

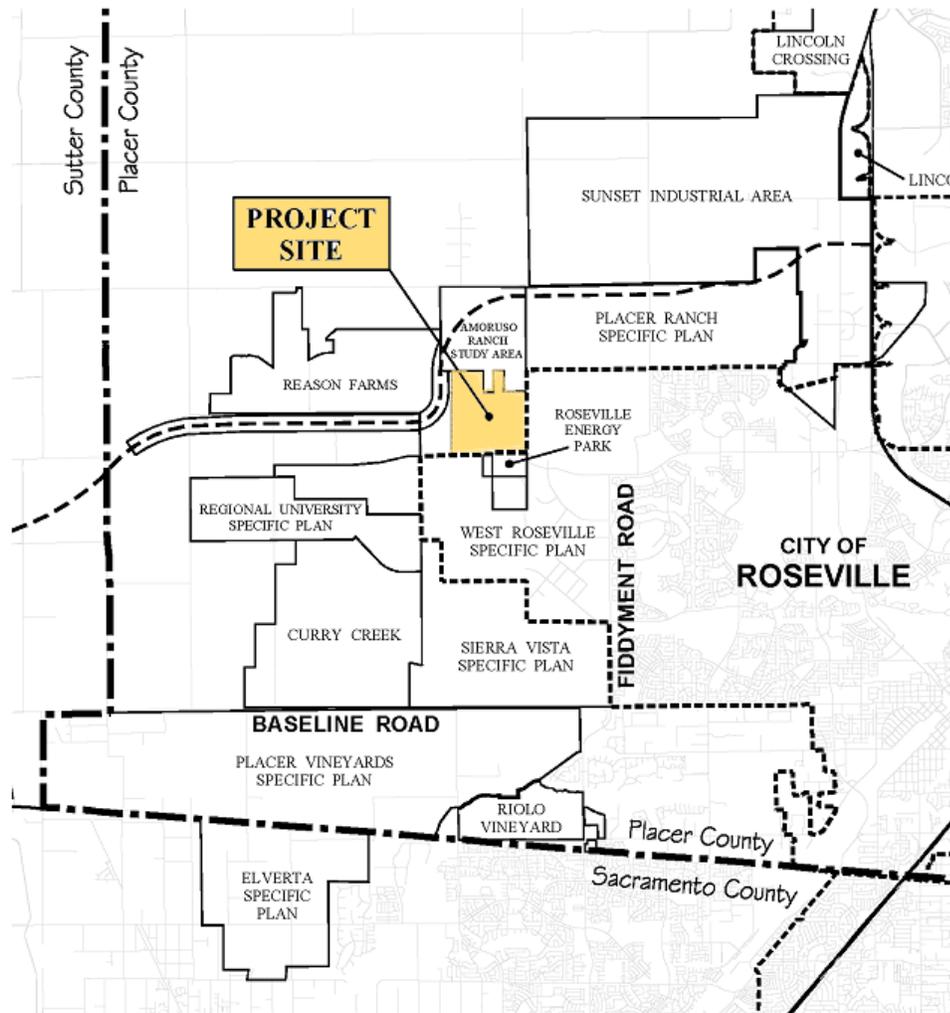
**ITEM V-A: CREEKVIEW SPECIFIC PLAN (CSP) – FILE # 2007PL-059 (ANN-000003, GPA-000037, SPA-000026, RZ-000040 & DA-000031)**

**REQUEST:**

The applicant requests consideration of the Creekview Specific Plan project which includes the following: 1) Annexation of approximately 501 acres of undeveloped land generally located west of the West Roseville Specific Plan area and north of Blue Oaks Boulevard; 2) a General Plan Amendment and 3) adoption of a new Specific Plan to establish residential, commercial, parks, open space, and public land use designations; 4) a Zoning Ordinance Amendment to establish development standards for each parcel; and 5) a Development Agreement between the City and the property owners to provide the infrastructure needed to support the proposed development. These entitlements are further described in Section 1 of this report, printed on pink paper.

**APPLICANT:** Granite Bay Development II, LLC

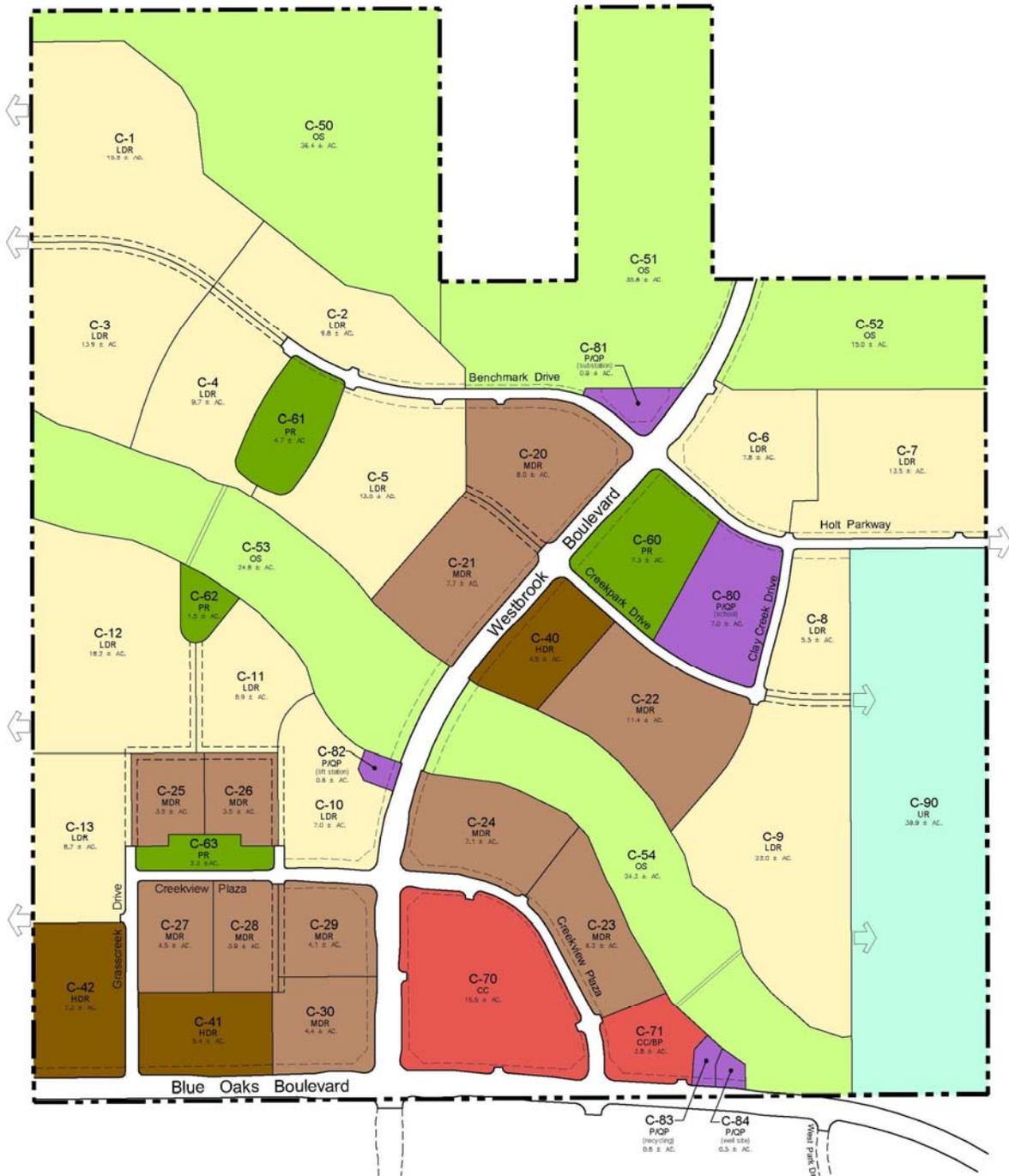
**Figure 1: Location Map**



**BACKGROUND:**

In June 2005, the City Council directed staff to begin a process to evaluate a mixed-use development and annexation proposal in the northwest corner of the City known as the Creekview Specific Plan (CSP). Council approved the Work Program in July 2005. The first step in the evaluation process was preparation of a Feasibility Analysis to analyze the project related to traffic, water, and fiscal impacts. The conclusions of the Feasibility Analysis in April 2007 were that the City could maintain its current levels of service with some challenges in traffic and water impacts, and that the project would not have a negative effect on the existing neighborhoods in Roseville by burdening existing residents and businesses with the cost of development or inadequate phasing of infrastructure.

Figure 2: Creekview Specific Plan



Following completion of the Feasibility Analysis, the City began more detailed evaluation of the project, which included preparation of the technical environmental studies. In March 2009 the application was temporarily suspended at the request of the applicant. Work on the application was resumed in March 2010, and the applicant began preparation of the Specific Plan document while staff began working on the Draft EIR. The Draft EIR has been structured to contain a project-specific level of analysis for the CSP and a separate program-level analysis for the Urban Reserve/non-participating property.

One 40-acre parcel in the southeast corner of the site (Harris) is not a participant in the specific plan effort, but is included in the Annexation because it is within the existing Sphere of Influence, and is surrounded on the north and west sides by the CSP and on the south and east sides by the West Plan (existing City). The parcel is designated on the land use map as Urban Reserve (UR) to indicate it is anticipated to receive urban land use entitlements in the future, but will not receive entitlements at this time with the rest of the CSP. The EIR evaluates this UR parcel at a program level. Annexation of the parcel will avoid creating an unincorporated island of land and would give the City jurisdiction over any future proposals for this land.

On December 22, 2010, the Draft EIR was distributed for a public review period which ends February 11, 2011. A workshop outlining the Draft EIR was conducted at the January 13<sup>th</sup> Planning Commission meeting. During the DEIR public review period, public hearings were held for the Transportation Commission on January 18<sup>th</sup>, Design Committee on January 20<sup>th</sup>, Parks and Recreation Commission on February 7<sup>th</sup>, Public Utilities Commission on February 8<sup>th</sup>, and Planning Commission on February 10<sup>th</sup>. This schedule allows Commissions to receive public testimony on the DEIR during the public comment period of the DEIR.

#### **REVIEW PROCESS and REPORT ORGANIZATION:**

Due to the multiple entitlements associated with the proposed Specific Plan project, and the size and scope of the Draft EIR and Specific Plan documents, staff anticipates that three Planning Commission meetings will be needed to review all entitlements associated with the proposal.

Given the relationship of the Draft EIR and Specific Plan, the February 10, 2011 meeting will focus on review of these two documents concurrently. At the February 10, 2011 meeting, staff will provide the Commission with an overview of the proposed project, including a summary of the multiple entitlements requested. Following this overview, staff will present the corresponding sections of the Specific Plan and the Draft EIR, with a focus on those issues that are unique to the proposed project. It should be noted that the Commission can receive testimony on the Draft EIR at the February 10, 2011 hearing only, and that February 11, 2011 is the end of the DEIR comment period. The hearings scheduled for February 24 and March 10, 2011 will be after the public review period of the DEIR. For this reason, staff will endeavor to cover all of the EIR chapters at the February 10 meeting.

The presentation on February 10<sup>th</sup> will be given in three segments, with a break after each segment for public comment and Commission discussion on the topics just covered. The first presentation segment will cover Project Overview, Resource Management, and Miscellaneous sections of the DEIR; the second segment will cover Transportation and Circulation, and the third segment will cover Public Utilities. The table on the next page lists these topics and highlights the presentation segments in colors which correspond to Section 2 of the staff report, where each topic area is discussed in detail.

TOPIC	CSP CHAPTER	DRAFT EIR SECTION
Land Use	Chapter 4	4.1 – Land Use and Agricultural Resources
Affordable Housing	Chapter 5	4.2 – Population, Employment and Housing
Public Services	Chapter 7	4.11 – Public Services
Resource Management	Chapter 9	4.7 – Geology, Soils and Seismicity 4.8 – Vegetation and Wildlife 4.9 – Cultural and Paleontological Resources 4.14 – Aesthetics and Visual Resources
Implementation	Chapter 10	n/a
Other EIR Sections		4.4 – Air Quality 4.5 – Climate Change and Greenhouse Gas Emissions 4.6 – Noise 4.10 – Hazardous Materials and Public Safety 5.1 thru 5.7 – CEQA Considerations & Cumulative Impacts 6.1 - Project Alternatives
Circulation	Chapter 6	4.3 – Transportation and Circulation
Utilities Plan	Chapter 8	4.12 – Public Utilities (Water, Wastewater, Solid Waste, etc.) 4.13 – Hydrology and Water Quality

The February 24, 2011 meeting is targeted for review of the Design Guidelines and the March 10, 2011 meeting is targeted for review of the Development Agreement and Fiscal Analysis of the project. Staff report Sections 1 (Entitlement Summary) and 2 (Specific Plan and Draft EIR Discussion Items) have been included with this report. Staff report Sections 3 (Design Guidelines) and 4 (Development Agreement) will be provided along with recommended Planning Commission actions, two weeks prior to the Commission's next hearing date. It is anticipated that formal action on all of the Specific Plan related entitlements will occur concurrently once review of all items have been completed.

**PROJECT DESCRIPTION:**

**Creekview Specific Plan**

The Creekview Specific Plan (CSP) is the thirteenth specific plan to be processed by the City. The project encompasses approximately 501 acres with a mixture of land uses including:

- 2,011 dwelling units
  - 826 Low Density Residential
  - 665 Medium Density Residential
  - 520 High Density Residential
- 19.3 acres Community Commercial and CC/Business Professional
- 9.6 acres Public/Quasi-Public (Elementary School, Electric Substation, etc.)
- 15.7 acres Neighborhood Parks
- 136.2 acres Open Space

The proposed Specific Plan addresses aspects of land use, housing, circulation, resource management, infrastructure, public utilities and services, implementation, and design characteristics. The CSP Design Guidelines have been incorporated into the Specific Plan as Appendix B. Chapter 2 of the Draft EIR includes additional project description information.

Since publication of the Draft CSP document, staff and the landowners have worked to reduce the overall right-of-way width for Westbrook Boulevard adjacent to the northern open space parcels to minimize the acreage of wetlands impacted. The revised street cross section has been included as Exhibit D1 to the staff report.

**General Plan Amendment**

The project includes amendments to the City of Roseville’s General Plan to update maps, figures, tables, and text to include references to the Creekview Specific Plan. In addition, as part of this project, a General Plan noise standard amendment is proposed.

Proposed residential land uses located near the Roseville Energy Park may be impacted by exterior noise levels exceeding the City’s General Plan Noise standard for non-transportation noise, which provides for hourly levels of 50 dB daytime and 45dB nighttime, with maximum levels of 70 dB daytime and 65 dB nighttime. A General Plan Amendment is proposed for Table IX-3 (shown below in redline) to allow an increase in noise generated by the REP not to exceed 55 dB. With this amendment, the CSP project would be consistent with the General Plan Noise Element and the impact would be less than significant. It should be noted that even with the proposed standard, noise levels from the REP would still be lower than traffic noise levels from Blue Oaks Boulevard at build-out.

**TABLE IX-3  
 PERFORMANCE STANDARDS FOR NON-TRANSPORTATION NOISE SOURCES OR  
 PROJECTS AFFECTED BY NON-TRANSPORTATION NOISE SOURCES (AS MEASURED  
 AT THE PROPERTY LINE OF NOISE-SENSITIVE USES).**

Noise Level Descriptor	Daytime (7 a.m. to 10 p.m.)	Nighttime (10 p.m. to 7 a.m.)
<b>Hourly Leq, dB<sup>1</sup></b>	50	45
<b>Maximum Level, dB</b>	70	65
<p><u><sup>1</sup> For municipal power plants consisting primarily of broadband, steady-state noise sources, the hourly (Leq) noise standard may be increased by up to 10 dB(A), but not exceeding 55 dB(A) Leq.</u></p> <p>Each of the noise levels specified above should be lowered by five dB for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises. Such noises are generally considered by residents to be particularly annoying and are a primary source of noise complaints. These noise level standards do not apply to residential units established in conjunctions with industrial or commercial uses (e.g., caretaker dwellings).</p> <p>No standards have been included for interior noise levels. Standard construction practices should, with exterior noise levels identified, result in acceptable interior noise levels.</p>		

**ENVIRONMENTAL IMPACT REPORT**

On December 22, 2010, the Draft EIR was distributed to the public for review and comment. The Draft EIR provides a project-level analysis for the CSP and Annexation. The Draft EIR also provides a program-level analysis of the Urban Reserve property, because it is geographically related. This dual-level analysis ensures that the effects of developing the CSP and the Urban Reserve are not segmented, while recognizing that the two components are at different stages of planning.

The Draft EIR will be reviewed at public hearings before the City’s Transportation, Public Utilities and Parks & Recreation Commissions prior to the February 10, 2011 Planning Commission hearing. Meeting notes for these hearings will be provided to the Planning Commission. The public comment period for the Draft EIR ends on February 11, 2011.

**RECOMMENDATIONS:**

No formal action on the project is needed at the February 10, 2011 meeting. The purpose is to allow the Commission and public opportunity to comment on the Draft EIR and Specific Plan documents. Upon completion of the review of all of the multiple entitlements associated with the project, a final action on the full project will be requested.

**STAFF REPORT SECTIONS:**

- Section 1 Project Entitlements Summary (included with the 2/10/11 staff report)
- Section 2 Specific Plan and Draft EIR Discussion Items (included with the 2/10/11 staff report)
- Section 3 Design Guideline Discussion Items (to be included with the 2/28/11 staff report)
- Section 4 Development Agreement Discussion Items (to be included with the 3/10/11 staff report)

**ATTACHMENTS:**

1. Letter from the City Attorney on the role of the Planning Commission in review of the Draft EIR
2. Updated Water Information (from the Public Utilities Commission Staff Report for the meeting of February 8, 2011).

**EXHIBITS:**

- A. Draft Environmental Impact Report for the Creekview Specific Plan, CD transmitted to Planning Commission on December 22, 2010.
- B. Draft Creekview Specific Plan
- C. General Plan Amendment Redline
- D. CSP Change Pages
  - 1 – Figure 6-6 Westbrook Boulevard Adjacent to Open Space Parcels C-51 and C-52

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

**Draft Environmental Impact Report (EIR):** In compliance with the California Environmental Quality Act (CEQA) a Draft Environmental Impact Report (DEIR) (SCH# 2008032017) is being considered as a portion of the requested entitlements. The Draft EIR provides the required environmental analysis for all of the entitlements described in this summary, and will form the basis of environmental analysis for future actions in the CSP.

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

**Annexation:** The CSP project site is located outside the City limits in unincorporated Placer County, but within the City's existing Sphere of Influence. Before the project can develop as part of the City, the land must be annexed into the corporate boundaries. The 40-acre Urban Reserve parcel will be included in the Annexation, to avoid creating an island of unincorporated land.

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

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

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

- Increase the General Plan unit allocation by 2,011;
- Change text to add references to the CSP;
- Change tables to update and insert CSP data;
- Change all figures to add the CSP and relevant CSP map layer information; and
- Modify the General Plan noise standard for non-transportation sources (point sources).

Reviewing Bodies: Planning Commission and City Council

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

Reviewing Bodies: Design Committee, Planning Commission and City Council

**Zoning Map Amendment:** The City will adopt a Zoning Map for CSP to reflect the proposed zoning districts that will apply upon annexation of the land (pre-zone for annexation). The various zoning districts are listed by parcel in CSP Table 4-2.

Reviewing Bodies: Planning Commission and City Council

**Development Agreement:** A Development Agreement will be executed between the City and the landowners. The Development Agreement will enforce the obligations between the parties and enable an orderly development of the CSP. The agreement is a binding contract that sets the terms, rules, conditions, regulations, entitlements, responsibilities, and other provisions relating to the development of the property comprising the CSP. The agreement may only be amended by mutual consent of both parties.

Reviewing Bodies: Planning Commission and City Council

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

## LAND USE

### SECTION REFERENCES

**Specific Plan Document:** Chapter 4 – Land Use Plan  
**Draft EIR Document:** Section 4.1 – Land Use and Agricultural Resources

### SPECIFIC PLAN LAND USE SUMMARY

**Location:** The Creekview Specific Plan (CSP) project area is located northwest of the West Roseville Specific Plan, and north of the Roseville Energy Park and the future extension of Blue Oaks Boulevard.

**Acreage:** 501.3 acres within annexation boundary, of which 461.4 acres are CSP land uses.

**Residential Development:** 2,011 units distributed as follows: 826 low-density single family units; 665 medium-density units; and 520 high-density multi-family units. The land use plan is illustrated in Figure 4-1 and detailed in Table 4-2 of the CSP document.

**Non-Residential Development:** 15.5 acres of Community Commercial; 3.8 acres of Community Commercial/Business Professional; 136.2 acres of Open Space; 15.7 acres of Parks and Recreation; and 9.6 acres of Public/Quasi Public (includes a 7-acre elementary school site, and 2.6 acres of utilities sites).

**Population:** Approximately 16,890 residents based on an average of 2.54 persons per household.

**Urban Reserve:** The annexation boundary includes a 39.9-acre parcel designated Urban Reserve (UR). The UR land is anticipated to receive urban land use entitlements at some time in the future. No development is being proposed on the UR land at this time. This land is already within the City's Sphere of Influence, so its annexation at the same time as CSP will avoid creating an unincorporated island of land surrounded by City, and gives the City jurisdiction over any future proposals for the land.

### LAND USE DISCUSSION ITEMS

**General Plan Amendment:** It is necessary to amend the City's General Plan to incorporate the CSP. The proposed changes to accomplish this are:

- Increase the General Plan unit allocation by 2,011;
- Change text to add references to the CSP;
- Change tables to update and insert CSP data;
- Change all figures to add the CSP and relevant CSP map layer information;
- Modify the General Plan noise standard for non-transportation noise (point source). The current standard provides for hourly levels of 50 dB daytime and 45 dB nighttime, with maximum levels of 70 dB daytime and 65 dB nighttime. The proposed standard would allow an increase in hourly levels for municipal power plants, not to exceed 55 dB. The purpose for this change is in consideration of the Roseville Energy Park (REP, a point source). With this amendment, noise

generated from the REP will still be less than that of the background noise generated by traffic on Blue Oaks Boulevard, which is anticipated to be approximately 65 dB.

**Permitted Uses and Development Standards:** The permitted uses and development standards for the CSP will be consistent with those identified in the City's Zoning Ordinance.

**Zoning Map Amendment:** The City will adopt a zoning map for the CSP to reflect the proposed zoning districts (pre-zone for annexation). The various zoning districts are listed by parcel in CSP Table 4-2.

**Specific Plan Phasing:** The project is planned to occur in three phases as illustrated in CSP Figure 10-1. In general, the phasing plan has been structured to ensure that the improvements in each phase can support its respective development in compliance with City policies and standards. Additional information on project phasing is included in the Implementation chapter of the CSP document (Chapter 10).

**McClellan Airfield:** The CSP area is approximately seven miles north of McClellan Airfield in Sacramento County. Aircraft departing and arriving at McClellan fly over the project site at altitudes less than 3,000 feet. While average noise levels are not anticipated to be significant, single event noise may be a nuisance to future residents within the project area. A deed disclosure is included as a condition of the project to alert future residents of potential disturbances due to airport noise. There are no mitigation measures that would reduce this impact to a less than significant level; therefore, this impact would remain significant and unavoidable.

**Agricultural Land Conversion:** Of the 501 acres on the project site, a total of 325 acres will be converted from agricultural/rural to urban uses. The agricultural land is mostly fallow, and was used for cattle grazing and rice farming in the past. A total of 136 acres would remain in open space. No land within the project area is under a Williamson Act Contract. The CDC Farmland Mapping and Monitoring Program classify the site as "Farmland of Local Importance". There are no "prime" soils present within the project area. The soils are generally unsuitable for many agricultural uses beyond grazing and rice farming. The soil's slow permeability might be conducive to rice production, however, the high water consumption needed to grow this crop makes it infeasible and contrary to the City's water management goals. Mitigation is included in the project at a 1:1 ratio for the preservation of offsite grassland/open space which would reduce the impact of agricultural land conversion to a less than significant level.

## **EIR LAND USE-RELATED SIGNIFICANT UNAVOIDABLE IMPACTS**

The CSP Draft EIR identified the following significant unavoidable impact:

4.1-4 Potential incompatibility from over-flight operations at McClellan Airfield

## **AFFORDABLE HOUSING**

### **SECTION REFERENCES**

**Specific Plan Document:** Chapter 5 – Affordable Housing Plan  
**Draft EIR Document:** Section 4.2 – Population and Housing

### **HOUSING SECTION SUMMARY**

**Number of Affordable Units:** Based on the City's General Plan Affordable Housing Goal, ten percent (201 affordable units) of the 2,011 units have been designated for low-income, very-low-income and

middle-income households. These affordable units will be provided with a combination of low and very low income multi-family rental units and middle income purchase units. Twenty percent of the affordable housing units will be made available to middle-income households, forty percent to low-income households and forty percent to very low-income households.

**Middle Income Purchase Units:** A total of 40 units in the CSP are designated as for-purchase units for middle income households.

**Low and Very Low Income Rental Units:** A total of 80 units in the CSP are designated as low-income rental units and a total of 81 units are designated as very-low-income rental units.

### **HOUSING DISCUSSION ITEMS**

The CSP complies with the General Plan Ten Percent Affordable Housing Goal. Approximately 58 percent of the housing stock proposed in the project is either medium or high-density residential. The plan provides for a wide range of unit types including attached and detached single-family homes, and multi-family projects, to accommodate a range of affordability.

### **EIR POPULATION AND HOUSING-RELATED SIGNIFICANT UNAVOIDABLE IMPACTS**

Converting the project site from rural to urban uses would result in significant population growth as a result the CSP Draft EIR identified the following significant unavoidable impact:

4.2-4 Inducement of substantial population growth

## **PUBLIC SERVICES**

### **SECTION REFERENCES**

**Specific Plan Document:** Chapter 7 – Public Services  
**Draft EIR Document:** Section 4.11 – Public Services

### **PUBLIC SERVICES SECTION SUMMARY**

**Parks & Recreation:** The CSP is required to dedicate 45.9 acres of land (15.3 acres each for City-wide parks, neighborhood parks and open space). The CSP proposal provides 15.7 acres of active parkland, and 136.2 acres of open space land. No Citywide park site has been included in the CSP due to the size of the plan proposal; the CSP will pay an in-lieu fee to satisfy its City-wide parkland dedication requirement. Consistent with the City's General Plan, active park sites are granted acre for acre credit while open space is granted partial credit. As detailed in CSP Table 7-3, the total acreage credited is 57.64 acres of parkland, which satisfies the neighborhood park and open space dedication requirements.

Four neighborhood parks are proposed and all residential neighborhoods are in proximity to a park. These parks range in size from 1.5 to 7.3 acres, with the largest located adjacent to the elementary school site, which will support joint use activities with the school. The neighborhood parks will include a variety of typical park amenities, such as soccer and softball fields, basketball courts, playgrounds, children's play areas, and picnic areas.

Funding for development of the neighborhood parks will be through collection of Neighborhood Park fees. The City-wide park fees are intended to fund a fair share portion of the two City-wide parks

located in the West Plan. All park plans are conceptual in nature and will require further refinement during the design development phases. Refinement of the designs will be based on available funding.

Maintenance funding for the neighborhood parks and paseos will be provided through annual assessments for services through the Community Facilities District. Maintenance funding for the WRSP Citywide parks will be provided through the City's general fund with revenue offsets.

The CSP open space provides for a variety of functions including passive recreation, view corridors, resource preservation, stormwater drainage and floodwater conveyance. The open space areas follow the Northern Preserve and Pleasant Grove Creek corridors. Class I bikeways are included in the open space areas, and Class IA, Class II and Class III bikeways are also included, providing interconnectivity throughout the plan area. Residents can jog, walk or bike utilizing these open space areas.

**Schools:** The CSP is located within the Roseville City School District and Roseville Joint Union High School District. The CSP will provide one 7.0-acre elementary school site. Middle school students from the area will attend Cooley or Chilton schools. High school students will attend either Oakmont or Roseville High School then once it is constructed will attend the planned high school on Hayden Parkway in the West Plan.

**Library:** Residents of the CSP will most likely utilize the Martha Riley Community Library at Mahany Park. This joint-use facility also includes a community TV studio and a utility education center.

**Police, Fire and Emergency Services:** The CSP will receive services from the City of Roseville Police Department and Fire Department. The planned fire station on Hayden Parkway and existing station #5 on Sun City Boulevard will provide primary and secondary response. The Police Department will provide its operations and patrols for the project from its existing station located on Junction Boulevard approximately four miles from the plan area.

## **PUBLIC SERVICES DISCUSSION ITEMS**

The Parks & Recreation Commission reviewed the size, location and concept for each of the proposed parks at its February 7, 2011 hearing. Notes from the meeting will be provided to the Planning Commission prior to final recommendation on the project. The Commission meeting video can be viewed via on-line video streaming on the City's website ([www.roseville.ca.us/Creekview](http://www.roseville.ca.us/Creekview)). A copy of the staff presentation is also posted to the web-site.

## **EIR PUBLIC SERVICES-RELATED SIGNIFICANT UNAVOIDABLE IMPACTS**

The CSP Draft EIR identified no significant unavoidable impacts related to Public Services.

## **RESOURCE MANAGEMENT**

### **SECTION REFERENCES**

**Specific Plan Document:** Chapter 9 – Resource Management  
**Draft EIR Document:** Section 4.7 – Geology, Soils and Seismicity  
Section 4.8 – Vegetation and Wildlife  
Section 4.9 – Cultural and Paleontological Resources  
Section 4.14 – Aesthetics and Visual Resources

### **RESOURCE MANAGEMENT SECTION SUMMARY:**

The project site is characterized by relatively flat to gently rolling terrain, with annual grasslands and valley oak riparian areas. Pleasant Grove Creek traverses the site from the southeast to the west. University Creek, a small tributary of Pleasant Grove Creek, is located in the northern portion of the site. Wetlands, including vernal pools and seasonal drainages, are dispersed throughout the site. There are 458 native oak trees on the project site, and approximately 90 percent of these will be preserved within open space areas or park sites.

**Wetlands:** Approximately 33.83 acres of wetlands and other waters are subject to the requirements of a 404 permit (see DEIR Figure 4.8-2). Wetlands are scattered throughout the CSP area. The open space preserves are illustrated in Figure 9-1 of the CSP document, and include the Pleasant Grove Creek riparian corridor and areas of vernal pools and seasonal wetlands located predominantly on the north portion. Implementation of the CSP is anticipated to impact approximately 14.17 acres of wetlands and other waters of the U.S.

Approximately 19.66 acres would be preserved as part of the project, within areas designated as open space, while wetlands in other areas are assumed to be filled by development of the project. Loss of wetlands would occur as a result of grading in preparation for development, construction of roads and utility corridors, creation of storm water detention basins along stream corridors, and other ground-disturbing activities related to construction. Impacts would also result from future construction of Westbrook Boulevard northward from the CSP if and when development occurs there. The impact to wetlands would be considered significant.

**Swainson's Hawk:** Swainson's Hawk nests have been observed in several areas of the project site. Consistent with Department of Fish and Game protocol, preservation of off-site foraging grassland and open space habitat will be included as mitigation to reduce impacts from the CSP. This mitigation will also alleviate impacts from loss of farmland to a less than significant level.

**Cultural and Paleontological Resources:** One archaeological site and no historic resources have been identified on the project site; none are listed or appear eligible for listing on the National Register or California Register (DEIR Section 4.9, Page 4). In addition, no paleontological evidence was present on the site. The archaeological site consisted of stone mortar and pestle artifacts, and appeared to be for seasonal use in the area of the creek for processing of vegetal foods. Surveys of the site did not uncover any significant resources. However, there is always a potential that prehistoric and historic artifacts or sites could be uncovered during project development. Standard construction mitigation is included that would reduce potential cultural resource impacts, but because it is uncertain as to whether any find would be significant, this is considered a potentially significant unavoidable impact.

**Aesthetic and Visual Impacts:** The CSP would convert over 368 acres of currently undeveloped grassland to urban uses. Conversion of the majority of the site to urban uses, the introduction of new sources of light and glare, and degradation of scenic resources would represent a significant and unavoidable impact.

## **RESOURCE MANAGEMENT DISCUSSION ITEMS**

**Wetlands:** The CSP is proposing to mitigate for the loss of vernal pools and other seasonal wetlands through a combination of avoidance (preservation in place) and mitigation strategies including on-site wetland creation and off-site mitigation banking. This approach is consistent with other specific plans in the City. The landowner is responsible to obtain and comply with a federal 404 permit prior to any development. A separate environmental document is being prepared by the applicants to comply with the federal National Environmental Policy Act (NEPA) requirements. Because the 404 permit would ensure no net loss of wetlands, impacts would be reduced to a less than significant level.

**Conversion of Undeveloped Landscape:** The conversion of the CSP site from a natural undeveloped landscape to an urbanized development will substantially alter the characteristic land forms of the site. Specific Plan policies and EIR mitigation measures, such as the preservation of approximately 136 acres of open space, have been incorporated to reduce these impacts to some degree.

### **EIR RESOURCES MANAGEMENT SIGNIFICANT UNAVOIDABLE IMPACTS**

The CSP Draft EIR identified the following significant unavoidable impacts:

- 4.9-1 Disturb, damage or destroy unidentified subsurface archaeological or historical resources during project construction
- 4.14-1 Alteration of the visual character of the site and vicinity
- 4.14-2 New sources of light and glare
- 4.14-3 Degradation of scenic resources and scenic vistas

## **IMPLEMENTATION**

### **SECTION REFERENCES**

**Specific Plan Document:** Chapter 10 – Implementation

### **IMPLEMENTATION SUMMARY**

**Phasing Plan:** The CSP proposes implementation to occur in three phases. In general, the phasing plan has been structured to ensure that the improvements in each phase can support its respective development in compliance with City policies and standards, and that the development in each phase can support the costs of the required improvements. The phasing plan is illustrated in Figure 10-1 of the CSP document, and is described in finer detail in the CSP Development Agreements.

**Project Financing:** The CSP infrastructure improvements and park improvements will be financed by a combination of a Community Facilities District (Mello Roos), developer fees, and other financing mechanisms. Details of the financing are described in the CSP Development Agreements and the Financing Plan.

**Development Approval Process:** Development within the CSP will be subject to the standard permit processes detailed in the City's Zoning Ordinance, except as otherwise noted in the CSP Development Standards and Design Guidelines. In addition, other permits may be required by the US Army Corps of Engineers, the Department of Fish and Game, the Local Agency Formation Commission, and other agencies.

**Future Changes:** The CSP allows for administrative approval of minor revisions which are in substantial conformance with the overarching vision and design principles of the Specific Plan, the Development Agreement, the General Plan, and the CSP Environmental Impact Report. Transfers between CSP parcels of up to 20 percent of residential unit allocations may be approved administratively in certain instances. These transfers must meet conditions including the transfer does not result in a change in land use designation for either parcel, does not result in increased impacts beyond those in the EIR, does not adversely impact planned infrastructure, public facilities or fee

programs. Revisions and transfers that do not meet the criteria in the CSP for Administrative approval would require a Specific Plan Amendment.

### **IMPLEMENTATION DISCUSSION ITEMS**

Impacts from implementation of the CSP are covered in the Draft EIR including grading, loss of open space, and conversion of the site to urban uses.

## **OTHER EIR SECTIONS**

### **SECTION REFERENCES**

**Draft EIR Document:** Section 4.4 – Air Quality  
Section 4.5 – Climate Change and Greenhouse Gas Emissions  
Section 4.6 – Noise  
Section 4.10 - Hazardous Materials and Public Safety  
Section 5.0, 5.1 – CEQA Considerations & Cumulative Impacts  
Section 6.1 – Project Alternatives

### **OTHER EIR SECTIONS DISCUSSION ITEMS**

**Air Quality:** The City of Roseville is located within the Sacramento Valley Air Basin (SVAB) which is currently classified as a non-attainment area for ozone and PM<sub>10</sub> pollutants since the SVAB region cannot comply with State and Federal standards for air quality. The CSP will further increase operational air pollutant emissions (ROG, NO<sub>x</sub> and PM<sub>10</sub>) generated by mobile and stationary sources. The CSP EIR identified an increase of project related operational air pollutant emissions and short-term construction emissions as significant and unavoidable. The CSP impacts to air quality are consistent with impacts identified under previous specific plan EIRs, which found that these impacts exist with or without the project.

**Climate Change/Greenhouse Gas Emissions:** The potential effects of climate change from the proposed project's contribution to green house gas emissions, and the potential effects of climate change on the project were analyzed. The proposed net change in land uses would result in a substantial increase in greenhouse gas emissions compared to existing conditions. The project's cumulative contribution to green house gas emission was found to be significant and unavoidable.

**Energy and Mineral Resources:** There are no significant energy or mineral resources known to exist within the plan area, therefore, the project would have no impact.

**Hazards:** The EIR identified only the potential for soil contamination and past well use from the prior agricultural uses as the sole potentially significant impact. Typical soil remediation practices would mitigate the potential impact to a less than significant level. There are no new hazard impacts as a result of the CSP. The CSP EIR mitigation measures are adequate to mitigate potential hazards to less than significant levels.

**On-site Noise:** Development within the CSP will create short-term sound level increases at noise-sensitive areas near construction activities, thereby resulting in temporary unavoidable impacts. Standard mitigation measures such as limiting hours of construction will help minimize some of the anticipated noise impacts, but not to a less than significant level.

A groundwater well for back up water supply is proposed within the project area. Well drilling, which requires around-the-clock drilling, typically for periods of approximately two-weeks can create impacts when residents are trying to sleep. If well drilling is proposed in the vicinity of residents this is considered a significant unavoidable impact.

**McClellan Over-flights:** As noted above under land use compatibility, large airplanes on approach or departure from McClellan Airfield may fly over the project area at altitudes lower than 3,000 feet. Although noise from McClellan meets state and local standards (the project site is outside the 60 Community Noise Equivalent Levels (CNEL) contour), single event noise was determined to be significant. Because the only mitigation available would be deed disclosures, the impact is considered to be significant and unavoidable.

**Offsite Traffic Noise:** The project would increase traffic in the vicinity of the project at buildout in the year 2025.

**General Plan Noise Standard:** The noise analysis indicates that noise from the Roseville Energy Park (REP) could produce noise levels on the southerly 1/3 of the project site near the southeast boundary at levels between 45 and 52 dB. These noise levels are not considered significant, but do exceed the existing General Plan noise standard for stationary sources. As a point of reference, traffic noise levels in this area, especially along Blue Oaks Boulevard and Westbrook Drive are expected to be above 65 dB due to traffic noise. A General Plan Amendment is proposed to Table IX-3, Performance Standards for Non-Transportation Noise Sources or Projects Affected by Non-Transportation Noise Sources, to allow an increase in hourly noise levels for municipal power plants not to exceed 55 dB. With this amendment, the project would be consistent with the General Plan Noise Element and the impact would be less than significant.

### **SIGNIFICANT UNAVOIDABLE IMPACTS**

The Draft EIR identified the following significant unavoidable impacts from the CSP:

- 4.4-1 Generate short term construction related emissions
- 4.4-2 Generate long term operation-related (regional) emissions
- 4.4-6 Consistency with plans and policies
- 4.5-1 Increased short term construction emissions and long term operational emissions of greenhouse gases
- 4.6-1 Short term noise generated by construction activity
- 4.6-7 Year 2025 plus project increase in traffic noise outside the plan area

### **CEQA Considerations (Cumulative)**

In addition to the proposed project's impacts, the CSP combined with other existing and reasonably foreseeable projects in the region, will contribute to significant unavoidable cumulative impacts the Draft EIR identified the following cumulative impacts:

- Loss of open space and grassland
- Contribution to the loss of agricultural land
- Increased traffic Increased traffic on City of Roseville roadways
- Increased traffic on State Highways

- Increased traffic on Placer County roadways
- Increased traffic on Sacramento County roadways
- Increased traffic on Sutter County roadways
- Increased emissions of fugitive dust and PM10 from grading and trenching activities
- Increased emissions of ozone precursors during construction (short-term)
- Increased emissions of air pollutants during operation
- Contribution to green house gas emissions/global warming
- Increase in offsite traffic noise
- Alteration of the visual character of the site and vicinity
- Potential disturbance or destruction of subsurface archaeological or historical resources
- New sources of light and glare
- Increased demand for water

## CIRCULATION

### SECTION REFERENCES

**Specific Plan Document:** Chapter 6 – Circulation Plan  
**Draft EIR Document:** Section 4.3 – Transportation and Circulation

### CIRCULATION SECTION SUMMARY

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

**Blue Oaks Boulevard:** The CSP is obligated to construct the extension of Blue Oaks Blvd. from its existing terminus, westerly to its property boundary, and the northern half of this 6-lane arterial along the project frontage. This construction is expected to occur in phases in generally an east to west progression. Off-site improvements will include the construction of the center 2 traveled lanes, bike lanes, and median curbs. The future widening of Blue Oaks Blvd. to six lanes will occur with the future development of the West Roseville Specific Plan and other CIP projects funded with TMF collected with the issuance of building permits.

**Westbrook Boulevard:** The CSP is obligated to extend Westbrook Blvd. from the intersection with Blue Oaks Blvd. to the northerly boundary of the Specific Plan. This includes the construction of a bridge over Pleasant Grove Creek. Westbrook Blvd. will be designed as a six lane arterial with four lanes constructed in phases generally from south to north with the development of the specific plan. A bridge over Pleasant Grove Creek is required and will be constructed in two phases, the initial construction being one-half of the 6-lane bridge.

**Collector Streets:** The CSP will construct Holt Parkway from the eastern boundary with the Fiddymen Farms portion of the West Roseville Specific Plan, west to Westbrook Boulevard. Holt Parkway will be a two lane collector with a landscaped median from the eastern boundary to park site C-61. Access from adjacent parcels will be limited. The CSP will also construct Creekview Plaza as a two lane

collector with a landscaped median from Blue Oaks Boulevard north to park site C-63. The roadway will be designed to accommodate a bus transfer station on the east of Westbrook Boulevard.

### **CIRCULATION DISCUSSION ITEMS**

**Circulation Level of Service:** The Draft EIR evaluated future level of service (LOS) with and without the project during both the a.m. and p.m. peak hours. The 2025 CIP analysis concluded that during the a.m. peak hour the project would cause one intersection operating at level of service E to degrade to level of service F. The analysis also concluded that during the p.m. peak hour two intersections operating at level of service C would degrade to level of service D, three intersections operating at level of service D would degrade to level of service E, and one intersection operating at level of service E would degrade to level of service F.

The Draft EIR identified mitigation measures for four intersections to improve p.m. peak hour operation, which would result in the impacts being reduced to less than significant levels. Mitigation measures were identified for three intersections, but were determined to be infeasible and therefore the impacts would remain significant and unavoidable for the following intersections:

- Cirby Way & Foothills Blvd. (a.m. operation)
- Pleasant Grove & Washington (p.m. operation)
- Roseville Pwy. & Chase Drive (p.m. operation)

**General Plan Level of Service Consistency:** The City's level of service policy requires that the City maintain LOS C at 70 percent of its intersections during the p.m. peak hour. The DEIR evaluated the percentage of intersections operating at LOS C or better during the p.m. peak hour, and also during the a.m. peak hour. The DEIR concluded the project will not cause a significant impact on this policy as 90.6 percent of the City's signalized intersections will operate at LOS C or better during the a.m. peak hour and 79.2 percent of the City's intersections will operate at LOS C or better during the p.m. peak hour. As such, this impact is considered less than significant.

### **Adjacent Jurisdiction Impacts**

The DEIR also analyzed traffic impacts on adjacent jurisdictions to determine potential impacts on roadways outside the City. This included an analysis of Placer County, the City of Rocklin, City of Lincoln, Sutter County and Sacramento County roadways.

**Placer County:** In accordance with an MOU between the City and Placer County, impacts on County roadways were analyzed and coordinated with the County under multiple scenarios. The proposed project would result in traffic volume increases on a number of roadways in Placer County under 2025 CIP conditions. Several Placer County intersections would operate below acceptable levels of service during the a.m. or p.m. peak hours without the project.

Of the six study intersections in Placer County, one intersection is projected to continue to operate unsatisfactorily with the proposed project during the p.m. peak hour, Fiddymont and Athens. The City will work with Placer County to provide funding for improvements for facilities not already subject to an existing inter-agency fee program. The project would be required to pay its fair share.

The analysis shows that with the CSP or without it, Walerga Road south of Baseline will operate at level of service F. The widening of Walerga Road to 6 lanes would improve the operation of this roadway segment to LOS B. Because this improvement is located within Placer County, the County may determine the improvement to be infeasible. Should Placer County determine that the widening of Walerga to six lanes along this segment is feasible, Mitigation Measure 4.3-4 requires that the City of

Roseville negotiate in good faith with Placer County to enter into fair and reasonable arrangements with the intention of achieving, within a reasonable time period after approval of the CSP, commitment for the provision of adequate fair share mitigation for CSP impacts on Walerga Road. However, since the City of Roseville does not have control over improvements on Placer County roadways, this impact is considered significant and unavoidable. The City is currently working with Placer County to update the existing City/County fee program to include improvements to Walerga Road.

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

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

**Sutter County:** The DEIR analysis indicates Riego Road in Sutter County would continue to operate at LOS E under the 2025 CIP Plus Project scenario. The recently approved Sutter Pointe Specific Plan and the Placer Vineyards Specific Plan identified the ultimate need for Riego Road to be widened to six lanes to accommodate future traffic volumes. Because traffic volumes under the 2025 Plus Project scenario would not increase, and the level of service would not degrade from LOS E, this is considered a less than significant impact.

**Sacramento County:** The proposed project would result in minimal traffic volume increases on roadways in Sacramento County in 2025. The DEIR concluded that none of the Sacramento County intersections would experience a significant level of service degradation with the addition of the proposed project. As such this impact was considered less than significant.

**State Highways:** The DEIR concludes that I-80, SR 70/99 and SR-65 would experience poor levels of service in 2025 with or without the CSP. Development of the CSP would increase traffic volumes on portions of these highways. While the CSP would not cause any highway segment or ramp intersection to degrade from LOS E or better to LOS F, it would contribute additional traffic on segments that are already operating at LOS F under 2025 no project conditions. This is considered a significant unavoidable impact.

The CSP will participate in two fee programs for improvements along SR-65. The Highway 65 JPA Fee Program will fund interchange improvements at Stanford Ranch/Galleria, Pleasant Grove, Blue Oaks, and Sunset. The CSP will contribute fair share costs for those improvements. In addition, the CSP will participate in the South Placer Regional Transportation Authority Fee Program which will provide funding for widening Highway 65 to six lanes between Interstate 80 and Sunset Boulevard. Caltrans is interested in instituting a regional fee to pay for improvements. If and when Caltrans and the City enter into an enforceable agreement, the Project shall pay impact fees to pay its fair share of regional improvements.

**Placer Parkway:** Placer Parkway is planned in the future to connect SR 65 with SR 70/99. The Draft EIR considered two development scenarios with Placer Parkway:

- 2025 Cumulative with a partial Placer Parkway; and
- Super Cumulative with a full Placer Parkway

Under the Super Cumulative scenario, which considers buildout of all potential projects in Placer County and 2035 development levels elsewhere, it is questionable whether the City would maintain its General Plan Policy that a minimum of 70 percent of all of signalized intersections operate at level of service C or better during the p.m. peak hour. Because the construction of Placer Parkway is key to

circulation in the future, the City Council entered into a Memorandum of Understanding with Placer County, Lincoln, and Rocklin to require all new growth areas to provide a Tier 2 traffic contribution towards the construction of Placer Parkway. Both Placer Vineyards and Regional University have already committed to this funding. It is expected that funding from all of the potential new growth areas in Placer County will generate in excess of \$450 million towards the construction of Placer Parkway.

**Transportation Commission:** The Transportation Commission reviewed the transportation and circulation aspects of the CSP and took public testimony on the Draft EIR at its January 18, 2011 hearing. The Commission reviewed and provided comments on the project. Notes from the meeting are attached to the Planning Commission Staff Report of February 10<sup>th</sup>. A copy of the staff presentation is posted on the City's website ([www.roseville.ca.us/Creekview](http://www.roseville.ca.us/Creekview)). Video of the Transportation Commission hearing can also be viewed via on-line video streaming on the website.

### **EIR TRANSPORTATION AND CIRCULATION RELATED SIGNIFICANT UNAVOIDABLE IMPACTS**

The CSP Draft EIR identified the following significant unavoidable impacts:

- 4.3-6 Increased traffic on Placer County intersections under existing conditions
- 4.3-7 Increased traffic on Placer County roadway segments under existing conditions
- 4.3-9 Increased traffic on existing Sacramento County roadway segments
- 4.3-10 Increased traffic on existing Sutter County intersections
- 4.3-13 Increased traffic on existing State highways
- 4.3-14 Increased traffic on City of Roseville intersections under 2025 conditions
- 4.3-17 Increased demand on bicycle facilities under 2025 conditions (UR only)
- 4.3-18 Increased traffic on Placer County intersections under 2025 conditions
- 4.3-27 Increased traffic on existing State highways
- 4.3-28 Short and long term construction impacts

## **UTILITIES PLAN**

### **SECTION REFERENCES**

<b>Specific Plan Document:</b>	Chapter 8 – Utilities Plan
<b>Draft EIR Document:</b>	Section 4.12 – Public Utilities, and Section 4.13 – Hydrology and Water Quality

### **UTILITIES PLAN SECTION SUMMARY**

Due to a processing error, there is a discrepancy between the technical information in Draft EIR Section 4.12.1 (Water – Public Utilities) and the technical data found in Volume 4, Appendix H-2 of the Draft EIR, related to water. The analysis in Section 4.12.1 shows slightly greater water demand than actually required by the CSP, and than shown in Appendix H-2. The Draft EIR contains information from the analysis of an earlier version of the land use plan that contained 78 more residential units, and two acres less open space, as well as including growth assumptions for another pending project (Fiddymont Farms Specific Plan Amendment 3). The overall effect of the more precise numbers based on the current land use plan is a difference of 900 acre feet per year (AFY) versus 906 AFY as shown in the Draft EIR. **The correct water data do not change the impact conclusions or the CEQA analysis in the Draft EIR.** Corrections to the text and tables to reconcile the numbers will be reflected

in the Final EIR. Attachment 5 included with this staff report contains the correct numbers in order to help the Commission reconcile the information.

**Water Demands:** The water demand for CSP is 1,082.5 acre feet per year (AFY). The project includes a reduction in water demand of 205 AFY from the use of water conservation measures being implemented within the project. The use of water conservation measures results in a water demand of 900 AFY for the CSP. The water conservation measures to be implemented within the CSP are detailed in Chapter 8 of the Specific Plan document and in the project's Water Conservation Plan (Attachment 3 of Appendix H-2 within the Draft EIR). Water conservation measures include:

- Turf Reductions in Residential Areas
- Turf Reductions in Parks, Paseos, and Landscape Corridors
- Smart and Centrally Controlled Irrigation Controllers
- Recirculating Hot Water Systems for Residential Units

**Water Supply:** The City of Roseville is a signatory to the Water Forum Agreement (WFA), (January 2000), which provides a framework for future surface water and groundwater supplies in the region through the year 2030. The City's diversions from the American River are limited by the WFA. The Water Forum efforts categorize water years into three types: 1) Normal or Wet (normal/wet) Years, 2) Drier Years, and 3) Driest Years. These hydrologic year types are defined as follows:

- Normal/Wet Years: When the projected March through November American River Unimpaired Inflow to Folsom Reservoir is greater than 950,000 AF;
- Drier Years: When the projected March through November American River Unimpaired Inflow to Folsom Reservoir is between 950,000 AF and 400,000 AF; and,
- Driest Years: When the projected March through November American River Unimpaired Inflow to Folsom Reservoir is less than 400,000 AF.

In normal/wet years, the City is limited to 58,900 AFY. In drier years, the City may divert an amount between 58,900 and 39,800 AFY from the American River based on unimpaired flow into Folsom Lake, with release requirements from the Placer County Water Agency (PCWA) as discussed below. In driest years, pursuant to the City's WFA, the maximum diversion from the American River is limited to 39,800 AFY. As has been the City's past practice, potable water demands during drier and driest years are met through a combination of mandated water conservation efforts as outlined in the Roseville Municipal Code (RMC), available surface water supplies and supplemental groundwater supplies.

The City of Roseville has three surface water contract entitlements for American River water totaling 66,000 AFY. This includes a 32,000 AFY contract with the United State Bureau of Reclamation (USBR) from the Central Valley Project (CVP) supply; a 30,000 AFY contract with PCWA supplied of Middle Fork [American River] Project (MFP) water; and a 4,000 AFY contract with San Juan Water District (SJWD). The SJWD contract is a normal/wet year contract and allows for delivery of a portion of its PCWA contract water supply (also provided from the MFP) only to the City's service area. All contracted water is delivered to the City through Folsom Lake. Table 1, summarizes the City's water contracts.

**Water Supply in Normal/Wet Years:** The analysis conducted for the CSP has concluded the project along with City build-out demands can be supplied with surface water during normal /wet years by the City in the following fashion:

58,099 AFY of existing City surface water supplies

4,510 AFY of recycled water supplies for landscaping  
**62,609AFY – total water demand needs in normal/wet years**

**Water Supply in Drier and Driest Years:** During drier and driest years, the analysis considered two potential surface water delivery pattern scenarios.

The first scenario, the Water Forum Scenario, considered delivery patterns as assumed under the City's Water Forum Agreement drier and driest year water diversion limitations. The Water Forum Scenario analysis concludes that over a 100 year period, it could be expected that surface water supplies would be limited in 15 of the 100 years. Of those 15 years, 6 years would require the use of groundwater to meet water demand requirements. The second scenario considered reasonably foreseeable water supply delivery patterns under the USBR and Department of Water Resources Operations Criteria and Plan (OCAP) which describes the coordinated operations of the CVP (includes Folsom Lake) and the State Water Project. The USBR OCAP Scenario also considered the City's drier and driest year diversion limitations pursuant to the City's Water Forum Agreement. The drier and driest year analysis, as presented in Chapter 4.12.1 of the DEIR, indicates the USBR OCAP Scenario would result in the most number of years when the City's water supplies could be reduced. Under the OCAP Scenario, 42 years of the 100 years would result in surface water supply limitations. Of those years 14 would require the use of groundwater to meet water demands.

Additionally, for purposes of the driest year analysis (worst case), it was assumed the City would realize a reduction in water demands equivalent to 20% of the total surface water demands through water conservation efforts. A 20% demand reduction is considered conservative in that during driest years the Roseville Municipal Code (RMC) would allow the City to mandate staged water conservation levels. During driest years, the RMC could mandate as much as a 50% demand reduction. Based on a surface water supply demand at buildout of the City plus the CSP of 58,099 AFY a 20% water conservation level would equate to a reduction in demands of 11,620 AFY. Thus in driest years the total water demand at buildout of the City and the CSP would be 50,989 AFY.

The analysis conducted for the CSP has concluded the project could be supplied by the City with water during driest years as follows:

39,800 AFY of existing City surface water supplies;  
4,510 AFY of recycled water supplies for landscaping;  
6,679 AFY of supplemental groundwater supplies  
**50,989 AFY – total water demand needs in driest years**

**Groundwater** - Consistent with existing City (and regional) practice, groundwater would be used to supplement supplies for the CSP during drier and driest years. As indicated above, up to 6,679 AFY of groundwater could be required to supplement water supplies in driest years. During drier years the amount required would be between 0 and 6,679 AFY depending on the level of surface water supply cutbacks pursuant to the City's Water Forum Agreement. Analysis presented in the Draft EIR concludes that under the USBR OCAP Scenario (when there are the most number of years of surface water supply reductions requiring supplemental groundwater; 14 out of 100 years), the total volume of groundwater estimated for extraction from the basin would be 51,631 AF over a 100 year time period. The analysis conducted for the CSP also concludes that over that 100 year time period there would not be any impact to the groundwater basin. This is because groundwater pumping is offset by the retirement of agricultural lands the City owns at the Reason Farms property.

The City acquired the 1,700 acre Reason Farms property located west of the CSP with the intent of constructing a future regional stormwater retention facility. Historically rice farming was conducted on a portion of this property (1,080 acres) with groundwater pumped to support crop production. Since

acquisition, the City has taken the site out of rice production and the property is now dry farmed resulting in “banked” groundwater. However, up to 700 AFY may still be used to support cattle ranch and dry farming operations conducted at Reason Farms. As documented in Chapter 4.12.1 of the Draft EIR, it is estimated 3,151 AFY of groundwater is “banked” for beneficial use. When considering that groundwater is only required in 14 of 100 years, groundwater banking will occur 86 years over a 100 year period of time. This banked volume is estimated to equal 270,986 AF which more than offsets the City’s anticipated supplemental groundwater needs of 51,631 AF over the same time period.

**Water Treatment and Distribution** - Surface water for the CSP will be treated at the City’s Barton Road Water Treatment Plant (WTP). The City’s WTP is currently designed to treat up to 100 million gallons per day (mgd). At buildout of the City and the CSP, the WTP has sufficient capacity and will not require additional treatment capacity expansion. Treated water will be wheeled through the City’s existing water distribution system to serve the CSP project. The West Roseville water tank and pump station site is planned to meet the peak day water supply needs for the CSP.

**Recycled Water:** Recycled water is a part of the overall water supply strategy for the CSP. Recycled water would be used for landscape irrigation of parks, schools, publicly-landscaped areas (i.e., roadway medians, paseos), and other landscaped areas in commercial and high-density residential uses within the CSP. The committed supply available to serve the CSP is 0.37 mgd, which equates to an available recycled water supply of up to 34.5 AF per month. Total recycled water demand for the CSP is 201 AFY. However, this demand is reduced by 79 AFY through significant water conservation measures built into the CSP (see water section above). This results in a net recycled water demand of 122 AFY. Peak monthly irrigation demands of 26 AF are expected to occur in July. Analysis of the project concluded there is sufficient recycled water supply in all months to meet project demands.

Recycled water will be distributed to the CSP project through expansion of the City’s recycled water tank and pump station located with the WRSP area. Recycled water infrastructure will be constructed to convey the recycled water to the CSP area.

**Wastewater:** The CSP is projected to generate 0.37 million gallons a day (mgd) of wastewater to be treated at the Pleasant Grove Wastewater Treatment Plant (PGWWTP) located south of the CSP and adjacent to the West Roseville Specific Plan Area. The PGWWTP is one of two regional wastewater treatment facilities owned and operated by the City on behalf of the South Placer Wastewater Authority (SPWA). CSP is currently located outside of the SPWA wastewater service area boundary and the CSP will require an action be taken by the SPWA Board to include the plan area within its service area boundary. A request for this action would be taken before the SPWA Board after certification of the EIR by the City Council.

When combined with anticipated buildout flows of the SPWA service area boundary total flows to the PGWWTP are expected to reach 19.43 mgd. The PGWWTP is currently permitted to discharge up to 12 mgd ADWF and with specified expansions can discharge up to 15 mgd. Expansion of the PGWWTP is expected over the course of buildout of the SPWA service area boundary. The Draft EIR evaluates the CSP’s contribution to downstream water quality impacts from increased discharges to the PGWWTP. While these impacts are considered significant, the Draft EIR identifies applicable mitigation measures to reduce impacts to a less than significant level. Additionally, the Draft EIR requires implementation of applicable mitigation measures identified in the Roseville Regional Wastewater Treatment Service Area Master Plan EIR to ensure on site construction related to expanding the PGWWTP would reduce impacts to a less than significant level.

**Solid Waste:** Solid waste generated within the CSP would be recycled or disposed at the Western Placer Waste Management Authority (WPWMA) facilities as are current City practices. The project is expected to generate 8,017 tons per year (22 tons per day) of solid waste, all of which to be processed

at the WPWMA Materials Recovery Facility (MRF). Of this amount, 5,500 tons per year would require disposal through direct bury at the WPWMA landfill. The analysis for the project concludes that in combination with buildout of the City's General Plan area, the MRF has sufficient capacity to service the project. It further concludes that the life of the landfill will be slightly reduced and with mitigation the impact would be significant and unavoidable, because although the landfill capacity could be increased it is outside the jurisdiction of the City of Roseville.

**Electricity:** The proposed CSP is within the service area of Pacific Gas & Electric (PG&E). When annexed, Roseville Electric would provide electric service to the CSP area. Demand for electrical service in the CSP is estimated to average 5.4 megavolt amperes (MVA) per day, with a peak day demand of 11.5 MVA.

Electricity would be supplied to the CSP through existing and/or proposed facilities. Planned backbone facilities include an electric substation on a 0.9 acre site (C-81), located in CSP on the northwest corner of Westbrook Boulevard and Benchmark Drive. The substation would be built with a 12-foot high fence surrounded by a landscape buffer. The substation will have a 46-MVA transformer bank and approximately eight underground 12 kV mainline circuits. Electrical structures associated with the substation would range in height from 10 to 40 feet. The new substation would be fed from a new dual circuit 60 kV sub-transmission line. The new line would be constructed using 60 to 75-foot tall, 60 kV tubular steel and wood poles, and would be routed through the Pleasant Grove Creek open space and along the east side of Westbrook Boulevard. Two paved driveways would be installed with the substation for internal circulation of vehicles.

The substation would contain equipment to switch, transform, and regulate voltage for electrical transmission and distribution. Electrical power would enter the substation through 60 kV lines and leave the substation via distribution lines at 12 kV. Transformer banks, breakers, switches, and other electrical equipment would be used to transform the voltage.

There is currently some excess capacity in the electric distribution system in the vicinity of the CSP area. This capacity is limited and will not be able to support all the development within the CSP area. Therefore, staff is requiring that the substation land, grading of the land through the open space for the 60kV poles, and access road be provided to the City by the issuance of the 500<sup>th</sup> CSP building permit; if the developer is unable to provide the required access by the 500<sup>th</sup> permit then they will be allowed up to 994 permits before the substation is operational.

**Natural Gas:** An eight-inch high pressure gas main is located on Blue Oaks Boulevard and Hayden Parkway, approximately 0.8 miles east of the future Westbrook Boulevard. A PG&E ten-inch steel high pressure natural gas distribution feeder main (DFM) was extended to serve the new REP. It operates at a maximum allowable operating pressure of 500 pounds per square inch gauge. According to PG&E, the average amount of natural gas consumed by a residential unit in the City of Roseville is approximately 150 cubic feet per day (cf) per unit.<sup>1</sup>

An eight-inch gas main would be extended west from Hayden Parkway to Westbrook Boulevard. Eight-inch, six-inch and four-inch plastic feeder mains would distribute natural gas through the CSP area, via major roads. Distribution lines and services will extend from the mains and will be sized based on the anticipated gas loads of the various parcels. Residential neighborhoods will likely be sized with two-inch diameter plastic distribution mains and half inch services.

**Cable Television and Telephone Services:** Cable television service is provided within the City of Roseville by Comcast. AT&T is the current local exchange carrier. It is expected that Surewest will

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<sup>1</sup> WRSP FEIR, February 2004

compete with AT&T to expand its service area, since Surewest is the local telephone provider in Roseville. Surewest, AT&T and Comcast will each be installing fiber backbone systems in the City and proposed project; therefore, the project is assured of an advanced technological infrastructure. All three utilities offer a “triple play” of services (dial tone, video and internet access).

### **UTILITIES DISCUSSION ITEMS**

**Public Utilities Commission:** The Public Utilities Commission reviewed and provided comments on the Utility Plan as well as provided an opportunity for public testimony on the Draft EIR at a special meeting on February 8, 2011. Notes from the meeting will be provided to the Planning Commission prior to final recommendation on the project. A copy of the staff presentation is posted on the City’s website and the full Public Utilities Commission public hearing can be viewed via on-line video streaming on the City’s web site ([www.roseville.ca.us/Creekview](http://www.roseville.ca.us/Creekview)).

### **EIR UTILITIES SIGNIFICANT UNAVOIDABLE IMPACTS**

The CSP Draft EIR identified the following significant unavoidable impacts:

- 4.12.1-1 Availability of water supplies to meet demand in wet years (UR only impact)
- 4.12.4-2 Increased demand for solid waste services at the landfill
- 4.12.4-3 Significant impacts from expansion of the landfill

**CITY OF ROSEVILLE  
Office of the City Attorney**

**INTEROFFICE MEMORANDUM**

**TO:** Planning Commissioners

**FROM:** Robert R. Schmitt, Assistant City Attorney 

**SUBJECT:** Role of the Planning Commission in the  
Review of Draft Environmental Impact Reports

**DATE:** January 27, 2011

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The City will likely receive a number of comment letters on a Draft Environmental Impact Report (DEIR) during its public review period. Copies of those letters will be provided to the Planning Commission for its consideration. The following describes the Planning Commission's role with respect to the DEIR comments.

In accordance with the City's California Environmental Quality Act (CEQA) Guidelines, adopted by the City Council on April 2, 2008, the Planning Commission's role relative to its review of the DEIR is to "accept and consider public comments" on the DEIR. (Roseville CEQA Guidelines, Section 506). Accordingly, the Planning Commission will make, receive, and forward written and oral comments on the DEIR to the City Council for consideration prior to the City Council's action on the Final EIR.

CEQA obligates the City (City staff) to include, in the Final EIR, responses to all comments received during the public review period. Staff will be working diligently to formulate those responses for City Council review as part of the Final EIR. While the Planning Commission considers the information it has received in its evaluation of the DEIR and the proposed project, no action is required with regard to DEIR comments. Moreover, it would be premature and inefficient to respond to any DEIR comments before complete responses to the comments have been formulated for inclusion in the Final EIR.

Any oral or written comments made *after* the close of the public review period on the DEIR will be part of the public record when the City Council takes its action; however, they will not be included in the Final EIR. Oral comments that were made during the public review period at the Planning Commission meetings will be included in the Final EIR along with other timely DEIR comments. In addition, the Planning Commission may forward its own comments on the DEIR for consideration by the City Council.

## CREEKVIEW SPECIFIC PLAN Updated Water Information

There is a discrepancy between the technical information in the Draft Environmental Impact Report Section 4.12.1 (Water – Public Utilities) and the technical data found in Volume 4, Appendix H-2 of the Draft EIR, related to water. This discrepancy is due to a processing error. Technical Appendix H-2 contains the accurate calculations for the proposed CSP land use plan regarding water supply. The analysis in Section 4.12.1 of the Draft EIR shows slightly greater water demand than required by the currently proposed Creekview Specific Plan (CSP) and than shown in Appendix . This is because the analysis is based on an earlier version of the land use plan that contained 78 more residential units, and two acres less open space, as well as growth assumptions for another pending project (Fiddymont Farms Specific Plan Amendment 3). In order to assist in reconciling the information, clarifying information is being provided within this document.

### CEQA CONCLUSIONS

**The corrected water data do not change the impact conclusions or the CEQA analysis in the Draft EIR.** The corrections to the text and tables to reconcile the numbers will be reflected in text changes in the Final EIR. All water related impacts remain the same as summarized below:

- **Impact 4.12.1-1** Availability of Water Supplies to Meet Demand in Normal/wet Years remains less than significant.
- **Impact 4.12-1-2** Availability of Water Supplies to Meet Demand in Dry Years remains less than significant
- **Impact 4.12-3** Impact on American River and Delta Associated with the Diversion of the Amount of Surface Water needed for Project remains less than significant.
- **Impact 4.12-4** Capacity of Water Treatment System to Meet Potable Demand remains less than significant.
- **Impact 4.12-5** Extension of Potable Water Distribution System remains less than significant
- **Impact 4.12-6** Groundwater Use remains less than significant.
- **Impact 4.12-1-7** Changes in Groundwater Recharge Potential Through the Development of Impervious Surfaces remains less than significant.

### WATER DEMANDS SUMMARY

To provide the Commission with a clear understanding of the water demands and supply needs for the Creekview Specific Plan project, updated tables and figures with the corrected water numbers are provided below .

Update Table 4.12.1-4 as follows:

TABLE 4.12.1-4  
CREEKVEIW SPECIFIC PLAN WATER DEMANDS

Project Land Use	Water Demand (AFY)
Low Density Residential	<del>500.6</del> 511.1
Medium Density Residential	<del>199.1</del> 230.1
High Density Residential (a)	<del>130.5</del> 103.1
Commercial and Commercial Mixed Use	<del>79.8</del> 56.2
Open Space	0
Parks and Paseos	<del>53.2</del> 52.6
Public/Quasi Public	<del>5.0</del> 5.2
Schools	27.1
Streetscapes	<del>81.4</del> 97.1
<b>Subtotal CSP Water Demand</b>	<del>1,076.7</del> 1,082.5
Urban Reserve (Harris)	1
<b>Subtotal CSP and UR Water Demand</b>	<del>1,077.7</del> 1,083
2% for Losses (b)	<del>21.6</del> 21.7
CSP Water Conservation Reduction	< <del>193</del> > <205>
<b>Total Water Demand</b>	<del>906</del> 900(rounded)

(a) Includes the 80 DUs for Commercial Mixed Use Parcel C 40

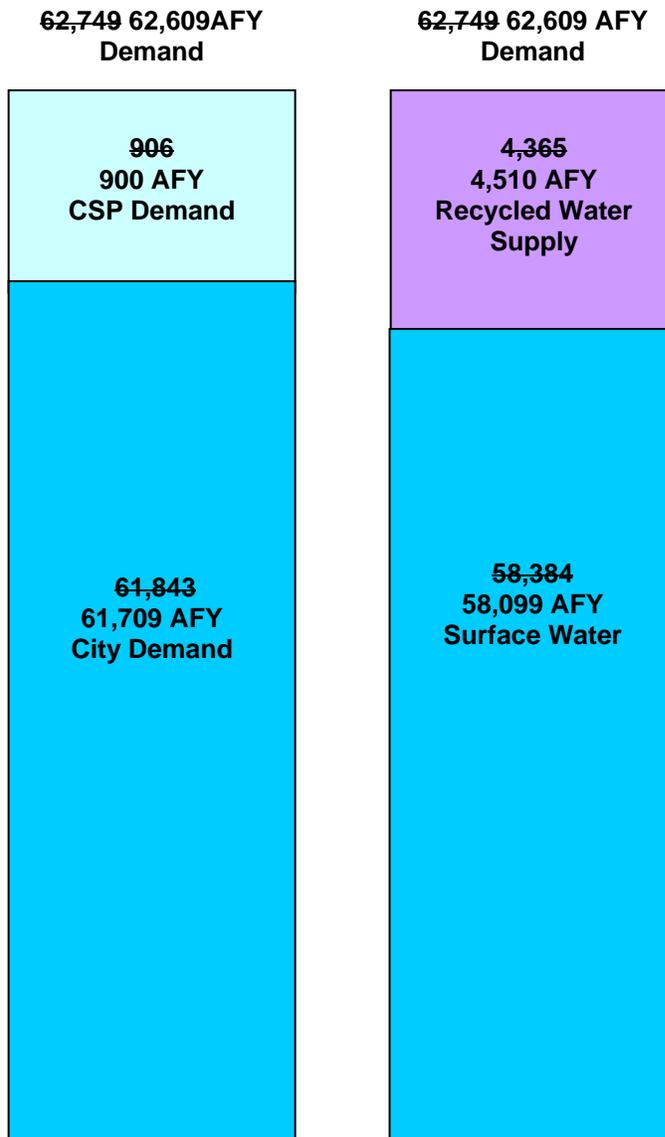
(b) Losses: CSP = ~~21.5~~ 21.6 AFY and UR = 0.1 AFY

As shown in the revised Table 4.12-4, the overall effect of the corrected numbers based on the current land use plan is a demand of **900** acre feet per year compared to **906** acre feet a year as stated in the Draft EIR.

Update Figure 4.12.1-2 as follows:

FIGURE 4.12.1-2

CSP NORMAL/WET YEAR WATER SUPPLY STRATEGY



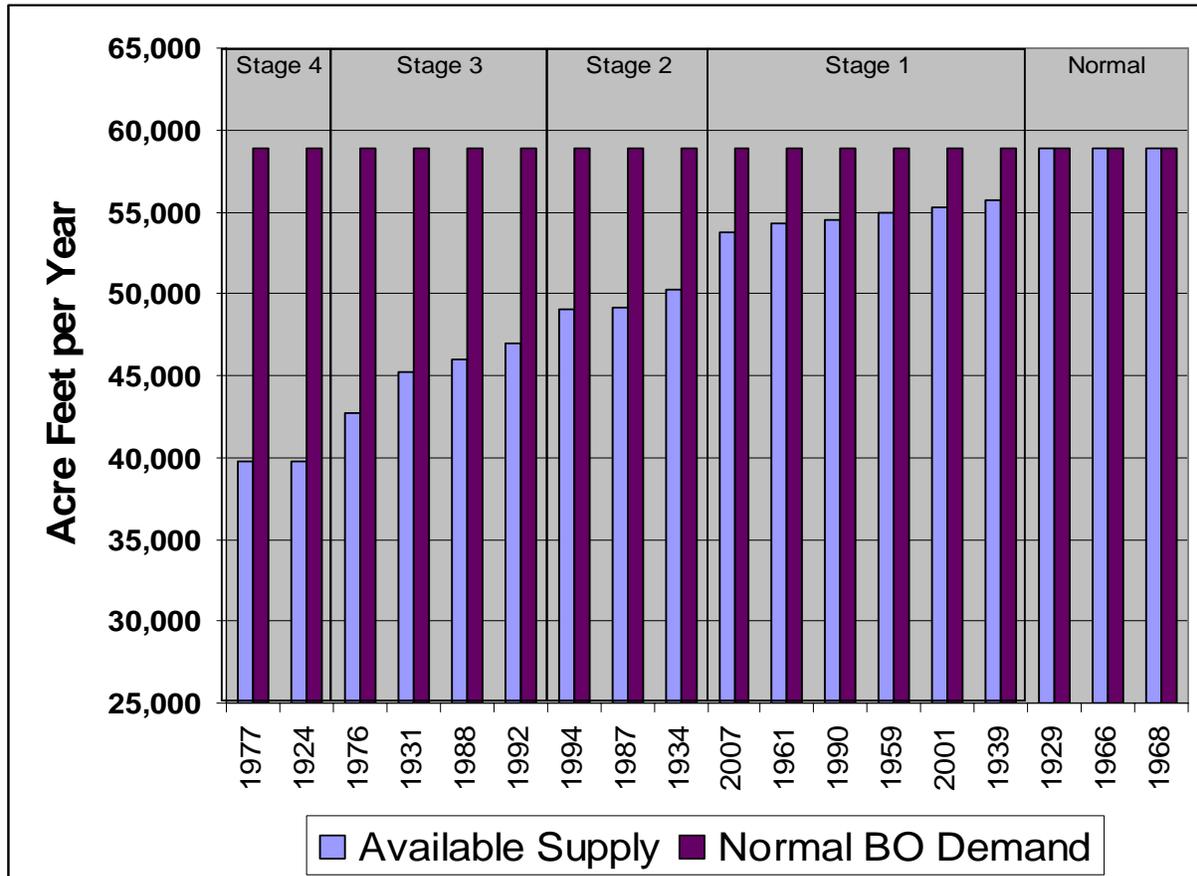
Update Table 4.12.1-5 as follows:

TABLE 4.12.1-5  
URBAN RESERVE WATER DEMANDS

Project Land Use	Water Demand (AFY)
Medium Density Residential	60
High Density Residential	47
Park	4
Open Space	0
Landscape Corridors	5
<b>Water Demand</b>	<b>116</b>
2% for Losses	2
Water Conservation Reduction	<del>1920
<b>Total Water Demand</b>	<b>99-98</b>

Replace Figure 4.12.1-3 with the following:

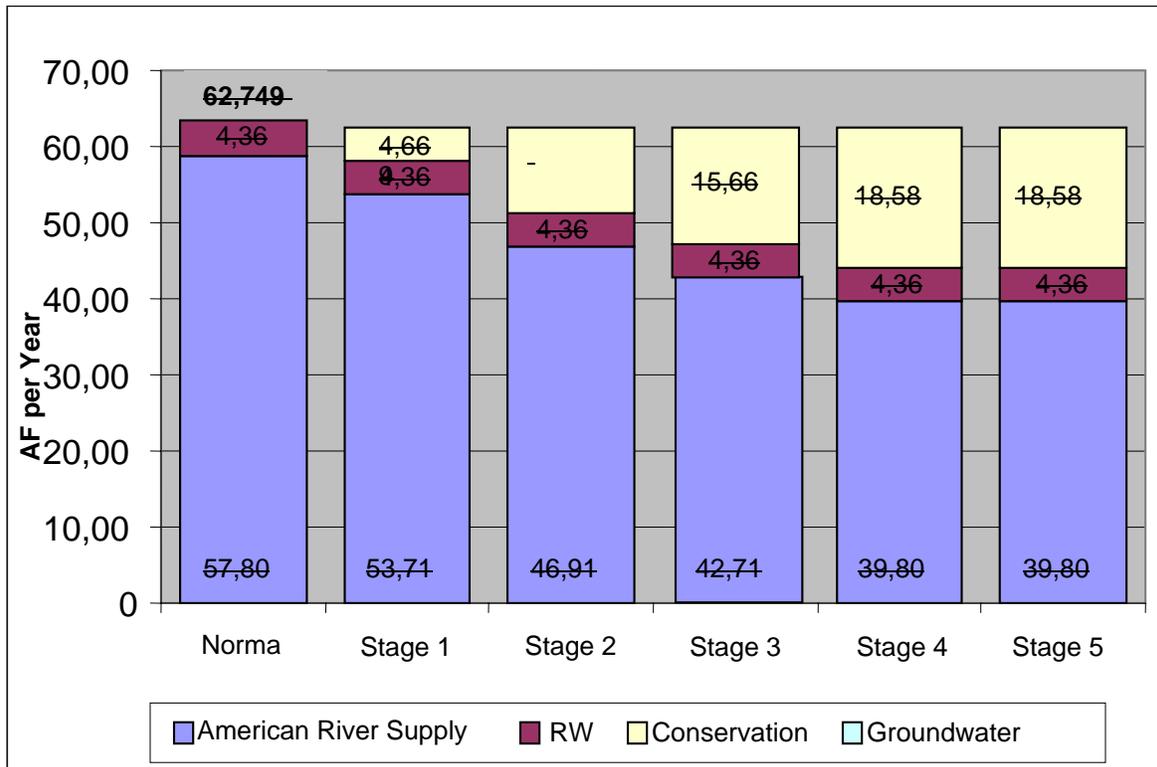
**FIGURE 4.12.1-3**  
**SURFACE WATER SUPPLY SHORTFALLS DURING HISTORIC AMERICAN RIVER**  
**HYDROLOGIC DRY AND DRIEST YEAR RECORDS**



This figure is provided because Figure 4.12.1-3 did not print correctly in the Draft EIR.

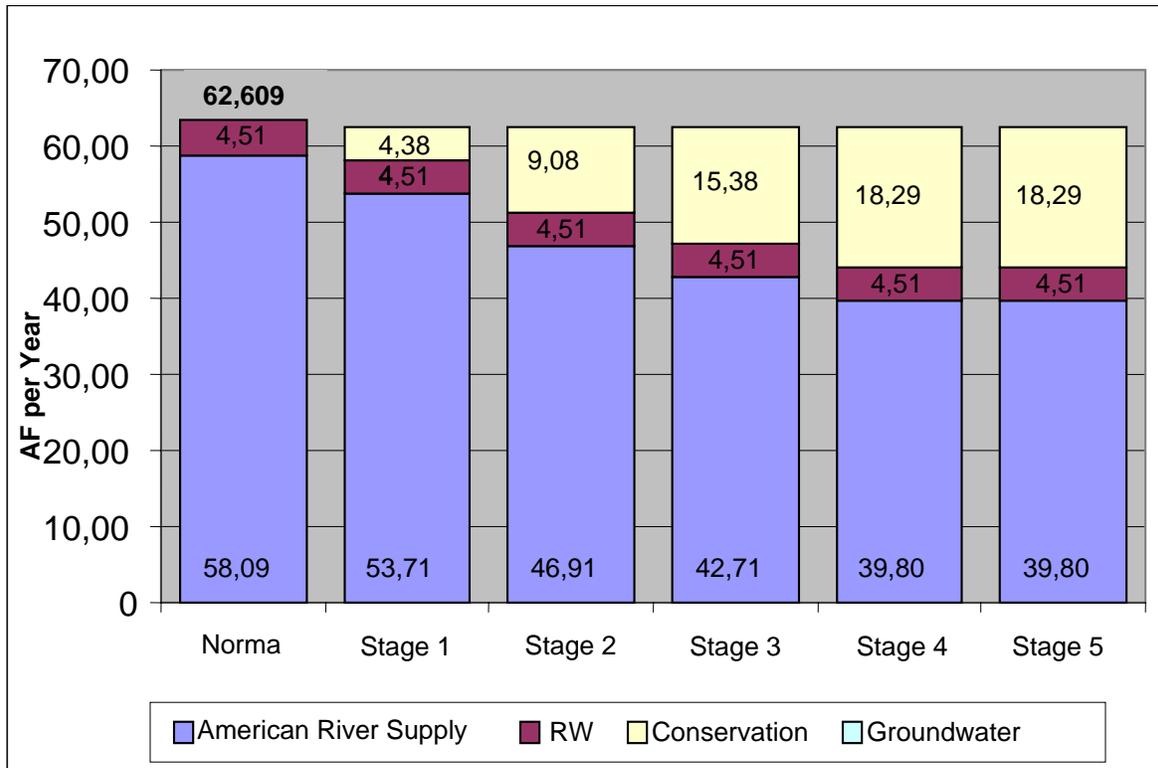
Replace Figure 4.12.1-4 as follows:

FIGURE 4.12.1-4 (Outdated – to be replaced)  
DRY AND DRIEST YEAR SUPPLY SCENARIO  
STAGED WATER CONSERVATION



Notes: AR: American River Supply; RW: Recycled Water

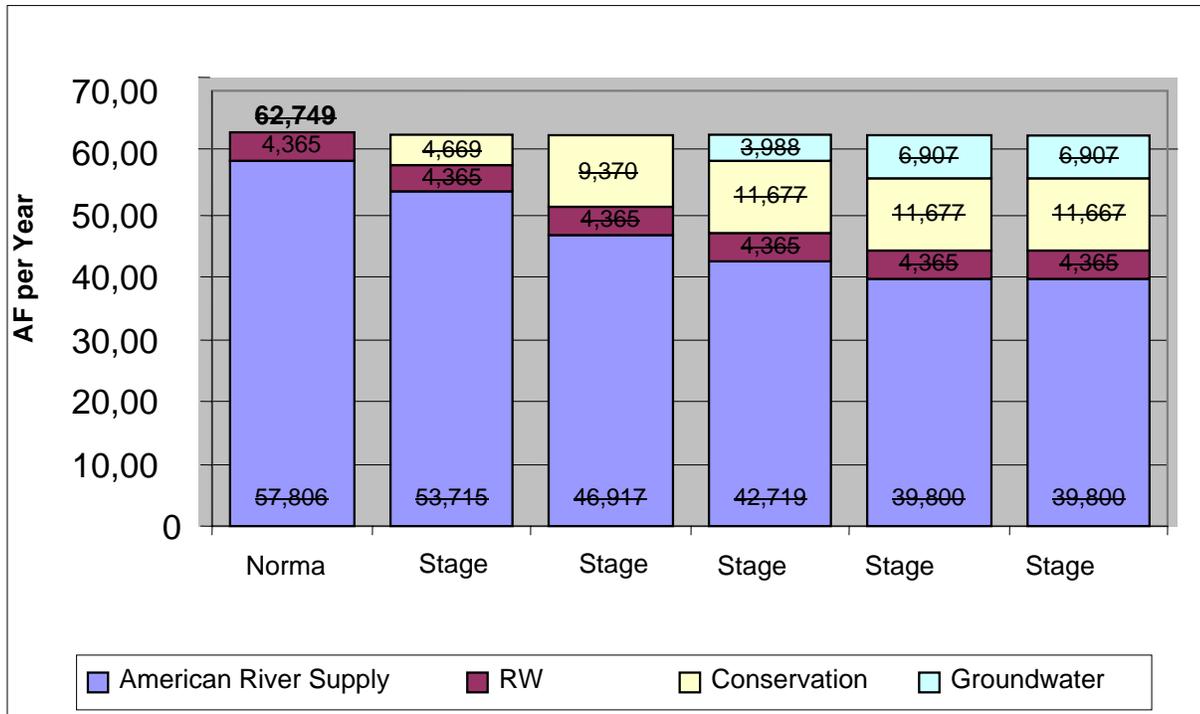
**FIGURE 4.12.1-4 (Revised)**  
**DRY AND DRIEST YEAR SUPPLY SCENARIO**  
**STAGED WATER CONSERVATION**



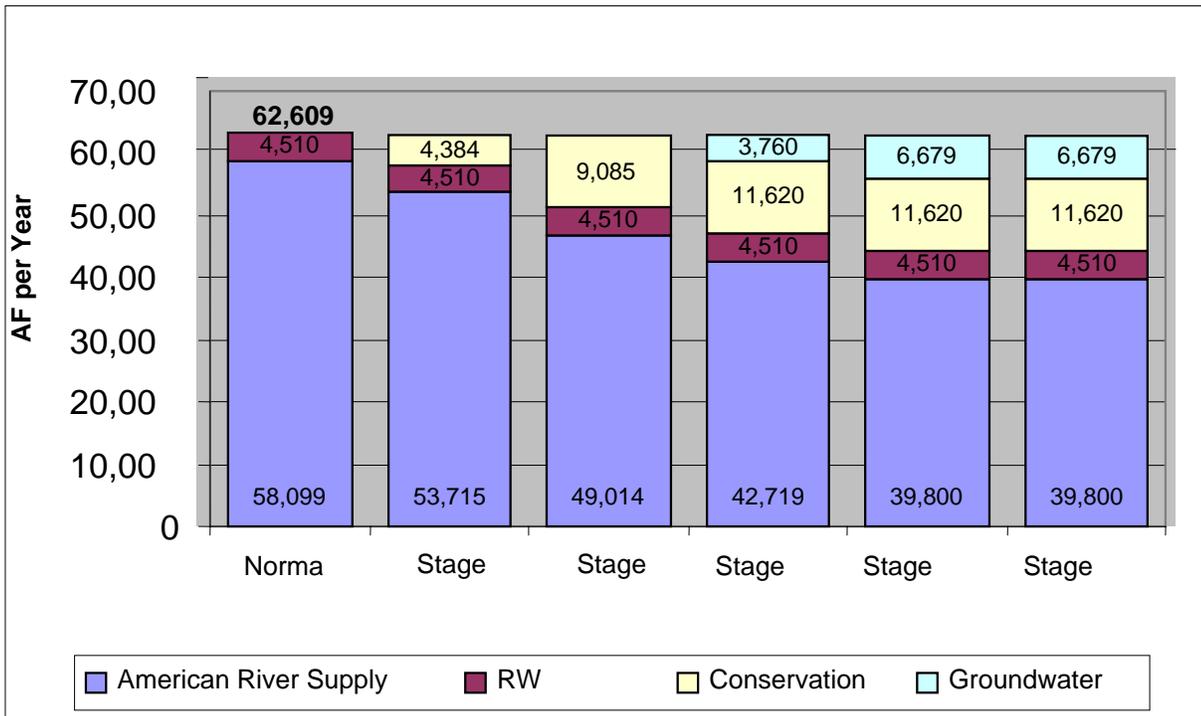
Notes: AR: American River Supply; RW: Recycled Water

Replace Figure 4.12-1-5 as follows:

FIGURE 4.12.1-5 (Outdated – to be replaced)  
DRY AND DRIEST YEAR SUPPLY SCENARIO  
20% WATER CONSERVATION



**FIGURE 4.12.1-5 (Revised)**  
**DRY AND DRIEST YEAR SUPPLY SCENARIO**  
**20% WATER CONSERVATION**



Update Table 4.12.1-8 as follows:

**TABLE 4.12.1-8  
GROUNDWATER SUPPLY NEEDS AT BUILDOUT CONDITIONS  
WATER FORUM DRY YEAR SCENARIO**

<b>GROUNDWATER USE</b>	<b>GROUNDWATER DEMAND (AFY)</b>	<b>GROUNDWATER OVER PROJECT LIFE (100 YEARS)</b>	<b>COMMENT</b>
Dry year supply to supplement surface water	<del>6,907</del> 6,679	<del>29,598</del> 27,948 AF	Groundwater required in 7 6% of all years. Reference Impact 14.12.1-2
Recycled water emergency backup supply	11	<del>184</del> 200AF	Assumes <del>1.37</del> 1.8 mgd for a period of two days under emergency conditions when recycled water is not available. It is further assumed emergency conditions would occur once every five years for a total groundwater need of 168 AFY for the life of the project (100 years).
Total Groundwater Needs	<del>6,918</del> 6,690 AFY	<del>29,782</del> 28,168 AF	
Banked Groundwater from fallowing Reason Farms	3,151 AFY	<del>293,043</del> 296,194 AF	Banking occurs in <del>93</del> 94 of 100 years.
Net Groundwater Banked		<del>263,261</del> 268,026 AF	

Update Table 4.12.1-9 as follows:

TABLE 4.12.1-9  
GROUNDWATER SUPPLY NEEDS AT BUILDOUT CONDITIONS  
USBR OCAP DRY YEAR SCENARIO

GROUNDWATER USE	GROUNDWATER DEMAND (AFY)	GROUNDWATER OVER PROJECT LIFE (100 YEARS)	COMMENT
Dry year supply to supplement surface water	<del>6,907</del> 6,679AFY	<del>45,372</del> 51,411 AF	Groundwater required in <del>13</del> 14% of all years. Reference Impact 14.12.1-2
Recycled water emergency backup supply	11 AFY	<del>184</del> 200AF	Assumes <del>1.37</del> 1.8 mgd for a period of two days under emergency conditions when recycled water is not available. It is further assumed emergency conditions would occur once every five years for a total groundwater need of <del>168</del> 220 AFY for the life of the project (100 years).
Total Groundwater Needs	<del>6,453.4</del> 6,690AFY	<del>45,556</del> 51,631AF	
Banked Groundwater from fallowing Reason Farms	3,151 AFY	<del>274,137</del> 270,986AF	Banking occurs in <del>87</del> 86 of 100 years.
Net Groundwater Banked		<del>228,581</del> 219,355AF	

Planning, Housing & Redevelopment Department  
311 Vernon Street  
Roseville, CA 95678

**CREEKVIEW SPECIFIC PLAN COMMUNITY MEETING  
Martha Riley Library - January 10, 2011, 7 p.m.**

The following is a summary of the questions and comments made by the public at the January 10<sup>th</sup> Community Meeting on Creekview.

**1. Prior to the start of the meeting a man expressed concern that the handout did not contain a vicinity map and he felt it was difficult to determine where the project was.**

**2. Will high school students from Creekview attend the future school in the West Plan? Were these students considered in the planning for that school?**

Yes, they will attend the school planned for Hayden Parkway. The West Plan EIR considered future student generation for areas within the City's Sphere of Influence, including Creekview. The Roseville Joint Union High School District is currently circulating a Draft EIR for the high school.

**3. Does widening the creek increase impacts downstream in Sutter County? What does this do to the Reason Farms project?**

There will not be increased stream flows in Sutter County. The bypass channel merely improves the flow rate through Creekview, by carrying it around an existing man-made constriction from farming. The Reason Farms project will provide water storage capacity which will not be affected by this project.

**4. Is there enough water in Folsom Lake? Did the City purchase more water from Folsom?**

The City did not purchase additional water. Our existing water allocations are adequate to serve Creekview and the other projects currently being considered by the City.

**5. If we have an adequate water supply, why do we have restrictions?**

Restrictions are only applied in drought years, a result of reductions in our water allocations imposed by the US Bureau of Reclamation. More homes do not cause water conservation during drought to kick in sooner. Water reductions are imposed as a percent of the City's water demand in that particular given year, not based on water contract allocations for the City.

**6. Doesn't adding more homes increase water demand?**

Yes, but the additional homes in Creekview, the recently approved Sierra Vista, and other projects currently being considered by the City have already been included in the calculations for the City's existing water allocations.

**7. What is the City's surplus water projection? Is it enough? How much of Folsom Lake's capacity is for Roseville?**

After the Creekview project, the City will have about 1,000 acre-feet remaining. If the City doesn't show it has a use for these allocations, the USBR will reduce the allocation the next time the City renews its water contract. We don't have a specific number representing how much Roseville represents of Folsom Lake's overall capacity. Water within Folsom is managed by the USBR to meet its water contracts. This includes regional contracts as well as meeting water contractor demands downstream such as those that may be in the Central Valley.

**8. What about EPA lawsuits and the Delta? Do we consider that?**

Yes; we think what is being referred to by this question is the issue of the Operations Criteria and Plan (OCAP). The OCAP is a coordinated document between the USBR and the California Department of Water Resources that determines how water supplies will be managed and to address Delta water quality issues. The Creekview EIR evaluates dry year supplies under both the Water Forum Agreement limitation and what we think could reasonable occur under OCAP. Under the OCAP we are likely to experience what we would call "man-made" droughts in that our water supplies could be limited more often. However when considering water conservation that can occur within the City we would anticipate the need for groundwater in 14 out of 100 years.

**9. Does the EIR address the ground water table?**

The EIR analysis indicates that the ground water table will not be adversely impacted by Creekview. Before the City acquired the Reason Farms property, it was used for rice farming and irrigated with well water. The City has ceased the rice farming use, so water is now being banked into the groundwater table in excess of 3,000 acre-feet per year. Even with the City's use of ground water during drought periods and even under the OCAP scenario we will still bank more ground water than we will use over a 100 year period.

**10. Will the project include a ground water well?**

Yes.

**10. The Urban Reserve (UR) in Sierra Vista has a road through it. Will the Creekview UR have roads?**

The roadway through Sierra Vista is Westbrook Boulevard, which is an arterial important for regional circulation and infrastructure connection to Sierra Vista. The UR in Creekview will not have an arterial road through it. If it develops in the future it will likely have local street connections with Creekview and West Plan neighborhoods.

**11. Where does Holt Parkway connect with on the east?**

It goes through the Fiddymment Ranch portion of the West Plan and connects to Hayden Parkway.

**12. Will Blue Oaks Boulevard go all the way to Highway 99?**

It is unlikely. Blue Oaks will be constructed as development occurs on adjacent land. On the other hand, Placer Parkway will connect Highway 65 to 99, already has a corridor identified, and would get State and federal funding, so it would not be dependent on adjacent land development.

**13. Were the financial aspects of this plan looked at? If it doesn't make a profit for the City, why should we do it?**

Yes. City policy is that any specific plan/annexation must be fiscally neutral or positive, i.e. revenues have to match expenses so that the project is not a burden on the general fund. In addition to the fiscal impact of the project, the City looks at everything a project like this brings to the City, like completing the regional road connections and redistributing traffic, its open space and trail connections to the existing City, its financial contributions to the Highway 65 JPA for interchange improvements and other traffic fees for regional improvements, and funding for Placer Parkway.

**14. Is the Urban Reserve property zoned initially? What is its development potential?**

The property will be zoned Urban Reserve, which allows some limited uses, like agriculture and a caretaker's dwelling. In the EIR, to determine potential impacts since annexation will make it more likely to develop in the future and for purposes of adequately sizing the infrastructure around it, the land was considered with 405 dwelling units, at development levels similar in density to the CSP. Before any future proposal for the UR land could develop, it will need its own specific plan and environmental document.

**15. Will the City require all homes to be solar? I would like all the project's homes to be solar.**

No. The City has a voluntary program that uses incentives for solar homes available to all homes in the City. The Blueprint for Efficiency and Solar Technology program (BEST Homes) encourages builders to construct homes with highly energy efficient appliances, windows, insulation and roof top solar generation. This has in four years resulted in 875 homes constructed with roof top solar generation.



Planning, Housing & Redevelopment Department  
311 Vernon Street  
Roseville, CA 95678

**CREEKVIEW SPECIFIC PLAN EIR WORKSHOP  
PLANNING COMMISSION MEETING NOTES  
Thursday, January 13, 2011**

**ATTENDEES:**

Commissioners: Krista Bernasconi, Robert Dugan, Sam Cannon, Gordon Hinkle,  
Audrey Huisiking, Dave Larson, Don Brewer  
Staff: Nela Luken, Kathy Pease, Chris Kraft, Kelye McKinney,  
Scott Vaughan, Steve Lindbeck

At the Planning Commission public meeting of January 13, 2011, staff conducted an informational workshop about the Draft Environmental Impact Report for the Creekview Specific Plan. The following represents the comments made by the Commission and the public, which will be forwarded to the City Council for review and consideration.

**Commissioner Brewer**

**I have a concern about the noise levels from McClellan. How many flights will there be? What are the noise levels? Will there be flights at night?**

We don't have the specific numbers. Sacramento County came out to measure the aircraft noise levels at the site, and they were actually quite low. The average noise levels will be below 50 dB, which is below the State standards. However, there will be instances where a single aircraft flies over Creekview quite low and the noise levels with those aircraft could be about 70 dB, which will be noticeable. There will be flights at night and the single event aircraft noise could disturb some residents. While it is not a significant noise impact, there is a requirement for a deed disclosure in the Development Agreement because of a potential noise compatibility issue.

**Commissioner Bernasconi**

**I understand the buildout for this project is 2025. What is on the near horizon?**

Houses probably won't be built in Creekview until at least 2014. The Development Agreement is a 30 year agreement, but a lot depends on the market. If there is a hotter market, houses get built sooner and faster.

**What is the residential population proposed?**

At 2,011 units times 2.54 persons per household, there is an estimated population of 5,108.

**Is there one school site?**

Yes, one elementary school.

**Commissioner Cannon**

**The larger aircraft now using McClellan are the Cal-Fire C130s, which come in quite low. Do we know what kinds of aircraft could use the field and how many?**

It's hard to say. The approved use of the field is up to 20,000 flight operations per year, which is what it was when the Air Force was there. In recent years it has been about 7,000 operations. It could go up to the historic level, but that depends who's using it. Frequency of flights is not within the City's control.

**How does this project help the joint City-County project on Baseline Road?**

The City will collect traffic mitigation fees for both local and regional impacts, including improvements to Baseline Road. The Creekview project won't have as large an impact on Baseline, but it will pay its fair share for the improvements to Baseline.

**Commissioner Hinkle**

**We have talked in the past about widening Riego Road. Do we know what the timeline for that is? Are we talking with Sutter County about this?**

There is no timeline. Because the area is outside the City's jurisdiction, we can't say how and when it will be developed. Road widening is tied to adjacent development, and as fees are collected. If and when fee programs are established, Creekview would have to contribute its fair share.

**At certain times, odors from the landfill are bad. Is this addressed?**

The EIR does address odors, both from the landfill and the waste water treatment plant. We are requiring a deed disclosure for these compatibility issues.

**Commissioner Larson**

**How many people attended the January 10<sup>th</sup> public informational meeting?**

About 8 people.

**Wildlife habitat impacts are stated as less than significant. Are there any remaining issues?**

The proposed open space preserves in Creekview (Pleasant Grove Creek and the Northern Preserve) will connect to Reason Farms and open space corridors in the West Plan. These connections provide a huge benefit as migratory corridors. The City met early in the process with the Resource Agencies, which resulted in increasing the size of the Northern Preserve and reducing the wetlands impact. Because of that, the federal permit process is anticipated to qualify for an environmental assessment, akin to a negative declaration, and with mitigations there will be no impacts.

**How large an area was subject to flooding as a result of the constriction in Pleasant Grove Creek? How will the creek be altered to fix this? Will homes in the vicinity need flood insurance?**

About 70 acres on the south side of the creek would flood because of the constriction. The creek channel will remain. The bypass channel is an amenity that will carry water during flood events, increase the width of Pleasant Grove Creek and provide additional creek habitat. Flood insurance will not be required in this area, because all building pads will be graded a minimum 2 feet above the 100-year flood elevation.

### **Commissioner Dugan**

#### **When will the bypass channel be built?**

The bypass channel is required for the development of Phase A on the south side of the creek. It would be built early in the improvements for Phase A.

#### **When will the roads be built?**

In phases, not all at once. For example, the bridge over Pleasant Grove Creek is not needed until the beginning of Phase C.

#### **How is the air traffic noise here different than what was analyzed in the Sierra Vista Specific Plan?**

It's quite a bit less in Creekview. The noise impact was significant and unavoidable for Sierra Vista, because that project is only about two miles from McClellan. When aircraft noise was measured for Creekview and also in the Del Webb area, noise levels were found to be less than significant.

#### **What about the Roseville Energy Park noise?**

There were noise measurements on the Creekview site which found REP noise levels to be less than the projected traffic noise levels from Blue Oaks and Westbrook in 2025.

### **Commissioner Huisking**

**Right now the large aircraft that use McClellan are the Cal-Fire planes, Coast Guard, etc. Most commercial like UPS go out of Mather. Could the commercial use McClellan? Will residents, even with the deed disclosure, be able to bring suit to stop the noise?**

It would be difficult to bring lawsuits if they've had notice and the residents would have been made aware. The City has been talking with Sacramento County about providing some kind of advance notification to residents about changes in the airfield operations.

### **Public Comments**

None



Planning, Housing & Redevelopment Department  
311 Vernon Street  
Roseville, CA 95678

**CREEKVIEW SPECIFIC PLAN  
TRANSPORTATION COMMISSION MEETING NOTES  
Tuesday, January 18, 2011**

**ATTENDEES:**

Commissioners: Joseph Horton, Chinnaiyan Jawahar, Grace Keller, Robert Lyss,  
Sunil Rao, Ryan Schrader  
Staff: Mike Wixon, Chris Kraft, Lupe Nelson  
Nela Luken, Kathy Pease, Steve Lindbeck

At the meeting of January 18, 2011, the Transportation Commission reviewed the Creekview 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 one member of the public. These comments will be included in the Final EIR which will be forwarded to the City Council for review and consideration.

**Commissioner Jawahar**

**Creekview will have about 2,000 units and about 4,000 cars. The only arterial connection to Blue Oaks is Westbrook. Is one arterial enough for emergency evacuation of this area?**

Evacuation routes for Creekview were coordinated with the City Police and Fire Departments. They have seen the plan and understand how it will be phased. Police and Fire are comfortable that the roads will be adequate for emergency access in and out of the site. In addition to Westbrook/Blue Oaks, there will be east/west connections to the West Plan on Holt Parkway and through local subdivision streets.

**Where do the collectors join?**

Holt Parkway will connect through to Hayden Parkway in the West Plan.

**I feel the City should promote green technology. It's good to have solar panels on houses. Can we require all residents to have electric cars as part of the plan?**

There is not a requirement for electric cars in the plan. Residents would have access to the same alternative technology programs that others in the City have, like the BEST Homes program, which gives incentives for adding solar energy to homes. The program is voluntary on the part of the home builder and not a requirement of the City.

**Commissioner Keller**

**I had many questions that you have already answered in the presentation. Thank you for that.**

**I understand that all the roadways aren't built in the beginning. This circulation plan is a snapshot of the 2025 condition, right?**

Yes, the City doesn't get all the roadways in up front. We have a phasing plan and require the necessary access to the site for each phase. As the plan continues to build out, more roads are added. Ultimately there will be a complete road network.

**You explained we will have a right-of-way for bus rapid transit on Watt and Baseline. How will service be provided to Creekview?**

The BRT lanes will come north up Watt/Santucci to Blue Oaks, turn east on Westbrook then turn north through Creekview.

**There are several tables in the EIR showing volumes of traffic, so many tables they are confusing. Can you identify the difficult areas by highlighting on one map the intersections which are worse than level of service C? Are we still meeting the General Plan policy that 70 percent must be C or better?**

The traffic analysis has identified 40 intersections that are less than level of service C in 2025. Yes, the analysis for 2025 buildout shows that 79 percent of intersections will be level of service C or better.

**Does the CSP connect with adjacent projects? Can we get connectivity and walkability in advance of buildout?**

Yes. As subdivisions develop, they are required to build public improvements. If a subdivision is remote from something like a school, the development agreement allows us to ask for a temporary path to be installed.

#### **Commissioner Lyss**

**It's good to see that the Placer Parkway EIR is in progress; it is critical for circulation in the future. Does Placer Parkway need to be fully funded at \$450 million before construction begins or can it proceed piece-meal?**

The sequence of Placer Parkway construction is not known.

#### **Commissioner Horton**

**The EIR identifies three intersections with significant unavoidable impacts then concludes mitigations are infeasible because the roadways cannot be widened. I feel there are other solutions to look at—adaptive signals, intelligent transportation systems, congestion management systems, trip diversions, etc.—to improve road circulation.**

**Westbrook and Blue Oaks are truck routes. Will these roadways be specially designed for truck traffic?**

Yes. The City's construction standards for truck routes are designed with beefed up structural sections to carry heavy loads.

**The plan shows Phase A is south of the creek and Phase B is in the northeast corner. Does that mean Phase B could develop before the bridge is built? Phase B will rely on Holt for access?**

Phases don't need to be developed in an A-B-C sequence. If Holt is in place, Phase B could develop with access through Fiddymment Ranch. The Phase B traffic would not be a significant impact on the road network. If Creekview wants to develop Phase C, the bridge will be required.

**Will there be local roads into the Urban Reserve and other subdivisions?**

Yes, local road connections will be incorporated with subdivision map review. We will look at making connections internal to Creekview and with Fiddymment Ranch too.

### **Public Comments**

#### **Mike Barnbaum**

**Is this within the West Roseville Specific Plan?**

The Creekview Specific Plan is northwest of the West Roseville Specific Plan (WRSP).

**Where are we on BRT for West Roseville?**

Bus Rapid Transit (BRT) will eventually serve the CSP. A BRT transfer point in the Placer Vineyards project will be used for transfers from Roseville Transit to Sacramento RT. Local bus services will transfer at points in the SVSP and in the CSP.

**What are the beginning and end points of the Westbrook and Blue Oaks BRT routes?**

There are various beginning and ending points depending on the phasing of the BRT plan. The concept is for BRT to travel north from the Watt/I-80 light rail station, connect through the Creekview Specific Plan to Brookfield, east to Placer Ranch, then down Foothills to East Roseville Parkway or Blue Oaks to the freeway to the Galleria. After that, another phase might extend east to Sierra College Blvd.



Planning, Housing & Redevelopment Department  
311 Vernon Street  
Roseville, CA 95678

**CREEKVIEW SPECIFIC PLAN  
DESIGN COMMITTEE MEETING NOTES  
Thursday, January 20, 2011**

**ATTENDEES:**

Committee Members: Audrey Huisling, Anna Robertson  
Staff: Steve Lindbeck

At the meeting of January 20, 2011, the Design Committee reviewed the Design Guidelines of the Creekview 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 Huisling**

**How many gated neighborhoods will there be? It would be a bonus not to have a gate.**

We don't know. That is market driven.

**Can we prevent speed bumps in commercial centers?**

The Fire Department doesn't allow speed bumps any more.

**Committee Member Alikhan**

No comment

**Public Comments**

None

