSING



St. Anton Communities
1801 I Street, Suite 200
Sacramento, CA
916.471.3000



PROPOSED 36" STORM DRAIN RELOCATION EXHIBIT

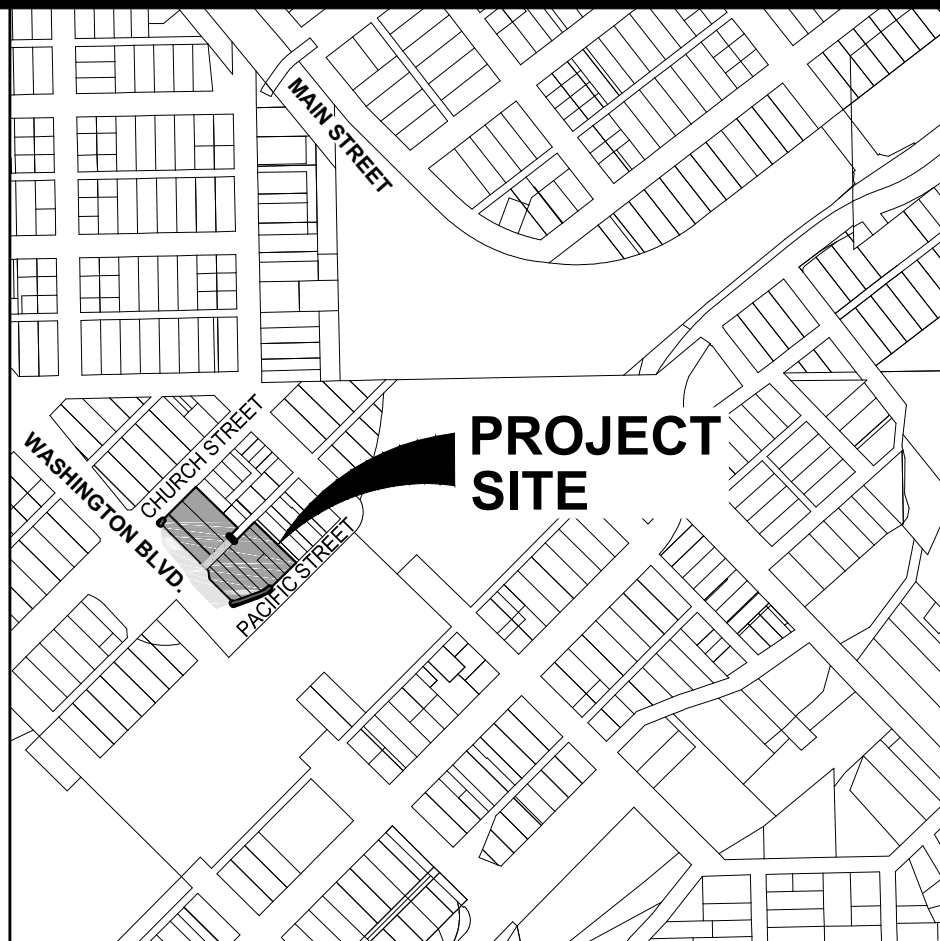
120 Pacific Street
ROSEVILLE, CALIFORNIA
KTGY # 2016-0071
09.09.2016



TENTATIVE PARCEL MAP
FOR
JUNCTION CROSSING

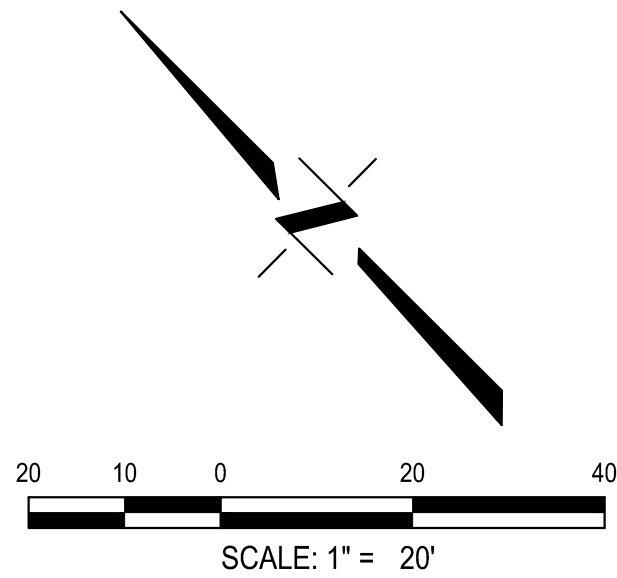
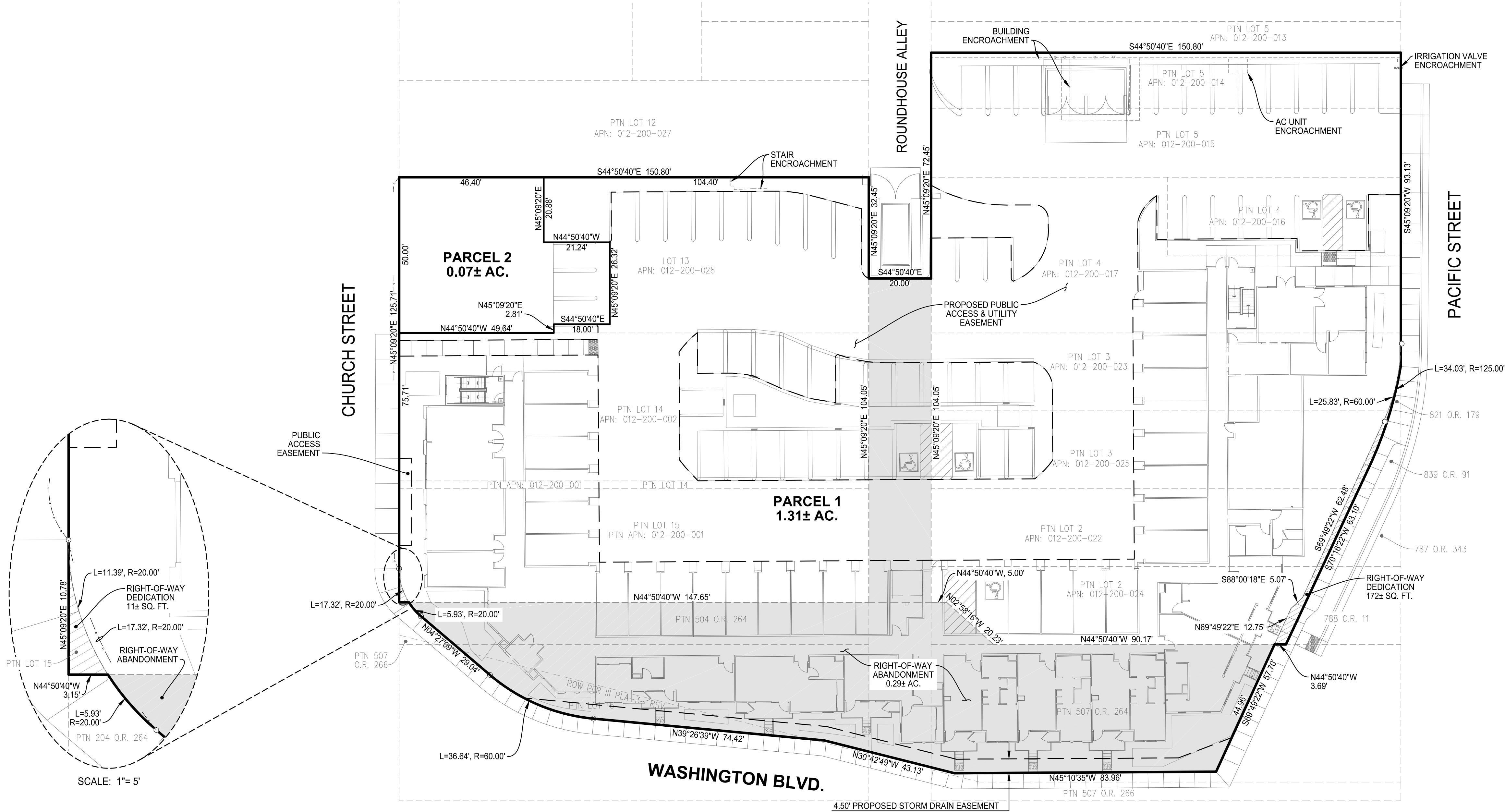
CITY OF ROSEVILLE PLACER COUNTY CALIFORNIA
APRIL 2018

EXHIBIT B



VICINITY MAP

NTS



OWNERS:

AS TO LOTS 13 & 14:
PLACER EQUITY LOANS
P.O. BOX 6014
AUBURN, CA 95604
(530) 878-9060

AS TO REMAINING PROPERTY:
CITY OF ROSEVILLE, A MUNICIPAL
CORPORATION
311 VERNON STREET
ROSEVILLE, CA 95678
(916) 774-5362

APN NO's

APN: 012-200-028, APN: 012-200-002,
APN: 012-200-001, APN: 012-200-014,
APN: 012-200-015, APN: 012-200-016,
APN: 012-200-017, APN: 012-200-023,
APN: 012-200-025, APN: 012-200-022,
APN: 012-200-024

DEVELOPER

ST. ANTON COMMUNITIES
1801 I STREET, SUITE 200
SACRAMENTO, CA 95811
(916) 444-9821

ZONING

EXISTING: OLD TOWN HISTORIC
DISTRICT/SPECIAL AREA
(HD/SA)

PROPOSED: OLD TOWN HISTORIC
DISTRICT/SPECIAL AREA
(HD/SA)

LAND USE

EXISTING: OLD TOWN COMMERCIAL

PROPOSED: OLD TOWN COMMERCIAL

CIVIL ENGINEER

CUNNINGHAM ENGINEERING
2120 20th STREET, SUITE 3
SACRAMENTO, CALIFORNIA 95818
(916) 455-2026

AREA

SUBDIVISION BOUNDARY: 1.38± AC.

BASIS OF BEARINGS

THE CENTERLINE OF CHURCH STREET,
TAKEN AS NORTH 45°09'20" EAST, AND
WAS ESTABLISHED BY THE SPLIT OF
EXISTING IMPROVEMENTS AND/OR
BUILDINGS.

ARCHITECT

KTGY GROUP, INC.
17911 VON KARMAN AVE., SUITE 200
IRVINE, CALIFORNIA 92614
(949) 851-2133

FLOOD ZONE

ZONE X: AREAS DETERMINED TO BE
OUTSIDE 500 YEAR FLOODED PLAIN. MAP
NO. 06061C0478F DATED JUNE 8, 1998.

BENCHMARK

CITY OF ROSEVILLE BENCHMARK
U.S.G.S #B566, ELEVATION = 163.79, A
3-1/2" BRASS DISC 1.1' WEST OF AND
NEXT TO THE FRONT STEPS OF CITY
HALL ANNEX (316 VERNON) AND 1.3'
FROM THE FACE OF THE BUILDING.

NOTES:

- THIS MAP WAS PREPARED UNDER THE DIRECTION OF CHARLES W. CUNNINGHAM, RCE 30339.
- ALL INFORMATION ON THIS MAP IS DEEMED TO BE OF A PRELIMINARY NATURE, AND IS NOT TO BE RELIED ON FOR SURVEY OR PROPERTY LINE INFORMATION.
- THE EXISTING BOUNDARY AND TOPOGRAPHY INFORMATION IS BASED ON A FIELD SURVEY PERFORMED MORROW SURVEYING, DATED 5-19-11.
- THIS SUBDIVISION IS A MERGER AND RESUBDIVISION OF CITY OF ROSEVILLE PROPERTIES (INCLUDING VACATION OF ROW AND ALLEY), TOGETHER WITH LOTS 13 AND 14 OF BLOCK 22, AS SHOWN AND DESIGNATED ON THE MAP OF "RESURVEY OF A PART OF THE ORIGINAL PLAT OF ROSEVILLE, CA" FILED IN BOOK C, OF MAPS PAGE 33, CITY OF ROSEVILLE, COUNTY OF PLACER, CALIFORNIA.
- THE PROPOSED SITE IMPROVEMENTS ARE BASED ON A SITE PLAN PREPARED BY KTGY GROUP, INC. DATED 11/02/2017.
- THE SUM OF THE PARTS OF A LINE OR CURVE MAY NOT EQUAL THE WHOLE LENGTH DUE TO ROUNDING OF DISTANCES.
- ABANDON EXISTING ELECTRIC AND TELEPHONE EASEMENT PER 437 O.R. 424. OWNERSHIP AND EXACT LOCATION UNKNOWN.
- CITY TO ABANDON PORTIONS OF LOTS 1 AND 15 AS DESCRIBED IN RECORDED DOCUMENT 507 O.R. 264, LOTS 1 AND 15 AS DESCRIBED IN RECORDED DOCUMENT 507 O.R. 266, ROW PER III PLA-3-RSV, ROUNDHOUSE ALLEY RIGHT OF WAY (PER BK C PAGE 33) AND LOT 16 BLOCK 22 PER BK C PAGE 33 PER SECTION 66445(J) AND 66499.20 1.2 OF THE SUBDIVISION MAP ACT.
- THIS SUBDIVISION IS SUBJECT TO THE TERMS, CONDITIONS AND PROVISIONS AS CONTAINED IN THE DOCUMENT ENTITLED "PARTY WALL AGREEMENT", BOOK 219, PAGE 359 O.R.

LEGEND

- SUBDIVISION BOUNDARY
- NEW LOT LINE
- PUBLIC ACCESS & UTILITY EASEMENT
- PROPOSED SITE IMPROVEMENTS
- PROPOSED BUILDING WALL
- EXISTING PROPERTY LINE

DISTRICTS

- | | |
|-----------------|---------------------------------|
| SEWER | CITY OF ROSEVILLE |
| WATER | CITY OF ROSEVILLE |
| STORM DRAIN | CITY OF ROSEVILLE |
| ELECTRIC | CITY OF ROSEVILLE |
| GAS | PG&E |
| SCHOOL DISTRICT | ROSEVILLE CITY SCHOOL DISTRICT |
| FIRE DISTRICT | CITY OF ROSEVILLE FIRE DISTRICT |
| PARK DISTRICT | CITY OF ROSEVILLE |

DATE SIGNED: _____
THESE DRAWINGS ARE NOT
CONSIDERED FINAL UNTIL THE
ENGINEER'S SEAL BELOW HAS
BEEN SIGNED AND DATED.



JUNCTION CROSSING
TENTATIVE PARCEL MAP

CITY OF ROSEVILLE CALIFORNIA

SHEET
1
OF
1
DATE: 04/03/2018
JOB NO: 1213.20.07

CECWEST.COM

Project Planning • Civil Engineering • Landscape Architecture
Davis Office
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Sacramento, CA 95818
(916) 455-2026
Sacramento Office
2840 Spafford Street, Suite 200
Davis, CA 95618
(530) 758-2026



DESIGNED BY CK
DRAWN BY LE
CHECKED BY CK
SCALE
1" = 20'

APPRO. BY
BY
REVISIONS
NO. DATE