APPENDIX X COMMISSION MEETING NOTES

PUBLIC HEARING MEETING NOTES

SPHERE OF INFLUENCE AMENDMENT AND SIERRA VISTA SPECIFIC PLAN TRANSPORTATION COMMISSION MEETING NOTES Tuesday, November 17, 2009

Draft EIR for SOI Amendment and SVSP Circulation Plan

ATTENDEES:

SUBJECT:

Commissioners: Rita Brohman, Robert Fiore, Grace Keller, Robert Lyss, Neil

Pople, Ryan Schrader, Laura McManus

Staff: Mike Wixon, Chris Kraft, Rob Jensen, Nela Luken,

Kathy Pease, Steve Lindbeck

NOTES BY: Steve Lindbeck, Nela Luken, Kathy Pease

At the meeting of November 17, 2009, the Transportation Commission reviewed the Sphere of Influence Amendment, Sierra Vista Specific Plan and Draft Environmental Impact Report (EIR). Although no formal action was taken by the Commission, several comments and questions were raised by the Commission and members of the public. The following represents the comments on the Transportation and Circulation section of the Draft EIR and the Circulation Plan of the SVSP document. These comments will be included in the Final EIR which will be forwarded to the City Council for review and consideration.

Commissioner Fiore

The traffic analysis only looks at intersections. Why wasn't road capacity analyzed?

The analysis of signalized intersections provides a better picture of system capacity. Roadways can carry more traffic when signals are coordinated, as with the City's Intelligent Transportation System. Also, the General Plan level of service standard is measured at the p.m. peak hour intersection operation.

Commercial land doesn't develop as fast as residential. Until the commercial develops in this area, residents must travel to other areas to shop. Is the trip distribution based on buildout or phased conditions?

The analysis looks at several "snapshot" conditions, including Existing Plus Project and the 2025 CIP condition. At times during buildout, some intersections may degrade from the ultimate scenario, but we have CIP projects to mitigate those impacts.

Collector roads connect to arterials every quarter-mile. I'd like fewer arterial connections and more interior roads.

The traffic analysis looked at several alternatives before we determined the preferred circulation plan. Traffic moves better with more turning opportunities. We consulted with Placer County and they agree with the intersection locations on Baseline.

Fiddyment and Watt are north-south truck routes. Why make West Side Drive a truck route?

It will take some trips away from Fiddyment, reducing impacts there. Commercial and industrial land uses along West Side Drive need to be accessible to trucks.

The plan shows Watt Avenue through the Urban Reserve. Where does it connect? Will it be phased?

Watt would only be built though the Urban Reserve if the Regional University project in Placer County develops. When Placer Parkway is built (many years from now) Watt will extend to it.

If the Fiddyment Road frontage lane is built parcel by parcel it could create alternating 6lane and 5-lane sections.

We are still working on the Development Agreements, but intend to require Fiddyment be built in two phases to avoid the alternating pattern.

There are no teeth to require use of transit systems. Have origin-destination studies been done that could be used to support specialized transit services?

Currently only 2 percent choose to use transit. The plan provides for transit opportunities, which may be attractive choices in the future.

Commissioner Lyss

Will Watt Avenue be constructed in phases?

The specific timing will be identified in the Development Agreement. Certain improvements, like the Baseline-Watt intersection, would be up front.

What kind of lighting will be used in paseos?

Street lighting.

Baseline Road to Highway 99 will have a bottleneck in the future.

The bottleneck is on Riego Road. Mitigation is out of our control, and up to Sutter County.

Commissioner Brohman

The plan does a good job on connectivity. Level of service D is not bad; overall LOS is better now than in 2004. The bus rapid transit route on Watt in Sacramento County does not have dedicated lanes.

Commissioner Pople

What alternatives are there to sound walls?

Solid structures or berms.

Watt will go to the Regional University. Are 8 bus turnouts enough on Watt?

The bus turnouts serve local routes, not the bus rapid transit lanes.

Commissioner Keller

The Circulation plan does a good job on connectivity and provides for alternative transportation. I have complete confidence in the traffic.

Public Comments

Mike Barnbaum

The plan has Sacramento County and regional impacts. Have you taken this to the Sacramento County Board of Supervisors or SACOG?

Sacramento County comments were taken into consideration for the Draft EIR. The Sierra Vista site is identified for future development on the SACOG Blueprint.

Will signalized intersections have audible crosswalk signals?

These would be used in certain, limited locations. Not close to residential neighborhoods, where occupants find the sound annoying.

There was a plan to have bus service when 3,000 units develop.

The West Plan has a requirement to provide a shuttle to the RT station on Watt and I-80.

Mike Barg

We've been waiting years for light rail.

Hai Pham

I live just south of Baseline. Where will the road widening occur?

The 2 existing lanes will remain. Sierra Vista will construct 2 additional lanes on the north side as it develops. Placer Vineyards will construct 2 additional lanes on the south side as it develops.

Baseline is noisy during rush hour; will there be a sound wall?

Noise is a significant unavoidable impact, because we can't make a mitigation happen outside of our jurisdiction. Placer County has control over the south side of Baseline and they prefer earth berms instead of sound walls.

When will this project build out?

The Sierra Vista is a long term plan. Residential construction might start in 2014 at the earliest. Buildout is anticipated to take 20 to 30 years.



Redevelopment

SPHERE OF INFLUENCE AMENDMENT AND SIERRA VISTA SPECIFIC PLAN PUBLIC UTILITIES COMMISSION MEETING NOTES Thursday, November 19, 2009

SUBJECT: Draft EIR for SOI Amendment and SVSP Utilities Plan

ATTENDEES:

Commissioners: John Raudabaugh, Susan Rohan, Tom Barrington,

James Hardy, Joseph McCaslin, James Viele

Staff: Derrick Whitehead, Kelye McKinney, Michelle Bertolino, Nela

Luken, Kathy Pease, Steve Lindbeck

NOTES BY: Steve Lindbeck

At the meeting of November 19, 2009, the Public Utilities Commission reviewed the Sphere of Influence Amendment, Sierra Vista Specific Plan, and Draft Environmental Impact Report (EIR). Although no formal action was taken by the Commission, several comments and questions were raised by the Commission. The following represents the comments on the Public Utilities section of the Draft EIR and the Utilities Plan of the SVSP document. These comments will be included in the Final EIR which will be forwarded to the City Council for review and consideration.

Commissioner Viele

I commend the applicant and staff for this plan. I had several other questions, but they have already been answered in the staff presentation. The water conservation graph shows 10 percent and 20 percent. I think 20 percent will become a way of life in the future. What is the target date for the OCAP changes?

There is no date yet. The matter is in litigation on the biologic opinion.

Commissioner Rohan

That was a thorough and easy to understand report. Is it true that the EIR only needs to look at physical impacts, not evaluate fiscal impacts?

Yes, that is correct.

Commissioner Barrington

If the PGE bill passes, what is the timing on changes to the electric service provider?

The question would need to go to a public vote before the area is annexed.

If Roseville Electric is not the service provider for this area, how will it affect you rates?

It will not affect it either way. Only if our average rate is much lower that the market rate.

Commissioner Hardy

Kudos to all on a good presentation. What is the storage capacity of the aquifer?

It fluctuates, but it's roughly equivalent to Folsom Lake.



Redevelopment

SPHERE OF INFLUENCE AMENDMENT AND SIERRA VISTA SPECIFIC PLAN PARKS & RECREATION COMMISSION MEETING NOTES Monday, December 7, 2009

SUBJECT: Draft EIR for SOI Amendment and SVSP Parks Plan

ATTENDEES:

Commissioners: Robert Smith, Paul Gonzalez, Scott Otsuka, John Vertido, Nick

Alexander (recused), Timothy Herman, Marie E. Campos-

Vergara, Jennifer Judge

Staff: Tara Gee, Nela Luken, Kathy Pease

NOTES BY: Steve Lindbeck

At the meeting of December 7, 2009, the Parks & Recreation Commission reviewed the Sphere of Influence Amendment, Sierra Vista Specific Plan, and Draft Environmental Impact Report (EIR). The following represents the comments on the Parks & Recreation sections of the Draft EIR and the SVSP document. These comments will be included in the Final EIR which will be forwarded to the City Council for review and consideration.

<u>Commissioner Alexander</u> excused himself from the public hearing on this item, citing a conflict of interest.

Commissioner Smith

Will the project develop in the order shown on the phasing exhibit?

Not necessarily. It's likely, but not required.

When will the City-wide Park be developed?

With the anticipated 30-year build-out of the SVSP, the Citywide Park would be built in 15 to 20 years. This will also be dependent upon the amount of funds collected at that time.

Commissioner Herman

How will we pay for the maintenance of paseos?

Through a Community Facilities District (CFD) for services.

There is a shortfall in land dedication and an in-lieu fee. How is the in-lieu fee calculated? How is it used?

We start with an appraisal for the park land, which is \$135,000/acre multiplied by 10.8 acres. Divide that land value total by the 6,650 dwelling units in the SVSP and we get a fee of \$219 per dwelling unit. The in-lieu fee is for City-wide parks so the collected money could be used for the City-wide Park in the SVSP or any other City-wide park.

Commissioner Otsuka

I feel the City-wide Park will be an exciting sports tourism opportunity for Roseville.

No staff comment.

Commissioner Vertido

Are there plans to light the ball fields on the City-wide park?

The conceptual plan anticipates that the ball fields will be lighted.

Would the City-wide Park be able to support other park uses, like soccer, rugby, or cricket?

It depends on what facilities are already built City-wide and what the needs are when this park is built.

The specific plan area encompasses two creeks. What are the possibilities of flooding? What about beavers and vegetation impacting creek flow?

The open space parcels are sized to contain the 100-year flood plain entirely within their boundaries. All development parcels are outside of the 100-year flood plain. The Draft EIR does address wildlife and the landowners will be doing habitat enhancement along the creeks. The hydrology studies indicate the creeks can handle the flows adequately. The City has a beaver policy which would be implemented if there are beaver issues.

Is the Placer Parkway project still going to happen? Do we know where it will have connections to the west side of the City?

Placer Parkway is still planned to connect Highway 65 to Highway 99. The northern road alignment has recently been selected from the five alternatives previously identified in the Draft EIR. The project will soon be proceeding to the next stage of its EIR process. There is a planned connection from Fiddyment Road, but others will need to be worked out.

Where I live, we need to cross an arterial to get to a neighborhood park.

The City has learned from the past. In the newer specific plan areas we consider the major roadways and locate neighborhood parks so you don't have to cross an arterial to get to a neighborhood park.

Freeway access is not good to this area, so we're going to have increased traffic. Has a traffic study been done for the EIR?

Roseville streets and regional roadways were analyzed. There will be traffic impacts and increases on regional roadways. We worked with Placer, Sacramento and Sutter counties to discuss mitigation measures, but because those areas are outside of the City's jurisdiction (we can't make road improvements happen there) we took a conservative approach in the EIR and called them significant unavoidable impacts.

Three parks adjoin schools. Do we have a memorandum of agreement with Center School District?

When we get ready to develop the parks we will enter into a joint use agreement with the district.

Public Comments

None



Redevelopment

SPHERE OF INFLUENCE AMENDMENT AND SIERRA VISTA SPECIFIC PLAN PLANNING COMMISSION MEETING NOTES Thursday, December 10, 2009

SUBJECT: Draft EIR for SOI Amendment and SVSP Plan

ATTENDEES:

Commissioners: Sam Cannon, Audrey Huisking, Don Brewer,

Robert Dugan, Kim Hoskinson, David Larson

Staff: Paul Richardson, Nela Luken, Kathy Pease, Chris Kraft, Kelye McKinney, Michelle Bertolino

NOTES BY: Steve Lindbeck

At the meeting of December 10, 2009, the Planning Commission reviewed the Sphere of Influence Amendment, Sierra Vista Specific Plan, and Draft Environmental Impact Report (EIR). The meeting was primarily focused on the Draft EIR, and several comments and questions were raised by the Commission. These comments will be included in the Final EIR which will be forwarded to the City Council for review and consideration.

Commissioner Larson

What is the difference between 65 dB and 75 dB?

An increase of 3 dB is usually perceived by most people as a doubling of the sound's loudness.

Is the airplane flight path to McClellan Field north-south over the plan area?

McClellan Field is due south of the plan area. There is no manned control tower so pilots must navigate visually. There is no standard flight path and planes can come in from any direction. Aircraft will typically approach the field in a north-south direction depending on the weather.

Commissioner Hoskinson

The school district boundary runs through some residential areas. My concern is that children living across the street from each other could be going to different schools. That's not good planning. How can this be addressed?

This is not an EIR issue, but more of a social issue. We can discuss it more in one of the January meetings if the Commission is interested. The City doesn't establish the district boundaries and we considered them as the land use plan was developed. The school district boundaries indicate where school fees will be paid. In reality, residents can request interdistrict transfers if they find themselves in that situation. The City can't move the district boundaries; that is done by another agency. We can require disclosures to home buyers in those neighborhoods so they understand homes across the street are in a different district.

Where is the off-site grassland?

The off-site grassland hasn't been identified yet. When the individual applicants at the time of tentative maps or grading permits will need to show how they are meeting their portion of the obligation for habitat mitigation.

Commissioner Dugan

How do we petition LAFCO to re-evaluate the school district boundaries?

It's not a LAFCO issue. School district boundaries are established by another agency.

Commissioner Larson

Is the amount of Class I trails in Sierra Vista equal to the West Plan? What is the timing for their construction so they are connected throughout the entire Sierra Vista?

We have taken advantage of the open space available for trails. The West Plan has 10 miles of bike trails and paseos, the Sierra Vista has about 9 miles, so they're very comparable. We will collect a bike trail fee and as money is available the trails will be built.

Who determined the total number of spaces in the park and ride lots?

City staff did.

Will the signal lights on Road B be synchronized? My concern is that traffic southbound on Fiddyment will turn on Road B heading west to avoid the bottleneck at Fiddyment and Baseline.

Road B is an arterial roadway. It will be designed to handle larger volumes of traffic. It will be a benefit to Baseline, because it will relieve some of the congestion on Baseline.

Can there be two right turn lanes, instead of just one, from southbound Fiddyment to Baseline?

We considered that and did a comparison with several other intersections in the City. We feel if we extend the right turn lane to approximately 300 feet and do an overlap with the left turn movements that will be coming off Baseline, that it will function fine.

Commissioner Huisking

I think roundabouts are a good idea if they are designed well. There are two that I can think of. The one by La Provence works and maybe it's a little larger. Those behind the Fountains may be too close together, but traffic doesn't feel like it flows like it should.

Commissioner Cannon

I see the traffic calming effect roundabouts bring. But for kids walking and riding bikes to school they are difficult to navigate and there are safety challenges. I think we should make sure the pedestrian issues are properly addressed before we do roundabouts.

Roundabouts are certainly safer for vehicles and three out of four traffic experts say they are safer for pedestrians. They also reduce vehicle emissions at the intersection by 30 percent. A typical four way intersection has 30 potential points of vehicle-to-vehicle impacts and 24 potential points of vehicle-to-pedestrian impacts. In comparison, a roundabout has 8 potential vehicle and 8 potential pedestrian conflicts. Also, when a pedestrian crosses the roundabout street they need to look only in one direction, cross to the center island then look the other way and cross to the other side.

Commissioner Dugan

Have you tried walking across a roundabout? You can't. I appreciate what the experts say and I see in my travels they are the hot thing. I don't think they should be used just because they're popular, only if they're needed.

Commissioner Cannon

It's outstanding to hear that Roseville is working regionally on traffic issues with Sutter, Placer, and Sacramento counties. Problems on Baseline Road are not just a problem for one, but for all.

Commissioner Hoskinson

Roundabouts are unnecessary unless they are used to correct a problem, like they did at the mall. They shouldn't be put in a pedestrian-friendly neighborhood. I don't want them here.

How far south on Watt Avenue will the bus rapid transit lanes go?

Ultimately, the BRT will pick up passengers at the light rail station on I-80. The Placer Vineyards project has reserved the right-of-way similar to what we propose for Watt.

One of the paseo exhibits showed a 10-foot wide bike path on one side of the residential street and 5-foot sidewalk on the other side. I thought sidewalks were 4 feet. I'd rather have a 4-foot sidewalk and 1 extra foot of property.

When sidewalks are separated from the curb by a landscape planter, sidewalks are 5 feet wide. When attached to the curb, sidewalks are 4 feet wide and the curb adds to the width. These have been our standards for a long time.

When it comes to impacts on Walerga and Riego roads, are there already fees in place for those impacts? And you want additional fees? Who pays those fees? When will it help? How much is the traffic fee?

Those fees are paid at building permit issuance, as part of our fee program. Currently we have 5 fees for traffic, which are calculated based on the location of the building/house. If your location is closer to a road section it is assumed you will use that road more and your fee is greater. Depending on the location, the traffic fees can be \$8-10,000 overall. If new fees are adopted they would be in addition to the current fees.

Commissioner Brewer

What is the landowners' objection to the roundabouts? On the map are two roundabouts close together. How far apart are the two? And there's a third father away. Do you need the third? Does a traffic signal cost more than a roundabout?

Mostly they cite the increased cost. The first two roundabouts are on collector streets, where the traffic levels don't warrant a signal. We have a Class I bike trail crossing at those locations, so the roundabouts help with that. The third is a tee-intersection at Road A and Market Street, where the daily traffic will be high but still not enough to warrant a traffic signal. A three-way stop there would increase congestion.

Commissioner Hoskinson

How many people do 11,000 acre feet of water service?

That is 2,200 homes, so at 2.5 people per home, that's 5,000 people.

What is a sewer lift station?

It is a pumping station, used where gravity flow doesn't work because of site elevations. Waste water is pumped into a force main up to a main where gravity flow can take over.

We all use cell phones, which need towers. Are cell phones addressed in the Draft EIR?

No, we didn't address it at this point and there aren't any plans for towers yet. Telecommunications providers come in to an area after the people and demand are there. Tower applications would be analyzed at that time. Our existing policy encourages the providers to co-locate on towers to reduce the number of tower locations. The WAPA corridor runs right through the SVSP with existing towers that may be ideal co-location sites. When we co-locate on existing facilities the impacts are less than significant.

Commissioner Cannon

Please expand a bit on the potential for competition on the electric service.

The June 2010 ballot may include an initiative proposition that if approved would affect this. As proposed in the initiative, if a public power provider wants to expand its service territory and use rate-payer funds or bonds to expand that service, the provider will need to take it to a vote of both their existing customer population and those in the expansion territory, and will need a two-thirds majority vote to approve the expansion.

Commissioner Huisking

Will the state's Delta water plan reduce the amount of surface water in Folsom Lake? If that means there would be more driest year conditions when we would need to use groundwater, will two wells be sufficient?

It will not change the amount of surface water, but it could change the frequency of drier and driest year conditions where we would be cut back to 39,000 acre-feet. This issue is analyzed in the EIR. Our current pumping capacity is already adequate to meet our needs, and this project would add two more wells.

Commissioner Dugan

I want to thank staff for coming prepared to give us the big picture on water, traffic and transportation, because it's good to put things in context when we look at these specific plans and the policy issues coming up. It sounds like the City is engaged, looking forward and making sure we're prepared.

Commissioner Larson

What is the City's current acre-feet/year water demand?

The current demand is about 34-35,000 acre-feet/year.

Considering the aquifer, have there been any studies indicating the possibility of land subsidence issues?

With the studies that have been done about the groundwater basin we do not see any land subsidence issues with the current groundwater pumping. With the conversions of agriculture land to other uses happening regionally groundwater pumping will actually be reduced, so we do not anticipate any land subsidence issues in the future.

Does the utility services ballot initiative apply to City boundaries?

It is for existing territories of municipal utilities, so that is mostly cities.

Commissioner Brewer

Compliments to staff for doing an excellent job. You were very transparent and with full disclosure, there was nothing there that would affect the climate of the earth. So I think you've done an excellent job.

Public Comments

None



Redevelopment

SPHERE OF INFLUENCE AMENDMENT AND SIERRA VISTA SPECIFIC PLAN DESIGN COMMITTEE MEETING NOTES Thursday, December 17, 2009

SUBJECT: Sierra Vista Specific Plan Design Guidelines

ATTENDEES:

Committee Members: Audrey Huisking, Naaz Alikhan, Anna

Robertson

Staff: Paul Richardson, Nela Luken, Kathy Pease, Steve Lindbeck

NOTES BY: Steve Lindbeck

At the meeting of December 17, 2009, the Design Committee reviewed the Design Guidelines of the Sierra Vista Specific Plan. The following represents the comments made by the Committee, which will be forwarded to the Planning Commission and City Council for review and consideration.

Committee Member Alikhan

This is an in-depth planning document. The Community Design and Visioning Committee's work has been taken into consideration. What were the Planning Commission's comments?

The Planning Commission has reviewed the Specific Plan and Draft EIR. The Commission asked for more information in a couple of areas. They still have to go through the Design Guidelines and the Development Agreements, so there will be at least two more hearings.

Committee Member Huisking

I think this is a well thought out plan. Will the masonry walls be block or tilt-up?

They will be masonry block walls.

Public Comments

None