



**Transportation Commission Meeting
Council Chambers
311 Vernon Street
March 15, 2016 – 7:00 p.m.
Agenda**

- 1. Call to Order**
- 2. Welcome – Roll Call**
 - David Nelson, *Chair*
 - Jeff Short, *Vice-Chair*
 - Tracy Mendonsa
 - Joe Horton
 - Chinnaian Jawahar
 - Ryan Schrader
 - Richard DeMarchi
 - Emily Nunez, *Youth Commissioner*
- 3. Pledge of Allegiance**
- 4. Meeting Minutes**
 - a. February 16, 2016 (ACTION REQUIRED)
- 5. Oral Communication (Time Limitation Five (5) Minutes)** *Anyone wishing to address the Commission on matters not on the Agenda please stand, come to the podium and state NAME for the record.*
- 6. Consent Calendar**
 - a. The 316 Vernon Street Office Building Transportation Systems Management (TSM) Plan (ACTION REQUIRED)
 - b. The Falls Event Center Transportation Systems Management (TSM) Plan (ACTION REQUIRED)
- 7. Special Presentations/Reports**
 - a. Amoruso Ranch Specific Plan (ARSP) and Draft Environmental Impact Report (DEIR) (ACTION REQUIRED)
- 8. Staff and/or Commission Reports/Comments**
 - a. 2nd Quarter FY16 Transit Performance Report (CONTINUE ITEM OFF CALENDAR)
 - b. Alternative Transportation Division Update
- 9. Pending Agenda**

None
- 10. Adjournment**

Note: If you plan to use audio/visual materials during your presentation, they must be submitted to the City of Roseville 72 hours in advance. All public meetings are broadcast live on Comcast Channel 14 or Surewest Channel 73 and replayed the following morning beginning at 9:00 a.m. Meetings are also replayed on weekends.



Transportation Commission Regular Meeting February 16, 2016 – 7:00 p.m. Draft Minutes

1. Call to Order

The meeting was called to order at 7:00 p.m. by Commissioner Mendonsa.

2. Roll Call

Commissioners Present

Tracy Mendonsa – *Chair*
David Nelson
Richard DeMarchi
Joe Horton
Chinnaian Jawahar
Ryan Schrader – *arrived at 7:04 p.m.*
Jeff Short
Emily Nunez, *Youth Commissioner*

Staff Present

Mike Wixon, Alternative Transportation Manager
Eileen Bruggeman, Alternative Transportation Analyst II
Sue Schooley, Alternative Transportation Analyst II/TSM
Coordinator
Michael Christensen, Deputy City Attorney
Debbie Dion, Recording Secretary

3. Pledge of Allegiance

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

4. Meeting Minutes

a. January 19, 2015 – *Action required*

MOTION:

Commissioner Jawahar made the motion, which was seconded by Commissioner Short to approve the meeting minutes of January 19, 2016.

Ayes: Mendonsa, Horton, Jawahar, Schrader, Short, Nunez
Noes: None
Abstain: Nelson, DeMarchi
Absent: None

5. Oral Communications

Commissioner Mendonsa opened the Public Comment period.

Mike Barnbaum, Ride Downtown 916 Organization, addressed the Commission on regional events.

Robert Sanchez, Pleasant Grove Neighborhood Association president, addressed the Commission on two items:

- Is there a project to widen and improve the four lane bridge between Blue Oaks Blvd and Washington Blvd that crosses over Industrial Blvd and the railroad tracks?
- Is there a project to eliminate the flyover/flyby from Northbound Highway 65 onto Westbound Blue Oaks Blvd or to improve safety for motorists Westbound from Washington Blvd on Blue Oaks that turn right onto Alantown Drive just East of the four lane bridge?

Public Works Department/Engineering Division staff will follow up with Mr. Sanchez.

Commissioner Mendonsa closed the Public Comment period.

6. Consent Calendar

None

7. Special Presentation/Reports

a. SR 65/Galleria Boulevard Northbound Ramps and I-80 Auxiliary Lanes Presentation

Luke McNeel-Caird, Placer County Transportation Planning Agency (PCTPA), made the presentation.

A discussion between Commissioners, staff, and Mr. McNeel-Caird ensued.

Commissioner Mendonsa opened the Public Comment period.

There were no public comments on this item.

Commissioner Mendonsa closed the Public Comment period.

This item was provided as informational only. No action required.

b. Transportation Systems Management (TSM) Ordinance Amendment – *Action required*

Sue Schooley, Alternative Transportation Analyst II/TSM Coordinator, made the presentation.

Staff and Commission discussed.

Commissioner Mendonsa opened the Public Comment period.

Linda McKesson, health care professional, addressed the Commission on advertising for carpooling and incentives offered for bike riding and carpooling.

Staff responded that information regarding carpooling, bike riding, and incentives offered is available on the City's website on the Alternative Transportation webpage. Also, participants can register for a regional program at sacregioncommuterclub.org.

Commissioner Mendonsa closed the Public Comment period.

Commissioner Jawahar made the motion, which was seconded by Commissioner Schrader, to recommend that the City Council introduce the first reading of the Transportation Systems Management Ordinance amendment.

Ayes: Mendonsa, Nelson, DeMarchi, Horton, Jawahar, Schrader, Short, Nunez
Noes: None
Abstain: None
Absent: None

8. Staff and/or Commission Reports/Comments

a. Appointment of 2016 Chair and Vice-Chair to the Transportation Commission

Commissioner Mendonsa made the motion, which was seconded by Commissioner Jawahar to appoint Commissioner Nelson as Chair for the Transportation Commission to serve one (1) year from tonight's meeting (February 16, 2017) or until the first Transportation Commission meeting in 2017 immediately following the City Council's appointment of new Transportation Commissioners, whichever occurs first.

Vote: All ayes

Commissioner Nelson made the motion, which was seconded by Commissioner Jawahar to appoint Commissioner Short as Vice-Chair for the Transportation Commission to serve one (1) year from tonight's meeting (February 16, 2017) or until the first Transportation Commission meeting in 2017 immediately following the City Council's appointment of new Transportation Commissioners, whichever occurs first.

Vote: All ayes

b. Roseville Transit Local Services Changes

Eileen Bruggeman, Alternative Transportation Analyst II, made the presentation.

Staff and Commissioners discussed.

Commissioner Mendonsa opened the Public Hearing period.

Mike Barnbaum, Ride Downtown 916 Organization, addressed the Commission and recommended approval of this item. Mr. Barnbaum suggested service to coordinate with Amtrak and later evening service to Sacramento to attend events at the new Golden One Center.

Jennifer Higgins, West Roseville resident, addressed the Commission and expressed concern on hours of operation for Route M. Ms. Higgins encouraged earlier hours for Route M service and Dial-a-Ride service.

Debbie Davis, Heritage Oaks Apartments resident, addressed the Commission and expressed concerns on removing the transfer point at Junction Blvd. and against the route changes.

Dan Sletty, Heritage Oaks Apartments resident, addressed the Commission and expressed concern with the Route M changes.

Charles Quinn, Westpark resident, addressed the Commission and spoke in support of the recommended route changes. Mr. Quinn also spoke in support of connections to Sacramento to attend events at the new Golden One Center.

Commissioner Nelson spoke on continued efforts to make service available for events in Sacramento.

Scott (did not state last name), Heritage Oaks Apartments resident, addressed the Commission and expressed concern with the removal of the Junction Blvd transfer point for Route M.

Shane Arroyo, transit rider, addressed the Commission and urged earlier hours for weekend service.

Linda McKessan, health care professional, addressed the Commission and urged consideration of all the comments received on this item.

Staff responded to comments as follows: Staff will continue to monitor the Capitol Corridor project as it relates to Amtrak service. Staff suggested a deviated service on Route M following the ending of service on Routes D and I, with advance request, Monday-Friday. Staff continues to work to structure the routes for convenience to riders and will continue to monitor the routes. If approved, the changes will become effective in April or May.

Commissioner Mendonsa closed the Public Hearing period.

Commissioners and staff discussed Routes D, I and M.

Commissioners and staff discussed Route S. Staff requested input on extending the route. Staff will return with a more defined recommendation in the summer.

Commissioner Short made the motion, which was seconded by Commissioner Horton to recommend the City Council approve the proposed Local Service changes as outlined in staff's report for Routes D, I, and M with inclusion of offering deviated service on Route M following the ending of service on Routes D and I, with advance request, Monday-Friday.

Ayes: Mendonsa, DeMarchi, Horton, Jawahar, Short
Noes: None
Abstain: Schrader, Nelson, Nunez
Absent: None

c. 2nd Quarter FY16 Transit Performance Report

At the request of staff, this item was continued to the March 15, 2016 regularly scheduled meeting of the Transportation Commission. Commissioner Mendonsa noted that the date in the staff report for continuation to the next meeting should be March 15th instead of March 16th.

d. Alternative Transportation Division

1. TSM quarterly meeting
2. Bucks for Bikes
3. Smart Cycling Clinics
4. Legislative Update

Sue Schooley, Alternative Transportation Analyst II/TSM Coordinator, made the presentation on Items 1, 2 and 3.

Mike Wixon, Alternative Transportation Manager, made the presentation on Item 4.

Staff provided this item as informational only. No action required.

9. Pending Agenda

None

10. Adjournment

MOTION

Commissioner Jawahar made the motion, which was seconded by Commissioner Short, to adjourn the meeting.

Vote: All ayes

The meeting was adjourned at 9:30 p.m.

Tracy Mendonsa, Chair

Debbie Dion, Recording Secretary

employees at The 316 Vernon Street Office Building.

There is one EV charging point for two vehicles on the first floor of the parking garage.

The nearest transit stop and covered seating is less than one block away at the Civic Center Transfer Point. This Transfer Point has connections with Local Service, Commuter Service and Dial-A-Ride.

The attached TSM Plan has been prepared in compliance with the TSM Ordinance.

Attachment(s)

1. The 316 Vernon Street Office Building TSM Plan

TSM PLAN

The 316 Vernon Street Office Building

316 Vernon Street

TRANSPORTATION SYSTEMS MANAGEMENT (TSM) PURPOSE

On May 7, 1999, the revised Transportation Systems Management (TSM) Ordinance became effective. The City of Roseville adopted the TSM Ordinance and established the TSM Program for the following purposes:

- A. Reduce peak hour traffic circulation in the City of Roseville by reducing both the number of vehicular trips and the vehicular miles traveled that might otherwise be generated by home-to-work commuting by a minimum of twenty percent (20%).
- B. Increase the efficiency of the existing transportation network and contribute to achieving Level of Service (LOS) C at intersections in the City of Roseville.
- C. Reduce total vehicle emissions in the City of Roseville by reducing the number of vehicular trips that might otherwise be generated by home-to-work commuting.
- D. Cooperate and coordinate with other cities, counties, communities and regional agencies in these endeavors.
- E. Develop a program that secures the participation of local developers, businesses, institutions and public and private agencies to fulfill the purposes expressed herein.

TSM PLAN APPLICABILITY

The TSM Program shall be applicable to every Common Work Location and Major Common Work Location. Additionally, a TSM Plan shall be required as a condition of approval for all development projects, design review permits, tentative subdivisions and conditional use permits which are anticipated to employ fifty (50) or more employees at the Major Common Work Location. In addition, a TSM Plan shall be required for any existing development project that employs fifty (50) or more employees at the Major Common Work Location. Since The 316 Vernon Street Office Building will employ approximately two hundred (200) employees a TSM Plan is required and is presented below.

TSM PLAN AGREEMENT

Upon approval of the TSM Plan, the project owner shall enter into a written agreement with the City obligating the project owner to comply with the TSM Plan. Such agreement shall be recorded, run with the land and bind all successors in interest, and shall constitute an equitable servitude on the property. Where appropriate, the City may require the agreement to include a provision for enforcement, in the event of breach by the project owner or a successor in interest.

TSM PLAN IMPLEMENTATION

- A. The Site TSM Coordinator shall implement the TSM Plan.
- B. The City shall have the right to enter, upon giving reasonable advance notice, The 316 Vernon Street Office Building to provide information to the Major Project Controller or Site TSM Coordinator pertaining to the TSM Program. The City shall also have the right to reasonably enter The 316 Vernon Street Office Building for inspection of the property and for audit of survey records to determine compliance with the TSM Plan.

THE 316 VERNON STREET OFFICE BUILDING OPERATING CHARACTERISTICS

The TSM Plan for The 316 Vernon Street Office Building includes the following operating characteristics:

- A. **Project Description.** The 316 Vernon Street Office Building is a .67 acre project located in the 300 block of Vernon Street located on the north side of Vernon in the Downtown area. The 4-story, 82,000 square foot building will consist of retail, City of Roseville government offices and Sierra Community College with the following uses:

1 st Floor	6,400 sq. ft. retail; 5,000 sq. ft. city offices
2 nd Floor	20,000 sq. ft. Sierra Community College classrooms and instructional faculty offices
3 rd Floor	3,000 sq. ft. Sierra Community College classrooms and instructional faculty offices; and 13,000 sq. ft. of city offices
4 th Floor	20,000 sq. ft. city offices
- B. **Employee Description.** The majority of the approximately 200 hundred employees at The 316 Vernon Street Office Building will include City employees which include Public Safety personnel, professional and support staff. There will also be instructional faculty and support staff at the Sierra Community College as well as a few retail employees. Most of the employees are likely to commute by automobile from the surrounding residential neighborhoods within

Roseville, Rocklin, Lincoln, Citrus Heights, Granite Bay, Loomis and Antelope and North Highlands with a smaller percent of the employees commuting from further distances. Some of the employees will walk, bike, carpool and take transit to work.

The hours of operation will generally be from 7 a.m. – 11 p.m. seven days a week for the first floor retail. The City offices will be open 8 a.m. – 5 p.m. Monday through Friday with some employees arriving earlier than 8 a.m. others staying later than 5 p.m. Sierra Community College will be open for instruction 7 a.m. – 11 p.m. Monday through Saturday.

The nearest transit stop and covered seating is less than one block away at the Civic Center Transfer Point. This Transfer Point has connections with Local Service, Commuter Service and Dial-A-Ride.

C. **Site Plan.** Please refer to Appendix A for a site plan of The 316 Vernon Street Office Building depicting the location of the required bicycle facilities and carpool spaces.

1. **Bicycle Facilities.** Four (4) Class I bike lockers and Eight (8) Class II bike racks which is greater than five percent (5%) of the total number of employees on site during the maximum shift shall be provided for employees who bicycle to work.
2. **Preferential Carpool Parking.** This is an infill project with no onsite parking. The closest employee parking is a five story city parking garage within one block of the project. There is ample parking as well as carpool spaces available for employees at The 316 Vernon Street Office Building.
3. **Electric Vehicles.** There is one EV charging point for two vehicles on the first floor of the parking garage.

D. **Site TSM Coordinator.** The following named person has been designated as the Site TSM Coordinator:

Sue Schooley, TSM Coordinator
401 Vernon Street
Roseville, CA 95678
(916) 774-5365
Fax (916) 774-1333
sschooley@roseville.ca.us

This information shall be updated and provided in writing to the City Transportation Coordinator during the triennial survey or at any time that there is a change in the Site TSM Coordinator.

SITE TSM COORDINATOR'S RESPONSIBILITIES

The Site TSM Coordinator's responsibilities shall include:

- A. **Posting TSM Information.** Posting by the Site TSM Coordinator in a conspicuous place or places for employees, informational material provided by the City Transportation Coordinator, PCTPA, other regional rideshare agencies or prepared by the Site TSM Coordinator to encourage alternative transportation methods. Such informational material shall be kept current and may include, but is not limited to, the following:
 1. Current schedules, rates, procedures for obtaining transit passes, and routes of public transit service to The 316 Vernon Street Office Building.
 2. Bicycle route maps.
 3. Posters or flyers encouraging the use of ridesharing and referrals to sources of information concerning ridesharing.
 4. Information regarding available services that will eliminate vehicle trips.
- B. **Marketing the Commuter Rideshare Matchlisting Service.** Annually disseminating to all tenants and employees, or to new tenants and employees when hired, written information provided by the City Transportation Coordinator and/or other regional rideshare agencies regarding regional commuter rideshare match listing services.
- C. **Promoting the Emergency Ride Home Program.** The Site TSM Coordinator shall promote the Emergency Ride Home Program. The program provides for the transportation of employees who use alternative transportation modes for home to work commuting in case of a personal, family or other major emergency. The program is designed to help employees get home, child's daycare or school. The Emergency Ride Home is a service provided by Placer County Transportation Planning Agency (PCTPA).
- D. **Participating in Training Opportunities.** The Site TSM Coordinator will be invited to training events offered by the City's TSM Coordinator and/or PCTPA. These training events will include information and materials for promoting such programs as Spare the Air, Clean Air Month, Bike Month, and information for implementing alternative transportation promotions. The City believes these training programs will be beneficial to the community and will help Site TSM Coordinators implement their TSM plans. Each Site TSM Coordinator or his/her designee is expected to attend a minimum of two (2) training events per year.
- E. **Promoting Alternative Transportation Opportunities.** In addition to the above programs, the Site TSM Coordinator, working in conjunction with the City Transportation Coordinator, shall encourage employers and employees to use alternative modes of transportation.

Such alternative transportation promotional opportunities include, but are not limited to, the following:

1. *In House Carpool Matching Service.* Conduct a survey of all employees in order to identify persons interested in being matched into carpools. Potential carpools are then matched by work address and shift. Such survey can be done on an annual basis and for all new employees interested in ridesharing.
2. *Telecommuting.* Telecommuting which allows employees to work periodically from their home or an off-site location close to home.
3. *Transit Pass Subsidy.* Promoting the use of public transportation by providing to employees on a monthly basis a transit pass subsidy to help offset the cost to the employee. The City Transportation Coordinator will work with the Site TSM Coordinator on promoting public transit and procuring passes.
4. *Vanpool Program.* Promoting vanpooling to employees as a cost effective way to commute to work. The City Transportation Coordinator will work with the Site TSM Coordinator to help implement the vanpool program. Typically, the employees lease a van and the vanpool participants shall cover the operating costs for the van.
5. *Variable Work Hours.* Encouraging employers and employees to eliminate commute trips or relocate the commute trip out of the peak period through the use of:
 - a) compressed work weeks (A work schedule for an employee which eliminates at least one round trip commute biweekly. For example, forty hours of work in four ten-hour days or a work plan that allows one day off every other week, known as the nine-eighty plan.);
 - b) staggered work hours involving a shift in the set work hours of all employees at the workplace; and
 - c) flexible work hours involving individually determined work hours within guidelines established by the employer.
6. *Showers and Lockers.* There is one shower for men and women on the 1st floor and 4th floor. Each of the showers will have temporary locker space.
7. *Additional Transportation Alternatives.* In addition to the above mentioned alternative transportation promotions, there will be vending machines provided on the 2nd floor and break areas on the 1st, 3rd and 4th floors. There are retail stores and food service within walking distance in the Downtown and Old Town areas of Roseville for

employees, thereby eliminating additional vehicle trips during the work day.

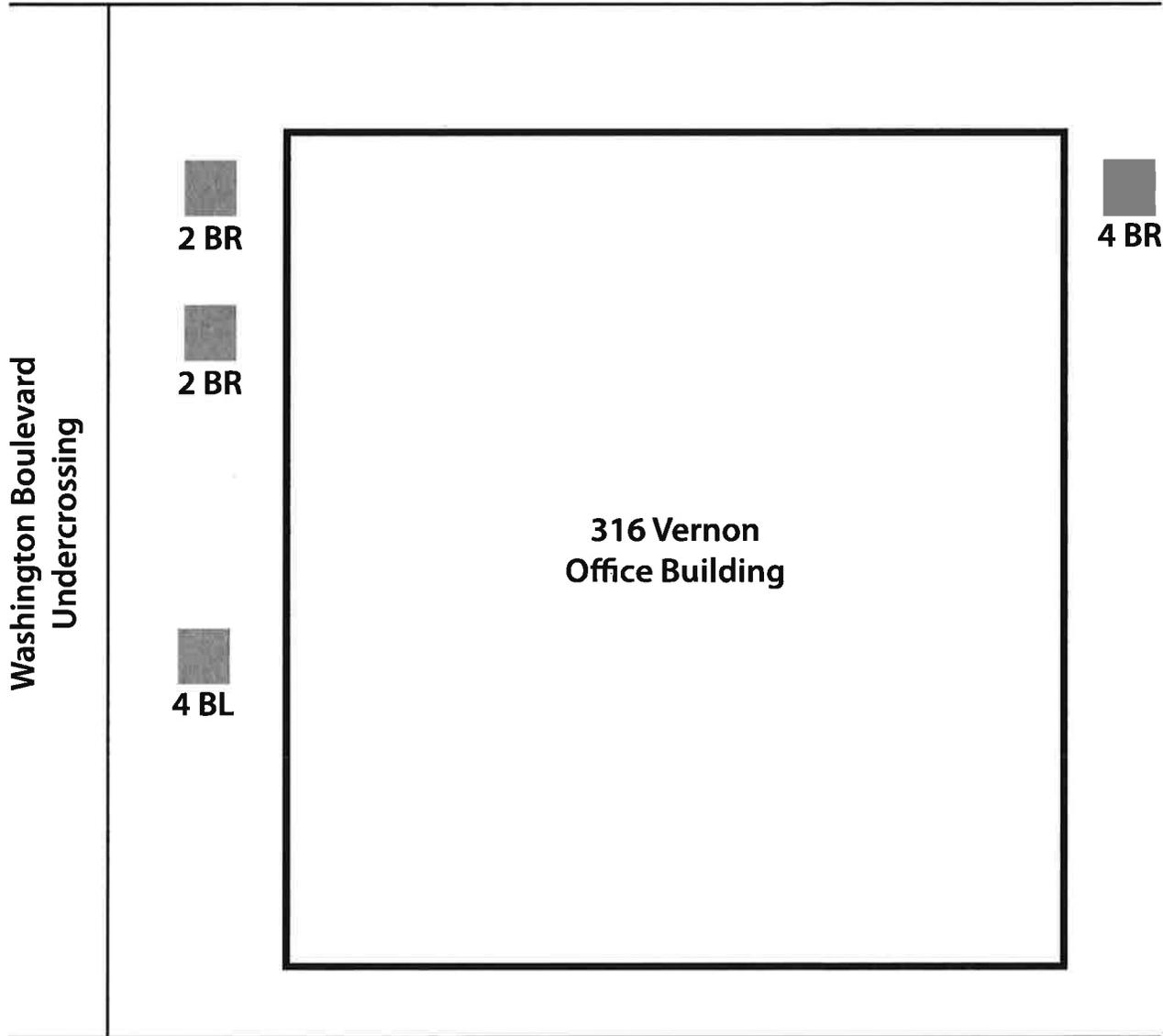
TRIENNIAL REPORT REQUIRED

The City Transportation Coordinator shall prepare and distribute a survey report form to the Major Project Controller for the purpose of demonstrating the effectiveness of The 316 Vernon Street Office Building TSM Plan. The Major Project Controller shall conduct the survey and submit the triennial survey report to the City Transportation Coordinator no later than April 1. The triennial survey shall be conducted every five years, beginning in the year 2018.

ATTACHMENT 1

Appendix A 316 Vernon Street Office Building

Vernon Street



Washington Boulevard
Undercrossing

2 BR

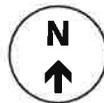
2 BR

4 BL

316 Vernon
Office Building

4 BR

Atlantic Street



Legend

8 BR – Bike Racks

4 BL – Bike Lockers

TSM PLAN
The Falls Event Center
(a portion of Highland Village)
240 Conference Center Drive

TRANSPORTATION SYSTEMS MANAGEMENT (TSM) PURPOSE

On May 7, 1999, the revised Transportation Systems Management (TSM) Ordinance became effective. The City of Roseville adopted the TSM Ordinance and established the TSM Program for the following purposes:

- A. Reduce peak hour traffic circulation in the City of Roseville by reducing both the number of vehicular trips and the vehicular miles traveled that might otherwise be generated by home-to-work commuting by a minimum of twenty percent (20%).
- B. Increase the efficiency of the existing transportation network and contribute to achieving Level of Service (LOS) C at intersections in the City of Roseville.
- C. Reduce total vehicle emissions in the City of Roseville by reducing the number of vehicular trips that might otherwise be generated by home-to-work commuting.
- D. Cooperate and coordinate with other cities, counties, communities and regional agencies in these endeavors.
- E. Develop a program that secures the participation of local developers, businesses, institutions and public and private agencies to fulfill the purposes expressed herein.

TSM PLAN APPLICABILITY

The TSM Program shall be applicable to every Common Work Location and Major Common Work Location. Additionally, a TSM Plan shall be required as a condition of approval for all development projects, design review permits, tentative subdivisions and conditional use permits which are anticipated to employ fifty (50) or more employees at the Major Common Work Location. In addition, a TSM Plan shall be required for any existing development project that employs fifty (50) or more employees at the Major Common Work Location. Although The Falls Event Center does not employ fifty (50) or more employees it is part of Highland Village. Highland Village, which includes The Falls Event Center employs more than fifty (50) employees, therefore, a TSM Plan is required for The Falls Event Center and is presented below.

TSM PLAN AGREEMENT

Upon approval of the TSM Plan, the project owner shall enter into a written agreement with the City obligating the project owner to comply with the TSM Plan. Such agreement shall be recorded, run with the land and bind all successors in interest, and shall constitute an equitable servitude on the property. Where appropriate, the City may require the agreement to include a provision for enforcement, in the event of breach by the project owner or a successor in interest.

TSM PLAN IMPLEMENTATION

- A. The Site TSM Coordinator shall implement the TSM Plan.
- B. The City shall have the right to enter, upon giving reasonable advance notice, The Falls Event Center to provide information to the Major Project Controller or Site TSM Coordinator pertaining to the TSM Program. The City shall also have the right to reasonably enter The Falls Event Center for inspection of the property and for audit of survey records to determine compliance with the TSM Plan.

THE FALLS EVENT CENTER OPERATING CHARACTERISTICS

The TSM Plan for The Falls Event Center includes the following operating characteristics:

- A. **Project Description.** The Falls Event Center is a 2.95 acre parcel with one – 1 story, 15,224 square feet party rental facility located within Highland Village just off Conference Center Drive and Roseville Parkway. The Falls Event Center includes rentable spaces for conference as well as private parties. The facility will be open from 6:00 a.m. to midnight seven days a week.

The nearest transit stop and covered seating for Dial-A-Ride will be located on the Highland Village property directly across from The Falls Event Center just north of Conference Center Drive.

- B. **Employee Description.** Approximately five (5) people will be employed at The Falls Event Center. They are the support staff for the facility and will work various shifts based on the events for the day. Due to the varied work schedule the majority of the employees will commute by automobile from the surrounding residential neighborhoods within Roseville, Rocklin, Lincoln, Antelope, Citrus Heights, and Orangevale.
- C. **Site Plan.** Please refer to Appendix A for a site plan of The Falls Event Center depicting the location of the required bicycle facilities and carpool spaces.
 - 1. **Bicycle Facilities.** Eight (8) Class II bicycle parking facilities which is greater than five percent 5% of the total number of employees on site

during the maximum shift shall be provided for employees who bicycle to work.

2. **Preferential Carpool Parking.** The Falls Event Center provides sixteen (16) carpool/clean air vehicle/EV spaces, which is greater than ten percent (10%) of the total number of employee parking spaces which shall be provided for employees who carpool to work as well as spaces for visitors of The Falls Event Center. The spaces shall be located for convenient access by the employees and visitors and shall be striped "carpool/clean air vehicle/EV". The Site TSM Coordinator shall register employee carpools and shall be responsible for monitoring the use of such spaces.

- D. **Site TSM Coordinator.** The following named person has been designated as the Site TSM Coordinator:

John Neubauer
EFalls Properties Roseville CA LLC
9067 S. 1300
West Jordan, Utah 84088
(801) 712-4569
jneubauer@thefallseventcenter.com

This information shall be updated and provided in writing to the City Transportation Coordinator during the triennial survey or at any time that there is a change in the Site TSM Coordinator.

SITE TSM COORDINATOR'S RESPONSIBILITIES

The Site TSM Coordinator's responsibilities shall include:

- A. **Posting TSM Information.** Posting by the Site TSM Coordinator in a conspicuous place or places for employees, informational material provided by the City Transportation Coordinator, PCTPA, other regional rideshare agencies or prepared by the Site TSM Coordinator to encourage alternative transportation methods. Such informational material shall be kept current and may include, but is not limited to, the following:
 1. Current schedules, rates, procedures for obtaining transit passes, and routes of public transit service to (The Falls Event Center).
 2. Bicycle route maps.
 3. Posters or flyers encouraging the use of ridesharing and referrals to sources of information concerning ridesharing.
 4. Information regarding available services that will eliminate vehicle trips.
- B. **Marketing the Commuter Rideshare Matchlisting Service.** Annually disseminating to all tenants and employees, or to new tenants and employees

when hired, written information provided by the City Transportation Coordinator and/or other regional rideshare agencies regarding regional commuter rideshare match listing services.

- C. **Promoting the Emergency Ride Home Program.** The Site TSM Coordinator shall promote the Emergency Ride Home Program. The program provides for the transportation of employees who use alternative transportation modes for home to work commuting in case of a personal, family or other major emergency. The program is designed to help employees get home, child's daycare or school. The Emergency Ride Home is a service provided by Placer County Transportation Planning Agency (PCTPA).
- D. **Participating in Training Opportunities.** The Site TSM Coordinator will be invited to training events offered by the City's TSM Coordinator and/or PCTPA. These training events will include information and materials for promoting such programs as Spare the Air, Clean Air Month, Bike Month, and information for implementing alternative transportation promotions. The City believes these training programs will be beneficial to the community and will help Site TSM Coordinators implement their TSM plans. Each Site TSM Coordinator or his/her designee is expected to attend a minimum of two (2) training events per year.
- E. **Promoting alternative transportation opportunities.** In addition to the above programs, the Site TSM Coordinator, working in conjunction with the City Transportation Coordinator, shall encourage employers and employees to use alternative transportation. Such alternative transportation promotional opportunities include, but are not limited to, the following:
1. *In House Carpool Matching Service.* Conduct a survey of all employees in order to identify persons interested in being matched into carpools. Potential carpoolers are then matched by work address and shift. Such survey can be done on an annual basis and for all new employees interested in ridesharing.
 2. *Telecommuting.* Telecommuting which allows employees to work periodically from their home or an off-site location close to home.
 3. *Transit pass subsidy.* Promoting the use of public transportation by providing to employees on a monthly basis a transit pass subsidy to help offset the cost to the employee. The City Transportation Coordinator will work with the Site TSM Coordinator on promoting public transit and procuring passes.
 4. *Vanpool program.* Promoting vanpooling to employees as a cost effective way to commute to work. The City Transportation Coordinator will work with the Site TSM Coordinator to help implement the vanpool program. Typically, the employees lease a van and the vanpool participants shall cover the operating costs for the van.

5. Variable work hours. Encouraging employers and employees to eliminate commute trips or relocate the commute trip out of the peak period through the use of:
 - a) compressed work weeks (A work schedule for an employee which eliminates at least one round trip commute biweekly. For example, forty hours of work in four ten-hour days or a work plan that allows one day off every other week, known as the nine-eighty plan.);
 - b) staggered work hours involving a shift in the set work hours of all employees at the workplace; and
 - c) flexible work hours involving individually determined work hours within guidelines established by the employer.

TRANSPORTATION SURVEY REPORT REQUIRED

The City Transportation Coordinator shall prepare and distribute a survey report form to the Major Project Controller for the purpose of demonstrating the effectiveness of The Falls Event Center TSM Plan. The Major Project Controller shall conduct the survey and submit the Transportation survey report to the City Transportation Coordinator no later than April 1. The Transportation survey shall be conducted every five years, beginning in the year 2018.

ITEM 7A: REVIEW OF THE DRAFT ENVIRONMENTAL IMPACT REPORT (EIR) AND AMORUSO RANCH SPECIFIC PLAN (ARSP)

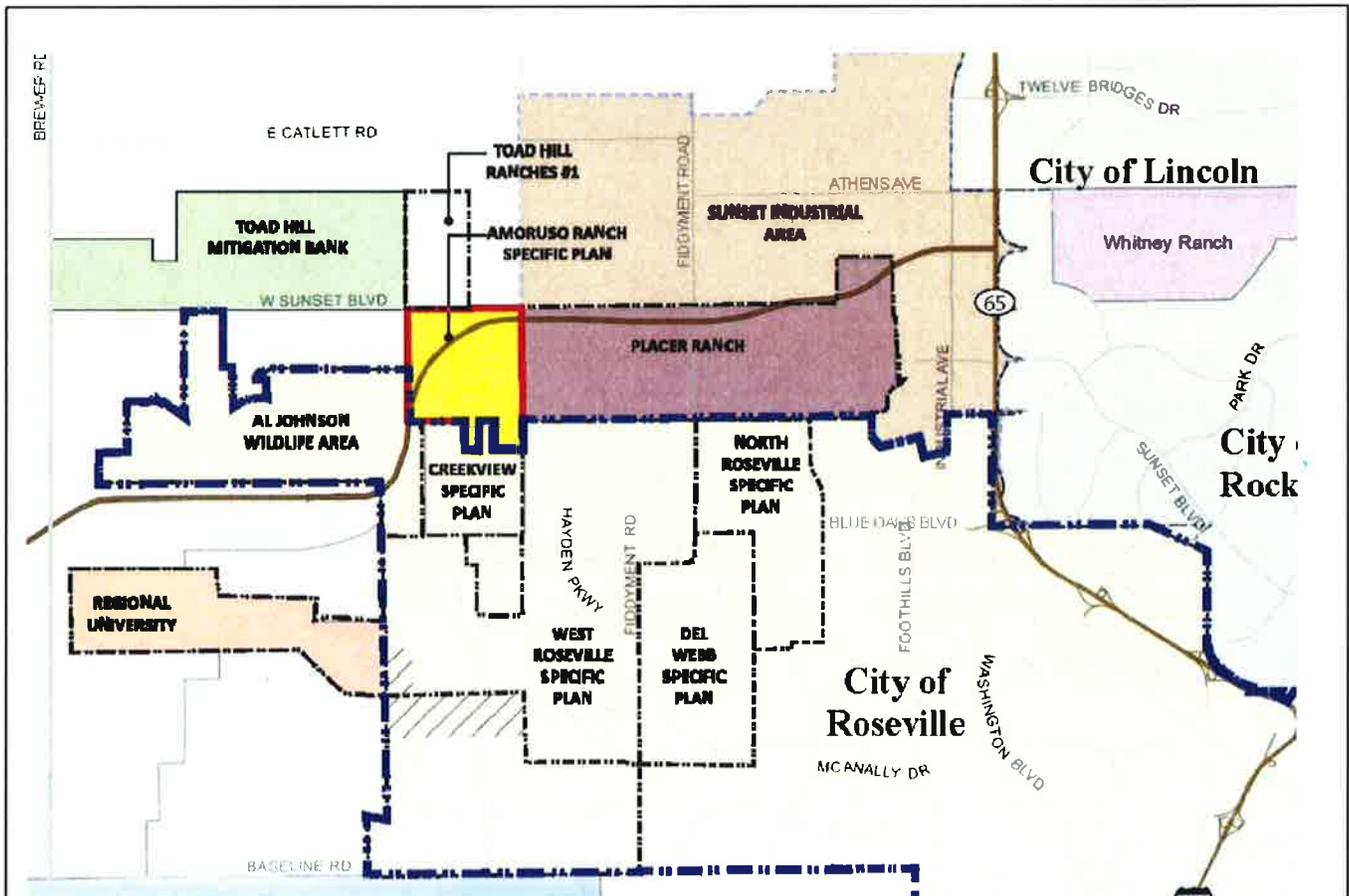
The purpose of this Public Hearing is to receive input from the public and the Transportation Commission with regard to the Circulation sections of the Draft Environmental Impact Report (DEIR) and the Amoruso Ranch Specific Plan (ARSP). Staff is requesting that the Transportation Commission accept and provide comments on the DEIR as it pertains to circulation and transportation. Comments received at the Transportation Commission meeting will be forwarded to the Planning Commission. All comments received on the DEIR will be responded to and incorporated into the Final EIR, which will be forwarded to the City Council. Comments regarding the Circulation section of the ARSP will be forwarded to both the Planning Commission and City Council.

The Draft EIR and Specific Plan documents (on CD) were mailed to Commissioners on March 4, 2016. Please bring the materials you need to the Public Hearing on March 15th.

RECOMMENDATION: Staff recommends that the Transportation Commission accept public comments and provide staff with their comments, which will be provided to the City Council, on the Transportation and Circulation Section (Exhibit A - Section 4.3) of the Draft EIR and the proposed Circulation Plan of the Specific Plan (Exhibit B - Chapter 7).

APPLICANT/OWNER: Brookfield Development / Amoruso Family Trust

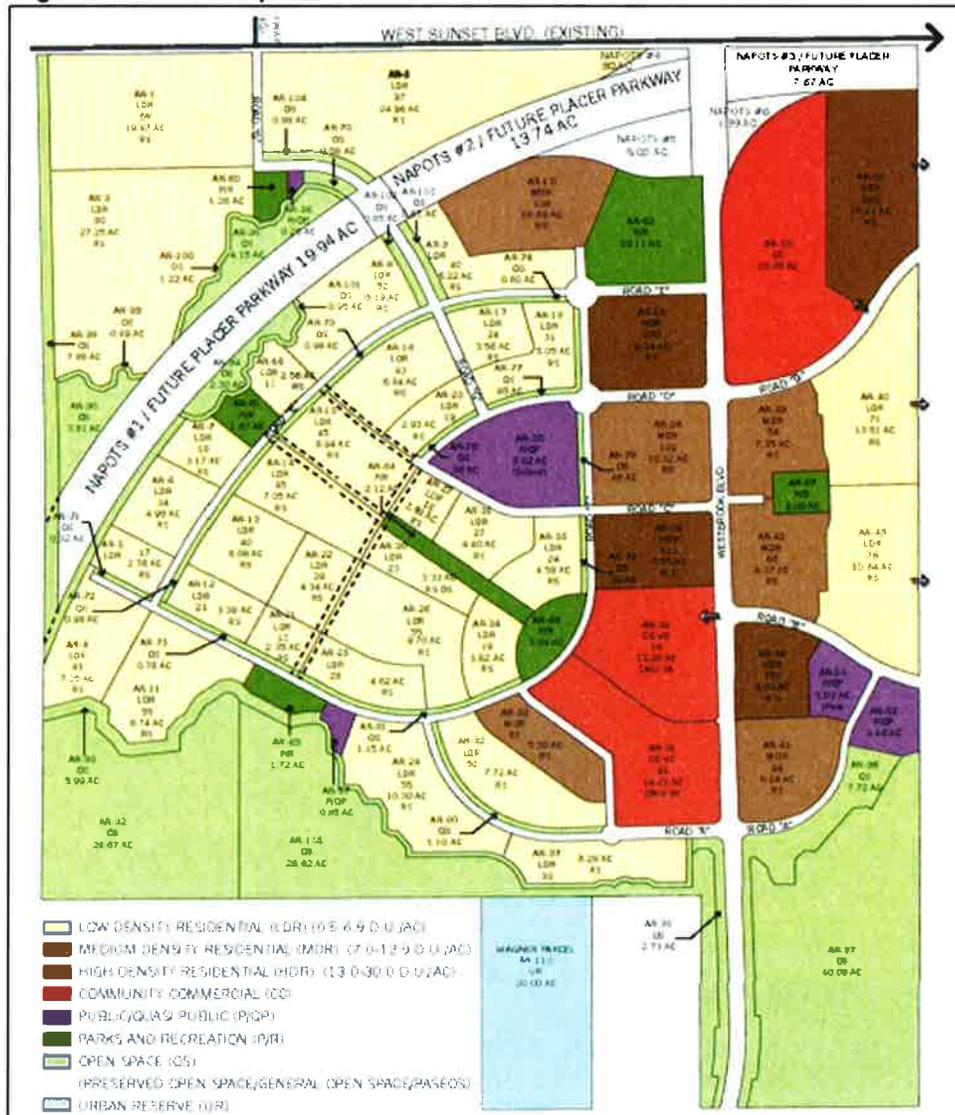
Figure 1: Location Map



REQUEST

The applicant currently requests consideration of the Amoruso Ranch Specific Plan project which includes the following: 1) Annexation and Sphere of Influence Amendment (ANN & SOI) to include the project site which totals approximately 694 acres; 2) General Plan Amendment (GPA) to update the General Plan consistent with the proposed project and to amend the horizon year from 2025 to 2035, 3) Specific Plan (SP) to establish residential, commercial, parks, open space, and public land use designations; 4) Zoning Map Amendment (ZO) to pre-zone the land; 5) Two Development Agreements between the City and Brookfield Residential (Applicant) and Amoruso Family Trust (Landowner); and 6) a Draft EIR. These entitlements are further described in Attachment 2 of this report.

Figure 2: Amoruso Specific Plan



BACKGROUND

In June 2010, a Feasibility Analysis to evaluate the project related to traffic, water, and fiscal impacts was prepared. The conclusions of the Feasibility Analysis were that the City could maintain its current levels of service with some challenges related to traffic and water impacts. However, it was determined that the cumulative project would not have a negative effect on the existing neighborhoods in Roseville by burdening residents and businesses with the cost of development or inadequate phasing of

infrastructure. Accordingly, in October of 2010, City Council directed staff to begin a process to evaluate the mixed-use development and annexation proposal for the Amoruso Ranch Specific Plan (ARSP).

A formal application was submitted in May of 2011, and at that time, the City began a detailed evaluation of the project, which included preparation of the technical environmental studies. In 2013, a Notice of Preparation (NOP) was released informing the public and responsible agencies that an Environmental Impact Report (EIR) would be prepared as the environmental document for the project per the California Environmental Quality Act (CEQA). Thereafter, the applicant began preparation of the Specific Plan document while staff began working on the Draft EIR. The Draft EIR has been structured to contain a project-specific level of analysis for the ARSP.

In order to provide the public with an overview of the proposed project and outline the available opportunities to comment on the DEIR, a community meeting was held at the Martha Riley Community Center on February 22, 2016. On February 29, 2016, the Draft EIR was distributed for a public review period that ends April 15, 2016. A workshop outlining the project and the Draft EIR was made at the March 10th Planning Commission meeting. In addition, other public hearings are scheduled during the DEIR public review period for the Design Committee on March 17th, Public Utilities Commission on March 22nd, Parks and Recreation Commission on April 4th, and Planning Commission on April 14th. This schedule allows Commissions to receive public testimony and comment on the DEIR during the public review period.

PROJECT DESCRIPTION

The project site is located northwest of the City of Roseville's corporate boundaries, south of West Sunset Boulevard in unincorporated Placer County, approximately 1.5 miles west of Fiddymont Road. One 20-acre parcel located towards the southeast corner of the site (Wagner) is not a participant in the specific plan effort, but is included in the Annexation because it is within the existing Sphere of Influence, and is surrounded on the north by the proposed project, and on all other sides by the Creekview Specific Plan (CSP) (existing City). Annexation of the parcel will avoid creating an unincorporated island of land. The Amoruso Ranch Specific Plan (ARSP) is the fourteenth specific plan to be processed by the City and encompasses approximately 694 acres with a mixture of land uses as outlined below:

- 2,827 dwelling units
 - 1302 Low Density Residential
 - 542 Medium Density Residential
 - 873 High Density Residential
- 27 acres (109 units) Community Commercial – Village District
- 24 acres Community Commercial
- 17 acres Public/Quasi-Public (Elementary School, Electric Substation, etc.)
- 22 acres Neighborhood Parks
- 145 acres Open Space
- 20 acres (1 unit) Urban Reserve

A detailed project description is provided in Chapter 4 of the ARSP and Chapter 2 of the Draft EIR. The ARSP Circulation section of the specific plan is provided as Exhibit B.

Placer Parkway

Placer Parkway is a planned six-lane limited access roadway that will provide access from Highway 65 to Highway 99 in Sutter County and serve as a parallel facility to Interstate-80. Placer Parkway traverses the project site from the northeast corner to the southwest corner of the site. While Placer Parkway is not a part of the proposed project, the project helps facilitate this important regional facility by providing right-of-way. No interchange was included with Placer Parkway at Westbrook Boulevard as part of the initial Tier 1 Environmental Impact Report/Environmental Impact Statement (EIR/EIS) prepared by the Placer County Transportation Agency in conjunction with Caltrans and the Federal Highways Administration; however, the project's land use plan, does not preclude an interchange should one be determined to be needed in the future.

Road G which would provide access to the northwest corner of the project site, with a connection to West Sunset Boulevard, is being planned to be below grade so that the need to elevate the future Placer Parkway would be minimized.

TRANSPORTATION COMMISSION REVIEW PROCESS

The purpose of the Transportation Commission's review is to provide comments to the City Council on the Transportation and Circulation Section (Exhibit A - Section 4.3) of the Draft EIR and the proposed Circulation Plan of the Specific Plan (Exhibit B - Chapter 7). The Transportation Commission's responsibility is to review and comment on the analysis of transportation and circulation-related aspects of the proposal.

At the Hearing, staff will present an overview of the project, including a discussion of the transportation and circulation-related information. Following this presentation, the Transportation Commission will have an opportunity to discuss the proposal, ask questions of staff, and receive public comment on the Draft EIR and ARSP transportation and circulation plan.

Comments received on the Draft EIR will be responded to and incorporated into the Final EIR, which will be forwarded to the City Council for consideration prior to the City Council's certification of the EIR. Additionally, the Transportation Commission's comments will be provided to the Planning Commission in their review of the Draft EIR and ARSP.

Alternative Transportation

Transit Services

Transit services are provided to the residents of the City of Roseville by Roseville Transit. Roseville Transit offers the following service types:

- **Roseville Transit Local Service** – Twelve scheduled (fixed) routes offer service Monday through Friday from 5:45 a.m. to 10:00 p.m. and Saturday from 8:00 a.m. to 5:00 p.m., with convenient connections provided at five transfer points: Sierra Gardens, Galleria Mall, Civic Center, Louis/Orlando, and Woodcreek Oaks/Junction.
- **Roseville Transit Commuter Services** – Ten scheduled (fixed) routes offer weekday service between Roseville and downtown Sacramento during peak commute hours.
- **Roseville Transit ADA Paratransit Service** - This is an appointment based service required by the Americans with Disabilities Act (ADA) for persons with disabilities that prevent use of Local Service.
- **Roseville Transit (Dial-a-Ride Service)** – Dial-a-ride service provides curb to curb appointment bus service for the general public seven days a week. On weekdays service is provided from 5:45 a.m. to 10:00 p.m. and on weekends from 8:00 a.m. to 5:00 p.m.

There are currently no local Roseville Transit routes directly serving the project site. The closest local routes are Route M, with its nearest stop at Market Street and Pleasant Grove Boulevard, and Route R, with its nearest stop at the intersection of Blue Oaks Boulevard and Foothills Boulevard. Dial-a-Ride services provide general public shared ride services with previous day reservations to all areas of the City. Until such time as rider demand and funding is available Dial-a-Ride service will be the transit service available to the plan area.

Other transit systems operating adjacent to the City with links to Roseville Transit are Sacramento Regional Transit (RT) and Placer County Transit (PCT). RT connects to Roseville Transit at the Louis/Orlando transfer point. PCT's Auburn to Light Rail express route connects to Roseville Transit at the Galleria and Louis/Orlando transfer points before proceeding to the Watt/I-80 light rail station; PCT's Lincoln to Sierra College route connects to Roseville Transit at the Galleria transfer point; and PCT's commuter service between Colfax and Downtown Sacramento stops in Roseville at the Taylor Road park-n-ride lot.

Other systems which complement the Roseville Transit's services include Greyhound Bus Lines and the Amtrak and Capitol Corridor rail services, all of which use the Downtown Roseville inter-modal facility on Church Street. Taxi service is provided by several private companies in the City of Roseville.

A potential for Bus Rapid Transit (BRT) through the project site has been identified. BRT if implemented in the future, could use Westbrook Boulevard, and travel east through a potential Placer Ranch Specific Plan (no project is currently pending).

Transit Service Impacts

The DEIR identifies increased demand for transit as a potentially significant impact (Impact 4.3-4) resulting from the addition of both residential and commercial development within the ARSP.

Pursuant to Mitigation Measure 4.3-2 - Pay Fair Share toward Transit Improvements, the ARSP would be required to create transit stops at key arterial intersections and at other locations in accordance with the City's Improvement Standards. A park-n-ride lot will be provided at the intersection of Westbrook Blvd and Road "D". Also, locations have been identified for future bus rapid transit service and turnouts. The addition of these facilities will be sufficient to allow service to be extended to the ARSP. For these reasons, the proposed mitigation would reduce impacts to a less than significant level. Although not a required mitigation measure, it should be noted that the Development Agreement requires the developer to pay a fair share fee for updating the Short Range and Long Range Transit Master Plans. This fee would enable the City to evaluate the feasibility and costs of expanding transit services to the ARSP project area in the near and long term.

Bicycle and Pedestrian Facilities

The City of Roseville development standards require sidewalks and crosswalks at most residential intersections. Along collector and arterial roadways, wide sidewalks are required within landscaped corridors. Typically 8 to 10-feet wide, these sidewalks can also accommodate bicycles, and are often referred to as Class IA paths. The Proposed Project includes an extensive network of trails and Class I, II, and III bikeway facilities, as well as Class IA facilities (paseos, etc.), that provide connections throughout the project site as shown on Figure 7.6 of Exhibit B. This network connects through the neighborhoods and links to existing and proposed parks, paseos, and a large open space area that connects to the regional open space area located in both the CSP and West Roseville Specific Plan (WRSP) Areas. The bicycle and pedestrian network connects to the City's existing bikeway and pedestrian systems.

Class I bike paths will be located within portions of the open space corridors and will provide a separate and exclusive facility for bicycles and pedestrians. Connectivity with other similar regional trail facilities will be made.

Class II on-street bike lanes will be required on both arterial and collector roadways. Signs and striping will be used to delineate the Class II bike lanes for exclusive use by bicyclists.

Class III bike routes consist of on-street right-of-way designated by signs or permanent markings that is shared with motorists typically found on residential streets.

Bicycle and Pedestrian Facility Impacts

The DEIR identifies the impact to bicycle and pedestrian facilities as less than significant (Impact 4.3-3). The proposed ARSP project proposal includes Class I trails, Class II bike lanes, Class IA sidewalks on arterial, collector and selected residential streets (paseos, etc.) and standard sidewalks on other residential streets. These are connected within the project and to the existing City bikeway and pedestrian system. Thus, this impact is considered to be **less than significant**.

ENVIRONMENTAL IMPACTS

Traffic Model Update

The City's current General Plan Policy is based on City buildout and 2025 market rate development outside of the City using the *Interim Materials on Highway Capacity – Circular 212* (Transportation Research Board, 1980) (Circular 212) Level-of-Service (LOS) methodology. Concurrent with approval of the ARSP is an amendment to the Circulation Element of the General Plan to update the City's traffic model to a 2035 horizon year, utilize the Highway Capacity Manual (HCM) LOS methodology, and to expand the general plan LOS policies to include weekday AM peak hour conditions.

The City of Roseville has traditionally relied upon the *Circular 212* methodology to analyze signalized intersections. The "Circular 212" methodology is a planning-level analysis tool that calculates an overall intersection LOS based on the volume-to-capacity ratio of critical turning movements. The City of Roseville has chosen to evaluate this and all future projects using the more state-of-the-practice *Highway Capacity Manual* (HCM) procedures.

There are several meaningful differences between the Circular 212 and HCM procedures. Whereas Circular 212 provides a LOS result that represents conditions for the entire peak hour, HCM procedures apply a peak hour factor to represent conditions during the busiest 15-minutes of the peak hour. The use of HCM-compliant micro-simulation modeling accounts for the effects of traffic volumes, lane configurations, signal timing, pedestrian interactions, and vehicle spillbacks.

Project Improvements

The ARSP will construct, widen, or extend several major roadway facilities that will provide and improve circulation opportunities on the west side of Roseville. Those improvements include:

Westbrook Boulevard - Westbrook Boulevard will be the main arterial roadway serving the site from the south. As a planned 6-lane facility, Westbrook Boulevard will be extended in phases northward from its future terminus within the CSP and will provide the main north/south access into the project site with connections to Blue Oaks Boulevard and future connections to other arterial roadways along its planned route south to Baseline Road. As part of the ARSP, the proposed project would grade construct Westbrook Boulevard in phases and construct 4 of the 6 lanes beginning on the southern property line, traversing north through the open space and terminating at a proposed intersection with Sunset Boulevard West. The remaining two lanes will be built as part of a future City Capital Improvement Project, as demand increases with funds collected by traffic mitigation fees. The Westbrook Boulevard open space crossing will include maintenance ramps from Westbrook Boulevard to the open space preserve north and south of University Creek on both the east and west sides of Westbrook Boulevard.

Road B & Road D – Road B and Road D are proposed 4-lane minor arterial roadways which will consist of two travel lanes in each direction, on-street class 2 bike lanes, and a landscaped median that allows for

protected left turn lanes, within a 76-foot right-of-way. Roads B and D will provide connections from Westbrook Boulevard into the future Placer Ranch area (no project currently pending) to/from the east. Public utilities easements would be located along both sides of Road B as well as a Class 1A pedestrian path within a landscape corridor (**Figure 2-10**). Stormwater LID facilities may be located within the landscaped corridor between the curb and the pedestrian path. Above ground utility boxes will be located within the landscaped corridor and screened from view as much as possible.

West Sunset Boulevard - Sunset Boulevard West is a County Road that is north of and adjacent to the ARSP. Improvements to this County road include widening the existing 22-foot wide roadway section southerly and a drainage ditch for the length of the project site and providing turn lanes at the intersections of Westbrook Boulevard and Amoruso Way. It should be noted that this rural roadway will remain in Placer County's jurisdiction. Along the frontage of the project site, within the ARSP project boundary, a landscaped corridor will be provided behind the drainage ditch and will have a 5-foot wide pedestrian path. Additionally, a maximum 7-foot masonry wall will be constructed between the property boundaries and the landscape corridor.

Traffic Impact Analysis

The Draft EIR evaluated five separate scenarios in determining traffic impacts associated with the project. Those scenarios are:

- Existing Plus Project
- 2035 CIP Plus Project
- 2035 Cumulative with Partial Placer Parkway Plus Project
- 2035 Cumulative without Partial Placer Parkway Plus Project
- Super Cumulative with Placer Parkway Plus Project

The Draft EIR provides a comprehensive discussion of all of the transportation and circulation-related issues. For purposes of this report, all impacts discussed are in relationship to the 2035 CIP Plus project scenario. This scenario includes buildout of the City of Roseville along with 2035 market rate development outside of the City, including development within Placer Vineyards and Regional University.

Table 1 summarizes the impacts analyzed, including any significant and unavoidable impacts identified for Transportation and Circulation. A full disclosure and analysis is contained in the Draft EIR (Section 4.3).

**Table 1
Amoruso Ranch Specific Plan Traffic Impacts**

ARSP Impact	Significance	Mitigation Measure	Residual Significance
Existing Conditions			
Impact 4.3-1 Increased traffic on City of Roseville Roadways	Significant	MM 4.3-1 Pay fair share of identified improvements	Less Than Significant
Impact 4.3-2 Consistency with City's 70% LOS Policy	Less Than Significant	None Required	Less Than Significant
Impact 4.3-3 Impacts to Bicycle and Pedestrian Facilities	Less Than Significant	None Required	Less Than Significant
Impact 4.3-4 Impacts to Transit	Significant	Pay Fair Share toward Transit Improvements	Less Than Significant
Impact 4.3-5 Increased Traffic Volumes at Intersections within	Significant	MM 4.3-3 Placer County Intersections: Pay Fair Share	Significant and

ARSP Impact	Significance	Mitigation Measure	Residual Significance
Placer County, Sutter County, Sacramento County, or City of Lincoln Under Existing Conditions		Costs to Placer County Intersection Improvements MM 4.3-4 Sutter County Facilities: Pay Fair Share Costs to Sutter County Intersection Improvements	Unavoidable
Impact 4.3-6 Increased Traffic Volumes on Roadways Within Placer County, Sutter County, Sacramento County, or City of Rocklin Under Existing Conditions	Significant	MM 4.3-3 Placer County Intersections: Pay Fair Share Costs to Placer County Intersection Improvements MM 4.3-5 Placer County Segments: Pay Fair Share Costs to Placer County Facilities MM 4.3-6 Sacramento County Segments: Pay Fair Share Costs to Sacramento County Facilities	Significant and Unavoidable
Impact 4.3-7 Increased Traffic Volumes on Existing State Interchanges Under Existing Conditions	Less Than Significant	None Required	Less Than Significant
Impact 4.3-8 Increased Traffic Volumes on State Highways Under Existing Conditions	Significant	MM 4.3-7 State Facilities: Payment of Fees for State Roadway Segments	Significant and Unavoidable
2035 CIP Conditions			
ARSP Impact	Significance	Mitigation Measure	Residual Significance
Impact 4.3-9 Increased Traffic at City of Roseville Intersections Under 2035 CIP Conditions	Significant	None Required	Significant and Unavoidable
Impact 4.3-10 Consistency of Project With City's Policy of 70 Percent Of Intersections Operating at LOS C or Better Under 2035 CIP Conditions	Less Than Significant	None Required	Less Than Significant
Impact 4.3-11 Increased Traffic on Placer County, Sutter County, Sacramento County, City of Rocklin, or City of Lincoln Intersections Under 2035 CIP Conditions	Significant	MM 4.3-3 Placer County Intersections: Pay Fair Share Costs to Placer County Intersection Improvements	Significant and Unavoidable
Impact 4.3-12 Increased Traffic Volumes on Roadways within Placer County, Sutter County, Sacramento County, or City of Rocklin Under 2035 CIP Conditions	Significant	MM 4.3-5 Placer County Segments: Pay Fair Share Costs to Placer County Facilities	Significant and Unavoidable

ARSP Impact	Significance	Mitigation Measure	Residual Significance
Impact 4.3-13 Increased Traffic Volumes on Existing State Highways Under 2035 CIP Conditions	Less than Significant	None required	Less than Significant
Impact 4.3-14 Increased Traffic on City of State Highways Under 2035 CIP Conditions	Less than Significant	None required	Less than Significant
Cumulative Conditions			
ARSP Impact	Significance	Mitigation Measure	Residual Significance
Impact 4.3-15 Increased Traffic on City of Roseville Intersections Under 2035 Cumulative Conditions	Significant	None Available	Significant and Unavoidable
Impact 4.3-16 Consistency of Project with City's Policy of 70 Percent of Intersections Operating At LOS C or Better Under 2035 Cumulative Conditions	Less than Significant	None required	Less than Significant
Impact 4.3-17 Increased Traffic on Placer County, Sutter County, Sacramento County, City of Rocklin, or City of Lincoln Intersections Under 2035 Cumulative Conditions	Significant	MM 4.3-3 Placer County Intersections: Pay Fair Share Costs to Placer County Intersection Improvements	Significant and Unavoidable
Impact 4.3-18 Increased Traffic Volumes on Roadways Within Placer County, Sutter County, Sacramento County, or City Of Rocklin Under 2035 Cumulative Conditions	Less than Significant	None required	Less than Significant
Impact 4.3-19 Increased Traffic Volumes on State Interchanges Under 2035 Cumulative Conditions	Less than Significant	None required	Less than Significant
Impact 4.3-20 Increased Traffic Volumes on State Highways Under 2035 Cumulative Conditions	Significant	MM 4.3-7 State Facilities: Payment of Fees for State Roadway Segments	Significant and Unavoidable

Circulation Level of Service

The Draft EIR evaluated future level of service (LOS) with and without the project during both the a.m. and p.m. peak hours. The 2035 CIP analysis concluded that the proposed project would cause cumulatively significant intersection degradations to the seven (7) City of Roseville intersections listed below during the AM and PM peak hours. The recommend mitigation measure for each of these impacts is listed in the Table below, followed by a summary analysis of each intersection listed below.

TABLE 4.3-15
 RECOMMENDED INTERSECTION MITIGATION MEASURES – 2035 CIP PLUS PROJECT CONDITIONS

Intersection	Recommended Intersection Mitigation	Level of Service	
		Before Mitigation	After Mitigation
AM Peak Hour			
McAnally Drive/Woodcreek Oaks Boulevard	No feasible mitigation	D	D
Blue Oaks Boulevard/Westbrook Boulevard	Provide 2 left-turn lanes, 3 through lanes, and 1 right-turn lane on all approaches. Operate WB right-turn movement with an overlap phase.	E	C
PM Peak Hour			
Roseville Parkway/Gibson Drive	No feasible mitigation	E	E
Blue Oaks Boulevard/Westbrook Boulevard	Provide 2 left-turn lanes, 3 through lanes, and 1 right-turn lane on all approaches. Operate WB right-turn movement with an overlap phase.	F	C
Baseline Road/Santucci Boulevard	No feasible mitigation	D	D
Westbrook Boulevard/Vista Grande Boulevard	Restripe WB approach to have 2 left-turn lanes, 1 through lane, and 1 right-turn lane.	D	C
Baseline Road/Westbrook Boulevard	No feasible mitigation	D	D
Source: Fehr & Peers, 2015a (Appendix L).			

A.M. Peak Hour Impacts

McAnally Drive/Woodcreek Oaks Boulevard – Under the 2035 CIP scenario, this intersection would operate at LOS C during the a.m. peak hour. The addition of the project would cause the intersection to degrade to LOS D. The City’s CIP includes an additional westbound approach lane at the McAnally Drive/Woodcreek Oaks Boulevard intersection. Further widening is not possible at this intersection due to the surrounding land uses. However, operations at this intersection would be restored to LOS C under the 2035 Cumulative Plus Project scenario due primarily to traffic shifts caused by Placer Parkway. Therefore, this impact would be **significant and unavoidable**.

Blue Oaks Boulevard/Westbrook Boulevard – Under the 2035 CIP scenario, this intersection would operate at LOS C during the a.m. peak hour. The addition of the project would cause the intersection to degrade to LOS E. The level of service at this intersection could be improved to LOS C by providing 2 left-turn lanes, 3 through lanes, and 1 right-turn lane on all approaches and operating the westbound right-turn movement with an overlap phase. Therefore, this impact would be **less than significant**.

P.M. Peak Hour Impacts

Roseville Parkway/Gibson Drive – Under the 2035 CIP Plus Project scenario, the LOS at this intersection would degrade from LOS D to LOS E. The project would cause a three-second increase in delay during the PM peak hour, which worsens operations from LOS D to E. The intersection is built to its ultimate configuration. Signal timing adjustments would not restore operations back to LOS D. However, operations are restored to LOS D under the 2035 Cumulative Plus Project scenario. Therefore, the project impact would be **significant and unavoidable**.

Blue Oaks Boulevard/Westbrook Boulevard - Under the 2035 CIP Plus Project scenario, this intersection would degrade from LOS C to LOS F. This impact can be mitigated by providing 2 left-turn lanes, 3 through lanes, and 1 right-turn lane on all approaches and operating the WB right-turn movement with an overlap phase. This would improve the intersection operation from LOS E to LOS C. This improvement is feasible and will be added to the City of Roseville’s Capital Improvement Program. Development within the ARSP will be required to pay fair share costs for this improvement through

payment of Traffic Mitigation fees. Therefore, with this mitigation, the project impact would be **less than significant**.

Baseline Road/Santucci Boulevard - Under the 2035 CIP plus project scenario, this intersection would degrade from LOS C to LOS D. The Proposed Project would cause a two-second increase in delay at this intersection during the PM peak hour. The intersection is planned to include two left-turn lanes, three through lanes, and one right-turn lane on all approaches. Further widening is not possible and signal timing adjustments would not restore operations back to LOS C. However, intersection operations are restored to LOS C at this intersection under the 2035 Cumulative Plus Project scenario due primarily to traffic shifts caused by Placer Parkway. Therefore, this impact would be **significant and unavoidable**.

Westbrook Boulevard/Vista Grande Boulevard - Under the 2035 CIP Plus Project scenario, the LOS at this intersection would degrade from LOS C to LOS D. The impact can be mitigated by restriping the WB approach to have 2 left-turn lanes, 1 through lane, and 1 right-turn lane. This would improve the intersection operation from LOS D to LOS C. This improvement is feasible and will be added to the City of Roseville’s Capital Improvement Program. Development within the ARSP will be required to pay fair share costs for this improvement through payment of Traffic Mitigation fees. Therefore, with this mitigation, this impact would be **less than significant**.

Baseline Road/Westbrook Boulevard - Under the 2035 CIP Plus Project scenario, the LOS at this intersection would degrade from LOS C to LOS D. The Proposed Project would cause a three-second increase in delay at this intersection during the PM peak hour. The intersection is planned to include two left-turn lanes, three through lanes, and one right-turn lane on all approaches. Further widening is not possible and signal timing adjustments would not restore operations back to LOS C. However, intersection operations are restored to LOS C at this intersection under the 2035 Cumulative Plus Project scenario due primarily to traffic shifts caused by Placer Parkway. Therefore, this impact would be **significant and unavoidable**.

General Plan Level of Service Consistency

The City’s level of service policy requires that the City maintain LOS C at 70 percent of its intersections during the p.m. peak hour. The Draft EIR evaluated the percentage of intersections operating at LOS C or better during the p.m. peak hour, and also during the a.m. peak hour. A comparison of these percentages with and without the proposed project under the 2035 CIP scenario is shown in Table 4. As noted in the table the project will not cause a significant impact on this policy as 89 percent of the City’s signalized intersections will operate at LOS C or better during the a.m. peak hour and 78 percent of the City’s intersections will operate at LOS C or better during the p.m. peak hour. As such, this impact is considered **less than significant**.

TABLE 4 (4.3-16)
CITY OF ROSEVILLE SIGNALIZED INTERSECTION OPERATIONS – 2035 CIP CONDITIONS

Level of Service	2035 CIP Conditions		2035 CIP Plus Project Conditions	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
Total Intersections ¹	221	221	226	226
LOS A-C	198 (89.5%)	175 (79.2%)	198 (89.3%)	174 (77.8%)
LOS D	15 (7%)	22 (10%)	15 (7%)	25 (11%)
LOS E	6 (3%)	18 (8%)	7 (3%)	19 (8%)
LOS F	2 (1%)	6 (3%)	2 (1%)	6 (3%)
Percent Operating at LOS D, E, or F	11.5%	20.8%	11.6%	22.3%

1 - Excludes the eight signalized intersections located in the City’s Pedestrian Overlay District (POD).
Source: Fehr & Peers, 2015a (Appendix L).

Adjacent Jurisdiction Impacts

The DEIR also analyzed traffic impacts on adjacent jurisdictions to determine potential impacts on roadways outside the City. This included an analysis of Placer County, the City of Lincoln, Sutter County and Sacramento County roadways and intersections. Operations at all study roadway segments in Sutter County, Sacramento County and Lincoln would operate at acceptable LOS or unacceptable operations would not be exacerbated by the Proposed Project under 2035 CIP Conditions. Therefore, impacts to intersections within Sutter County, Sacramento County, and the City of Lincoln would be **less than significant**.

Placer County – the Proposed Project would cause cumulatively significant roadway segment or intersection degradations to the below Placer County facilities. This is considered a **significant** impact.

Roadway Segment:

- Sunset Boulevard West between Westbrook Boulevard and Fiddymont Road (LOS A to E)
- Fiddymont Road from Athens Avenue to Sunset Boulevard West (LOS E to F)

Implementation of **Mitigation Measure 4.3-5 (b) and (c)** would restore operations on these roadway segments to acceptable levels of service by requiring the Applicant's fair share funding contribution. However, the remaining fair share costs required for construction have not been identified, and the City does not have jurisdiction over improvements on Placer County roadways. Additionally, the proposed Sunset Boulevard West improvements will be built in phases as development occurs. Therefore, this impact is considered **significant and unavoidable**.

Intersections:

- Fiddymont Road/Sunset Boulevard West: (LOS A to LOS E).
- Fiddymont Road/Athens Avenue: (LOS E to LOS F).

Implementation of **Mitigation Measure 4.3-3** would restore operations at these intersections to acceptable levels of service by requiring the Applicant's fair share funding contribution. However, the remaining fair share costs required for construction have not been identified, and the City does not have jurisdiction over improvements on Placer County roadways. Therefore, this impact is considered **significant and unavoidable**.

City of Rocklin - The DEIR analysis for Rocklin's roadways indicates that the ARSP would not cause any significant degradation of Rocklin's level of service; as such, this impact was noted as **less than significant**.

City of Lincoln - The DEIR analysis for Lincoln's roadways indicates that the ARSP would not cause any significant degradation of Lincoln's level of service; as such, this impact was noted as **less than significant**.

Sutter County - The DEIR analysis indicates as shown in Table 8 that Riego Road in Sutter County would continue to operate at LOS A under the 2035 CIP Plus Project scenario. The recently approved Sutter Pointe Specific Plan and the Placer Vineyards Specific Plan identified the ultimate need for Riego Road to be widened to six lanes to accommodate future traffic volumes. As noted in Table 8, traffic volumes under the 2035 Plus Project scenario would increase by 200 Vehicles per day, and the level of service would not degrade from LOS A. This is considered a **less than significant impact**.

**Table 8
Level of Service at Sutter County Roadway Segment
2035 CIP Plus Proposed Project Scenario**

<i>Roadway Segment</i>	<i>LOS Standard</i>	<i>Lanes</i>	<i>2035 CIP Conditions</i>			
			<i>2035</i>		<i>Plus Project</i>	
			<i>ADT</i>	<i>LOS</i>	<i>ADT</i>	<i>LOS</i>
Riego Rd E/O SR 70-99	D	6	22,100	A	22,300	A

Notes: **BOLD** Locations Do Not Meet LOS Policy

Sacramento County - The proposed project would result in traffic volume increases on a number of roadways in Sacramento County. The DEIR concluded that none of the Sacramento County intersections would experience a significant level of service degradation with the addition of the proposed project. As such this impact was considered **less than significant**.

State Highways - The DEIR concludes that I-80, SR 70/99 and SR-65 would experience poor levels of service in 2035 with or without the ARSP. Development of the ARSP would increase traffic densities on portions of these highways as shown in Table 9. While the ARSP would not cause any highway segment or ramp intersection to degrade from LOS E or better to LOS F, it would contribute additional traffic on segments that are already operating at LOS F under 2035 no project conditions. This is considered a **significant unavoidable impact**.

**TABLE 9
CALTRANS SEGMENT OPERATIONS – 2035 CIP CONDITIONS**

SR 65 Freeway Facility	Type	2035 CIP No Project Conditions				2035 CIP Plus Project Conditions			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Density	LOS	Density	LOS	Density	LOS	Density	LOS
Northbound State Route 65									
I-80 to Galleria Blvd	Basic	42	E	39	E	42	E	39	E
Galleria Blvd Off-Ramp	Diverge	39	E	39	E	39	E	39	E
Galleria Blvd On-Ramp	Merge	35	E	36	E	35	E	36	E
Pleasant Grove Blvd Off-Ramp	Diverge	24	C	22	C	24	C	22	C
Pleasant Grove Blvd On to Blue Oaks Off Ramp	Weave	N/A ²	D	N/A	E	N/A	D	N/A	E
Blue Oaks Blvd Loop On-Ramp	Merge	27	C	24	C	27	C	25	C
Blue Oaks Blvd On to Sunset Off-Ramp	Basic	- ³	F	40	E	-	F	40	E
Sunset Blvd Off-Ramp	Diverge	-	F	-	F	-	F	-	F
Sunset Blvd Loop On Ramp	Merge	28	C	33	D	27	C	33	D
Sunset Blvd Slip On-Ramp to Placer Pkwy Off-Ramp	Weave	N/A	D	N/A	D	N/A	D	N/A	D
Whitney Ranch Pkwy Loop On-Ramp	Merge	25	C	-	F	25	C	-	F
Whitney Ranch Pkwy Slip On-Ramp	Merge	23	C	-	F	22	C	-	F
Whitney Ranch Pkwy Slip On-Ramp to Twelve Bridges Off-Ramp	Basic	25	C	-	F	25	C	-	F

SR 65 Freeway Facility	Type	2035 CIP No Project Conditions				2035 CIP Plus Project Conditions			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Density	LOS	Density	LOS	Density	LOS	Density	LOS
Twelve Bridges Dr Off-Ramp	Diverge	30	D	-	F	30	D	-	F
Twelve Bridges Dr On to Lincoln Off-Ramp	Weave	N/A	B	N/A	F	N/A	B	N/A	F
Lincoln Blvd Off to Ferrari Ranch Rd	Basic	11	A	26	C	11	A	26	C
Ferrari Ranch Rd Off-Ramp	Basic	11	A	26	C	11	A	26	C
Ferrari Ranch Rd On-Ramp	Merge	13	B	27	C	13	B	27	C
Ferrari Ranch Rd to Nelson Ln	Basic	11	A	26	C	11	B	26	C
Southbound State Route 65									
Nelson Ln to Ferrari Ranch Rd	Basic	23	C	15	B	23	C	15	B
Ferrari Ranch Rd Off-ramp	Diverge	29	D	20	B	29	D	20	B
Ferrari Ranch Rd Loop On Ramp	Basic	20	C	13	B	20	C	13	B
Ferrari Ranch Rd Direct On Ramp	Merge	27	C	14	B	27	C	14	B
Ferrari Ranch Rd to Lincoln Blvd	Basic	-	F	21	C	-	F	21	C
Lincoln Blvd On Ramp to Twelve Bridges Off	Weave	N/A	F	N/A	C	N/A	F	N/A	C
Twelve Bridges Dr Loop On Ramp	Merge	-	F	34	D	-	F	34	D
Twelve Bridges Dr to Placer Pkwy	Basic	-	F	34	D	-	F	34	D
Placer Pkwy Off-ramp	Diverge	-	F	26	C	-	F	25	C
Placer Pkwy Loop On-Ramp	Merge	38	E	35	E	39	E	35	E
Placer Pkwy On-ramp to Sunset Blvd Off-Ramp	Weave ¹	24	C	N/A	D	24	C	N/A	D
Sunset Blvd Loop On Ramp	Merge	36	E	36	E	36	E	36	E
Sunset Blvd Direct On-Ramp	Merge	-	F	-	F	-	F	-	F
Sunset Blvd On-Ramp to Blue Oaks Blvd Off-Ramp	Basic	-	F	-	F	-	F	-	F
Blue Oaks Blvd Off-Ramp	Diverge	30	D	30	D	30	D	30	D
Blue Oaks Blvd Loop On-Ramp	Merge	24	C	23	C	24	C	23	C
Blue Oaks Blvd On to Pleasant Grove Off	Weave	N/A	E	N/A	F	N/A	E	N/A	F
Pleasant Grove Blvd Loop On-Ramp	Merge	27	C	30	D	28	C	30	D
Pleasant Grove Blvd Slip On-Ramp	Merge	34	D	36	E	35	D	36	E
Galleria Blvd Off-Ramp	Diverge	36	E	38	E	36	E	38	E
Galleria Blvd On-Ramp	Merge	30	D	-	F	31	D	-	F
Galleria Blvd to I-80	Basic	31	D	44	E	32	D	44	E

1 - This segment is analyzed as a basic segment in the AM peak hour because the calculation falls out of the realm of a weave segment.

2 - N/A = Not applicable because density is not calculated for weave segments based on Leisch method.

3 - "-" = Density not reported for facilities operating at LOS F.

Source: Fehr & Peers, 2015a (Appendix L).

It is important to note that the ARSP will participate in two fee programs for improvements along Highway 65. The Highway 65 JPA Fee Program will fund interchange improvements at Stanford Ranch/Galleria, Pleasant Grove, Blue Oaks, and Sunset. The ARSP will contribute fair share costs for those improvements. In addition, the ARSP will participate in the South Placer Regional Transportation Authority Fee Program which will provide funding for widening Highway 65 to six lanes between Interstate 80 and Sunset Boulevard.

Placer Parkway - The Placer County Transportation Agency (PCTPA) has completed a Tier 1 Environmental Impact Statement (EIS)/EIR for Placer Parkway, a six-lane transportation facility that would connect SR-65 west to SR 70/99 in Sutter County.

The Draft EIR considered two development scenarios with Placer Parkway:

- 2035 Cumulative with a partial Placer Parkway; and
- Super Cumulative with a full Placer Parkway

As shown in Table 4.3-22, under the Cumulative scenario which assumes partial development of the Placer Ranch Specific Plan and construction of Placer Parkway westerly from Foothills Boulevard to Santucci Boulevard. Because the construction of Placer Parkway is key to circulation in the future, the City Council entered into a Memorandum of Understanding with Placer County, Lincoln, and Rocklin to require all new growth areas to provide a Tier 2 traffic contribution towards the construction of Placer Parkway. Both Placer Vineyards and Regional University, located in Placer County, as well as the Sierra Vista Specific Plan (SVSP, and the Creekview Specific Plan (CSP), within the City of Roseville have already committed to this funding. It is expected that funding from all of the potential new growth areas in Placer County will generate in excess of \$450 million towards the construction of Placer Parkway.

**Table 4.3-22
Number of Roseville Signalized Intersection Operation -
Cumulative Condition**

Level of Service	2035 Cumulative Conditions		2035 Cumulative Plus Project Conditions ¹	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
Total Intersections ²	221	221	226	226
LOS A-C	198 (89.5%)	175 (79.2%)	204 (90.2%)	180 (79.6%)
LOS D	18 (8%)	23 (11%)	17 (8%)	21 (9%)
LOS E	3 (1%)	16 (7%)	3 (1%)	18 (8%)
LOS F	2 (1%)	7 (3%)	2 (1%)	7 (3%)
Percent Operating at LOS D, E, or F	11.5%	20.8%	9.8%	20.4%

1 - The Plus Project scenario includes the five new signalized intersections within the project site.
2 - Excludes the eight signalized intersections located in the City's Pedestrian Overlay District (POD).
Source: Fehr & Peers, 2015a (**Appendix L**).

Significant Unavoidable Impacts

The Draft EIR concluded that the project as proposed would have impacts. However, by implementing the prescribed mitigation measures, most of those impacts would be reduced to a less than significant level. The impacts that cannot be mitigated to a less than significant level are:

- Level of Service Impacts to McAnally/Woodcreek Oaks, Roseville Pkwy/Gibson, Baseline/Santucci and Baseline/Westbrook;
- Placer County roadway segment impacts to Sunset Boulevard West between Westbrook Boulevard and Fiddymment Road and Fiddymment Road between Athens Avenue and Sunset Boulevard; and
- Increased congestion on I-80, SR 70/99 and SR-65.

The City will continue to meet the General Plan Level of Service Policy with the impacts noted above.

RECOMMENDATION:

Staff recommends that the Transportation Commission provide comments, which will be provided to the City Council for their consideration, on the Transportation and Circulation Section (Exhibit A - Section 4.3) of the Draft EIR and the proposed Circulation Plan of the Specific Plan (Exhibit B - Chapter 7).

ATTACHMENTS:

In order to assist the Commission with the review of the project, staff has prepared several attachments to the staff report.

Attachment 1: Summary Fact Sheet: Provides a summary of the ARSP outlining major areas of interest.

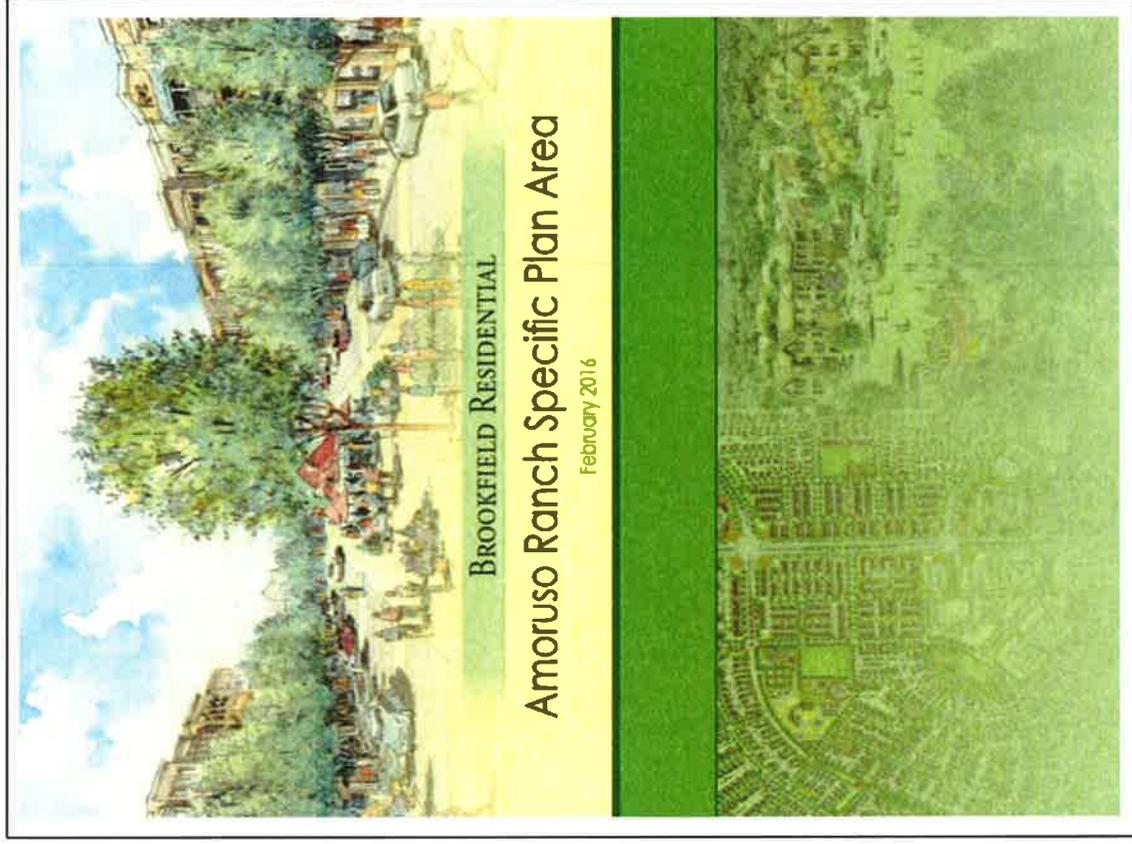
Attachment 2: Summary of Project Entitlements: Provides a brief overview of all the requested entitlements associated with the ARSP. Also included is the reviewing body of each of these entitlements.

Attachment 3: Color Copy of the Land Use Plan for ARSP

EXHIBITS:

- A. Draft Environmental Impact Report (EIR) for the Amoruso Ranch Specific Plan and Annexation (SCH # 2008032017) – Mailed CD on March 4, 2016, includes all technical appendices to the EIR
- B. Amoruso Specific Plan Document

Attachment 1



Development Services Department, Planning Division
311 Vernon Street, Roseville, CA 95678 (916) 774-5276

PROJECT SUMMARY SHEET

Land Use: The Amoruso Ranch Specific Plan (ARSP) is the fourteenth specific plan to be processed by the City. The ARSP property is approximately 694-acres in size and has the following proposed mix of land uses:

Land Use	Units/Acreage
Low Density Residential	1302 units
Medium Density Residential	542 units
High Density Residential	873 units
Community Commercial – Village District	27 acres (109 units)
Community Commercial – Retail / Office	24 acres
Public/Quasi-Public	17 acres
Park	22 acres
Open Space	145 acres
Urban Reserve	20 acres (1 unit)

Commercial: The Commercial land uses in the ARSP consist of two areas. The first is a Village District, intended to create a mixed-use urban village atmosphere. The second is a more traditional retail area that would support regional commercial and business park uses located in the northeast quadrant of the plan area, near the future Placer Parkway alignment.

Schools: The site is located within the Roseville City School District and Roseville Joint Union High School District. One 9-acre elementary school site is planned on parcel AR-50. Middle school and high school students from the plan area will attend schools outside of the ARSP.

Parks & Public Land:

3 ac. fire station site	3.46 ac. well site & recycling center
9.6 ac. elementary school site	0.28 ac. sewer lift station (A)
7 neighborhood parks	0.85 ac. sewer lift station (B)

Roadways: Westbrook Boulevard is a planned north/south six-lane arterial roadway that will enter the southern portion of the ARSP and extend north, terminating at West Sunset Boulevard.

Placer Parkway – Placer Parkway is a planned 15-mile long, limited access transportation facility, which will connect State Route 65 in western Placer County to State Route 99 in south Sutter County. Placer Parkway is currently planned as a 6-lane facility, with three lanes in both directions. Based on traffic demands at the time of construction, the Parkway may be phased with the initial construction of 4-lanes and two additional lanes added when

warranted. A portion of the parkway will bisect the northwest area of the ARSP.

Bikeway and Pedestrian Network: An extensive network of trails and Class I and II bikeway facilities will provide connections throughout the plan area. In addition, this network will connect the residential neighborhoods and commercial areas to parks, paseos, and to regional open space located in both the Creekview and West Roseville Specific Plan areas.

Drainage: The ARSP drainage system will collect onsite storm water and convey it to two discharge points. Storm water generated from the northerly 300 acres of the site (including the areas that presently drain towards Toad Hill Ranches and the Gleason property) and portions of the southern area will be redirected within open channels and discharged into University Creek at the southwest corner of the site. The remaining storm water generated from the eastern portion of the site will be directed to a second discharge location to the southwest and into University Creek. As a result of the proposed ARSP improvements, the post project drainage sheds will be altered to the benefit of the neighboring properties.

Water Supply: The ARSP will be supplied with surface water originating from Placer County Water Agency's (PCWA's) Ophir water treatment plant. In addition, a well site within the ARSP will provide groundwater to supplement shortfalls in surface water during the driest years. Recycled water will be provided from the Pleasant Grove Waste Water Treatment Plant.

Urban Reserve: The annexation boundary includes a 20 acre parcel designated Urban Reserve. No development is being proposed at this time.

Open Space / University Creek: The ARSP will support open space and resource preservation by preserving approximately 135 acres of permanent open space, including portions of University Creek (a tributary to Pleasant Grove Creek) that transects the southern boundary of the site. The Plan Area is adjacent to other regionally significant open space amenities and will provide open space linkages between the WRSP to the southeast, CSP to the south, and the Al Johnson Wildlife Area to the southwest. Together with the ARSP the interconnected open space will total approximately 2,150 acres.

Environmental Impact Report: An EIR is being prepared for the project and was made available for public review beginning March 1, 2016.

For more information, visit www.roseville.ca.us/amoruso

The following summarizes the different entitlement requests associated with the proposed Amoruso Ranch Specific Plan (ARSP). Each entitlement is followed by a brief discussion of the request and the reviewing bodies that will act upon the proposal.

Draft Environmental Impact Report (EIR): In compliance with the California Environmental Quality Act (CEQA) a Draft Environmental Impact Report (DEIR) (SCH# 2013102057) is being considered as a portion of the requested entitlements. The Draft EIR provides the required environmental analysis for all of the entitlements described in this summary, and will form the basis of environmental analysis for future actions in the ARSP area.

Reviewing Bodies: Transportation Commission, Public Utilities Commission, Parks and Recreation Commission, Planning Commission, and City Council

Annexation: A majority of the ARSP project site is located outside the City limits and outside the City's Sphere of Influence in unincorporated Placer County. Before the project can develop as part of the City, the land must be annexed and sphere of influence amended. The 20-acre Urban Reserve parcel will be included in the Annexation, to avoid creating an island of unincorporated land.

Reviewing Bodies: Planning Commission, City Council, Local Agency Formation Commission

General Plan Amendment, Specific Plan Adoption, and Zoning Map Amendment: Because the area defined as the ARSP is presently outside the City limits in unincorporated Placer County, it is necessary to amend the General Plan, adopt a new specific plan, and pre-zone the property to reflect the proposed land use and zoning designations. These entitlements will change the present designations to those identified in the ARSP document.

General Plan Amendment: The General Plan will need to be amended to incorporate the ARSP into the document. The changes are summarized as follows:

- Increase the General Plan unit allocation by 2,827;
- Change text to add references to the ARSP;
- Change tables to update and insert ARSP data;
- Change General Plan horizon year from 2025 to 2035
- Change all figures to add the ARSP and relevant ARSP map layer information; and
- Modify the General Plan noise standard for non-transportation sources (point sources).

Reviewing Bodies: Planning Commission and City Council

Specific Plan Adoption: The City will consider adoption of the Amoruso Ranch Specific Plan, Residential Development Standards and Design Guidelines. The specific plan establishes a development framework for the area and addresses aspects of land use, housing, circulation, resource management, public utilities, public services, phasing, and implementation. Residential Development Standards have been included as Appendix A of the specific plan document, with samples of some residential product types that could develop in the ARSP. The Design Guidelines have been included as Appendix B of the specific plan document for the purpose of addressing special design considerations in ARSP which are not addressed in the City's Community Design Guidelines.

Reviewing Bodies: Design Committee, Planning Commission and City Council

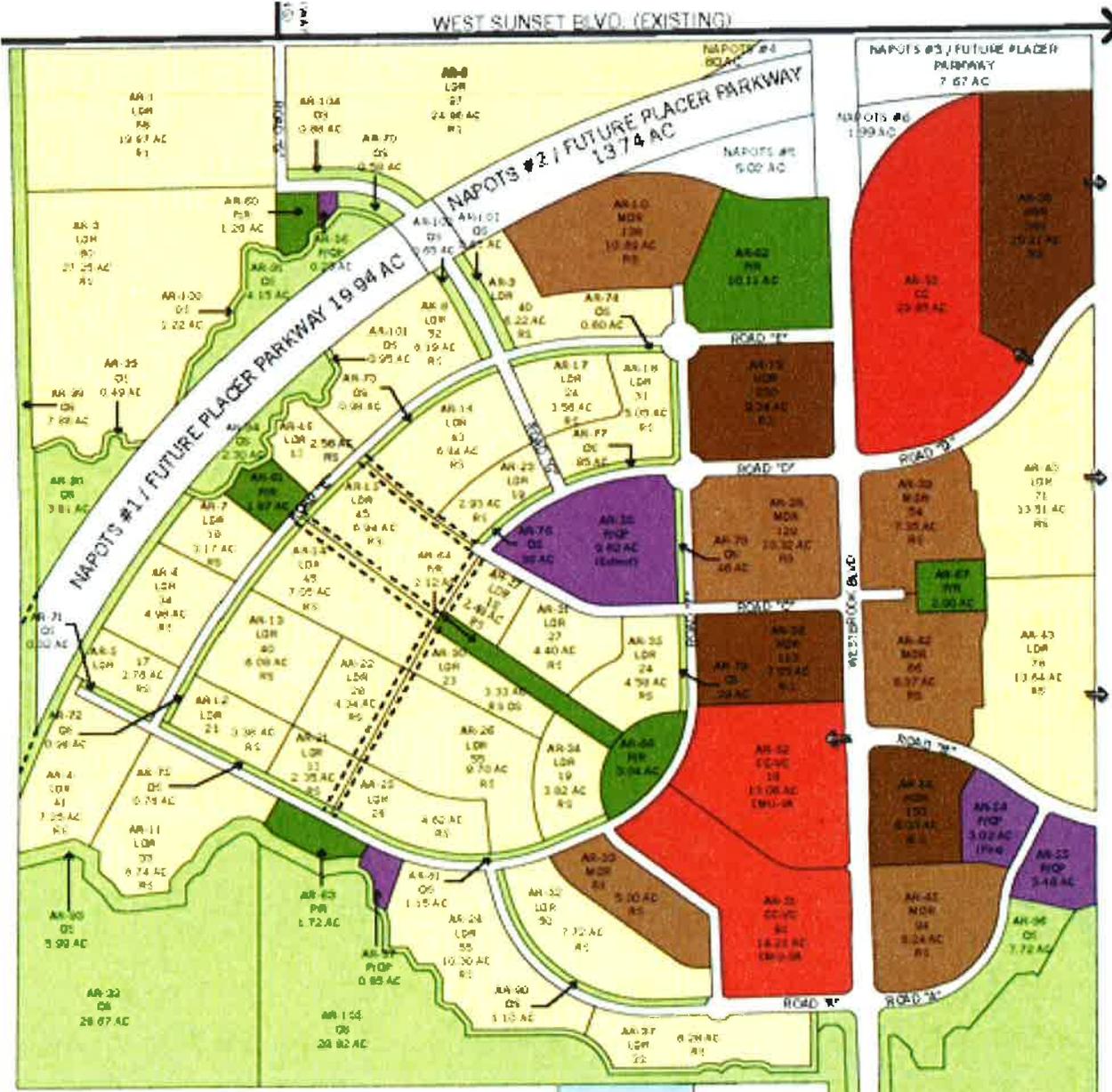
Zoning Map Amendment: The City will adopt a Zoning Map for ARSP to reflect the proposed zoning districts that will apply upon annexation of the land (pre-zone for annexation). The various zoning districts are listed by parcel in ARSP Land Use Table.

Reviewing Bodies: Planning Commission and City Council

Development Agreement: Two Development Agreements will be executed between the City and the developer and Landowner. The DAs will cover two separate geographic areas of the Specific Plan. The Development Agreements will enforce the obligations between the parties and enable an orderly development of the ARSP. The agreement is a binding contract that sets the terms, rules, conditions, regulations, entitlements, responsibilities, and other provisions relating to the development of the property comprising the ARSP. The agreements may only be amended by mutual consent of all parties.

Reviewing Bodies: Planning Commission and City Council

Note: Upon certification of the EIR and approval of the entitlements listed above, subsequent entitlements will be requested in the ARSP. These will include a Large Lot Tentative and Final Map to create real estate parcels corresponding to the Land Use Plan, individual Subdivision Maps to create single-family lots and smaller commercial parcels, Design Review Permits for commercial buildings, etc. All subsequent entitlements must be consistent with the ARSP and reviewed in accordance with City ordinances.



- LOW DENSITY RESIDENTIAL (LDR) (0.5-6.9 D.U./AC)
- MEDIUM DENSITY RESIDENTIAL (MDR) (7.0-12.9 D.U./AC)
- HIGH DENSITY RESIDENTIAL (HDR) (13.0-30.0 D.U./AC)
- COMMUNITY COMMERCIAL (CC)
- PUBLIC/QUASI PUBLIC (PUP)
- PARKS AND RECREATION (PR)
- OPEN SPACE (OS)
- (PRESERVED OPEN SPACE/GENERAL OPEN SPACE/PASEOS)
- URBAN RESERVE (UR)

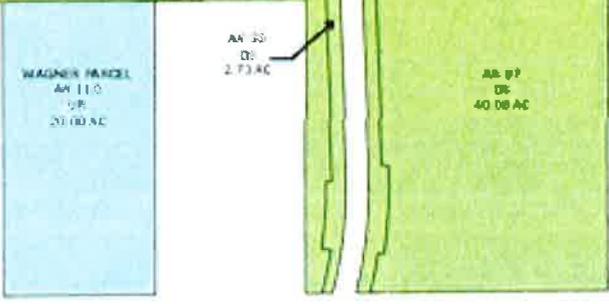


EXHIBIT A

Draft Environmental Impact Report (EIR) for the Amoruso Ranch Specific Plan and Annexation (SCH # 2008032017) – Mailed CD to Transportation Commissioners on March 4, 2016, includes all technical appendices to the EIR.

The report can be viewed at:

www.roseville.ca.us/Amoruso

EXHIBIT B

Amoruso Specific Plan Document – CD copy attached to report

The report can be viewed at:

www.roseville.ca.us/Amoruso



Amoruso Ranch Specific Plan

Transportation Commission

March 15, 2016

Agenda

- Purpose of the Meeting
- City Review Process
- Project Overview
- Circulation & Transportation Plan Overview:
 - Roadway System
 - Bikeway & Paseo System
 - Transit
- EIR Overview





Initial City Council Review & Direction

Feasibility Analysis	June 2010
Direction to Proceed	Oct 2010
Application Submitted	May 2011
Work Program Adopted	Aug 2011
Notice of Preparation	Oct 2013
DEIR Distribution	March 2016





Public Outreach / Opportunities for Public Input

Public Meeting:

- Feb 22 Martha Riley
Library



EIR Workshop:

- Mar 10 Planning Commission

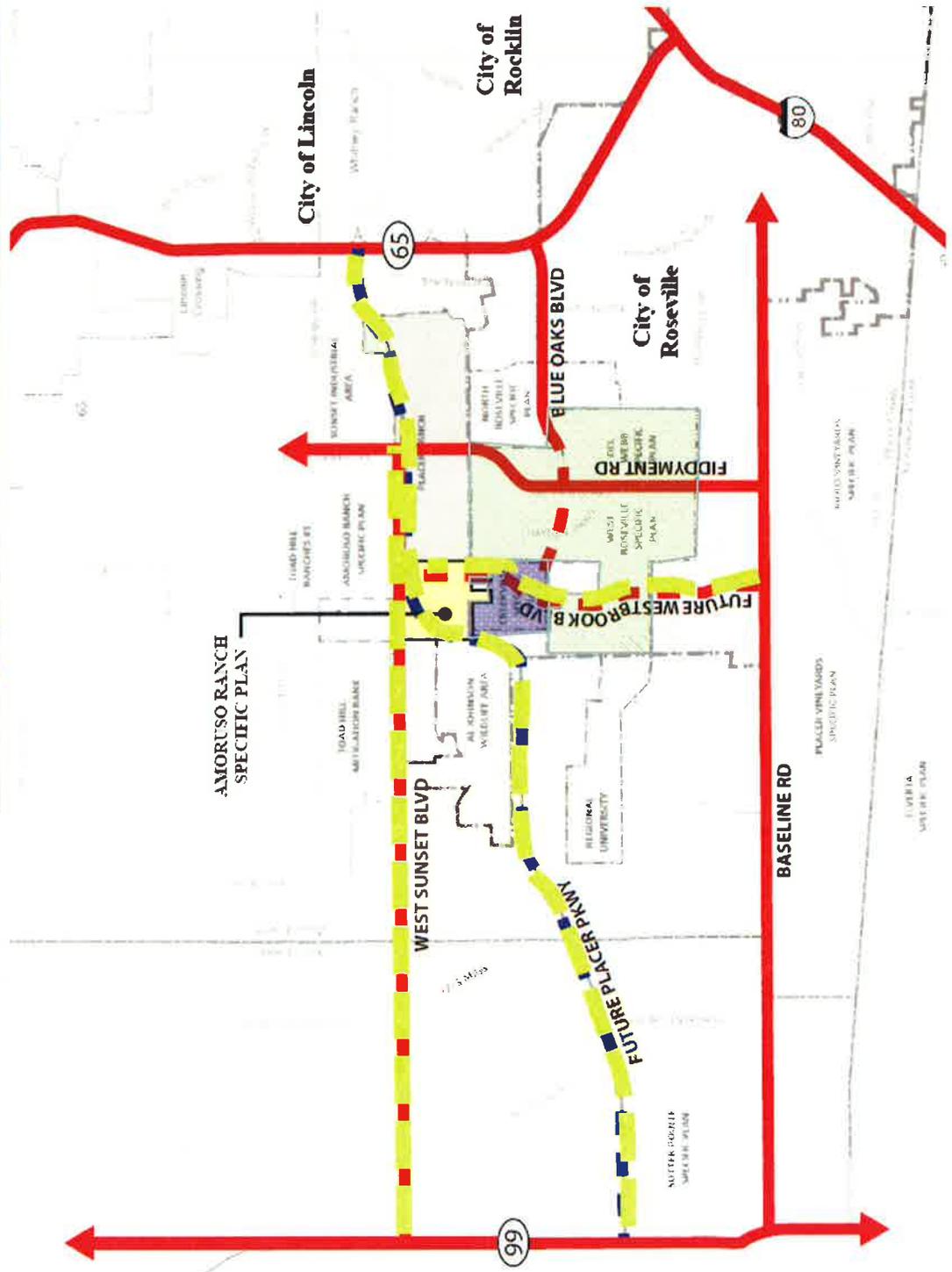


Opportunities for Public Input

Public Hearings:

- March 10 Planning Commission
- **March 15 Transportation Commission**
- March 17 Design Committee
- March 22 Public Utilities Commission
- April 4 Parks & Rec Commission
- April 14 Planning Commission

Regional Context



Project Area Overview

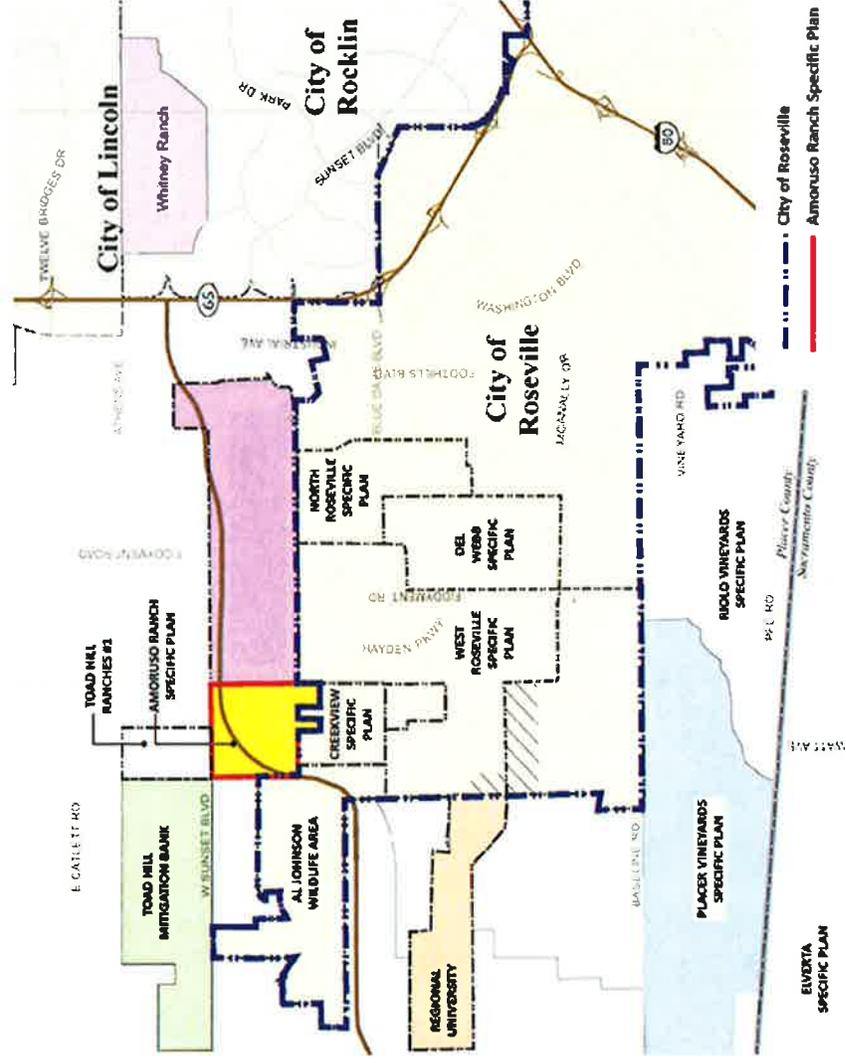


Annexation Area:

- 694 acres

Amoruso Ranch Specific Plan:

- 2,827 residential units



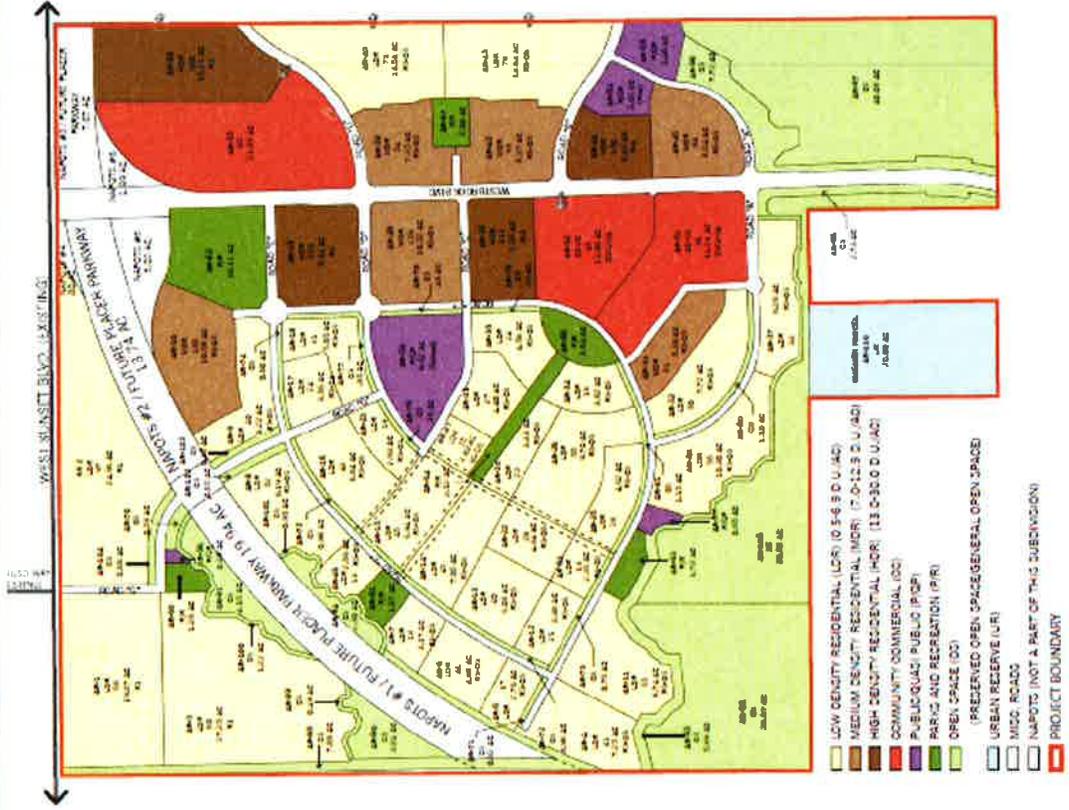
Amoruso Land Use Plan

Residential
 LDR 1302 du
 MDR 542 du
 HDR 873 du

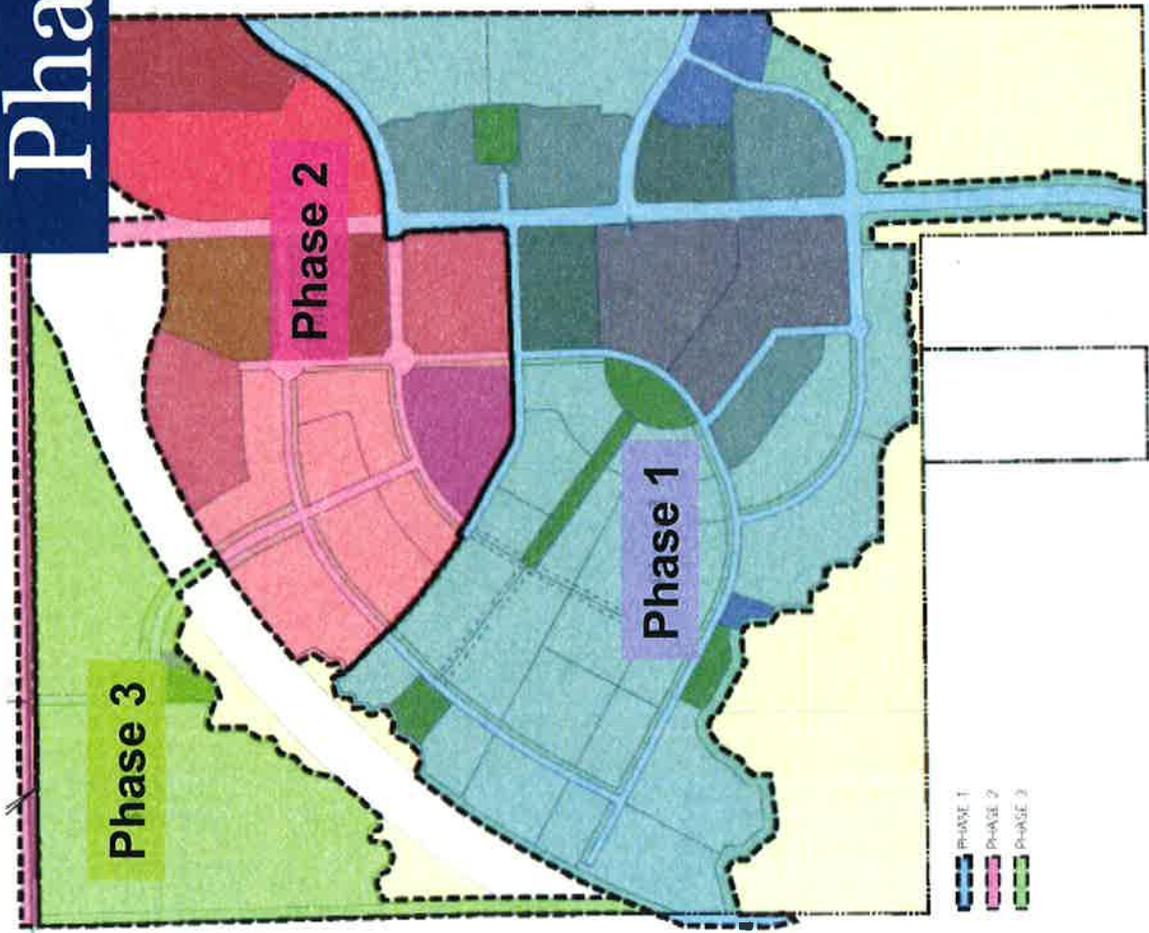
Commercial
 CC/NC 27 ac.
 w/ 109 units
 CC 24 ac.

Public
 OS 145 ac.
 Parks 22 ac.
 P/Q 17 ac.

Urban Reserve
 20 ac.



Phasing



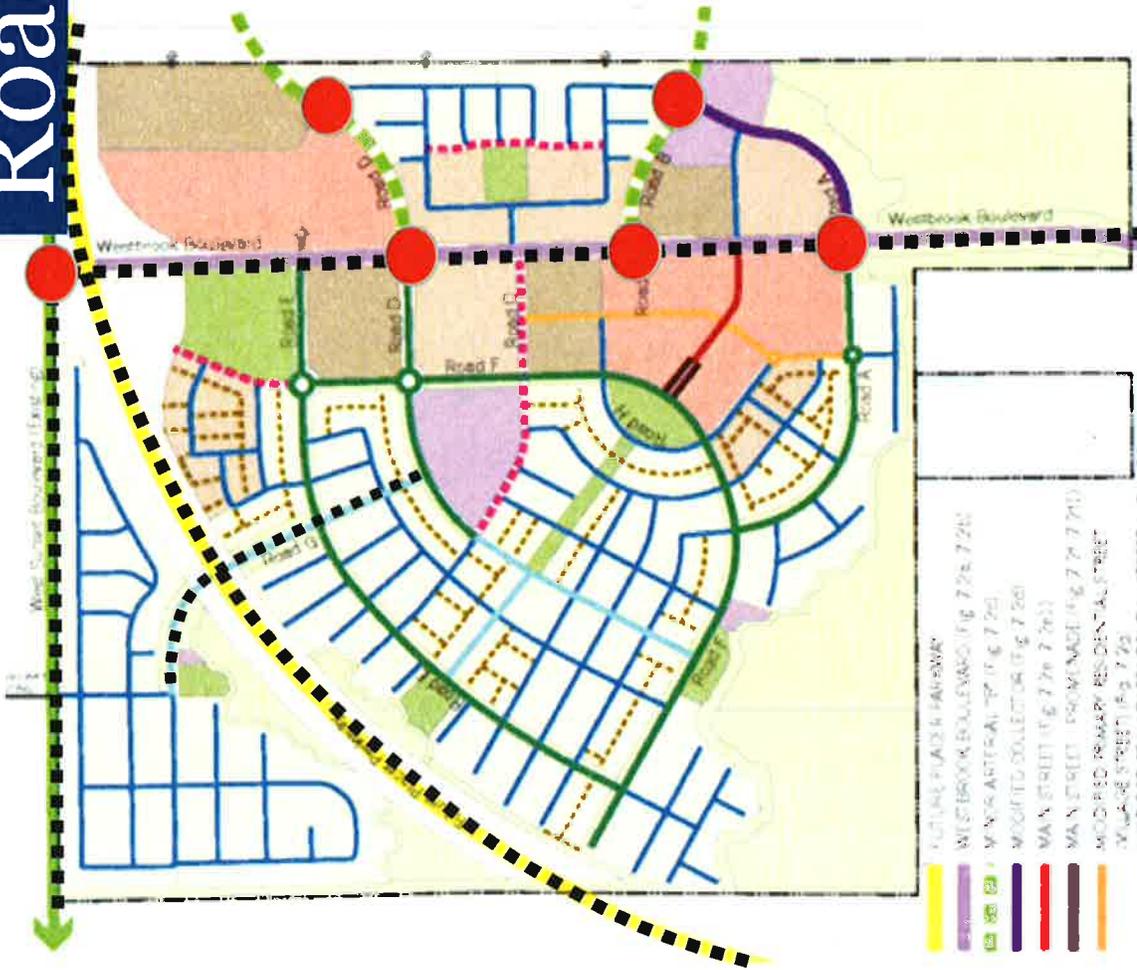
Circulation Overview



- Roadways
- Paseos / Bikeway System
- Transit



Road Network



Arterials

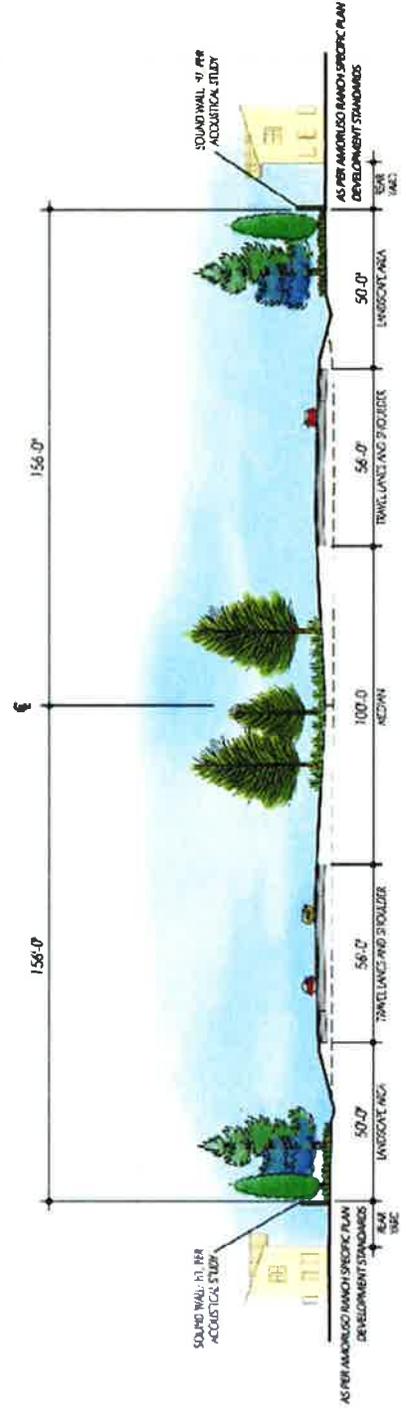
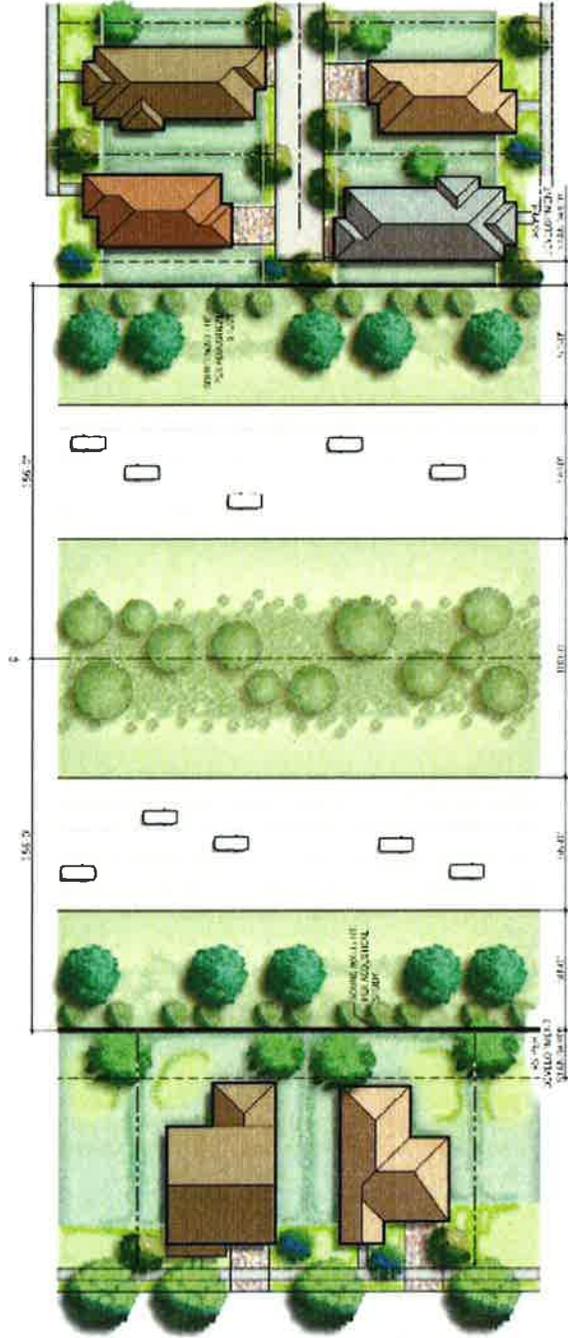
- Standard Sections
- Bike Lanes
- Bikeways within Landscape Corridors

Traffic Signals

Collectors

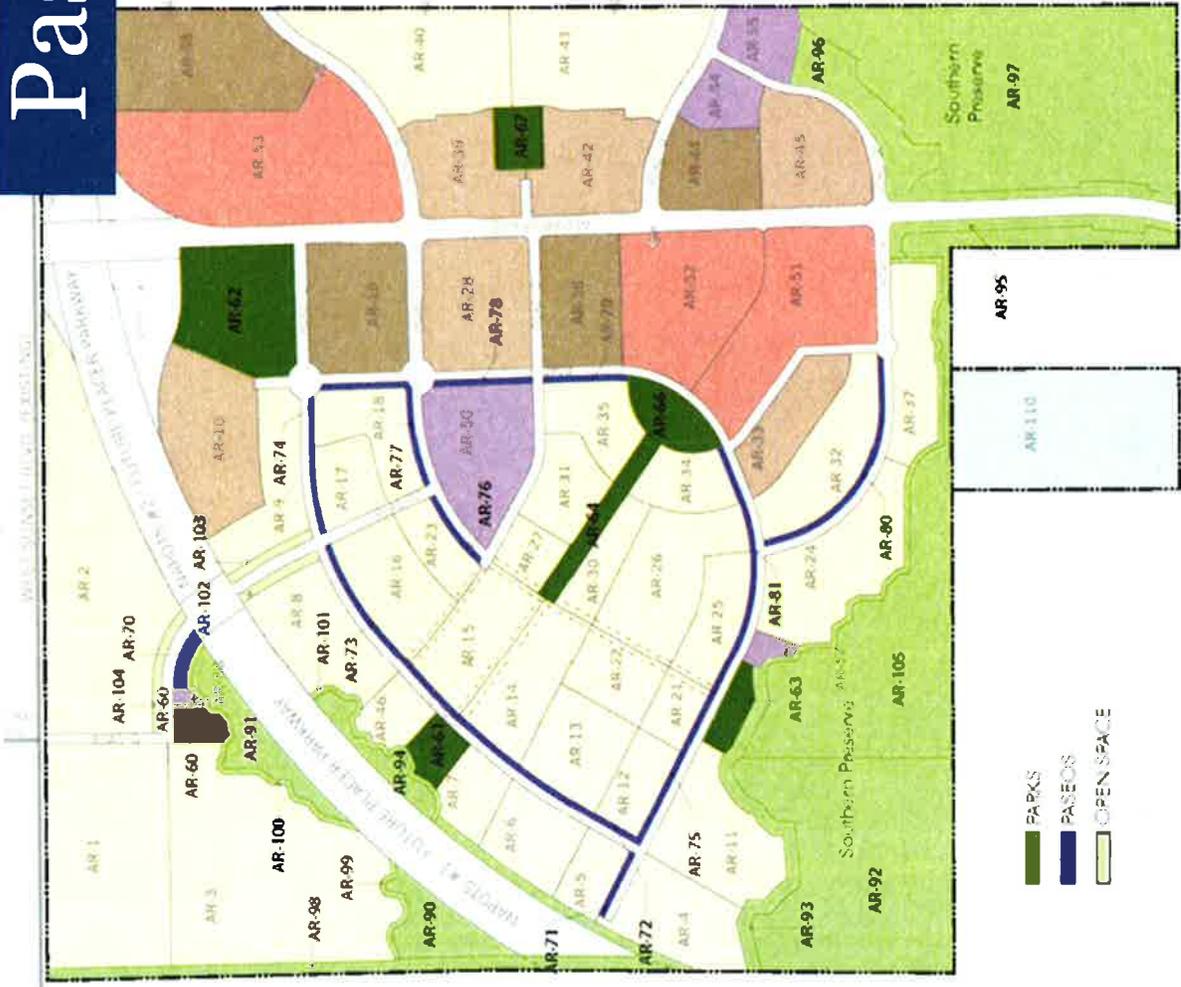
- Modified From City Standards
- Bike Lanes
- Integrated Paseo System

Placer Pkwy



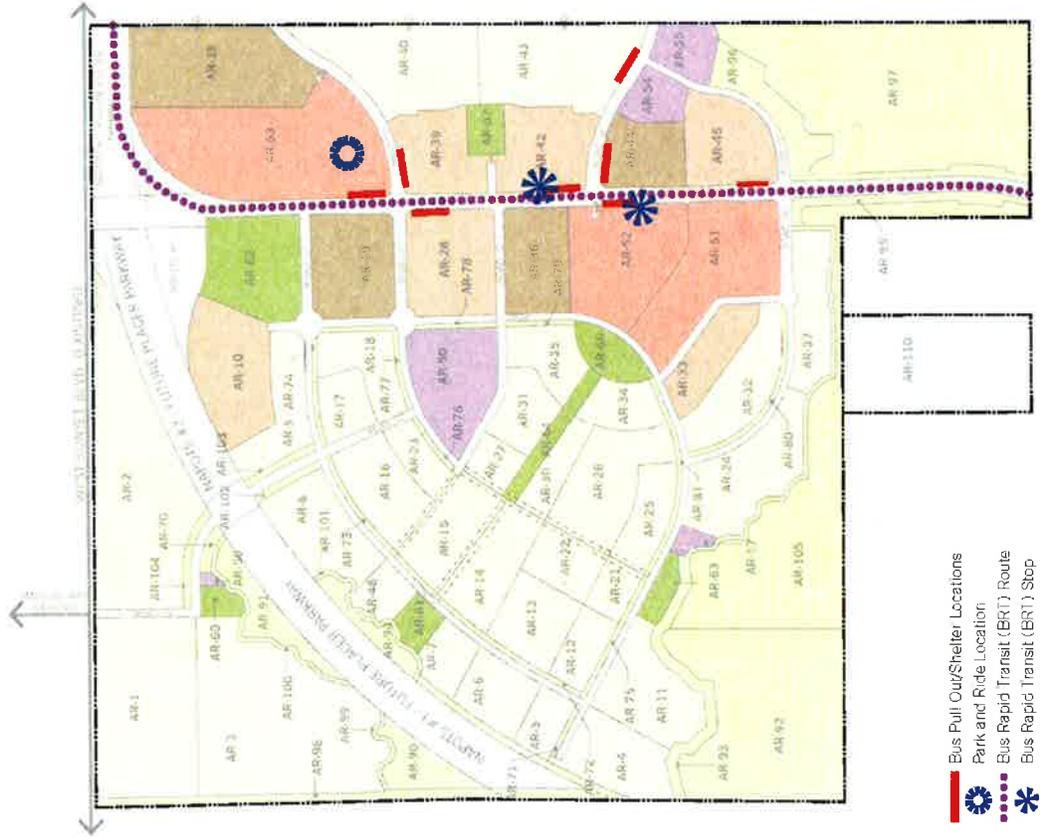
Paseo System

- 10 Acres of Paseo
- Enhanced path encourages walking & biking
- Connections to CSP & to Existing City



Transit Service

- Standard Bus Stop Locations
- Bus Rapid Transit (BRT) Route
- 25 space Park 'n Ride

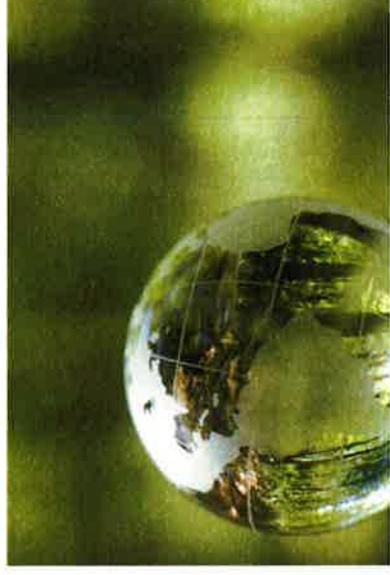


Environmental Review



California Environmental Quality Act (CEQA)

Purpose: To inform public and decision-makers regarding impacts and potential mitigation measures



CIP Update



- Change Horizon year from 2025 to 2035
- Change LOS methodology from Circular 212 to HCM
- Include AM Peak Hour

Analysis Assumptions



- “Project” Specific Analysis for ARSP
- 2035 City Traffic Model
- Level of Service (LOS) Policy of 70% of signals operate at LOS C or better during PM Peak Hour
- Local/Regional Intersections and Roadways





Regional Traffic Impacts

Intersections and Roadways

- Roseville
- Sutter County
- Sacramento County
- Placer County
- Lincoln
- Rocklin
- State Highways (SR 65)





Traffic Impacts to City Intersections

LOS Impacts – 2035 Plus Project With Mitigations:

- Significant intersection degradations to 1 intersection during the AM and 3 intersections during PM peak hours
- With mitigation, City continues to meet 70% LOS C policy:
89.3% AM 77.8% PM.





Traffic Impacts to City Intersections

2035 CIP Plus Project With Mitigations:

Significant and Unavoidable Impacts

A.M. Peak Hour Impacts

- **McAnally Drive/Woodcreek Oaks Boulevard (LOS C-D)**

P.M. Peak Hour Impacts

- **Roseville Parkway/Gibson Drive (LOS D-E)**
- **Baseline Road/Santucci Boulevard (LOS C-D)**
- **Baseline Road/Westbrook Boulevard (LOS C-D)**



Regional Traffic Impacts - Intersections

Placer County

- Cook Riolo Rd/PFE Rd - AM & PM
- N. Foothills Bl/Athens Ave – AM & PM
- Fiddymnt Rd/Sunset Bl West - PM
- Fiddymnt Rd/Athens Ave - PM

Significant & Unavoidable



Regional Traffic Impacts - Roadways

Placer County

- Sunset BL West – Westbrook to Fiddymont
- Fiddymont Rd – Athens to Sunset West

Significant & Unavoidable



Summary: Transportation & Circulation Analysis

- Provides for Transit, Truck & Bicycle services
 - Provides Good Pedestrian Connectivity
- Significant Unavoidable Impacts:
- Degrades 1 AM & 3 PM City Intersections;
 - Degrades 4 Placer Co Intersections and 2 Placer Co Roadways;
 - Construction Impacts
- Meets General Plan Level of Service Policy

Recommendation



Recommend Planning Commission:

Consider comments provided by the Transportation Commission on the ARSP Draft EIR and ARSP project as it relates to Roadways, Bikeways / Paseos, Pedestrian Connectivity and Transit



Questions / Comments



Transportation Commission Meeting

March 15, 2016 – 7:00 p.m.

Special Presentations/Reports

Item 8A: Transit Performance Report for 2nd Quarter Fiscal Year 2016

Staff Michael Wixon, Alternative Transportation Manager

Recommendation

Staff requests that the Transportation Commission continue this item off-calendar to the next Transportation Commission meeting.



Transportation Commission Meeting

March 15, 2016 – 7:00 p.m.

Reports and Updates

Item 8B: Alternative Transportation Division Update

Staff Michael Wixon, Alternative Transportation Manager

Recommendation

This item is provided to update the Transportation Commission on the activities of the Alternative Transportation Division and other transportation related items of the region, no action is needed.

Fixed Routes D, I and M Modifications Update

A number of public comments were received in response to proposed modifications to Local Routes D, I and M via various written forms, and in public by people who attended the January public workshop and the public hearing held by the Transportation Commission as part of the February meeting.

Several comments related to the proposed modifications indicated that the schedules should be structured to facilitate efficient transfers between Routes D and I to the M along Pleasant Grove Boulevard, and to Routes A, B and L at the Civic Center Transfer Point. Efficient transfers would provide a comfortable amount of time for a passenger to arrive and make the transfer, but without causing a passenger to wait an overly long period of time for the transfer to occur.

With those considerations in mind, it became clear that given Routes L and M both run with one-hour headways, the D and I routes would also need to run with one-hour headways.

As a result the proposed routes for D and I would both have approximately ten to fifteen (10-15) additional minutes, available to provide additional service between connections to Route M and L.

Following review of Short Range Transit Plan recommendations, it was noted that previously service had been provide along Woodcreek Oaks Boulevard to the intersection of Woodcreek Oaks and Blue Oaks Boulevards. During the reduction of service that occurred in 2010 the route serving that segment (Route H) was eliminated due to low ridership.

At this time staff is evaluating including service to Routes D and I to include the segment of Woodcreek Oaks traveling north of Pleasant Grove Boulevard to Blue Oaks Boulevard, and using the Diamond Creek roundabout as the turn-around point. It is anticipated ridership along this segment will be greater than it was in 2010 given:

- There continues to be an apartment complex south of the Safeway shopping center at the corner of Blue Oaks and Woodcreek Oaks Boulevards (Crocker Oaks Apartments) that contains low-income units, and the route would provide service for the Cooley Middle School, plus
- Development of the age-restricted Eskaton Village homes and the Lennar at Chateau homes in Diamond Creek have been built between 2010 and the present, providing potential new riders.

Once the viability of including the additional segment is confirmed, the proposed modifications to Local Routes D, I and M, inclusive of recommendation from the Transportation Commission and comments from members of the public, will be presented to the City Council for their review and approval (potential date April 20, 2016).

Share the Road Campaign

The annual spring Share the Road campaign is underway. To educate the public about the safety importance of motorists and bicyclists sharing the road, the city is running commercials on Comcast cable television, online banner ads, bus wrap ads, Facebook, Twitter, Instagram, print ads, and e-mails. The public is directed to see more tips on sharing the road at www.roseville.ca.us/sharetheroad.