Regional University Specific Plan
Consistency with Placer County General Plan Standards / Requirements Part III

Part III of the General Plan outlines standards and requirements applicable to development of the Future Study Area. Set forth below is an analysis of the proposed Regional University project's consistency with General Plan Part III.

1. The County shall consider GPAs that designate areas for significant new growth only when they can be comprehensively planned as single units according to an adopted specific plan that complies with these standards and requirements.

   Analysis: As required by the Placer County General Plan, the applicant has submitted a single-unit Specific Plan application that provides a comprehensive land plan for the approximately 1,157 acres that are included within the limits of this proposed project.

2. Where appropriate, annexation should be considered first for proposed urban projects. The County supports logical, planned growth, contiguous to existing urban areas.

   Analysis: The proposed Regional University Specific Plan project is located outside of any current Sphere of Influence areas for existing cities in Western Placer County, and no cities have proposed the inclusion of this project area within a Sphere of Influence. Based upon a staff report prepared for the City of Roseville City Council at its February 20, 2008 meeting, City staff has identified possible limits for any future westerly expansions for the City of Roseville beyond the Sphere boundaries, and this project area is not located within the identified limits of westerly growth for the City. The proposed project area abuts the previously approved West Roseville Specific Plan Area, and so the project is in fact contiguous to existing urban areas.

3. The County shall consider GPAs that designate areas for significant new growth where the planning and design carries out the following objectives:
   a. Concentrate higher-density residential areas and appropriate support services along segments of the transportation system with good road and transit connections to the remainder of the region;
   b. Support concentrations of medium and high-density residential uses and higher intensities of non-residential uses within one-quarter mile of transit stops along trunk line of major transportation systems;
   c. Support the development of integrated mixed-use areas by mixing residential, retail, office, open space, and public uses while making it possible to travel by transit, bicycle or foot, as well as by automobile;
   d. Provide buffers between residential and incompatible non-residential land uses;
   e. Enhance community identity by creating retail/office commercial centers that also serve as cultural and activity centers for communities;
   f. Provide a bicycle path and pedestrian walkway network to link public facilities, housing, and commercial centers;
   g. Provide buffers for major public facilities such as landfills, airports and sewage treatment plants; and

Attachment F

h. Provide buffers which create distinct, separate urban communities.

Analysis:

3a. Consistent with this requirement, the project applicant has designed a land use plan that concentrates higher density residential uses and support services along the higher-capacity arterial (e.g., Watt Avenue) and thoroughfare roadways (e.g., University Boulevard, 16th Street) within the project. Lower density and less-intensive land uses are located away from these higher-capacity roadways.

3b. The proposed project has been designed around a multi-modal transportation system that will serve development in Western Placer County. Additionally, with the proposed Regional University as the focal point of the development, a transit center has been included as a major element of both the campus and the surrounding community. Transit stops are incorporated throughout the proposed project such that no area of the project will be more than one-quarter mile away from a transit stop.

3c. Consistent with the requirements of Part III of the Placer County General Plan, and consistent with the "Blueprint" model adopted by the Sacramento Area Council of Governments, the proposed project is designed to mix residential, retail, office, open space, and public uses in a manner that allows for persons to choose their mode of travel – either by transit, bicycle, walking, or by automobile.

3d. To assure that incompatible land uses are not located adjacent to each other, the project applicant has used public parks, open space areas and roadways to separate incompatible land uses. In addition, extensive Design Guidelines and Development Standards are proposed to address the relationship of various land uses to each other within the project boundaries.

3e. As previously noted, the focal point of the proposed project is the Regional University property. Given the opportunities to orient the entrances to the university in a manner that integrates the university into the surrounding community, the university will serve as the primary cultural and activity center for the community. Additionally, the project applicant has used the placement of public parks, community centers and commercial areas to complement the University campus and provide commercial and recreational uses within walking and biking distance of the remainder of the Specific Plan area.

3f. A network of bicycle and pedestrian paths is provided throughout the Specific Plan area, linking public facilities, housing and commercial centers.

3g. There are no landfills or sewage treatment plants located in proximity to the project site, and so there is no need to provide buffers from these uses. There is an intermittently used private airstrip located to the south of the university project site, and the project has been designed in a manner, and conditions of approval are

included, to assure that an adequate buffer is provided between the private airstrip and the proposed project.

3h. As previously noted, the project applicant has designed the project in a manner where public parks, community centers and open space areas are used to provide buffers between various elements of the community, thereby allowing each element of the community to remain separate and distinct. Regarding surrounding land uses, please refer to Response 8 below.

4. Prior to consideration of such GPAs, the following should have occurred or been demonstrated:

a. There is a market demand for additional urban or suburban development within the regional analysis area of the County proposed for such development, following an examination of current growth projections, available land, and existing development.
b. It has been positively demonstrated that the legal, financial and practical ability to project a full range of public services exists.
c. It have been positively demonstrated that adequate surface water, sewer capacity, and the necessary distribution and collection systems exist or can be built to serve the area proposed for development.

Analysis:

4a. In December 2004, the Sacramento Area Council of Governments (SACOG) Board of Directors adopted the Sacramento Region Blueprint, which looked at how the larger Sacramento region will grow over the next 30 to 50 years. Through its extensive market demand analysis based upon projected growth rates, the analysis concluded that, within the next 50 years, 1.7 million people will be moving into the greater Sacramento region. Because of its generally level terrain, access to highways, job centers and the general suitability of the area to accept development, South Placer County (including this project area) was identified as one of the primary growth areas for the Sacramento region. Accordingly, market demand analyses have been prepared that concluded there is a need for additional urban and suburban development within this immediate project area.

4b. As described in detail in the Environmental Impact Report and associated technical studies prepared for the Regional University Specific Plan project, all public services needed to allow for the development of the proposed project are in fact available. Where appropriate, each of the agencies responsible for providing these public services has publicly acknowledged that their agency has the capacity and ability to provide these public services to the proposed project. As detailed in the Environmental Impact Report and the Conditions of Approval for this project, and consistent with the County's policy that new development be responsible for paying all costs associated with new development so as not to impact existing residents, the project applicant will be responsible for the cost of extending the needed public services to the project site. Accordingly, the proposed project is in

fact capable of carrying the financial burden associated with providing public services to the project site. There will be no financial impact to any public agency associated with the provision of public services to the project site.

4c. As described in detail in the Environmental Impact Report and associated technical studies prepared for the Regional University Specific Plan project, adequate surface water, sewer capacity and the necessary distribution and collection systems exist or can be built to serve the area proposed for development. As noted above, the project applicant will be responsible for the cost of extending the needed public services to the project site. There will be no financial impact to any public agency associated with the provision of public services to the project site.

5. New development areas will be expected to provide a balanced complement of land use types, including residential (very low, low and moderate cost), commercial, industrial, office, recreational, public, institutional, and open space. Mixed-use projects, including residential uses, will be considered where they support the provision of infrastructure and development of industrial uses.

Analysis: As set forth in the Project Description for the Regional University project, the proposed project provides a balance of complementary land uses. As stated in the Specific Plan, and as detailed in the Development Agreement, the project proposes to set aside a minimum of 10 percent of the total number of residential units as affordable housing units. Consistent with the SACOG Housing Compact, four percent of the units will be set aside for Very Low Income households, four percent of the units will be set aside for Low Income households, and two percent of the units will be set aside for Moderate Income households. As detailed above, the Specific Plan has been designed in a manner that integrates the residential and commercial elements of the project around a series of public open space areas. The roadway and entire infrastructure system included with the project has been designed in a manner such that adequate services will be available to meet the population demand generated by the proposed project. Moreover, in addition to direct economic, environmental, cultural and social benefits, implementation of the Regional University project will greatly enhance the County's ability to attract primary wage earner jobs to the Sunset Industrial area, which is viewed as the County's economic engine for future job growth.

6. New development areas shall provide a range of housing types to serve all income groups in the County, and shall stage development such that a balance of housing types is maintained over time, consistent with the housing goals, objectives, policies and programs of the General Plan.

Analysis: As stated in Response 5 above, and as detailed in the Specific Plan for the Regional University project, and consistent with the Placer County Housing Element, the proposed project has been designed to include a variety of residential housing types, all of which are provided at a variety of densities. Consistent with the SACOG Blueprint program, the Regional University project is designed to include single-family detached

residential units, single-family attached residential units, and multiple-family residential units. As proposed by the applicant, both for-sale and rental housing opportunities will be provided. Consistent with the programs and policies set forth in the Housing Element for the County's General Plan, affordable housing units will be provided as a part of the proposed project. As stated in the Specific Plan, and as detailed in the Development Agreement, the project proposes to set aside a minimum of 10 percent of the total number of residential units as affordable housing units. Consistent with the SACOG Housing Compact, four percent of the units will be set aside for Very Low Income households, four percent of the units will be set aside for Low Income households, and two percent of the units will be set aside for Moderate Income households. With the inclusion of these affordable housing opportunities, the proposed project will assure that all persons will have an opportunity to reside within the boundaries of this project.

7. New development areas proposed for urban densities shall be designed to achieve, or shall have a goal of achieving, a jobs-housing balance.

   Analysis: As described in detail in the Specific Plan, and consistent with the SACOG Blueprint program, the Regional University Specific Plan project has been designed in a manner to assure that there is a jobs-housing balance within the project, thereby providing the opportunity for residents of the project to work within the boundaries of the project. The centerpiece of the proposed project, a four-year, private university, is anticipated to, at build-out, employee more than 5,000 persons. When coupled with the proximity of a multitude of housing opportunities, the Regional University project will promote a healthy jobs-housing balance which will, in turn, reduce the number of Vehicle Miles Traveled for residents within this project. Additionally, with the inclusion of commercial/retail services within this project, residents of the project will not have to travel outside of the boundaries of the project for essential services, thereby further reducing the Vehicle Miles Traveled for each residence within the project.

8. New development areas must include appropriate buffer zones to provide separation between potential incompatible land uses, consistent with the standards for buffer zones specified in Part I of this Policy Document. The size of the buffer zone is to be proportionate to the total project size and proposed uses. The location of the buffer will depend upon the location of the proposed development relative to other sensitive land uses and/or environmental features.

   Analysis: As noted above, and consistent with the requirements of the General Plan, the Regional University Specific Plan project has been designed in a manner to assure that appropriate buffers are included within the design of the project to separate potentially incompatible land uses. Additionally, amendments to the General Plan are proposed to allow for determinations that it may be unnecessary or inappropriate to provide buffers to incompatible land uses, including agricultural land uses. Nevertheless, the University portion of the Regional University Specific Plan provides approximately 183 acres of open space on the 600-acre university site, with large portions of such open space providing sizeable buffers to a portion of the

northern, western and southern boundaries of the University portion of the project boundaries.

9. New development areas shall be designed and constructed to provide all public infrastructure, facilities and services necessary to serve both initial and build-out populations, including but not limited to: adequate surface water supplies; sewage collection, treatment, and disposal facilities; public utilities; police and fire protection and emergency services, school and medical facilities where warranted by population; and public transportation.

   Extensions of new infrastructure, including water, sewer, roads, etc., should be compatible with existing incorporated Cities' General Plans. (See also Response 16.)

   Analysis: As detailed in the Regional University Specific Plan and the many technical analyses prepared for this project, and as stipulated in the Development Agreement prepared for this project, the project applicant will be required to construct all infrastructure (i.e., roadways, water lines, sewer lines, utilities) needed to serve the proposed project. Additionally, consistent with County requirements, this infrastructure will need to be in place and operational prior to any residents or businesses moving into the area.

   The Placer County Water Agency is the purveyor of water to the project site. Based upon a signed agreement by and between the project applicant and the water agency, there are in fact adequate surface water sources available to serve the proposed project. The applicant will be constructing a line to connect this project site with the Pleasant Grove Wastewater Treatment facility, located to the northeast of this project site, and there is adequate capacity within the facility to accommodate the wastewater generated by this proposed project, though the County recognizes that the service area boundary of the South Placer Wastewater Authority needs to be expanded to include the Regional University project area. The serving police and fire protection agencies have each stated that they will be able to serve the proposed project. The project applicant has been working cooperatively with the various school districts that serve this project area and, based upon agreements with those school districts, the project applicant has provided a series of elementary and middle schools within this project area. As previously discussed, the proposed project, along with the University portion of the project, will include an extensive public transportation system. This transportation system will not only move people around within the boundaries of the project, but the system has also been designed to provide regional connections to Roseville and other locales within Placer and Sacramento counties.

10. New development areas should assist in the resolution of regional problems, including but not limited to air quality, transportation, regional employment needs, and growth pressures on existing communities.

    Analysis: As detailed in the Specific Plan for the Regional University project, and as further stipulated in the Development Agreement, the proposed project has been designed

and conditioned in a manner to assist in the resolution of regional problems, including but not limited to air quality, transportation, regional employment needs, and growth pressures on existing communities.

The Environmental Impact Report prepared for the Regional University project identified impacts that may be created by the proposed project, and mitigation measures were included that, where feasible, will reduce the identified impacts to a less than significant level. The project applicant has worked cooperatively with the County and the City of Roseville to address local and regional traffic issues, and programs have been established to assure that the implementation of the proposed project will not adversely impact local and regional transportation roadways. In addition, implementation of the proposed project will result in the development of a private, four-year university that will not only provide new educational opportunities for students in the Placer County region, but will also provide a myriad of job opportunities for residents of the area. To assure that the implementation of the proposed project does not adversely impact the surrounding community, the applicant has worked cooperatively with the County and the City of Roseville to include mitigation measures and conditions of approval with the project to offset any such impact.

11. Transit services to serve the project area shall be provided by new development using available state and federal transportation funding. New development shall be responsible for its fair share of such transit services.

Analysis: As previously discussed, the Regional University Specific Plan project includes the development of a multi-modal transportation system and an intricate transit network that will provide alternative modes of transportation throughout the project boundaries and connecting to surrounding communities. As detailed in the Transit Element of the Urban Services Plan prepared for this project, to enhance the transit opportunities provided for this project, the applicant, in concert with the County, will pursue State and Federal transportation funding that may be available to enhance the transit program established for the proposed project.

12. The County shall require that land use form and transportation systems in new development areas be designed to provide residents and employees with the opportunity to accomplish a majority of their trips within the new development area by walking, bicycling, and using transit.

Analysis: As described in Response 3 above, the proposed project has been designed around a multi-modal transportation system that will serve development in Western Placer County. Additionally, with the proposed Regional University as the focal point of the development, a transit center has been included as a major element of both the campus and the surrounding community. Transit stops are incorporated throughout the proposed project such that no area of the project will be more than one-quarter mile away from a transit stop.

Also, consistent with the requirements of Part III of the Placer County General Plan, and consistent with the "Blueprint" model adopted by the Sacramento Area Council of Governments, the proposed project is designed to mix residential, retail, office, open space, and public uses in a manner that allows for persons to choose their mode of travel – either by transit, bicycle, walking, or by automobile. A network of bicycle and pedestrian paths is provided throughout the Specific Plan area, linking public facilities, housing and commercial centers.

13. The County shall require development in new development areas to be phased in a manner that ensures a balance between the land use and transportation infrastructure at each stage of development. Transportation infrastructure includes roadways, intersections, interchanges, bikeway and pedestrian facilities, and transit facilities (e.g., turn-outs, shelters, storage and maintenance buildings, parking areas for transit and car-pooling, and mode transfer facilities.)

    Analysis: As set forth in the Regional University Specific Plan, and as stipulated in the Development Agreement prepared for this project, the project will be phased in a manner that ensures a balance between the land use and transportation infrastructure at each stage of development. Based upon the language included in the Development Agreement, adequate provisions and guarantees are in place to assure that as each phase of the project is developed, adequate infrastructure, including roadways and transportation systems, are in place to serve the population generated by the proposed project.

14. The County shall encourage the use of appropriate new technologies (e.g., telecommuting, traveler information systems, alternative-fuel vehicles, and continuous monitoring systems) in new development areas.

    Analysis: While some of these issues (i.e., telecommuting) are out of the specific jurisdiction of the County (except as it relates to County employees), the Regional University Master Developer and the County will examine how such new technologies may be encouraged as part of the Regional University Specific Plan's implementation. The County, in association with the Placer County Air Pollution Control District, is already a proponent of the use of alternative-fuel vehicles, and the County is already taking steps to convert its vehicle fleet to hybrid, electric, and alternative-fuel vehicles.

15. Road systems within new development areas shall provide links to internal commercial core areas without requiring the use of an adjacent arterial, thoroughfare, or state highway.

    Analysis: In concert with the City of Roseville, the Regional University Specific Plan roadway system has been designed in such a manner that provides links to internal commercial core areas without requiring motorists to use adjacent arterials, thoroughfares or State highways. Within the Specific Plan itself, Watt Avenue, the primary north-south roadway, will provide direct connections to east-west roadways such as Pleasant Grove Boulevard and Blue Oaks Boulevard (and eventually Placer Parkway), thereby keeping vehicles off Base Line Road and Interstate 80.

16. In conjunction with the processing of a GPA application for development located within the future study area, the County will enter into an agreement with the adjoining city that would specify acceptable levels of service (including police, fire, park programs, etc.) and measures to mitigate impacts to municipal facilities (transportation, circulation, parks, libraries, etc.).

The determination of the impact of development on an adjoining city shall consider the fiscal effects of such development based on a fiscal analysis prepared as a part of the General Plan Amendment proposal. Costs and revenues to both the City and County, resulting from a project, shall be considered in such an analysis.

Analysis: Similar to the Placer Vineyards project, the County and the Regional University Specific Plan applicant have worked cooperatively with the City of Roseville to assure that the levels of service associated with the proposed project will be of a level that does not adversely impact existing service levels within the City of Roseville. To this end, the City of Roseville has been involved and has provided extensive and voluminous comments on the technical master plans prepared for this project, as well as the three Administrative Draft EIR and the Draft EIR that were prepared for the project. The County has provided this level of involvement to the City to assure that the City had a voice in how this project developed, as we as to ensure that the County and the City are in agreement as required by Part III of the General Plan. The County, with the cooperation of the project applicant, has been receptive to incorporating the reasonable and relevant concerns of the City into the proposed project and its associated environmental document.
The levels of service for police and fire protection are equal to or exceed the levels of service provided by the City of Roseville, and parks programming will be provided so that no impacts are experienced by the City of Roseville. The County has worked closely with the City of Roseville to assure that the impact fees charged for transportation, circulation, park and other government facilities would be sufficient to meet the actual demand generated by the future residences of the Regional University Specific Plan area, and that no adverse impact would result to existing City of Roseville facilities.

The actual discussions relative to the determination of the impact of development are ongoing between Placer County and the City of Roseville, as the totality of development on the westerly side of the County (i.e., the Sierra Vista Specific Plan, the Creekview Specific Plan, the Placer Ranch Specific Plan and the Brookfield Specific Plan in the City of Roseville; the Regional University Specific Plan and Riolo Vineyards Specific Plan in Placer County) needs to be considered when trying to assess and determine the actual fiscal effects of development, both on Placer County and on the City of Roseville. The County Executive Officer for Placer County and the City Manager for the City of Roseville have committed to moving these discussions forward and reaching conclusion prior to any consideration by the City of Roseville as to possible changes to the current northerly and westerly boundaries of the City of Roseville.