

# MEMORANDUM

**To:** Planning Commission

**From:** Lauren Hocker, Associate Planner

**Date:** September 13, 2018

**Re:** Diamond Creek Residential (PL18-0106)

The purpose of this memorandum is to update the Planning Commission on the above-referenced project, which is Item 6.2 of today's September 13, 2018 Planning Commission hearing. This memorandum addresses the City's Non-Residential Conversion Policy, correspondence received since publication of the staff report, and changes and conditions staff are recommending in response to neighborhood concerns.

## Non-Residential Conversion

The City's Non-Residential Conversion policy is discussed beginning on page three of the staff report. In order to convert non-residential property, City policy requires a project to provide a "specific public benefit, which may be in the form of a fee." The staff report states that the applicant and staff were in the process of determining the appropriate public benefit, and that a final proposal would be provided by the time of the hearing. In exploring the required public benefit and the conversion of non-residential land, staff sought to achieve the following:

- Consistency with prior decisions regarding public benefit fees
- Ensuring the project would not have a negative impact to the City's General Fund, on an ongoing basis

Staff researched the prior project approvals in the immediate area (Parcels DC-30, -31, and -33) to evaluate the precedent for this area. In 2002, the parcels in question were designated Community Commercial (CC) with an anticipated 351,298 square feet of commercial building area. In 2007, land use amendments were approved to change DC-31 from CC to Medium Density Residential (MDR) and High Density Residential (HDR), with 131 and 352 units, respectively. The Development Agreement for the area was amended to require a public benefit fee in the amount of \$1,530 per single-family unit (Low Density Residential and MDR) and \$1,010 per multi-family unit (HDR).

In 2014, a further amendment reduced the number of approved units by 271 units— from 352 attached HDR units to 81 detached HDR units. The current project before the Commission would convert a 4.4-acre commercial area to 57 HDR units. Therefore, the total number of HDR units (138) is still well below the 352 HDR units approved for these parcels within Diamond Creek in 2007. In recent projects, where a land use change has resulted in the introduction of new (unanticipated) units to a Specific Plan, the negotiated public benefit fee has been \$5,000 per unit. Since the current project is not introducing new units to the Specific Plan area staff feels it is appropriate to continue using the public benefit fee associated with the 2007 project of \$1,010 per HDR unit. The applicant has agreed to this public benefit fee.

## Neighborhood Concerns

Attached to this memorandum are all comments received as of memorandum publication. Neighborhood concerns have covered multiple topics, but the most common concerns include: project noticing, density, traffic, and parking. As indicated in the staff report, the project was brought to the Blue Oaks Neighborhood Association, but most of the commenters indicate they either did not know about or were unable to attend the neighborhood meeting, so have either heard about the project from the hearing notice or by word-of-mouth. Over the last week, staff has been discussing the project with neighbors via e-mail and on the phone, to get a clear understanding of the nature of the concerns, and whether there are any modifications which could be made to address them. The applicant has also spoken with neighbors, and has met some individuals on the

site to walk the property and discuss concerns. In response, staff and the applicant have developed a proposed plan modification. The modification includes the following:

- Widening McCloud Way by four feet to accommodate parallel parking on the western side of the street (protected by landscape pop-outs), so that that parking does not impact the existing paved travel lanes of the street.
- Designating the area from the Parkside Way roundabout to Lot 9 as a no parking zone, on both sides of the street.

Staff has developed a condition of approval to ensure these design changes are implemented (see next section).

#### Conditions of Approval

Staff is recommending the following changes to the Conditions of Approval:

- Conditions 7 and Condition 10 are duplicates. Staff recommends striking Condition 10.
- Add a new Condition 10 reading as follows: McCloud Way, adjacent to lots 10 through 15, shall be widened by 4 ft. to the City's standard detail design for a primary residential roadway. Landscape "pop-outs" may be designed within the widened area to accommodate additional landscaping, as approved by engineering. In addition, McCloud Way from Parkside Way to Lot 9 shall not allow parking on either side of the street. (Engineering)
- It has been suggested that in addition to the Major Project Permit (MPP) Condition 4 prohibiting expansion of use within the equipment yard unless a Modification of the MPP is approved, there should be a condition requiring a deed notice for the adjacent lots. Therefore, staff recommends new Condition 11 reading as follows: To ensure purchasers of Lot 55 and 56 are made aware of their proximity to the equipment yard, and the potential for nuisance noise and the nature of activities in the yard, purchasers shall be provided with a deed disclosure or similar notice approved by the City Attorney, prior to completion of the purchase agreement.

Striking Condition 10 and adding two new conditions will change the total number of conditions. Therefore, if action is taken to approve the project, it would be as follows:

Adopt the findings of fact as stated in the staff report and approve the **Tentative Subdivision Map – 1550 Parkside Way – NRSP PCL DC-30 and DC-33 - Diamond Creek Residential – PL18-0106** subject to seventy-five (75) conditions of approval.

Please contact me at [lhocker@roseville.ca.us](mailto:lhocker@roseville.ca.us) or at 916-774-5272 if you have any concerns.

**Hocker, Lauren**

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**From:** Jennifer Ackerson <jackerson1@hotmail.com>  
**Sent:** Wednesday, September 12, 2018 3:49 PM  
**To:** Hocker, Lauren  
**Subject:** High Density Housing Proposal - Meeting on Sept. 13th

Hello Ms. Hocker,

I was told there was a Planning Commission meeting tomorrow evening regarding rezoning land near Parkside Way and McCloud Way. I believe this to be the vacant area that is near La Provence restaurant. Unfortunately I won't be able to attend the meeting but wanted to share with you some thoughts I had regarding the rezoning of the area.

My understanding is that the area was originally to have mixed use/office space built there. It is now being considered for another high density housing project. I love the high density housing projects that have already been built adjacent to that space. There are three of them - two Lennar developments and Molly's Walk, a BlackPine community. In fact, I loved them so much, I actually purchased one. I am currently a home owner in Molly's Walk. However, while I adore my little community and my neighbors in the Lennar developments, I am not blind to some of the problems we are already experiencing due to the high number of homes that have been built in a relatively small amount of land.

In order to keep this relatively short, I will get right to my two major concerns: parking and traffic. Already the streets in the current high density neighborhoods are lined with vehicles. There simply is not enough parking for all who currently live in the area. While the homes do have garages - and I know first hand that many residences in Molly's Walk use them to park vehicles - many residents either do not fully utilize their garages to park their vehicles or they have more than two cars and therefore still need street parking. It is somewhat unsightly to see the streets always lined with cars. Additionally, there is no parking left if guests happen to visit. There is just no more room.

Traffic wise, there is already a ton of vehicles utilizing Diamond Creek Blvd and Parkside Way in order to access the communities as these are the only two roads in or out of the area. The roundabouts do help slow people down and assist with the flow of traffic, however many of the current residences access their community using Diamond Creek Blvd. Diamond Creek is right across from Cooley Middle School and many parents who drive their children to the school park along side of Diamond Creek Blvd before/after school to pick up their children. This creates a lot of traffic congestion and also a large amount of children who have to cross Blue Oaks to walk down Diamond Creek to get to their parents vehicles. We also have the Eskaton Village entrance right in the middle of Diamond Creek Blvd so this adds to the problem of drivers coming and going, including frequent visits by Fire/Ambulances responding to the community. Diamond Creek Blvd is a very short road so please try to imagine the chaos during these times.

My concern is that adding another 57 homes is going to greatly impact these problems. Each house is likely to have 2 or more vehicles per household. If there are already parking issues and traffic congestion in this area, I fear what the additional 100+ vehicles are going to bring to the neighborhood. I hope these issues can be addressed at the meeting and consideration be given before the Planning Committee decides to rezone this area for new high density housing.

Thank you,  
Jennifer Ackerson  
(916) 390-9427

## Hocker, Lauren

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**From:** Laura Brun <lwbrun@gmail.com>  
**Sent:** Thursday, September 6, 2018 5:22 PM  
**To:** Hocker, Lauren  
**Subject:** Parkside way proposed housing

Hello- I live at 217 Skeena ct and have lived here since the homes were built in 2002. I, along with many others, are very concerned with the location of the entry point for the homes for this new development. Rumors have been that it will be on McCloud, if so, I hope you all will consider the following information.

Everyone who I know calls McCloud a 1-way street. It is so narrow that with the cars parked on either side, as they always are, drivers must treat it like a 1-way bridge. Someone pulls over while the other car goes through. It's something that several of us were going to go to the city about with photos and videos...and then we found out about the potential for another 120 plus cars (57 units with 2 cars/ house) driving this already congested neighborhood street! Parking on the street from more homes will only make that road more congested and hard to navigate, as the existing high density homes did not provide enough parking and our tract often serves as overflow.

Is it possible to consider an entry point near the businesses? Or halfway between the two roundabouts? We love living here and bought this into this particular subdivision with the understanding that someday the land would be developed, but we thought Des Jardins would have all of our mutual interests in sight, as he works and lives nearby. I am a bit stressed and anxious that our once peaceful neighborhood just became a major thoroughfare.

I invite you all to come drive on McCloud in the morning or night, especially adjacent to the open field. Please come see what is so obvious to all of us.  
Pictures and videos to follow.

Thank you for your consideration,  
Laura Brun  
916-677-9601

Sent from my iPhone

## Hocker, Lauren

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**From:** Laura Brun <lwbrun@gmail.com>  
**Sent:** Friday, September 7, 2018 6:14 PM  
**To:** Hocker, Lauren  
**Subject:** Re: Parkside way proposed housing  
**Attachments:** Video.MOV

Thanks for the plan. I just got a notice in the mail this week regarding the meeting and I will be there for sure. I certainly would have brought this up sooner had I known.

I am trying to understand the lines on the plan especially as they pertain to the homes on McCloud. It appears they have fronts that open to McCloud? Is that a sidewalk or fence? Will they be parking on McCloud? I am very concerned about the safety of driving this road as there is so little clearance on this awkwardly narrow road if cars are parked on either side.

We have recently seen a small sample of this when some new neighbors moved in to the houses on McCloud and the constant negotiating that occurs when driving this road. Please see attached video and image which demonstrates this.



Sent from my iPhone

## Hocker, Lauren

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**From:** Laura Brun <lwbrun@gmail.com>  
**Sent:** Monday, September 10, 2018 7:59 PM  
**To:** Hocker, Lauren  
**Subject:** Re: Questions

Hello Lauren- thank you again for getting back to me quickly and answering all my questions. Please share these images with the commission and make them available should I get the opportunity to speak on Thurs. I would very much appreciate you expressing to the planning commission the following:

My claim: I am concerned about the safety of driving on this curved portion of McCloud between the round-about and Skeena Ct. The existing homeowners and new home owners will park in front of their homes, as they have a total right to do, creating a very narrow passage. The curved nature of the street adds an additional navigational challenge.

Evidence 1: The width of McCloud is approx 32.5 feet wide. We attempted measure the width of McCloud (while dodging all the cars coming in for soccer down at the park) from gutter to gutter. With a car parked on either side of the road passage is difficult.

Exhibit A, B, and C: Please include these 3 images which show how people drive right in the middle of the parked cars (A and B)... only 1 can fit at a time unless you go very slowly and plan your attack, as seen in













Evidence 2:

By comparison, the high density homes adjacent to the proposed site has Lavande street which measures about **37 feet in width**. This street has a similar function as a feeder street for the homes, but **is nearly 5 feet wider than McCloud !** It should be noted that McCloud has additional traffic because it is used to access Bill Hughes Park North for soccer practices and games. And Lavande is still a tight passage despite the extra 5 feet.

Please include these images that show Lavande. Exhibit D and







Stephen DesJardins will tell us that with a 2 car garage people won't park on the street much, as it's not in the nature of that demographic. I again would like to counter with the image above that shows all the folks on Lavande who utilize street parking despite having 2 car garages. They have every right to park on the street, but my contention is that McCloud, without adequate space on a roughly 32.5 wide street, is not safe for any of us to safely enjoy our beautiful homes in Diamond Creek.

I want to be on the record for bringing this up and I want it documented that I think this should be examined from a safety perspective. The commercial option without McCloud access will have my vote.

A concerned,  
Laura Brun

Sent from my iPhone

## Hocker, Lauren

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**From:** Laura Brun <lwbrun@gmail.com>  
**Sent:** Tuesday, September 11, 2018 7:39 AM  
**To:** Hocker, Lauren  
**Subject:** And...

And yet another reason why the homes with access on McCloud should not be built is that people parking on that side of the street will use our court as a turn around point. We already have started to see this with the cars that park facing the roundabout. We had an individual hit a car in our court while flipping around this summer and several other close calls. Sorry, I will not include a photo of this but I can track it down if you'd like.

We bought into the vision of commercial 16 years ago and the zoning that is currently approved. 57 high density homes greatly changes the nature and feel of our neighborhood negatively. I refuse to drink the cool aid.  
Laura Brun

Sent from my iPhone

## Hocker, Lauren

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**From:** Laura Brun <lwbrun@gmail.com>  
**Sent:** Wednesday, September 12, 2018 3:43 PM  
**To:** Hocker, Lauren  
**Subject:** More comments that I would like added to the report:

In order to modify the major project permits, the following finding must be made:

- a. "the design and installation of the Preliminary Development Plan shall not be detrimental to the public health and safety, or be materially detrimental to the public welfare."

The added number of people populating a small area will be materially detrimental to the public welfare and create a burden causing us to compete for limited resources in our area. A walk-able commercial property with access only along Parkside is far more beneficial to our neighborhoods in the Diamond Creek area than 57 more homes. There is value added rather than value removed.

**The current commercial specific plan did not have vehicle access from McCloud Way which is a big change in the circulation**

- In the addendum to the EIR, the City Engineer determined that there was not a need for additional traffic analysis. However, because the proposed layout has changed and there is now a driveway on McCloud Way, a minor residential street, the traffic and circulation has changed and a new traffic analysis is warranted.

The proposed layout is materially detrimental to the public welfare because it creates a burden on existing residents and is a safety issue with a narrow McCloud Way and additional cars parked along the narrow road.

Additionally, the road curves and creates a line of sight issue with pedestrians crossing and no visibility.

For the circulation and parking, the City is saying that there will be a net surplus of parking, which is the case overall, but I would point out:

- the parking is located on the western side of the proposed residential development and the angled parking is located to the south along Parkside Way.
- There are no additional parking facilities proposed along McCloud Way which will create a burden to the existing neighborhood.
- 2 parking spaces per dwelling, while it meets the minimum requirement, is not sufficient for today's needs. Most people do not use their garages for parking vehicles, instead as storage. Some but not all of the proposed homes have driveways - and because the proposed roads are actually private alleys, there is no additional parking provided within the subdivision.

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**Hocker, Lauren**

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**From:** Annette Cerreta <annetteitaly@gmail.com>  
**Sent:** Wednesday, September 12, 2018 6:59 PM  
**To:** Hocker, Lauren  
**Subject:** Strongly oppose addition of 57 homes at Parkside Way and McCloud

I have no idea how you could squeeze 57 homes into that space without taking out or ruining the park space. They also have a tiny road with no parking already!! That's crazy.!!

**From:** Angela DiGrande [mailto:acapidi1@hotmail.com]

**Sent:** Thursday, September 13, 2018 7:38 AM

**To:** Planning External <PlanningDivision@roseville.ca.us>; MCC8753@SBCGLOBAL.NET; Elias and Judy Gonzalez <ourdaffodil@yahoo.com>

**Subject:** Proposed High Density Housing near La Provence

To Whom It May Concern:

We just have learned of the proposed plans to put high density housing in the area adjacent to La Provence. This area and its round-about is already saturated with traffic and a higher-density housing development by Lennar Homes.

We moved to this area for its open spaces and quality of life. This proposed project, along with the current building across from Safeway on Woodcreek Oaks Blvd. changes this beautiful area forever, adding nothing to the quality of life for its residents.

We hereby oppose, in the strongest possible way, this building proposal.

Respectfully Submitted

Angela & Frank DiGrande  
Residents of Bent Tree  
417 Berkwood Ct.  
Roseville, CA 95747

## Hocker, Lauren

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**From:** Suz Eckes <suz@doseckes.com>  
**Sent:** Wednesday, September 12, 2018 4:01 PM  
**To:** Hocker, Lauren  
**Subject:** High Density

Thank you for taking my call this afternoon. Regarding the proposed rezoning of the Diamond Creek Partner's property, bordered by Parkside and McCloud:

While we need to provide housing options in Roseville, our little neighborhood has already absorbed rezoning proposals that have allowed 3 high-density projects directly adjacent to us - far different then the mixed use and office space originally proposed for the parcel.

The additional impact 57 homes will have on traffic, safety and shared resources will be tremendous when compared to the original zoning. Most specifically, it appears that no additional traffic analysis was done, although the commercial specific plan did not include vehicle access from McCloud - a narrow and curved residential street. McCloud is already experiencing an increase in traffic and parked cars; the result of Diamond Creek Partners being allowed to rezone the property along Parkside, despite the protest of hundreds of residents. Further, this plan is being pushed through very quickly. Only people living within 300 feet of the proposed project were notified, and given 10 days notice of a meeting that was held on August 28th. Now the proposal is coming before the Planning Commission. While this may be protocol, it is not enough time for our community to respond. Changes happen, but this project gives very little thought to our quality of life, and is not harmonious, efficient or safe. It creates a burden on existing residents in a variety of ways, and is detrimental to public welfare and safety. It also does not provide a responsible solution for those who require walkable communities or seek flexible housing options for multi-generational families.

We understand it is not common for such infill projects as this to be approved. While Diamond Creek Partners has been a good steward to our community, it seems this may no longer be the case. This project appears to put profit above all else, and caters to the desires of a prominent local developer who has reneged on much he has previously promised.

We hope the Planning Commission will not allow yet another rezoning request by Diamond Creek Partners, and will not allow yet another high-density development in our little corner of Roseville.

**Suzanne Eckes-Wahl**  
Partner | [DosEckes Productions](#)  
[suz@doseckes.com](mailto:suz@doseckes.com)  
916.769.5141

## Hocker, Lauren

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**From:** Nole Gemmell <[ngemmell@cresleigh.com](mailto:ngemmell@cresleigh.com)>  
**Sent:** Wednesday, September 12, 2018 4:14 PM  
**To:** Hocker, Lauren  
**Cc:** 'Nole'  
**Subject:** Proposed Zoning change McCloud and Skeena

Good Afternoon Lauren,

I jotted down a few points as to why I am against the proposed zoning change at McCloud Way and Skeena Court.

- 1) We all knew that this land was eventually going to get developed and that is not the issue here.
- 2) Parking: we already have problems with the overflow parking from Monet (impressionist loop) and the Lennar communities. These should not have been approved without more common parking places from what I understand the HOA rents parking places on a monthly basis and some occupants would rather not spend the money so they park in our neighborhood.
- 3) The street is too narrow for 2 way traffic and parking on both sides. This creates a bottleneck, hazards to residence crossing street as well as emergency vehicles
- 4) Access the commercial project that is approved is accessible from Parkside way and existing parking lot (shared with existing commercial flows nicely) there is not an access in our neighborhood and the commercial that might overflow in to our neighborhood would be off hours (reverse commute) so we would not be competing for the same places at the same time.
- 5) If the zoning is going to be changed then Low density could fit in nicely a similar product to existing homes (3 car garages and 20' driveways with at least 1 parking place in front of house) a traditional home with the garage driveway and the front door on the same side.
- 6) Changing Zoning after 16 years...I would have never purchased near high density that is why I live here.
- 7) There are so many issues with traffic over the past decade and it is only getting worse there are currently multiple apartments projects under way that directly impact blue oaks with more on the way the situation is only going to get worse. Keeping this zoned commercial would allow more of a reverse commute rather than bogging down the roadways anymore.
- 8) I also believe that these homes would have a negative effect on the appraised value as one of our neighbors was compared to a Lennar product as a comp (no comparison ) and they closed the house for 40,000.00 less than actual value.

Thankyou,

## Nole Gemmell

Cresleigh Homes  
Rocklin Trails  
[ngemmell@cresleigh.com](mailto:ngemmell@cresleigh.com)  
(916) 532-3964

## Hocker, Lauren

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**From:** Gemmell, Traci <Traci\_Gemmell@comcastspectacor.com>  
**Sent:** Wednesday, September 12, 2018 6:03 PM  
**To:** Hocker, Lauren  
**Subject:** Re-zone of 57 homes on McCloud/Parkside

Hi Lauren,

I live in the neighborhood across from the area that is up for a re-zoning approval.

This re-zoning to high density housing for 57 units could be detrimental to our neighborhood. McCloud Way is very narrow already with cars parking on both sides of the street, and at times blocking the sight line for oncoming traffic and pedestrians that sometimes cross the street. This street can NOT handle another access point for additional cars. This new development is going to encourage more cars to park on McCloud, which is already a big problem.

Additionally Skeena Court has become a "turn around" point for many cars that pull into the neighborhood that realize they are in the wrong area or need to be going in the opposite direction. The opening from this new development will drop the cars right on McCloud at Skeena court where we also have traffic challenges.

Many of us will be at the meeting tomorrow night to try and stop this re-zoning project or at the very least to warn the city planners about the dangers that could arise if the parking & traffic flow are not re-searched more thoroughly to ensure the neighborhood remains safe for all of our children and pedestrians.

I know this decision is not made by you alone, but we definitely want to be heard and address our concerns, so the City can help us keep a safe neighborhood!

Thanks.....and we look forward to seeing you tomorrow night.

### **TRACI GEMMELL**

Regional Office manager  
Spectra Food Services & Hospitality  
O: 916.920.1212 X12  
[traci\\_gemmell@comcastspectacor.com](mailto:traci_gemmell@comcastspectacor.com)  
[www.SpectraExperiences.com](http://www.SpectraExperiences.com)

Ovations Food Services is now Spectra Food Services & Hospitality

**Hocker, Lauren**

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**From:** Cathy Kerby <ckerberby@jmchomes.com>  
**Sent:** Monday, September 10, 2018 2:22 PM  
**To:** Hocker, Lauren  
**Subject:** PL18-0106

**Lauren and Planning Commission,**

**I have been a resident on Skeena Ct for 16 years, I love my neighborhood. The impact of traffic and parking on McCloud Way with this proposed plan would be a mess. Changing the General Plan from commercial to HIGH DENSITY RESIDENTIAL should not have to IMPACT our neighborhood and SAFETY.**

**There would not be a traffic and parking issue if the Plan was reconfigured and a solid fence was installed along McCloud Way, and definitely not an issue if it stayed commercial.**

**Please realize that this proposed plan has made our neighborhood very distressed. I appreciate your time on this,**

**Cathy Kerby  
124 Skeena Ct  
916-500-2412**



## Hocker, Lauren

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**From:** Cathy Kerby <ckerberby@jmchomes.com>  
**Sent:** Wednesday, September 12, 2018 2:13 PM  
**To:** Hocker, Lauren  
**Subject:** PL18-0106

Hi Lauren and Planning Commission,

After a conversation with Lauren, I came to realize that the General Plan will probably be changed, unfortunately. I would of brought this up sooner but I didn't find out until the post card was mailed out, also there is no signage posted on either parcel sites indicating upcoming project. Is there any way that the Planning commission could think about the following which could make the parking and safety impact better on McCloud Way.

- [1] Lower Density
- [2] Bulb Out Parking along McCloud Way
- [3] Widening McCloud Way
- [4] Emergency access at Skeena Ct (knox gate)

Appreciate your time and thought on this,  
Cathy Kerby  
224 Skeena Ct

**Hocker, Lauren**

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**From:** Kristin Morford <kristin\_1213@hotmail.com>  
**Sent:** Friday, September 7, 2018 7:13 PM  
**To:** Hocker, Lauren  
**Cc:** City Council Mail; City Manager- Mail; Rohan, Susan; Gore, Bonnie; Herman, Tim; Allard, John; Alvord, Scott; Tommy Morford; susanrohan@gmail.com  
**Subject:** Project NRSP PCL DC-30 and DC-33 Diamond Creek Residential, File #PL 18-0106  
**Attachments:** Letter to Planning Commission.pdf

Good evening Lauren,

Please accept and review the attached letter in regards to the above mentioned project.

To our knowledge, this developer previously sought out a General Plan Amendment, North Roseville Specific Plan a few years ago for the recently completed La Maison community. The Diamond Creek neighborhood has already experienced negatives outcomes from that development and we are concerned about the addition of a high density subdivision right outside our court.

Sincerely,  
Kristin Morford

Lauren Hocker  
Associate Planner  
Planning Division  
311 Vernon Street  
Roseville, CA 95678  
[lhocker@roseville.ca.us](mailto:lhocker@roseville.ca.us)  
(916) 774-5272

Dear Ms. Hocker,

Please accept the following comments on the General Plan Amendment, North Roseville Specific Plan (NRSP) Amendment and Rezone of 4.40 acres from Community Commercial to High Density Residential project 1550 Parkside Way. (Project Title and File #0 NRSP PCL DC-30 and DC-33-Diamond Creek Residential, File #PL 18-0106).

We are writing to object to the above zoning amendment. This project fails to adequately address concerns important to us as residents of the Diamond Creek neighborhood (208 Skeena Court). Our concerns include, but are not limited to:

- Depreciation of home value
- Strain on enrollment at surrounding schools
- Traffic/safety of children walking to school
- Congestion
- Car traffic and insufficient parking
- Increased amount of rentals
- Strain on infrastructure and services
- Destroyed ambiance of area
- Too many high density areas nearby
- Aesthetics of the mixed-used buildings
- Lack of quality shopping and jobs

By allowing BBC Diamond Creek, LLC to build a 57-unit high-density subdivision on this currently zoned Community Commercial property, the amount of congestion, car traffic, overcrowded street parking, and home value depreciation will be intolerable for area residents.

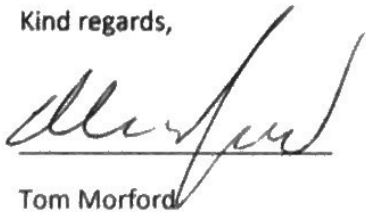
In addition, the proposed construction of this subdivision would increase strain on surrounding schools for enrollment as similarly faced in the Orchard Ranch Elementary school neighborhood. Diamond Creek Elementary in this neighborhood already has an enrollment of 600+ students. KCRA News reported on this story on August 9, 2018. The story was titled, "Explosive growth has Roseville schools bursting at seams, cows disappearing." Enrollment nearly doubled in just one year and the school began with an enrollment of 750 students. That led to 3 portable classrooms being brought in to deal with this explosion in enrollment. Principal Josh Joseph stated "The whole landscape is changing. Last year we could see cows across the playground. This year the cows have been replaced by homes." An anticipated additional 4 portables are reported to be necessary. Despite a new elementary school, Riego Creek, planned in the west Roseville area, the anticipated completion date isn't until 2023.

The proposed Addendum to the Environmental Impact Report (EIR) adopted for the NRSP (certified August 6, 1997) and the Diamond Creek Commercial Mitigated Negative Declaration (adopted July 11, 2002) would result in the removal of up to 12 native oak trees. Despite a proposed mitigation for the planting of new trees, some of these native oak trees may meet the qualifications to be classified as 'heritage oaks' or 'landmark oaks'; which are defined as a living native oak tree, in good health, that are several hundred years old and cannot be replaced. Per the Sacramento Tree Foundation, "Many California cities, towns, streets, schools, parks and buildings use the word "oak" in their name. This suggests the significant role oaks have played in shaping California's character. Many communities "register" old oaks. This helps provide an inventory of significant trees, assists decision makers with evaluating and protecting them and creates public interest in oak issues."

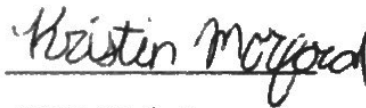
Furthermore, the impact on wildlife, including the current resident jack rabbits, squirrels, egrets, doves, and turkey's, will be significantly more than the restrictions of buildings as permitted for community commercial, rather than high density residential.

We are hopeful for a positive resolution that will be reached soon and look forward to attending the public hearing.

Kind regards,



Tom Morford



Kristin Morford

Residents at 208 Skeena Court Roseville 95747

## Hocker, Lauren

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**From:** Katie Nuss <taxlady@surewest.net>  
**Sent:** Wednesday, September 12, 2018 4:28 PM  
**To:** Hocker, Lauren  
**Subject:** proposed plan on McCloud Way

Hi Lauren,

We are residents on the corner of Skeena Court and McCloud Way and would like to voice a concern regarding opening access to a new residential development across our street opening. We already have a huge issue with the street parking and continual U-turns made in the mouth of Skeena Court. In mid-June this year, my daughter was even hit as she was half way out of our driveway by a high speed u-turner. Who actually gets hit in their own driveway? We did, and our car was less than a week old as well. Anyway, if we create an access point without widening or straightening McCloud Way there will be heavier congestion than we already experience in the evenings and soccer Saturday's as we service the only way to Hughes Park North. Furthermore, we feel the likelihood for accidents due the blind corners is increased. We have lived here since these homes have been built and all walk and enjoy these neighborhoods. We have also dealt with the influx of street parking from the two high density neighborhoods that have been since built and already border our neighborhood. The original plan for this lot did NOT involve an access point on McCloud and regardless if the zoning stays commercial or goes to residential, McCloud is not ready for that kind of traffic flow. We feel a new traffic and safety study would be warranted prior to moving forward. I appreciate you taking the time to read and accept comments and concerns, we will be attending the hearing tomorrow night as well.

Sincerely,

Katie & Joel Nuss

**Hocker, Lauren**

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**From:** GusnJenny <gusnjen@comcast.net>  
**Sent:** Wednesday, September 12, 2018 9:51 PM  
**To:** Hocker, Lauren  
**Subject:** High Density Homes Parkside

Lauren,

I am writing to oppose the high density homes plan on Parkside and McCloud. Our neighborhood has already been impacted by the 4 other high density homes in the same area and to add more has a huge impact on our existing neighborhood.

We are impacted by a lowering of our home values, traffic and overflow parking into our neighborhood. And the esthetics of more high density homes is ruining the neighborhood.

Please consider that this is our homes that this will have a very large negative effect on us financially and in many other ways. Please consider the homeowners and families and not just wants of the developer. We homeowners have more at stake then the developer.

Thank you,  
Gus and Jenny Perez  
2669 Rogue Way



**From:** John Schwartz [mailto:isadore@rcsis.com]

**Sent:** Thursday, September 13, 2018 7:16 AM

**To:** Planning External <PlanningDivision@roseville.ca.us>

**Subject:** I am against rezoning the area next to La Provence to high 0 lot line housing.

To whom it may concern;

Please regard this email as a plea for a vote of no on the planned rezoning NRSP PCL DC-30 AND DC-33 – DIAMOND CREEK RESIDENTIAL – 1550 PARKSIDE WAY – FILE # PL-18-0106

To erect another 57 homes in the area will not only degrade the quality of life for the residents in the affected area, it will also seriously degrade the value of the existing single family homes on McCloud way. These homes are already hard to get good value for as finding appropriate comparable housing (comps) are lowered by only having 0 lot line housing near by to compare with. When moving into this neighborhood the zoning at the time created the feeling that our homes would continue to enjoy the open space, and high quality residential feel of the area.

I have lived on McCloud way for 8 years now, and have seen several homes that did not receive their true value as they change hands due to limited or remote homes being the only ones to compare against. The areas quality has already degraded severely with the building of the “crappy condo” feel of the recently built area across Parkside Drive. To place another similar project adjacent to McCloud will only further degrade our area.

I have also seen the traffic on Blue Oaks explode as the recently built zero lot line homes have been built. Even now (before the new HP complex area is built) Blue Oaks Blvd, is inadequate for it’s traffic level (even after adding the new lanes). Woodcreek Oaks has also experience a similar impact as traffic uses it as an alternative to get to Pleasant Grove Blvd.

If Roseville needs more high density housing plan it out the other side of Fiddymment, where prospective residents can see the plans while making their decision to move here, and there is room to provide the consumer infrastructure (grocery stores, gas stations, restaurants, etc.) to support it.

When I ran for City Council in 2012, I did so to continue the high quality of life that Roseville’s excellent Planning has fostered. Maybe I need to run again, as this kind of “cram as much in as you can” planning does not meet the same standards I saw then.

Regards;

John Schwartz  
Consumer Plus Realty  
(916) 847-9944

**Hocker, Lauren**

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**From:** Jim and Jeni Walker <jim.sells.houses@gmail.com>  
**Sent:** Thursday, September 6, 2018 1:20 PM  
**To:** Hocker, Lauren  
**Subject:** NSRP - PCL DC-30 and DC -33

Dear Ms. Hocker,

I am the owner of 482-150-055-000 aka 2837 McCloud Way directly across from the proposed development.

This land use change will affect the my property, I wish to continue to be notified of all phases of this application and project going forward.

Please enter this email into comments to be available for public viewing, and considered by the approving authority.

I am concerned that high density with 57 units is too dense. (13 units per acre)

There are five high density projects already in the immediate neighborhood, Woodcreek Oaks, Eskaton, Monet, Lennar and Molly's Walk. These existing high density settlements are incrementally closer to Blue Oaks Boulevard and the Woodcreek Oaks shopping center. The proposed development is just a bit further away, but even a few extra feet will make it just a little less walkable to shopping and bus routes than the existing high density homes. Residents of the proposed homes will likely use vehicles more than their high density neighbors. This will cause significant traffic impacts.

I support the change overall, I just think the density should be medium (8 units to the acre) This would supply a middle option between the two current extremes of low density homes separated by a vacant field from high density homes. The in-between area should be, well, in-between. A

medium density (8 units to the acre) will allow for safer and more pleasant navigation inside and outside of the new development. 13 units to the acre would result in congestion for vehicles, bicyclists and even pedestrians, not allow enough walkable space inside the development, not enough guest and service vehicle parking spots inside the development. 13 units per acre is suitable for a city center location. This is a suburban village area.

Currently there are only high density and low density housing options in this neighborhood. A medium density subdivision does not exist here. From a market point of view, a demographic point of view, and aesthetic point of view, a medium density development is what is needed here.

I am a real estate agent for 30 years. I support the owners right to develop his property. I suspect that he is asking for a higher density than makes sense because he knows NIMBYs and BANANAs would oppose a highest and best use medium density plan if he were to open his request that way. That is a good political tactic for him. I support a compromise.

Regarding access from the proposed subdivision: McCloud Way is a circular street through a residential neighborhood with no businesses. Its access to Woodcreek Oaks Boulevard is, well, circuitous. There is no need for vehicle traffic to enter the new subdivision from McCloud Way. Parkside alone is sufficient for that. Access from McCloud Way should be limited to bicycle, pedestrian and emergency vehicles. This will avoid much of the impact to the existing homes on McCloud from additional traffic.

Some of the trees along the parcels northern boundary are already dead. I have no objection to the removal of dead, dying and damaged trees. During the tree permit process, I request the arborist identify any trees that should be spared. I request the developer offer to mitigate the removal of the twelve trees by funding the planting an offset in another part of northwest Roseville.

In summary, I am in favor of the developer being allowed to amend and rezone to medium density residential instead of high density.

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**Jim Walker**, Realtor

BRE# 00881401

*1st American Realty*

**916.772.1212** call or text

**916-797-6794** call or text

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