

## 4.1 LAND USE AND AGRICULTURAL RESOURCES

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### 4.1.1 INTRODUCTION

This section describes the existing and planned land uses and agricultural resources within and adjacent to the project area. The discussion in this chapter focuses on the proposed project's compatibility with existing and planned land uses; changes in the type, intensity, and distribution of land uses; and the project's potential effects on agriculture in the project area. Chapter 7, *Planning Considerations*, along with Appendix L, contains a thorough consistency analysis of the Creekview Specific Plan (CSP) in relation to the *City of Roseville General Plan*, policies of the Placer County Local Agency Formation Commission, the *Placer County General Plan*, and other relevant planning documents. The analyses in this Chapter are based on site visits to the CSP area, as well as from review of the following documents:

- *City of Roseville General Plan* as amended 2010
- *City of Roseville Zoning Ordinance* as amended September 2010
- *Placer County General Plan* 1994 as amended
- *Draft Creekview Specific Plan* 2010
- California Department of Conservation – *Division of Land Resources Protection Farmland Mapping and Monitoring Program*
- *West Roseville Specific Plan FEIR*, February 2004
- *Community Design Guidelines*, 2008

The documents listed above are available for review during normal business hours at:

**City of Roseville Permit Center**

311 Vernon Street  
Roseville, CA 95678

In response to the Notice of Preparation (NOP) (Appendix A), the City received land use and agricultural related comments from the California Department of Conservation related to analyzing the impacts to agricultural land. Refer to Appendix B of this EIR to view the comments received on the proposed project in response to the NOP.

### 4.1.2 Environmental Setting

The CSP Project site is located in unincorporated Placer County, west of the existing terminus of Blue Oaks Boulevard and north of the planned terminus of Westbrook Boulevard, north and west of the West Roseville Specific Plan area. The project site is located approximately 8 miles west of I-80 and SR 65, five miles west of downtown Roseville, and four miles east of the Sutter County line. The project site is undeveloped and has historically been used for agricultural or grazing activities. The site is currently fallow.

#### Existing Uses

The project site is currently undeveloped. The on-site Improvement Area is currently fallow and consists of grasslands and riparian areas. Most of the land is currently fallow, and was used for cattle grazing and rice farming in the past. The site contains remnants of previous agricultural operations and irrigated pasture, including three agricultural water supply wells, two former well locations and dry wells. South of Pleasant Grove Creek, near the western edge of the On-Site Improvement Area, there is a concrete corn crib structure that was built in anticipation of storing corn or grain grown on the site. The concrete foundation of a former residential unit is located nearby. Wooden posts and wire fences are present on a portion of property lines.

One residential unit is located in the central portion of the Project area, south of Pleasant Grove Creek. The unit is a trailer and is used as a rental unit. Adjacent to the trailer unit are a couple of out buildings; including a portion of an old barn and wooden storage shed. Assorted facilities (portable kennels, enclosures, etc.) previously used for dog breeding are located adjacent to the trailer unit. The complex is accessed by an unimproved roadway that accesses Phillip Road. One wooden bridge structure spans the creek immediately north of the trailer unit.

The Harris property (Urban Reserve parcel), located in the southwest portion of the Project area, includes a single residential unit and associated out buildings (two wooden sheds, storage areas). The Urban Reserve parcel contains grasslands that may have been used in the past for grazing and limited agricultural operations. Water is supplied to the parcel by a well. Access to the parcel is by a driveway that extends south from the Harris residence toward the REP, across a wooden bridge structure over Pleasant Grove Creek.

A pole mounted 12kV electrical line traverses the site diagonally and provides power to the two residential units.

### **Adjacent Areas**

#### ***Placer County***

An adjacent unincorporated area in Placer County north of the project area is the proposed 660-acre Amoruso Ranch Study Area. This area currently consists of undeveloped dry pasture land and has topography similar to that of the project area. The applicant, Brookfield Land Company has expressed interest in amending the city's sphere of influence and annexing the Amoruso Ranch Study Area land to the City of Roseville. The City Council approved a feasibility analysis in October 2010 for a potential future specific plan. As proposed, access to the Amoruso Ranch Study Area would need to be from extensions of roadways and infrastructure through the Creekview Specific Plan area.

#### ***City of Roseville***

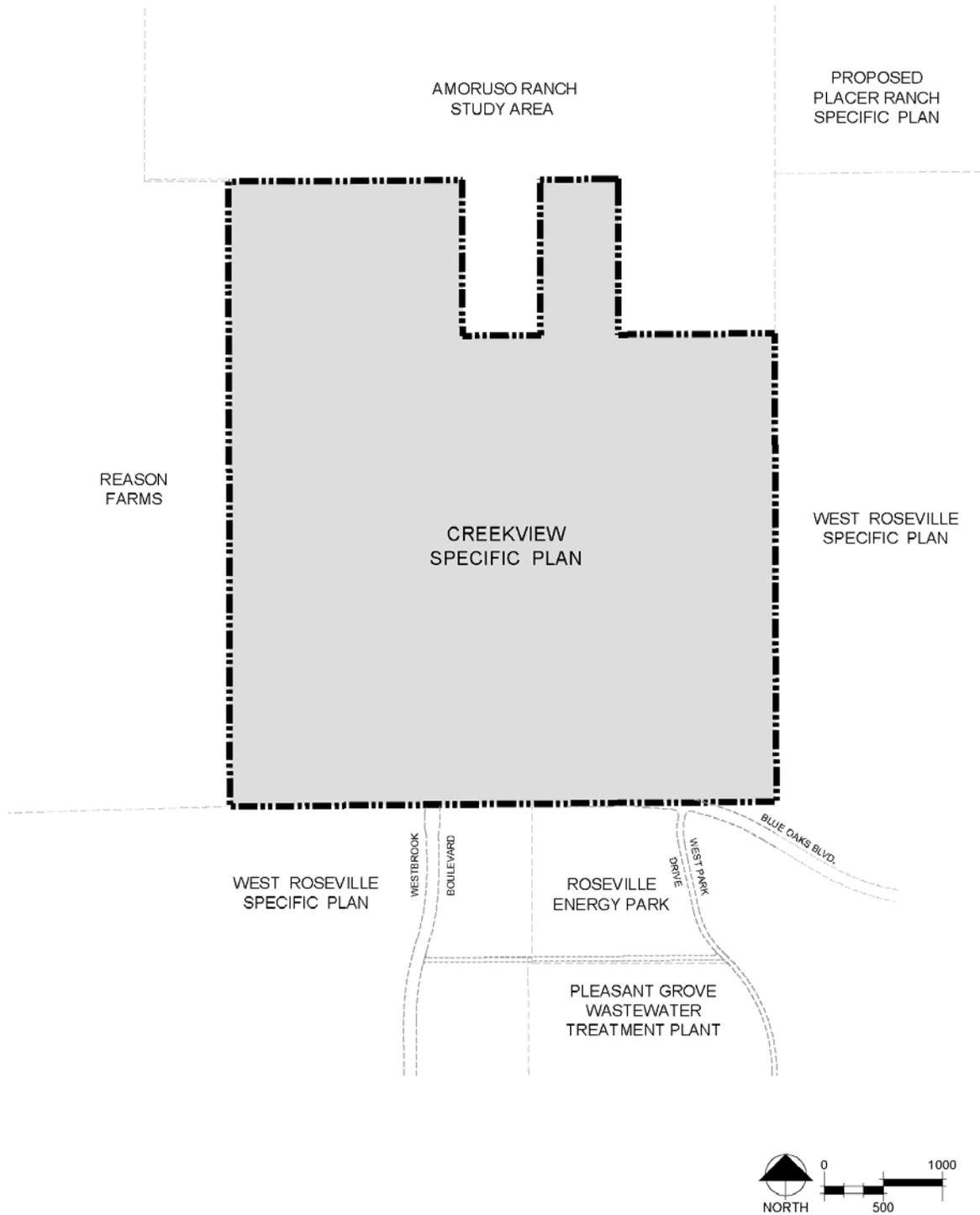
The project site is located in unincorporated Placer County, adjacent to the western boundary of the City of Roseville. Lands located within the City of Roseville adjacent to the project site include the West Roseville Specific Plan area to the east and south, and the City-owned 1,700-acre Reason Farms Stormwater Retention basin project site to the west.

#### ***City Owned Facilities***

The City owns approximately 200 acres of land adjacent to and south of the CSP area. City owned land includes the approximately 110-acre Pleasant Grove Wastewater Treatment Plant (PGWWTP), which provides regional wastewater treatment to the South Placer Wastewater Authority's partners: Roseville, South Placer Municipal Utility District (serving Rocklin and Loomis) and Placer County (serving a portion of Granite Bay, Sunset Industrial Area, and future development in Regional University Specific Plan area).

North of the PGWWTP, on 8.9 acres, is the Roseville Energy Park (REP). The REP is a 160 mega-watt state of the art energy generation facility that is able to provide the City with approximately 40 percent of its energy needs. Its proximity to the PGWWTP allows the City to use recycled water in the cooling towers.

**FIGURE 4.1-1**  
**VICINITY MAP**



West of the CSP site is the 1,700-acre Reason Farms property, owned by the City. The City plans to use portions of the Reason Farms property for a stormwater retention project, recreation uses and open space. Annexation was approved by the City in the summer of 2009, and an annexation application to LAFCO is pending.

### ***Development planned in the City of Roseville***

Land designated and zoned for residential development within the existing City of Roseville boundaries is fully entitled for future development, and according to development projections is anticipated to be built out by 2025. Since the early 1980s the City has adopted twelve specific plans. These plans address growth issues and the unique constraints and opportunities found within each area, and provide a context within which implementation of the land use plan and associated public facilities can be successfully accomplished.

Potential development of the CSP project area has been contemplated for some time. It was identified as one of two "Remainder Areas" analyzed at a program-level as part of the West Roseville Specific Plan, which was approved in 2004. At that time, the City of Roseville's sphere of influence was extended to cover the entire CSP project area.

### ***West Roseville Specific Plan***

Approved in 2004, the WRSP encompasses approximately 4,000 acres and 8,600 residential units. A 100-acre planned Village Center is proposed to include a mix of commercial, residential, parks and a church use north of Pleasant Grove Boulevard. The first phases of the specific plan are currently under construction. A specific plan amendment (SPA#3) is currently being processed by the City and could include the addition of up to 1,900 units.

### ***West Roseville Specific Plan Amendment (SPA#3)***

The City has received an application to increase the unit allocation for the Fiddymont Farms portion of the West Roseville Specific Plan by an additional 1,900 units. An NOP was issued for the project in September 2010. This area is immediately east of the proposed CSP.

**West Roseville Specific Plan Phase 3 and 4 amendments**

The City is currently considering amendments to the Westpark portion of the WRSP including: 1) a General Plan/Specific Plan Amendment to increase the unit allocation in WRSP Westpark Phase 3 by 159 units (117 single-family dwellings and 42 multi-family units), change the land use designation of Parcel W-63 from Business Professional (BP) to Low Density Residential, and relocate parcel W-16 to the western boundary; 2) a Rezone of W-63 (9.78 acres) from BP to Small Lot Residential/Development Standards (RS/DS) and rezone Single Family Residential/Development Standards (R1/DS) to RS/DS; 3) a Development Agreement Amendment (DAA) to add/revise sections relating to the proposed land use changes, infrastructure phasing, fees, and affordable housing allocations; and 4) a Tentative Subdivision Map to subdivide approximately 139.1 acres of land into 533 single family lots, a 10.8 acre High Density Residential (HDR) site, a 4.7 acre park site, a 2.9 acre paseo lot, a .3 acre well site, landscape corridors and public right of way.

***North Roseville Specific Plan***

The NRSP (phases 2 and 3) is located along a portion of the northern and western boundary of the City of Roseville. The NRSP was adopted by the City in 1997 and is almost entirely built out. It consists of 1,361-acres, a portion of which is located adjacent to Fiddymment Road immediately east of the CSP area. The NRSP is projected to include a total of 5,381 dwelling units along with a mix of commercial uses.

***Del Webb Specific Plan***

The Del Webb Specific Plan, adopted in December 1993, is completely built out. It is an age-restricted community encompassing 1,200 acres on the northwest side of the City, situated south of Blue Oaks Boulevard and east of Fiddymment Road, west of the WRSP area, southeast of the CSP area. The DWSP consists of 3,179 single-family homes and 27 acres of commercial property located around recreational facilities and a golf course.

***Sierra Vista Specific Plan***

Approved in May 2010, the SVSP includes 6,064 residential units and approximately two million square feet of commercial uses, located on the northwest corner of Baseline and Fiddymment Road. The SVSP includes extensions of Santucci Boulevard (Watt Avenue) and Westbrook Avenue.

### ***Air Facilities in the Region***

#### **McClellan**

Approximately seven miles south of the project area is McClellan Airfield, a former Air Force Base, which is now owned and operated by Sacramento County. The County of Sacramento Department of Economic Developments oversees McClellan Airfield. The public airfield features a 10,600-foot lighted runway approved for day/night use, which is shared by the U.S. Coast Guard. The airfield also hosts a full-service fixed base operator served by McClellan Jet Services. The airfield is available for both daytime and nighttime use. Occasional over-flights from McClellan Airfield were observed during visits to the project site. Flights occur over a broad area of southwestern Placer County and are projected to continue into the foreseeable future. The Sacramento Area Council of Governments (SACOG) is the Airport Land Use Commission (ALUC) for McClellan. SACOG is currently preparing an Airport Land Use Compatibility Plan which addresses noise contours and safety issues immediately adjacent to the airfield. No adoption date for the updated ALUCP has been identified, although it is expected to be adopted in the near future.

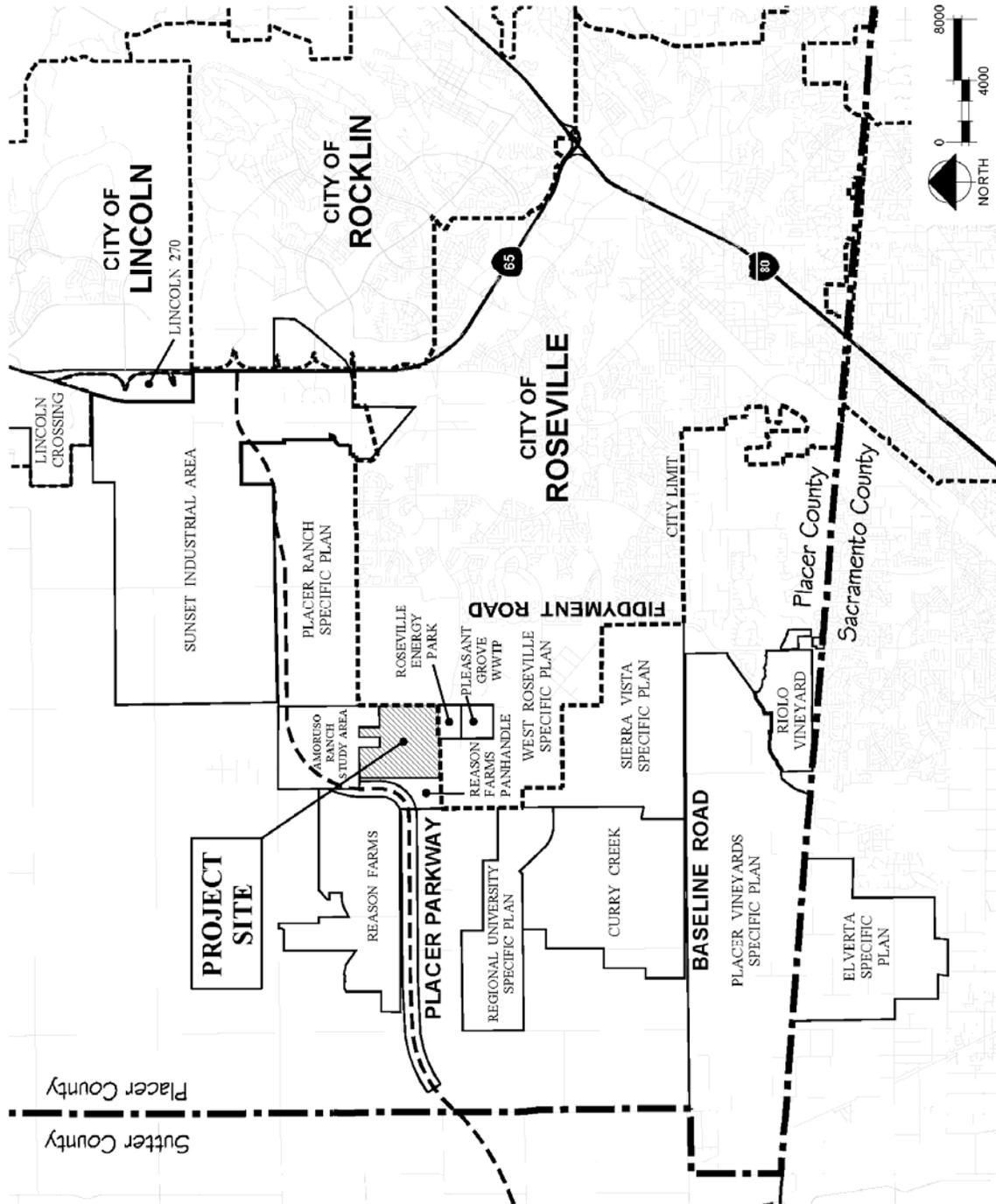
#### **Sacramento International Airport Arrival Route**

Sacramento International Airport is approximately 12-13 miles west of the project area. According to Sacramento County, aircraft arriving into the facility from destinations to the east of the Sacramento region fly over the Project Area. Overflight operations could be 2,000 to 6,000 feet above ground by commercial turbojet aircraft, at all hours of the day and night.

#### **Lincoln Regional Airport/Karl Harder Field**

Lincoln Regional Airport is located approximately 13 miles north of the CSP area. The Airport is a designated Reliever Airport for the greater Sacramento region. The airfield at Lincoln Regional is fully automated and accommodates single-engine aircraft and a broad contingent of large and small business jet aircraft.

FIGURE 4.1-2  
REGIONAL LAND USE MAP



In January 2009 there were 241 aircraft based at the Airport<sup>1</sup>. Based on projected regional population and job growth by the year 2015, an estimated 282 aircraft will be based at the Airport. Annual aircraft operations, which include take-offs and landings, were 83,911 at the end of 2008. Aircraft operations are forecasted to increase annually to 99,000 by the year 2015, and to 118,000 operations by 2023.

Aircraft from Lincoln could occasionally fly over the project site.

### **Military Training Activity**

The Project Area is 17 miles north of the Sacramento Mather Airport and approximately 22 miles south of Beal Air Force Base. Beal is home to the U-2 reconnaissance aircraft and the T-38 jet trainer. These aircraft frequent take advantage of the 11,301 foot runway at Mather for training purposes. As a result the Project area experiences some direct overflight of aircraft transitioning between Beale and Mather. Overflight of the Project area at altitudes between (but not limited to) 2,000 to 6,000 feet above ground could occur primarily during daytime hours.

### **Existing Land Uses/Designations**

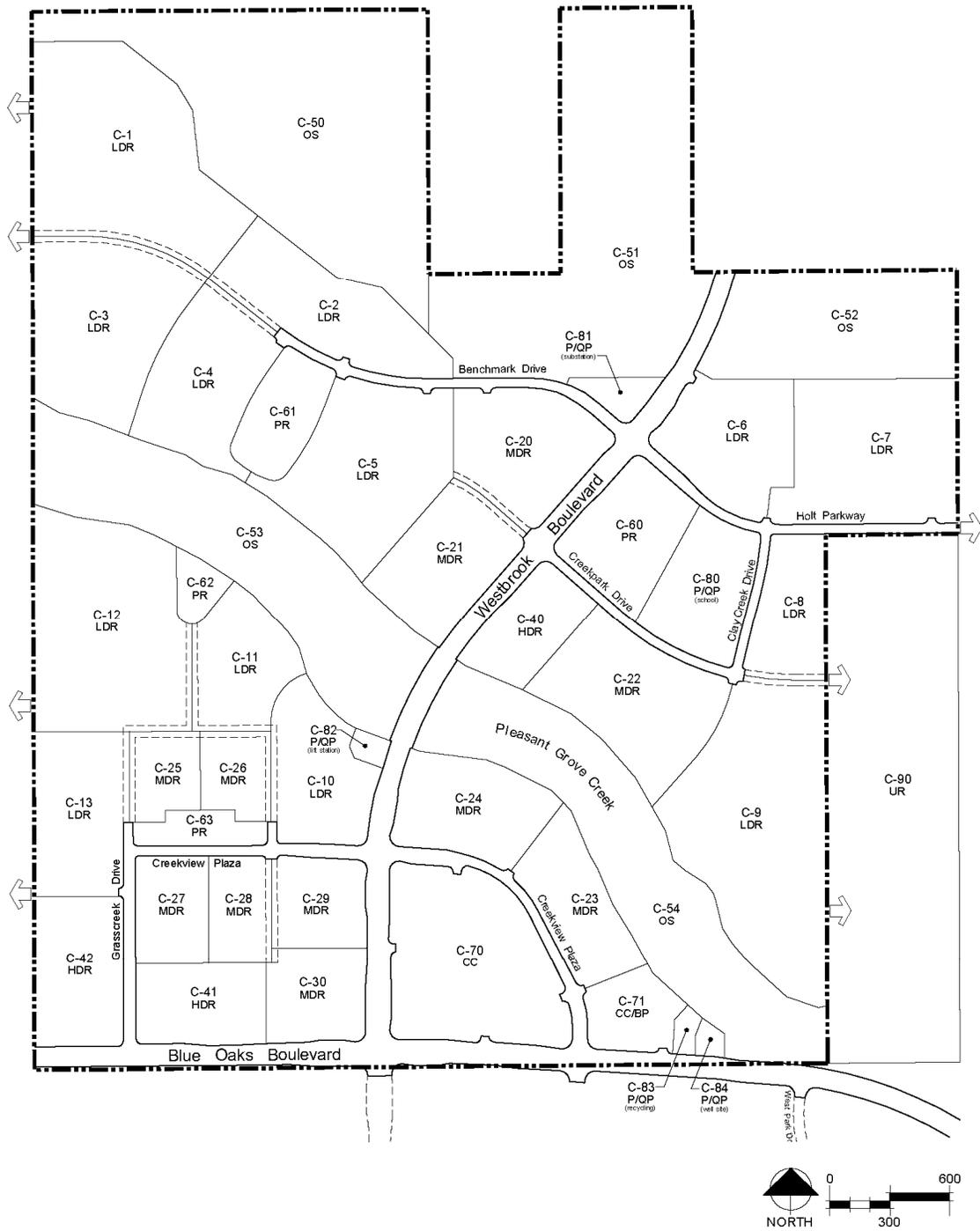
Most of the CSP and Urban Reserve areas are undeveloped and contain nonnative, annual grasslands, riparian habitat and seasonal wetlands. The topography of the site is relatively flat, with areas of rolling terrain. Pleasant Grove Creek traverses the CSP project area, and is a major riparian feature of the plan area. Two residences are present in the CSP area. One residence is a trailer and associated outbuilding located in the central portion of the CSP area. The Harris residence and associated outbuildings are located on the Urban Reserve parcel. The current predominant land use is rural.

The Placer County General Plan designates the site for Agriculture/Timberland, with 40 to 80-acre minimum parcel sizes. The project area is designated in the Placer County Zoning Ordinance as Farm Combining Building, Site, 80-acre (FB-X-80). The following uses are permitted in the FB-X-80 zone, either by right or with the issuance of a conditional use permit:

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<sup>1</sup> City of Lincoln website.

**FIGURE 4.1-3  
LAND USE PLAN**



- Single-family dwelling; keeping of poultry, rabbits or similar livestock; farming, dairies, animal husbandry; crop and tree farming; apiaries, aviaries; stands exclusively for the sale of products produced on the premises; stables and riding academies; communications equipment building, distribution substation; small livestock farming; greenhouse; residential care homes for six or less persons; large and small family day care.
- Buildings or structures, including housing for agricultural workers, garages and implement shelters, customarily associated with an accessory use to the uses listed above; storage of petroleum products for use of the premises, but not for resale; home occupation; commercial breeding, feeding and managing, and sale on the premises of fish; guest houses, commercial vehicle storage (one vehicle, 2.3 acre minimum).
- Duplexes; tract offices; golf courses; public or quasi-public uses including fire houses, schools accredited by the State school system; excavation and quarrying; animal hospital; veterinarian; museum; country club; hospital; convalescent hospital and skilled nursing facilities, sanitarium; public parks; playground; community center; grange halls; public dumps; rest homes; public utility service yards; residential care homes for more than six persons; child nurseries for more than fourteen persons; bed and breakfast; second residential units; performing arts studio; mobile home to house agricultural workers.
- Airports; industrial plants which process agricultural products; frog farms; commercial hog and turkey raising; fertilizer plants; kennels; cattle feed yards; animal sales yard; public utility transmission substation; farm equipment sales and service; labor supply camps; sales of agricultural products.
- Commercial explosives storage and manufacture.
- Churches

### **Agricultural Lands**

The California Department of Conservation (CDC) classifies both the CSP and Urban Reserve area as Farmland of Local Importance. Land of importance to the local agricultural economy, as determined by each County's Board of Supervisors and local advisory committee, is classified as Farmland of Local Importance. As defined by Placer County, Farmlands of Local Importance are lands that are not classified as Prime, Statewide, or Unique categories, and include lands zoned for agriculture by County Ordinance and the California Land Conservation Act, dry farmed lands,

irrigated pasture lands, other agricultural lands of significant economic importance to the County, and lands that have the potential for irrigation from Placer County water supplies.

Most of the soils in the project area are Class III and IV, which severely limits agricultural production of crops. The soils are clayey and poorly drained.

The Natural Resource Conservation Service (NRCS) has rated the suitability of soils in Placer County for agriculture using the Storie Index. This index consists of six grades ranging from excellent (1) to unsuitable (6). The numerical system expresses the relative degree to which soil can support general agriculture. The rating is based on soil characteristics and is obtained by evaluating soil depth, surface texture, subsoil characteristics, drainage, salts and alkali, and relief. The project area contains soils rated (4) and (5). No Grade 1 (prime) soils exist within the project area.

### **Williamson Act Lands**

None of the parcels within the project area are subject to California Land Conservation Act (Williamson Act) contracts restricting use of the land to agricultural uses. Under the Williamson Act, landowners may enter into contracts with local governments by which, in exchange for agreeing to keep land in agricultural use, the landowners gain a preferential assessment for tax purposes.

### **Past Agricultural Use**

The On-Site Improvement Area is currently fallow and has been used for cattle grazing and limited farming in the past. The site was previously used for dry and irrigated farming of wheat, rice and grain crops. In the 1930s, much of the southern half (south of the creek) was converted to crops, probably dry land wheat. The site was used for wheat and hay farming and the central portion of the site, south of Pleasant Grove Creek, was used for a small (hobby-size) orchard and pastureland.

In the 1960s, a large concrete grain/corn crib storage structure was constructed for storing grain and/or corn. The soil depicts limited areas of contours for rice farming. Rice was grown on portions of the site in the 1970s and 1980s. In the 1980s, property owners installed irrigation systems in the southern portion of the site and the western portion of the site were planted in rice. North of Pleasant Grove Creek, the land was fallow. Farming operations ceased in the late 1980s. In the 1990s, the site was intermittently used as pasture for cattle grazing.

The Off-Site Improvement Area is currently cultivated is used for rotational agricultural activities. They are cultivated every three years and currently support cattle grazing. Vegetation on the cultivated lands is indicative of long-term disturbance and agricultural activity.

### **4.1.3 Regulatory Setting**

#### **State**

##### **State Planning and Zoning Laws (Government Code Section 65000 et seq.)**

Government Code Section 65300 et seq. establishes the obligation of cities and counties to adopt and implement general plans. The general plan is a comprehensive, long-term, and general document that describes plans for the physical development of a city or county and of any land outside its boundaries that, in the city's or county's judgment, bears relation to its planning. The general plan addresses a broad range of topics, including, at a minimum, land use, circulation, housing, conservation, open space, noise, and safety. In addressing these topics, the general plan identifies the goals, objectives, policies, principles, standards, and plan proposals that support the city's or county's vision for the area. The general plan is a long-range document that typically addresses the physical character of an area over a 20-year period. Although the general plan serves as a blueprint for future development and identifies the overall vision for the planning area, it remains general enough to allow for flexibility in the approach taken to achieve the plan's goals.

Government Code Section 65800 et seq. establishes that zoning ordinances, which are laws that define allowable land uses within a specific district, are required to be consistent with the general plan and any applicable specific plans. When amendments to the general plan are made, corresponding changes in the zoning ordinance may be required within a reasonable time to ensure that the land uses designated in the general plan would also be allowable by the zoning ordinance (Government Code Section 65860[c]).

A Specific Plan is another planning device authorized by the State Planning and Zoning Law that governs a smaller land area than the general plan, but must be consistent with the overarching general plan. Specifically, it implements the general plan in a particular geographic area. (Gov. Code, § 65450 et seq.) Generally, it describes the distribution, location, and extent of the land uses and the associated infrastructure, as well as standards governing future development. A specific plan must include a statement of the relationship of the specific plan to the general plan. (Gov.

Code, § 65451, subd. (b).) A local jurisdiction’s conclusion that a specific plan is consistent with its general plan “carries a strong presumption of regularity.” (*Napa Citizens for Honest Government v. County of Napa Bd. of Supervisors* (2001) 91 Cal.App.4th 342, 357.)

### **Local Agency Formation Commissions**

In California, the county Local Agency Formation Commission (LAFCO) is responsible for approving annexations and similar changes to municipal and district boundaries, consistent with the requirements of the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (Gov. Code Section 56000 et seq.). The role of the LAFCO is to encourage orderly growth and development essential to the social, fiscal, and economic well-being of the state (see Gov. Code Section 56001). Specific policies established by the Act promote orderly development patterns by discouraging urban sprawl and preserving open-space and prime agricultural lands<sup>2</sup>. In order to implement the requirements listed above, LAFCOs have the specific authority to review the following actions:

- Annexations to, or detachment from, cities or districts;
- Formations or dissolution of districts;
- Incorporation or dissolution of cities;
- Consolidation or reorganization of cities and districts;
- Establishment of subsidiary districts; and
- Development of, and amendments to, spheres of influence.

Government Code section 56300 provides that all LAFCOs must exercise their powers “in a manner that encourages and provides planned, well-ordered, efficient urban development patterns with appropriate consideration of preserving open space and agricultural lands within those patterns.” Section 56377 states that, in reviewing “proposals” that “could reasonably be expected to induce, facilitate, or lead to the conversion of existing open-space lands to uses other than open-space uses,” LAFCOs shall consider the following policies: “[d]evelopment or use of land for other than open space uses shall be guided away from existing prime agricultural lands, unless that action would not promote the planned, orderly, efficient development of an area”; and “[d]evelopment of existing vacant or nonprime agricultural lands for urban uses within the

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<sup>2</sup> California Government Code, Section 56001.

existing jurisdiction of a local agency or within the sphere of influence of a local agency should be encouraged before any proposal is approved which would allow for or lead to the development of existing open space lands for non-open-space uses which are outside of the existing jurisdiction of the local agency or outside of the existing sphere of influence of the local agency.” Section 56668 provides that, in reviewing a “proposal,” a LAFCO shall consider all of the following:

- a. Population and population density; land area and land use; per capita assessed valuation; topography, natural boundaries, and drainage basins; proximity to other populated areas; the likelihood of significant growth in the area, and in adjacent incorporated and unincorporated areas, during the next 10 years.
- b. Need for organized community services; the present cost and adequacy of governmental services and controls in the area; probable future needs for those services and controls; probable effect of the proposed incorporation, formation, annexation, or exclusion and of alternative courses of action on the cost and adequacy of services and controls in the area and adjacent areas.
- c. The effect of the proposed action and of alternative actions, on adjacent areas, on mutual social and economic interests, and on the local governmental structure of the county.
- d. The conformity of both the proposal and its anticipated effects with both the adopted LAFCO policies on providing planned, orderly, efficient patterns of urban development, and the policies and priorities set forth in Section 56377.
- e. The effect of the proposal on maintaining the physical and economic integrity of agricultural lands.
- f. The definiteness and certainty of the boundaries of the territory, the nonconformance of proposed boundaries with lines of assessment or ownership, the creation of islands or corridors of unincorporated territory, and other similar matters affecting the proposed boundaries.
- g. Consistency with city or county general and specific plans.
- h. The sphere of influence of any local agency which may be applicable to the proposal being reviewed.
- i. The comments of any affected local agency.

- j. The ability of the newly formed or receiving entity to provide the services which are the subject of the application to the area, including the sufficiency of revenues for those services following the proposed boundary change.
- k. Timely availability of water supplies adequate for projected needs.
- l. The extent to which the proposal will affect a city or cities and the county in achieving their respective fair shares of regional housing needs.
- m. Any information or comments from the landowner or owners.
- n. Any information relating to existing land use designations.

This EIR is intended to be used by the Placer County LAFCO, as a responsible agency under CEQA, during its review of the proposed annexation and municipal services review. Placer County LAFCO has adopted a comprehensive list of guidelines and policies to implement the statutory directives; however, some policies are intended to provide guidance to the Commission and are not directly applicable to actions by local jurisdictions. Therefore, only the LAFCO policies that apply to the proposed project are addressed in this EIR (see Section 7 and Appendix L).

### **State Aeronautics Act**

The State Aeronautics Act (Pub. Util. Code, § 21001 et seq.) (SAA) requires each county to establish an airport land use commission both to ensure that land uses near airports do not interfere with aviation operations and to protect public health, safety, and welfare. (Pub. Util. Code, § 21670, subs. (a), (b).)

Public Utilities Code Section 21674 provides that the basic powers of an ALUC are, among other things (a) To assist local agencies in ensuring compatible land uses in the vicinity of all new airports and in the vicinity of existing airports to the extent that the land in the vicinity of those airports is not already devoted to incompatible uses.” (Pub. Util. Code, § 21674, subd; and (b) To coordinate planning at the state, regional, and local levels so as to provide for the orderly development of air transportation, while at the same time protecting the public health, safety, and welfare.” (Pub. Util. Code, § 21674, subd. (b).)

In Placer County, the Placer County Transportation Planning Agency (PCTPA) is the Airport Land Use Commission. It has adopted the *Placer County Airport Land Use Compatibility Plan* to promote compatibility between the airports in Placer County and the land uses that surround them. The

plan is primarily concerned with land uses near the three public use airports in Placer County: the Auburn Municipal Airport; the Blue Canyon Airport; and the Lincoln Regional Airport. The Lincoln Regional Airport is the closest airport located in Placer County, approximately 11 miles north of the project area. Given the distance, no land use compatibility issues would affect the CSP project.

SACOG serves as the ALUC for Sacramento and Sutter Counties. SACOG has jurisdiction over the former McClellan Air Force Base, and has adopted the McClellan Air Force Base Comprehensive Land Use Plan. McClellan Airfield is approximately seven miles south of the CSP project area.

### **AB 32 and SB 375**

The California Global Warming Solutions Act of 2006, commonly known as AB 32 (Chapter 488, Statutes of 2006; California Health and Safety Code Sections 38500–38599) mandates statewide reductions in the emission of green house gases (GHGs). AB 32 authorizes the California Air Resources Board (CARB) establish regulatory, reporting, and market mechanisms to achieve quantifiable reductions in greenhouse gas emissions and establishes a cap on statewide GHG emissions. AB 32 requires that statewide GHG emissions, be reduced to 1990 levels by 2020. This reduction will be accomplished by enforcing a statewide cap on GHG emissions that will be phased in starting in 2012. To effectively implement the cap, AB 32 directs CARB to develop and implement regulations to reduce statewide GHG emissions.

Signed into law in September 2008, SB 375 (Chapter 728, Statutes of 2008) is intended to supplement AB 32 by providing incentives for local land use choices that reduce the reliance on the automobile and reduce green house gases, consistent with regional Blueprint efforts. SB 375 aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocations. SB 375 requires metropolitan planning organizations (MPOs) such as SACOG to adopt a sustainable communities strategy (SCS) or alternative planning strategy (APS) that will prescribe land use allocation within the MPO's regional transportation plan. SACOG is currently updating the Metropolitan Transportation Plan (MTP) and preparing the SCS. It is expected that the updated MTP and SCS will be presented to the SACOG Board for approval in December 2011 or early 2012.

The CARB, in consultation with MPOs, has recently provided each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035. City or county land use policies (including general plans) are not required to be consistent

with the regional transportation plan (and associated SCS or APS). Regional transportation decisions and funding, however, will be influenced by climate change considerations, thus giving local governments incentives to conform their general plans to policies contained in the governing regional transportation plans (RTP) with its SCS or APS.

Additional information and evaluation of the project in light of AB 32 and SB 375 is contained in Section 4.4, Air Quality and Section 4.5 Climate Change and Greenhouse Gas Emissions, of this EIR.

### **School Site Selection**

The California Department of Education (CDE) School Facilities Planning Division has prepared the *Guide to School Site Analysis and Development* (CDE 2000), which provides criteria for locating appropriate school sites in California. CDE's authority for approving proposed sites is contained in Education Code Section 17251 and in Title 5, Section 14010 of the California Code of Regulations (CCR). CDE's approval is a condition for school districts to receive state funds for the acquisition of sites under the state's School Facilities Program administered by the State Allocation Board. Districts using only local funds are still encouraged to seek CDE approval for the benefits that such outside review can provide.

School site and size recommendations were changed by CDE in 2000 to reflect various changes in educational conditions, such as lowering of class sizes and use of advanced technology. The expanded use of school buildings and grounds for community and agency joint use, and concern for the safety of the students and staff members, also influenced the modification of the CDE recommendations.

CDE provides specific recommendations for school size in the publication *Guide to School Site Analysis and Development* (CDE 2000). This document suggests a ratio of 1:2 between buildings and land. CDE is aware that in a number of cases, primarily in urban settings, smaller sites cannot accommodate this ratio. In such cases, CDE's School Facilities and Planning Division (SFPD) may approve an amount of acreage less than the recommended gross site size and building-to-grounds ratio.

Certain health and safety requirements for school site selection are governed by state regulations. The policies of the SFPD relating to the school siting criteria are discussed in detail below.

### **School Siting Criteria**

The California Education Code contains various provisions governing the siting of new public schools (e.g., Education Code Sections 17211, 17212, and 17212.5). In addition, to help focus and manage the site selection process, the SFPD has developed screening and ranking procedures based on criteria commonly affecting school selection (Education Code Section 17251[b], 5 CCR Section 14001[c]). The highest priority on the criteria list is safety. Other site selection criteria require an analysis of the specific environmental constraints and land use concerns.

The foremost consideration in the selection of school sites is safety. Certain health and safety requirements are governed by state statute and CDE regulations. In selecting a school site, a school district should consider the following factors: proximity to airports, proximity to high-voltage power transmission lines, presence of toxic and hazardous substances, hazardous air emissions and facilities within one-quarter mile, and proximity to railroads.

CEQA Sections 21151.4 and 21151.8, the State CEQA Guidelines (CCR Section 15186[c]), and Education Code Section 17213(b) identify environmental requirements for school projects in addition to the standard environmental analysis requirements of CEQA. These additional requirements are intended to ensure that, before a school district approves a school project at a given site, the site is evaluated to identify potential health effects that could result from exposure to hazardous materials, wastes, emissions, and substances. The school district as lead agency is required to consult with other agencies regarding these issues, before a school project is considered for approval.

CEQA Section 21151.2 also requires that a school district give notice, in writing, to the appropriate planning commission of its intent to acquire title to property for a new school site or an addition to an existing school site. The planning commission is requested to investigate the proposed site and submit its recommendations concerning acquisition of the site to the governing board of the school district within 30 days of receiving notice. Following the required consultation, the school district's governing board must make written findings when taking action on the proposed school project.

***Hazardous Air Emissions and Facilities within One-Quarter Mile***

**Criteria:** A school district, in consultation with the local air pollution control district or air quality management district, must identify permitted and non-permitted facilities, including, but not limited to, freeways and other busy traffic corridors, large agricultural operations, and rail yards within ¼ mile of the proposed project site that might reasonably be anticipated to emit hazardous air emissions or handle hazardous materials, substances, or wastes. Additional information, evaluation, and cleanup may be required if such facilities are found to be present.

These written determinations, as adopted by the school board, must be submitted to CDE as part of a site approval package. Often this information is included in a Phase 1 Environmental Site Assessment (ESA) and in a site-specific CEQA document.

Other factors to consider are as follows:

- If the proposed land has been designated a border zone property by DTSC, then a school may not be located on the site without a specific variance in writing by DTSC.
- From a potential nuisance standpoint, the site selection committee for the school district should also consider whether a site is located near or downwind from a stockyard, fertilizer plant, soil-processing operation, auto dismantling facility, sewage treatment plant, or other potentially hazardous facility.

**Access/Streets**

**Criteria:** CDE guidelines indicate the site should be safely and easily accessible to residential neighborhoods by pedestrian, bus, and private automobile traffic on publicly maintained roadways or walkways. Sites adjacent to streets with relatively high traffic volumes are typically not considered acceptable unless other safe access is available for the neighborhood.

**Wetlands**

**Criteria:** CDE regulations caution school districts against selecting school sites on or near existing wetlands (Cal. Code Regs., Title 5, Section 14010[s][5]). Specifically, the regulations instruct school districts to consider the cost and complications associated with selecting sites characterized by “the existence of any wildlife habitat that is on a protected or endangered species list maintained by any state or federal agency, existence of any wetlands, natural waterways, or areas that may support migratory species, or evidence of any environmentally sensitive vegetation.” If the

selection of such a site would result in “undue delay” or “unreasonable costs consistent with State Allocation Board standards,” then the school district should not pursue the site.

### **Land Use Plans**

**Criteria:** CDE requires an analysis to determine whether the site is adjacent to compatible land uses, and general plan and zoning designations. Industrial and commercial uses are typically not considered compatible adjacent uses for elementary schools. A proposed site should not be under an existing Williamson Act contract. In addition, the site should be designated on the general plan and community plan land use maps as a proposed and eventually as an existing school site. The site should also have a minimum of existing structures to be destroyed or removed and households to be relocated.

### **Regional**

#### ***Sacramento Area Council of Governments***

The Sacramento Area Council of Governments (SACOG) is a regional organization that provides a variety of planning functions over its six-county region (Sacramento, Yolo, Placer, Sutter, Yuba, and El Dorado Counties). SACOG’s primary functions are to provide transportation planning and funding for the region and to study and support resolution of regional issues. In 2002, SACOG initiated what is now known as the Sacramento Region Blueprint (Blueprint) process after computer modeling of the region showed that current growth patterns and transportation investment priorities would result in significant increases in congestion over the next 50 years, as well as significant consumption of privately held natural and agricultural land. The goal of the process was to determine whether alternatives to current and planned transportation and land use patterns could be established to improve the region’s long-term travel patterns and air quality, as well as retain substantially more open space. The Blueprint is the product of a 3-year public-involvement effort and is intended to guide land use and transportation choices in the region over the next 50 years. During this 50-year period, the region’s population is projected to grow from 2 million to more than 3.8 million, jobs are projected to increase from 921,000 to 1.9 million, and housing units are projected to increase from 713,000 to 1.5 million. These population and housing projections were developed by SACOG when the Blueprint was developed. SACOG is in the process of updating projections to reflect the changing economic conditions, as it prepares for the next Metropolitan Transportation Plan update.

The starting point for the Blueprint process was the “Base Case Scenario,” which shows how the region would develop through the year 2050 if growth patterns of the recent past continue. Under the Base Case Scenario, growth would continue outward into largely rural areas and on the fringes of current development. The model predicted that the average resident living in a version of a future typical of the Base Case Scenario in 2050 would probably live in a single-family house on a fairly large lot in a subdivision with similar houses. This resident would commute a longer distance to work than is typical today; trips to work and commercial areas would be lengthy and slow because of significant increases in congestion.

In December 2004, the SACOG Board of Directors adopted the Preferred Blueprint Scenario, a vision for growth that promotes compact, mixed-use development and more transit choices as an alternative to low-density development. It includes a greater range of housing products, reinvestment in already developed areas, protection of natural-resource areas from urbanization, and more transportation choices. Residents living in a future developed area consistent with the Preferred Blueprint Scenario in 2050 probably would live in a home on a smaller lot, in a neighborhood with some larger houses and some attached row houses, apartments, and condominiums. Residents would drive to work, but the trip would likely be shorter than present conditions, and the time needed to get there would be about the same as it is now. It is anticipated that residents may sometimes use public transportation (e.g., train or bus). Most of their shopping and entertainment trips would still be via the automobile, but the distances would be shorter. Some of these shopping trips might be via walking or biking down the block a short distance to a village or town center that contains neighborhood stores with housing units built on top of them, as well as a small park or plaza.

The Sacramento Region Blueprint depicts a way for the region to grow through the year 2050 generally consistent with seven principles of “smart growth.” These principles are summarized below and include a comparison of development projected under Base Case Scenario to development projected under the Preferred Blueprint Scenario (SACOG and Valley Vision 2004):

- **Transportation Choices:** Developments should be designed to encourage people to sometimes walk, ride bicycles, ride the bus, ride light rail, take the train, or carpool. Use of Blueprint growth concepts for land use and right-of-way design would encourage use of these modes of travel and the remaining auto trips would be, on average, shorter. In the Base Case Scenario, 2% of new housing and 5% of new jobs would be located within walking

distance of 15-minute bus or train service, the number of vehicle miles traveled per day per household would be 47.2 miles, and the total time devoted to travel per household per day would be 81 minutes. The Preferred Blueprint Scenario reduces the number of trips taken by car by about 10%. These trips are shifted to transit, walking, or biking. In the Preferred Blueprint Scenario, 38% of new homes and 41% of new jobs would be located within walking distance of 15-minute bus or train service, the number of vehicle miles traveled per day per household would be 34.9 miles, and the total time devoted to travel per household per day would be 67 minutes. With the Preferred Blueprint Scenario, per capita, there would be 14% less carbon dioxide and particulates produced by car exhaust compared to the Base Case Scenario.

- **Mixed-Use Developments:** Building homes and shops, entertainment, office, and light industrial uses near each other can encourage active, vital neighborhoods. This mixture of uses can be either in a vertical arrangement (mixed in one building) or horizontal (with a combination of uses in close proximity). These types of projects function as local activity centers where people would tend to walk or bike to destinations. Separated land uses, on the other hand, lead to the need to travel more by auto because of the distance between uses. Under the Base Case Scenario, 26% of people would live in communities with a good, or balanced, mix of land uses by 2050. In the Preferred Blueprint Scenario, 53% of people would live in balanced communities.
- **Compact Development:** Creating environments that are more compactly built and use space in an efficient but aesthetic manner can encourage more walking, biking, and public-transit use and shorten auto trips. Under the Base Case Scenario, by 2050, new development would require the consumption of an additional 661 square miles of land. Under the Preferred Blueprint Scenario, 304 square miles of new land would be required for new development.
- **Housing Choice and Diversity:** Providing a variety of places where people can live—apartments, condominiums, townhouses, and single-family detached homes on varying lot sizes—creates opportunities for the variety of people who need them: families, singles, seniors, and people with special needs. This issue is of special concern for people with very low, low, and moderate incomes. By providing a diversity of housing options, more people would have a choice.

- **Use of Existing Assets:** In urbanized areas, development on infill or vacant lands, intensification of the use of underutilized parcels, or redevelopment can make better use of existing public infrastructure. This can also include rehabilitation and reuse of historic buildings; denser clustering of buildings in suburban office parks; and joint use of existing public facilities, such as schools and parking garages. Under the Base Case Scenario, all new development would be on vacant land. Under the Preferred Blueprint Scenario, it is suggested that 13% of all new housing and 10% of all new jobs would occur through reinvestment.
- **Quality Design:** The design details of any land use development—such as the relationship to the street, setbacks, placement of garages, sidewalks, landscaping, the aesthetics of building design, and the design of the public rights-of-way—are factors that can influence the attractiveness of living in a compact development and facilitate the ease of walking and biking to work or neighborhood services. Good site and architectural design is an important factor in creating a sense of community and a sense of place. Under the Base Case Scenario, 34% of people would live in pedestrian-friendly neighborhoods. Under the Preferred Blueprint Scenario, in 2050, pedestrian-friendly neighborhoods would rise to 69%.
- **Natural Resources Conservation:** This principle encourages the incorporation of public-use open space (such as parks, town squares, trails, and greenbelts) within development projects, in excess of state requirements; it also encourages wildlife and plant habitat preservation, agricultural preservation, and promotion of environmentally friendly practices, such as energy-efficient design, water conservation and stormwater management, and planting of shade trees. Under the Base Case Scenario, 166 square miles of agricultural land would be converted into urban uses. Under the Preferred Blueprint Scenario, 102 square miles of agricultural land would be converted to urban uses. When the Preferred Blueprint Scenario was developed, the authors included a calculated, predetermined “preservation factor” that was intended to account for a certain amount of land that could be set aside in the future to preserve natural resources. However, the Preferred Blueprint Scenario did not attempt to map specific areas that could potentially be set aside as preserves. The only “preserve” areas that were mapped were those already designated as such that were in existence at the time the Preferred Blueprint Scenario was created.

The Preferred Blueprint Scenario predicts long-term environmental benefits from undertaking a realistic long-term planning process; these benefits are intended to minimize the extent of the inevitable physical expansion of the overall regional urban areas. In summary, if the Preferred

Blueprint Scenario were followed throughout the SACOG region, it would result in more mixed-use communities; provide a greater number of small-lot, single-family detached homes; develop a greater number of attached homes; reinvest in existing business and residential areas; and create more pedestrian-friendly neighborhoods. The results of implementing these principles would be the protection of natural resources (because less land would be required for urban uses) and less agricultural land conversion. In addition, the Preferred Blueprint Scenario predicts less time devoted to travel, fewer car trips, and fewer single-occupancy vehicle miles traveled to work and local businesses compared with development under the Base Case. The reduction in traffic would improve air quality in the region by reducing carbon monoxide and particulate matter produced by car exhaust.

The Blueprint process received broad support from most of its member agencies; however, the Blueprint is advisory and therefore does not establish land use restrictions. SACOG has no land use authority. Although it is only advisory, the Blueprint provides policy guidance in the Sacramento region for long-term regional land use and transportation planning. A number of jurisdictions either are adopting the Blueprint concepts or are considering and encouraging projects consistent with the Blueprint.

The CSP is within an area identified for growth in the SACOG Preferred Growth Scenario. It is located adjacent to the City of Roseville and associated utility and roadway network. Currently SACOG is developing a Transit Priority Area in conjunction with the Metropolitan Transportation Plan (MTP) update, which indicates areas of future transit and higher density residential nodes. A Transit Priority Area is shown along Blue Oaks Boulevard and Westbrook Boulevard through Creekview.

### **Placer County Local Agency Formation Commission**

Chapter 7 of the EIR, Planning Considerations, along with Appendix L contains a detailed list of plans and policies applicable to the CSP project along with an analysis of plan consistency. The CSP requires and proposes annexation to the City of Roseville, which is an approval action that affects land use. Accordingly, the following identification of LAFCO policies provided in this section.

The Placer County LAFCO has adopted policies intended to “encourage logical patterns of growth and discourage urban sprawl:

*One of the primary mandates of LAFCO is to encourage orderly growth and development, yet LAFCO is prohibited from directly regulating land use. With varying effect LAFCO can fulfill its mandate through the determination of jurisdictional boundaries and the extension of local agency services. The Commission recognizes that under existing circumstances, such goals will only be completely successful when they are embraced by all the area's local governments.*

*While the statutes encourage orderly growth and discourage urban sprawl, they do not define or set standards to quantify these concepts. The parameters for these concepts must be made at the local level where we find that one person's orderly growth is another's urban sprawl.*

*Spheres of influence play an important role in the process of encouraging orderly growth. Under law each local agency is required to have a sphere of influence. These spheres provide direction and growth for the planning of the affected local agency and all adjacent agencies. Spheres of influence can be critically important tools in the goal to establish logical boundaries, yet their value is often underestimated. As a result they are not used as effectively as they might be. Spheres of influence define the future boundaries of the entity. Once spheres of influence are established, the question of annexation within the sphere is primarily one of timing. (Placer County LAFCO Policies III)*

The following are specific policies relating to "Ordered Growth" and "Annexations."

#### **A. ORDERLY GROWTH**

**(1) POLICY:** The Commission encourages the urbanization of certain lands over others and hereby establishes a priority list for urbanization:

- (a) Vacant or underdeveloped land within the existing boundaries of a city;
- (b) Vacant or underdeveloped land within the adopted sphere of influence of a city;
- (c) Vacant or underdeveloped land outside the adopted sphere of influence of a city.

**(2) POLICY:** The commission will consider the following factors in determining logical growth patterns in reviewing proposals for annexation to a city or expansion of a city's sphere of influence:

- (a) Adjacency with existing and planned growth pattern of the city;

- (b) Projected growth demand and relationship to remaining lands to be developed within the city and its existing sphere;
- (c) Ability of the city to provide and fund needed services (utilities, transportation, public safety, recreation, libraries) to the levels defined by the city's general plan;
- (d) Pending or anticipated development applications to the County for areas within a city's existing sphere

**(3) POLICY:** The Commission discourages urban level development in unincorporated areas adjacent to city boundaries.

### C. ANNEXATIONS

**(1) POLICY:** To allow for the evaluation of projected growth demand and its relationship to remaining lands to be developed within the city, proposals for annexations to a city or reorganizations including annexation to a city (except unincorporated islands and minor adjustments) shall be accompanied by the following:

- (a) A market absorption study analyzing proposed uses in relation to similar uses within the city. The study shall:
  - I. Cover a 15 to 20 year planning horizon,
  - II. Include all major land use categories proposed within annexation (residential, commercial, office and industrial),
  - III. Identify project and citywide buildout capacities for the proposed land uses,
  - IV. Provide an analysis of the competitive strength of the affected city land uses within the regional market, and the proposed project land uses within the anticipated city capture of that regional market,
  - V. Contain a breakdown of projected absorption and supply margins over time by both land use and by geographic planning area within the city. At a minimum, the analysis should distinguish projected absorption between the proposed annexation area and the existing (infill) portion of the city, and
  - VI. Include a summary of key assumptions and methodologies used in generating the absorption projections.

(b) Analysis of alternative project sites located elsewhere within the city or its existing sphere. This analysis shall be included as an alternative in the environmental document prepared for the proposed annexation or reorganization including annexation. If such alternative sites are determined not to be feasible as defined by CEQA, the environmental document shall include a discussion of the reasons and relevant data used to make determinations. LAFCO staff shall be afforded the opportunity to comment on the adequacy of the alternatives analysis prior to certification of the environmental document.

**(2) POLICY:** Unless special circumstances can be demonstrated, city annexations or reorganizations including city annexations shall be discouraged if there are feasible alternative sites for the annexation proposal already within the city.

**(3) POLICY:** Large development proposals that are proposed to be developed in phases may be annexed in phases, ensuring that growth occurs in a logical pattern.

**(4) POLICY:** All city annexations shall be pre-zoned. No subsequent change may be made to the general plan or zoning for the annexed territory that is not in conformance to the pre-zoning designations for a period of two years after the completion of the annexation.

The following are the established policies of the Placer County LAFCO with respect to service provision:

#### **A. SERVICE PROVISION**

Recognizing that the general purpose of government is to serve its citizens and that the purpose of LAFCO is to promote orderly and efficient forms of government, the consideration of service questions related to jurisdictional changes is paramount.

Reflected in the following policies is the Commission's concern: (1) that thorough service information be made available, (2) that each affected agency be made aware of the impacts of a jurisdictional change, and (3) that as development occurs a complete range of necessary services is accessible.

**(1) POLICY:** Requests for information from an applicant or the representative of an applicant, or from any affected agency or department thereof, shall provide complete and full disclosure of information deemed relevant to the subject proposal.

**(2) POLICY:** Every LAFCO Proposal Application and Justification form shall be signed by a responsible party, stating that the information provided is in compliance with the Commission's disclosure policy.

**(3) POLICY:** The plan for service provision submitted as part of an application for jurisdictional change shall include the following information: (1) an enumeration and description of the services to be extended to the affected territory; (2) the level and range of those services; (3) an indication of when those services can feasibly be extended to the affected territory; (4) an indication of any improvement or upgrading of structures, roads, sewer or water facilities, or other conditions the local agency would impose or require within the affected territory if the change of organization or reorganization is completed; and (5) information with respect to how those services will be financed.

In addition to the foregoing information, the following information will be required as part of each plan for service:

- A list of the existing services available to the affected area, and the agencies providing those services;
- A list of services available through the affected agency or agencies;
- A comparison of the existing and proposed service levels and the effects of the proposed change on service in adjacent areas;
- A description of all special local taxes, assessments, fees, and outstanding bonds that will potentially affect the proposal area;
- Identification of any resource shortages or facility inadequacies presently experienced or anticipated by the affected agency

**(4) POLICY:** All proposals involving jurisdictional change will include a plan for services. Those proposals initiated by resolution of the affected agency shall include the plan for service with the application. When proposals are initiated by petition, the Commission's staff shall notify the affected agency and request a plan for service. In cases where the proposed jurisdictional change involves reorganization, the plan for service shall address all of the affected agencies.

**(5) POLICY:** The following standards shall apply to the evaluation of plans for service:

- (a) Each plan for service must be signed and dated by an official representative of the agency, certifying completeness and accuracy. In cases where the proposal

includes annexation to more than one agency, the plan for service must be signed by a representative of each annexing agency or each agency may submit its own separate plan for services.

- (b) The plans for service shall be made part of the file and shall be circulated to affected agencies and County departments for comment. The subject agency shall respond to any requests for additional or clarifying information.

**(6) POLICY:** The Commission shall approve the extension of services by contract only when the agency in question can show it is not reasonable or possible to annex the site at the time the request is submitted.

The following Placer County LAFCO policies relate to the orderly development of land in the County and to preserve prime agricultural land.

*While the Commission is prohibited from imposing any conditions “which would directly regulate land use density or intensity, property development, or subdivision requirements,” the Commission is required to consider land use and related data in their review. While pre-zoning is required, the Commission may not specify how a particular area should be zoned or developed.*

*The premature conversion of farmland and open space to other uses is discouraged by the Cortese-Knox-Hertzberg Act. In the pursuit of this goal, the Commission has authority to modify the proposal’s boundaries or to deny an untimely proposal. Information regarding land use designations and existing and proposed land uses assists the Commission in its determinations as to the appropriateness of a proposal’s timing and boundaries.*

**(1) POLICY:** The Commission encourages all agencies within the County to adopt and exercise development policies that promote orderly development and logical boundaries and protect productive agricultural lands and significant open space areas, including riparian areas.

**(2) POLICY:** Unless the subject area is substantially developed to its ultimate use, annexation to a city or special district will be linked to a proposal to develop and not be speculative in nature. Development plans, including a timetable, will be required as part of the LAFCO application for annexation.

**(3) POLICY:** Generally annexation of farmlands shall not be permitted when significant areas of non-productive farmland are already available. Development of vacant land within a city or district should be developed prior to fringe areas.

**(4) POLICY:** The Commission may set spheres of influence for unincorporated preserves for specified reasons such as to preserve the agricultural and open space areas or areas of possible future incorporation. Annexation of these areas by adjacent cities shall be discouraged. Annexation of these areas to special districts shall be approved only when the district's purposes are consistent with the sphere in question.

### **City of Roseville**

The City of Roseville's General Plan contains goals and policies for growth management referred to as the 13 Guiding Principles:

- Goal 1:** The City shall proactively manage and plan for growth.
- Goal 2:** The City shall encourage a pattern of development that promotes the efficient and timely provision of urban infrastructure and services, and preserve valuable natural and environmental resources.
- Goal 3:** Growth shall mitigate its impacts through consistency with the General Plan goals and policies and shall provide a positive benefit to the community.
- Goal 4:** The City shall continue a comprehensive, logical planning process, rather than an incremental, piecemeal approach.
- Goal 5:** The City shall encourage public participating in the development of a monitoring of growth management policies and programs.
- Goal 6:** The City shall manage and evaluate growth in a regional context, not in isolation.
- Goal 7:** Potential population growth in Roseville must be based on the long-term carrying capacities and limits of the roadway system, sewer and water treatment facilities, and electrical utility service, as defined in the Circulation Element and the Public Facilities Element.

**Goal 8:** Growth and development must occur at a rate corresponding to the availability of desired facilities capacity and the attainment of define General Plan levels of service for public activities.

**Goal 9:** Growth should be managed to minimize negative impacts to existing businesses and residents within the City.

**Goal 10:** Growth should be planned in a way that addresses the appropriate interface between City and County lands.

**Goal 11:** New growth should be designed to meet the Guiding Principles.

**Goal 12:** The City shall use growth management as a tool to maintain the City's identity, community form, and reputation in the region, to maintain high levels of service for residents and to influence projects outside the City's boundaries that have the potential to affect the quality of life and/or services that are provided to residents.

**Goal 13:** New development to the west of Fiddymet Road shall be consistent with the City's desire to establish an edge along the western boundary of the City that fosters: a physical separation from County lands through a system of connected open space, a well-defined sense of entry to the City from the west; opportunities for habitat preservation and recreation; and view preservation corridors that provide an aesthetic and recreational resource for residents.

**(4) Policy:** Specific plans will be evaluated based on the following minimum criteria:

- a. Government Code requirements for specific plans;
- b. Demonstrated consistency with General Plan goals and policies;
- c. Demonstrated consistency with the identified city-wide studies and holding capacity analysis;
- d. Justification for proposed specific plan boundaries;
- e. Community benefit;
- f. Ability to mitigate impacts;
- g. Impact on the city's growth pattern.

Each specific plan proposal shall include, with its initial submittal, a full analysis of how the plan complies with and relates to the above factors. The specific plans' consistency with

the General Plan and its relation to other identified criteria will be a primary factor in determining whether the proposal will or will not be considered by the City.

**(5) Policy:** Apply the City's adopted Guiding Principles to any new development proposed in and out of the City's corporate boundaries, which is not already part of an adopted Specific Plan or within the Infill area:

1. Any development proposal west of Roseville shall, on a stand-alone basis have an overall neutral or positive fiscal impact on the City's General Fund.
2. Any development proposal west of Roseville shall include logical growth/plan boundaries and an east to west growth pattern.
3. Any development proposal west of Roseville shall not conflict with the Pleasant Grove Wastewater Treatment Plant and future Power Generation Facility.
4. Any development proposal west of Roseville shall maintain the integrity of existing neighborhoods and create a sense of place in new neighborhoods.
5. Any development proposal west of Roseville shall include a plan to ensure fully funding and maintenance of improvements and services at no cost to existing residents (including increased utility rates). A proposal shall not burden/increase the cost, or diminish the supply and reliability of services.
6. Any development proposal west of Roseville shall aid in regional traffic solutions and in right of way preservation.
7. Any development proposal west of Roseville shall secure and provide a new source and supply of surface water and should include reduced water demand through the use of recycled water and other offsets.
8. Any development proposal west of Roseville shall consider development potential within the entire City/County Memorandum of Understanding Transition Area in the design and sizing of infrastructure improvements.
9. Any development proposal west of Roseville shall aid in resolution of regional storm water retention.
10. Any development proposal west of Roseville shall incorporate mechanisms to ensure new schools are available to serve residents and shall not impact existing schools.

11. Any development proposal west of Roseville shall include a significant interconnected public open space component/conservation plan in coordination with the City of Roseville/U.S. Fish and Wildlife Service Memorandum of Understanding.
12. Any development proposal west of Roseville shall include a public participation component to keep the public informed and solicit feedback throughout the specific plan process.
13. Any development proposal west of Roseville shall provide a “public benefit” to the City and residents.

**Public Facilities Schools Goal 2:** The City and the school districts enjoy a mutually beneficial arrangement in the joint-use of school and public facilities. Joint-use facilities shall be encouraged in all cases unless there are overriding considerations that make it impossible or detrimental to either the school district or the City parks and recreation facilities/programs.

The CSP would be required to meet the City’s 13 Guiding Principles contained within the General Plan for the provision of adequate services and to ensure that the project is fiscally neutral.

The CSP is within the City’s existing sphere of influence.

Implementation of the City of Roseville’s Zoning Ordinance, which specifies building setback, building height, building density and site coverage would ensure the public’s health, welfare and safety would be protected and that development occurs in a planned, logical fashion. The zoning ordinance also outlines permitted uses including the following:

#### **19.08.060 Agricultural and open space use types**

Agriculture and open space use types include on-site structures, development, and management activities which are necessary to conduct agricultural operations and which are compatible with the protection and enhancement of open space resources. Specific agriculture and open space use types referred to in this title are:

- A. Agricultural, includes uses commonly associated with a farm or ranch for the production of grazing and feeding of livestock.

- B. Animal keeping, includes the keeping, feeding or raising of common farm animals or small animal specialties as an avocation, hobby or school project in association with a residential use as may be permitted in Title 7 of the code.
- C. Resource protection and restoration, includes activities and management of an area to preserve, recreate and enhance natural resource values such as fish and wildlife habitat, rare or endangered plants, erosion control and floodwater conveyance.
- D. Resource related recreation includes facilities related to passive recreation of open space areas including bike and pedestrian trails, picnic areas, parking areas, and interpretive centers.

#### **19.08.070 Civic use types**

- A. Community assembly includes churches, temples, synagogues, and other place of worship public and private non-profit clubs, lodges, and meeting halls; community centers
- B. Community services includes public/quasi public uses such as cemeteries, community water storage, wells and associated treatment facilities, corporation yards, including storage, repair, detention/retention basins, electrical substations, etc.

#### **19.08.080 Residential use types**

Residential use types include the occupancy of living accommodations on a wholly or primarily non-transient basis and includes uses which are typically associated with and provide support to residential area, but exclude institutional living arrangements providing 24-hour skilled nursing or medical care. Community care facilities and daycare facilities are allowed.

#### **19.08.090 Commercial use types**

Allow the distribution, sale and rental of goods, and the provision of services other than those classified as civic or industrial. These uses include eating and drinking establishments.

- A. Neighborhood commercial includes establishments primarily engage in the provision of frequently or recurrently needed small personal items or services for residents within a reasonable walking distance. These uses are compatible with residential development due to low traffic and noise generation and include various retail sales and personal

services of an appropriate size and scale to meet the above criteria. Typical uses include neighborhood grocery stores, drug stores, beauty salons, and offices.

- B. Offices, includes professional or government offices

Design standards are specified for small lot residential:

**19.10.040 Supplemental design standards in the residential small lot (RS) district**

- A. Residential Design Standards. In addition to the residential zone development standards, the following supplemental design standards apply in all residential small lot (RS) districts:
  - 1. Front Yard Stagger. Two feet between adjacent residential units, measured from the front yard setback.
  - 2. Stagger for Third Car Garage. Two feet between third car bay and two-car garage.
  - 3. Two Story Unit Mix. No more than three, two story units may be located adjacent to one another regardless of street frontage.
  - 4. Separation between Second Story Elements. A minimum of 20-feet shall be provided between second story elements of adjacent two-story dwellings.
- B. Exceptions. The supplemental design standards as listed above may be modified, expanded or eliminated through the approval a design review permit for residential subdivision (DRRS), as provided for in Article V of this Title.

**19.10.050 Design review required for compact residential development.**

- A. Applicability. Design review shall be required for compact residential development projects that qualify under either of the following:
  - 1. Attached or detached single-family housing units on property with a general plan designation of medium density residential or higher (seven dwelling units per acre or higher, as depicted on the general plan land use map; or
  - 2. Residential projects of any density on parcel or parcels zoned small lot residential (RS) where modifications to the RS supplemental design standards are requested.
- B. Approvals Required. Compact residential development projects shall require approval of a design review permit for residential subdivision (DRRS). The approving authority for the DRRS shall be the planning commission, provided however, that modifications may be approved in accordance with subsection (d) of this section.

- C. Exceptions. The supplemental design standards as listed above may be modified, expanded or eliminated through the approval a design review permit for residential subdivision (DRRS), as provided for in Article V of this Title.
- D. Modifications. Modifications to a DRRS previously approved by the planning commission may be approved by the planning director, pursuant to the requirements of Section 19.76.180.

The City's Community Design Guidelines, which specify site layout and design, architectural treatments, and specific exterior materials and lighting guidelines, help to reduce land use incompatibilities.

CC-6 Buildings should be placed on project sites to create a transition to surround uses and enhance community character.

- When adjacent to single family residences, side and rear setbacks shall allow for a sufficient planter area adjacent to the property line to buffer impacts and screen undesirable views;
- Noise attenuation, when required, should be provided through a combination of sound barriers, landscaping and setbacks;
- Projects with two story buildings should have larger setbacks than those with single story buildings.

CC-12 Consistent with General Plan policy, commercial sites that abut single family residential areas shall provide a minimum 6-foot high masonry wall along the boundary except at pedestrian access points and in cohesively designed mixed-use projects.

### **Placer County**

The project site is currently within Placer County and subject to the Placer County General Plan. If the project is annexed to the City, it will be subject to the City General Plan, not the County General Plan. Nonetheless, for the reader's information, this EIR considers aspects of the CSP that could be considered in conflict with the County General Plan, or that would have less severe impacts on the environment if subject to County rather than City General Plan policies.

Policies that are more restrictive than City policies include those related to agriculture and are included below:

- 1.H.5 The County shall require development within or adjacent to designated agricultural areas to incorporate design, construction, and maintenance techniques that protect agriculture and minimize conflicts with adjacent agricultural uses.
- I.H.G The County shall require new nonagricultural development immediately adjacent to agricultural lands to be designed to provide a buffer in the form of a setback or sufficient distance to avoid land use conflicts between the agricultural uses and the nonagricultural uses. Such setback or buffer areas shall be established by recorded easement or other instrument, subject to the approval of County Counsel. A method or mechanism (e.g., a homeowners association, or easement dedication to a nonprofit organization or public entity) for guaranteeing the maintenance of this land in a safe and orderly manner shall also be established at the time of development approval.

### **Placer County Conservation Plan**

Placer County is proposing a Habitat Conservation Plan under the Federal Endangered Species Act and a Natural Community Conservation Plan (NCCP) under the California Natural Community Conservation Planning Act. As proposed, the PCCP would establish the County Aquatic Resources Program to issue permits related to the Federal Clean Water Act and California Fish and Game Code.

#### **Goals:**

1. Protect Land

Combine and leverage public and private dollars to protect habitat, wildlife, and agricultural land and retain the functionality of ecosystems in Placer County. Lands are protected through two means, both of which must include a property owner who identifies themselves as a willing seller: 1) purchase of land or 2) the purchase of a conservation easement which compensates the property owner for their development rights, but does not transfer ownership of the property.

2. Financial Benefit

Maximize value and minimize conflict by granting County government the environmental regulation authority.

3. Efficient Permitting Process

- Connect property owners and developers to one agency with environmental expertise in order to make efficient decisions in planning and developing.
4. Landowner benefit  
Provide property owners with options. On a voluntary basis, landowners may sell or donate their land potentially increasing its value for conservation, or gain permanent protection of resources on their land.
  5. Landscape Level Conservation
  6. Improve mitigation through large-scale land conservation and monitoring

It is expected that the PCCP will provide for agricultural protection within southwestern Placer County. As outlined in Chapter 4.8, *Vegetation and Wildlife*, the City is currently not participating in the PCCP because it has its own Memorandum Of Understanding with the USFWS that allows an HCP or equivalent process for projects within the City of Roseville. The CSP is designed to complement the County's PCCP efforts.

#### 4.1.4 Impacts

This section addresses the land use and agricultural resource impacts of the proposed project as determined by analyzing any changes from the existing physical conditions. For a discussion of cumulative impacts on Land Use and Agricultural Resources, refer to Chapter 5, *CEQA Considerations*.

##### Land Use Compatibility

Existing land uses in the CSP area were identified based on site visits by consultants and City staff, and planned land uses were identified based on information provided by the project applicant. The land use evaluation is based on a qualitative comparison of existing and proposed uses on the site and their compatibility with existing land uses and planned land uses as defined in the City's General Plan and/or relevant specific plans, as well as other applicable local and regional environmental and planning documents. Uses that would be allowed within each land use category in the development area are compared to adjacent existing and proposed uses to determine compatibility. Proposed uses are illustrated by Figure 2-2 *Creekview Specific Plan Land Use*. Table 4.1-1, *Proposed Creekview Specific Plan Land Uses*, provides a breakdown of the land uses and acreage.

**TABLE 4.1-1  
PROPOSED CREEKVIEW SPECIFIC PLAN LAND USES**

Specific Plan Designation	Land Use	Applied Zoning District	Acres	Dwelling Units
LDR	Low-Density Residential	RS/DS R1/DS	155.8	836
MDR	Medium-Density Residential	RS/DS	64.3	655
HDR	High-Density Residential	R3	17.1	520
CC	Commercial	CC	15.5	0
CC/BP	Community Commercial/ Business Professional	CC/BP	3.8	0
OS	Open Space	OS	136.2	0
P/R	Park	PR	15.7	0
P/QP	Public/Quasi-Public	P/QP	9.6	0
R/W	Right-of-Way	N/A	43.4	0
Urban Reserve	Urban Reserve	UR	39.9	N/A
<b>Total Annexation Area</b>			<b>501.3</b>	<b>2,011</b>

The types of uses allowed under the CSP are those that are permitted or conditionally permitted in the Zoning Ordinance.

#### **Summary of CSP Land Uses**

- Residential. The project includes 2,011 residential units in three density ranges: low, medium and high-density. The low density residential (LDR) land use category allows development of single-family dwelling units, which comprise the majority of Roseville's housing supply citywide. Development standards allow between 0.5 and 6.9 dwelling units per gross developable acre. Lot sizes average between 6,000 and 7,500 square feet. The CSP proposes an Single-Family Residential/Development Standard Overlay(R1/DS) to provide the potential for variation to development standards at the lower end of the LDR density range (i.e., less than 5.0 units/acre) (refer to Creekview Development Standards,

Appendix A of Specific Plan). The medium-density residential (MDR) land use category allows development of single family detached dwelling units, attached patio homes, townhouses, cluster units, and condominiums. This category allows a variety of housing types and designs and is often located as a transition or buffer between higher intensity land uses and low-density residential land uses. In the MDR category, densities between 7.0 and 12.9 dwelling units per gross developable acre are permitted. The CSP proposes a Small Lot Residential/Development Standard Overlay) zone district to allow the potential for variation from development standards for both LDR and MDR densities to allow more compact development than the application of standard Zoning Code provisions would otherwise permit. The high density residential (HDR) land use category allows housing products ranging from 13.0 to 30 units per acre which could include detached and attached housing types such as townhomes, condominiums, and apartments.

- Community Commercial (CC). The Community Commercial (CC) designation provides a range of neighborhood-serving retail goods and services such as a grocery, drug store, restaurants, cafes and shops. A 15.5 acre commercial site is planned at the northwest corner of Westbrook and Blue Oaks Boulevard.
- Community Commercial/Business Professional (CC/BP). The CC/BP site is planned east of the 15.8-acre Community Commercial site. It will include a mix of commercial and office uses on 3.8 acres.
- Parks & Recreation (PR). The parks and recreation land use category is used to identify public parks in Roseville and public and private recreation facilities. The CSP includes four neighborhood park sites totaling 15.7 acres.
- Open Space (OS). The open space designation denotes resource areas, passive recreation areas that can include bicycle paths, and sometimes includes a combining floodplain overlay that denotes the 100-year floodplain. The CSP includes 136.2 acres of OS uses in two large open space preserves. One preserve is adjacent to Pleasant Grove Creek through the site and the second is the Northern Preserve on the northern portion of the site which includes the University Creek drainage area.
- Public/Quasi-Public (P/QP). The public/quasi-public land use category is used to establish areas for education, religious assembly, governmental offices, and municipal uses (corporation yards, water tanks, pumping stations etc.). The CSP includes five separate

sites with a total of 9.6 acres for P/QP uses including an elementary school, solid waste recycling center, electric substation, groundwater well, and sewer lift station.

### **Applicable Creekview Specific Plan Policies**

The proposed CSP Design Guidelines would require specific design treatment within the project area and are intended to provide features such as landscaping, setbacks, berms and other treatments that would lessen noise levels in residential areas adjacent to roadways. The Design Guidelines are part of the proposed specific plan, which can be found in Appendix L of this EIR. The CSP Design Guidelines would allow for 6-foot masonry walls or wood fencing in numerous locations: along arterial, collector, and minor residential streets. Landscaped corridors and paseos will be provided along major roadways.

### **Urban Reserve**

As discussed in Chapter 2, *Project Description*, no specific development or plan is proposed for the Harris parcel at this time. Upon annexation, this approximately 40 acre parcel would be designated in the General Plan as Urban Reserve (UR). The UR General Plan designation applies to lands that are anticipated to receive urban land entitlements in the future, but at the present time are not proposed for development or are otherwise constrained, for example by growth management policies, availability of services, or other limitations. The uses allowed within the UR-designated area include rural residential, agriculture, open space, passive recreation and resource protection. Caretaker residences or other low density/rural residential uses are also allowed. The current uses of the Harris property would be allowed to continue under the Urban Reserve designation.

The Urban Reserve designation would have minimal environmental impacts in the near term because existing uses are anticipated to continue. For purposes of the EIR analysis, however, it is assumed that development could occur anywhere in the Urban Reserve area if a development application is filed in the future, except in the 100-year floodplain, which, consistent with General Plan policy, is assumed to remain as open space.

While it is unknown what uses will occur in the future, for purposes of this analysis it is assumed that the levels and types of development would be similar to the rest of the CSP area. The land uses assumed for the Urban Reserve parcel do not reflect any preferences expressed by the owners of the affected property, and are subject to change if and when the land owner(s) submit

development proposals. At such time as development is proposed, additional environmental review will be required, and the City will require compliance with all applicable General Plan policies, Zoning Ordinance provisions, and other applicable development requirements. If project-specific significant impacts are identified at that time, feasible mitigation measures to reduce these impacts would be required. A conceptual mix of land uses for the Urban Reserve parcel are summarized in Table 4.1-2.

Development of the Urban Reserve is assumed to include approximately 405 dwelling units. Open space/floodplain within the Urban Reserve along Pleasant Grove Creek would likely remain as open space.

**TABLE 4.1-2  
URBAN RESERVE LAND USE ASSUMPTIONS**

Land Use	Acres	Density per Acre	Units
MDR	16.7	10	167
HDR	11.9	20	238
Open Space (OS)	8.0	0	0
Park (PR)	1.1	0	0
Right of Way	2.2	0	0
<b>Total</b>	<b>39.9 acres</b>		<b>405 units</b>

### Thresholds of Significance

For purposes of this EIR, a significant impact would occur if development proposed in the project area would do any of the following:

- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect.
- Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use.

- Conflict with existing zoning for agricultural use.
- Involve other changes in the existing environment, which due to their location or nature, could result in the conversion of Farmland to non-agricultural uses.
- Be incompatible with existing or proposed adjacent land uses.
- Conflict with the regional environmental objectives embodied in the SACOG Blueprint Plan and City policies intended to implement, and be consistent with, those regional environmental objectives.
- Conflict with applicable habitat conservation plan or natural communities conservation plan.
- Physically divide an established community.

Because there are no properties under Williamson Act contracts in the Project Area (as discussed above), this issue will not be addressed further in this EIR. In addition, potential impacts related to the dividing of established communities are not addressed further because no community would be divided by the proposed project, as the project site is comprised of vacant land. While there is not an airport within two miles of the site, noise levels associated with operations at area airports are analyzed in Section 4.6 Noise.

IMPACT 4.1-1	CONFLICT WITH LAND USE PLANS, POLICIES, OR REGULATIONS	
<b>Applicable Policies and Regulations</b>	City of Roseville Blueprint Implementation Strategies City of Roseville General Plan (Community Design Goals, Community Form, Growth Management) Placer Parkway	
	CSP	Urban Reserve
<b>Significance with Plans, Policies and Regulations</b>	Less Than Significant	Less Than Significant
<b>Mitigation Measures:</b>	None Required	None Required
<b>Significance after Mitigation:</b>	Less Than Significant	Less Than Significant

## CREEKVIEW SPECIFIC PLAN

Areas of analysis related to compatibility with plans or policies include the City's General Plan and Zoning Code, the alignment of the proposed Placer Parkway, and the City's Blueprint Objectives.

### **Consistency with City's General Plan and Zoning Code**

An EIR must discuss "any inconsistencies between the proposed project and the applicable general plans." CEQA Guidelines, 15125 (d). For the proposed project, the applicable plan is the City of Roseville General Plan. A detailed analysis can be found in Appendix L in this EIR. The focus of Appendix L is the identification of policies in the Plans that apply to the proposed land uses of this particular project. This EIR does not discuss policies that apply to the County itself or policies that apply only to some other type of land use not included in the proposed Project. Policies that are not applicable to the proposed Project for either reason have not been included.

Because the policy language found in a General Plan is often susceptible to varying interpretations, it is often difficult to determine in a draft EIR whether a proposed project is consistent or inconsistent with such policies. Case law interpreting the Planning and Zoning Law (Government Code 65000 et seq.) makes it clear that (i) the meaning of such policies is to be determined by the City Council, as opposed to County Staff, EIR consultants, or members of the public, and (ii) the City Council's interpretations of such policies will prevail if they are "reasonable," even though other reasonable interpretations are also possible<sup>3</sup>. Courts have also recognized that, because General Plans often contain numerous policies emphasizing differing legislative goals, a development project may be "consistent" with a General Plan, taken as a whole even though the project appears to be inconsistent or arguably inconsistent with some such policies<sup>4</sup>. Thus, for example, where a General Plan land use map or diagram permits certain land uses, it is unlikely that generic textual policies favoring open space preservation would be seen as trumping the map or diagram designation.

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<sup>3</sup> See *No Oil, Inc. v. City of Los Angeles* [1987] 196 Cal. App.3<sup>rd</sup> 223, 245-246, 249 [No Oil]

<sup>4</sup> *Sequoyah Hills Homeowners Association v. City of Oakland* [1993] 23 CA. App 4<sup>th</sup> 704, 719)

In light of these considerations, the discussions in the Draft EIR on the subject of General Plan consistency represent the best attempt of City staff to advise the City Council of their opinions as to whether the proposed Project is consistent with identified goals and policies of the City's General Plan. Under state law, a development project cannot be approved if it is inconsistent with the General Plan, and thus, the proposed project could not proceed if determined by the City Council to be inconsistent. Based on the evaluations contained in the EIR, the proposed Project is generally consistent with the City's General Plan.

The CSP includes a mix of residential, commercial, office, open space, park and public/quasi-public uses. The RS/DS zoning designation would allow for flexibility and some deviation from standards included in the LDR and MDR residential districts under the General Plan and Zoning Code. The use of the combining designation requires comprehensive land use planning through the approval of a specific plan. The proposed deviations from existing standards would not result in land use incompatibilities or a reduction in the quality of development compared to what otherwise could occur. Future development within the CSP will be internally compatible and would remain consistent with General Plan density criteria and the uses allowed by the Zoning Code. A full discussion of consistency with such plans and policies, is included in Chapter 7 and Appendix L of this EIR. This is considered a **less than significant** impact.

### **Placer Parkway**

Placer Parkway is a proposed four to six-lane facility that is intended to link State Route (SR) 65 in Placer County, west to SR 70/99 in Sutter County. The Federal Highway Agency (FHWA), Caltrans, and the South Placer Regional Transportation Authority (SPRTA) have been working for the past five years on a joint Federal/State environmental document (EIS/EIR) in order to select and preserve a corridor for the future construction of the roadway. Placer Parkway is proposed to reduce anticipated congestion at both the regional and local level.

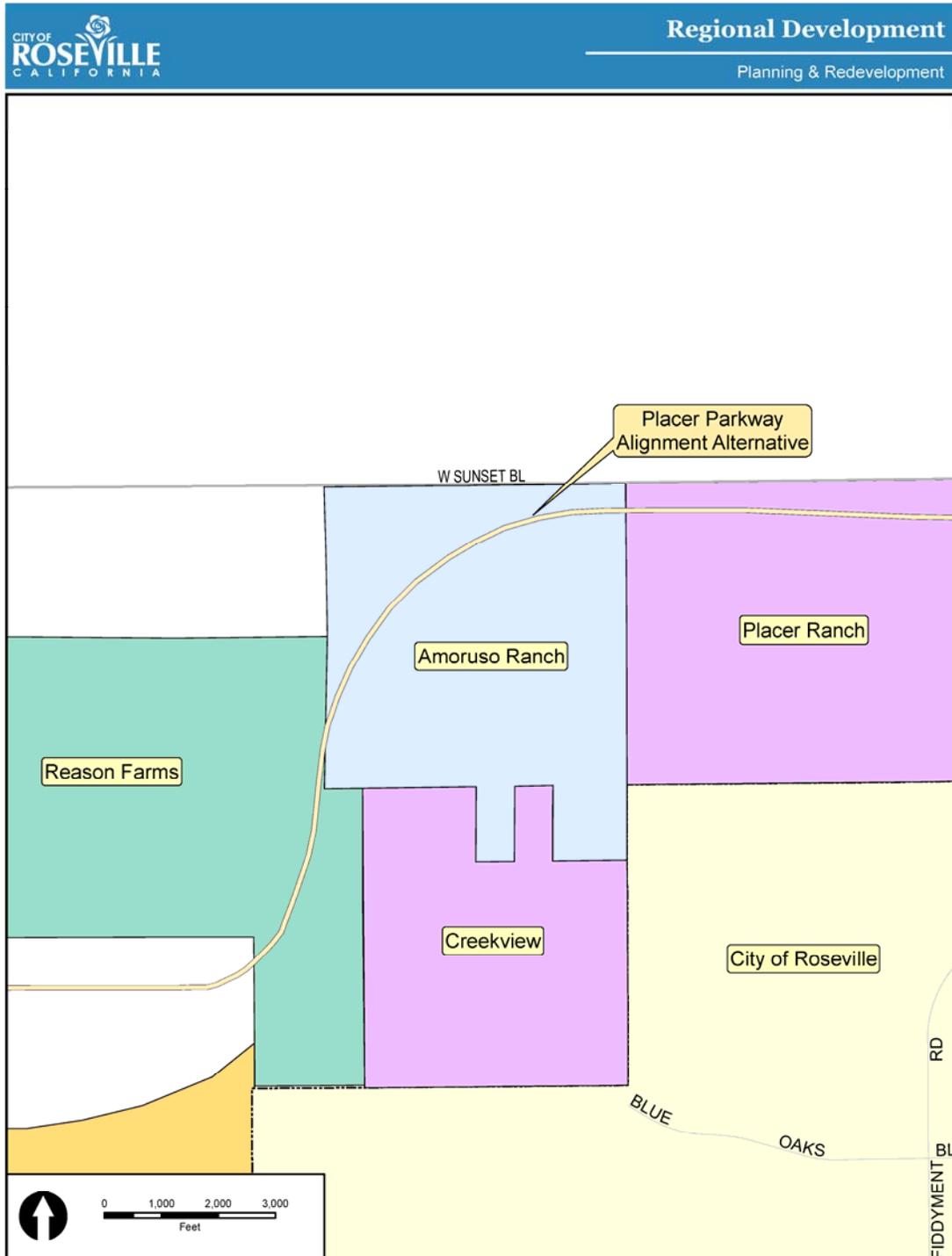
Alternative 5 has been chosen as part of the Tier I environmental analysis. Placer Parkway would traverse the Reason Farms property immediately west of CSP. It would likely provide a connection to a future extension of Watt Avenue (Santucci Boulevard) south of the project area (see Figure 4.1-3). The alignment would have no impact on land use within the CSP area, although in the future, once it is built, it will alleviate traffic congestion. At the same time, uses proposed in the CSP area will not impact the alignment of Placer Parkway or otherwise conflict with this proposed transportation project. This is a **less than significant** impact.

### **Blueprint Consistency**

As described earlier in this chapter, in 2002 SACOG conducted a land use study known as the Blueprint, which examined how transportation and land use planning could be better linked to accommodate future growth while reducing transportation congestion. In support of this regional effort and to help foster development patterns that incorporate Blueprint objectives, in May 2005, the City of Roseville adopted Implementation Strategies to achieve Blueprint project objectives to guide development projects in Roseville. These implementation strategies give the City a means to implement the “smart growth” principles derived from the Blueprint effort in newly developing areas. To this end, the CSP incorporates smart growth elements, consistent with the Blueprint Objectives and the City’s Blueprint Implementation Strategies. In addition to density, other objectives include connectivity of neighborhoods, adjacencies of uses and opportunities for alternative modes of travel. The CSP meets these objectives with the following features: specifically, the CSP provides for the creation of higher-density neighborhoods, fosters transportation choices with provisions for bikeways and commercial corridors that will support transit, and promotes more compact development that will offer a variety of housing choices for multiple market segments.

In addition, the CSP project site is in an area identified for future growth on the SACOG Preferred Scenario land use map and the southern boundary of the CSP (Blue Oaks Boulevard) has been identified as a Transit Priority Area (TPA). The TPA encourages higher density residential uses in proximity to transit opportunities. The CSP would be consistent with this TPA because it includes high density residential uses along Blue Oaks Boulevard and Westbrook Boulevard, and identifies right of way for future bus rapid transit (BRT).

**FIGURE 4.1-4  
PLACER PARKWAY ALIGNMENT**



Early on in the application review process, City staff contacted and consulted with SACOG staff to ensure that the proposed land use plan would be compatible with the Blueprint. SACOG provided feedback that the plan is consistent.<sup>5</sup> The various elements incorporated into the CSP that make it consistent with the Blueprint Objectives are outlined below:

- *Compact development.* The CSP land use plan provides a mix of residential land uses that emphasize creating neighborhoods with small-lot or attached single family homes. 52% of the units within the CSP are either high density residential (13-30 units per acre) or medium density residential (7-13 units per acre) units. The proposed LDR zone would allow smaller lots than the City's standard LDR zoning districts. The proposed densities will support a development pattern that is more efficient by creating neighborhoods that are more compactly built, thereby reducing reliance on the automobile and encouraging walking, biking, and use of public transit.
- *Housing Choices.* The medium and high-density residential areas will support a variety of housing types: apartments, condominiums, townhouses, and single-family detached homes on varying lot sizes, which addresses multiple demographic, pricing, and market segments. The development standards incorporated into the CSP, in addition to the City's Zoning Ordinance, would allow these types of housing to be developed and, collectively, this range of housing would provide residents with a mix of housing choices.
- *Transportation Choices.* A variety of transportation modes are planned in the CSP that will reduce reliance on automobiles. Specifically, two-lanes have been reserved for a future potential bus rapid transit service corridor that is planned on Blue Oaks Boulevard and Westbrook Boulevard, giving the CSP area potential direct regional access to downtown Sacramento's employment centers and other destinations. A park and ride lot would be located in the commercial center at the northeast corner of Westbrook and Blue Oaks within the CSP to encourage carpooling. Bus stops and shelters are provided on Westbrook and Blue Oaks Boulevards and a transit transfer station is planned north of the commercial site. A comprehensive system of street-separated multi-use pathways is planned within paseos, open space corridors and landscape corridors. Collectively, these elements increase transportation choices, provide alternatives to automobile use, and create land use patterns that encourage people to walk and ride bicycles

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<sup>5</sup> Personal communication with Kacey Lizon, December 2010.

- *Natural Resource Conservation.* Open space areas are a significant component of the CSP, which provide areas for habitat preserves or passive recreation. These land areas protect several prominent drainages and swales that pass through the project area. These include Pleasant Grove Creek, a riparian corridor that meanders through the southwesterly portion of the CSP, and University Creek, an intermittent drainage which meanders along the north end of the plan area. The CSP's open space parcels were identified in cooperation with federal resource agencies as part of the City's Resource Agency Early Consultation Process. All open space and public uses have been designated and are sized consistent with General Plan policies and standards. Consistent with this Blueprint Objective, the CSP's open space plan preserves natural resource areas, including prominent vernal pool concentrations and drainages, through the designation of permanent open space.

The Creekview Specific Plan is consistent with Blueprint-related plans and policies and development of the plan would result in a **less than significant** impact.

#### URBAN RESERVE

As part of the project, the non-participating property would be given an Urban Reserve land use designation as part of the General Plan and Specific Plan upon annexation. This would be consistent with General Plan policies. In the future, the City may receive a development application that proposes new land use designations. If a future development application is submitted that is not consistent with the General Plan policies, either General Plan amendments would be required or the application would be denied for lack of consistency with the General Plan. It is assumed that land uses would be consistent with the City's plans and policies because inconsistent development could not be approved under applicable law. Therefore, the impact is considered **less than significant**.

While no specific development is proposed at this time, annexation of the property as part of the project will make it more likely that the Urban Reserve area will develop sooner, than if the property was not annexed to the City. Extension of Blue Oaks Boulevard as part of the CSP would bring transportation facilities closer to the site. It is likely that development will occur at levels similar to the CSP. As discussed above, for purposes of this analysis, potential buildout of the Urban Reserve is assumed to be similar to the rest of the CSP area, as shown in Table 4.1-2, and could accommodate approximately 405 residential units.

### **Consistency with City's General Plan and Zoning Code**

Buildout of the Urban Reserve parcel would be required to meet the City's standards. This is considered a **less than significant** impact.

### **Placer Parkway**

Similar to the CSP, it is anticipated that the proposed Placer Parkway Alternative 5 would have no impact on land use within the Urban Reserve area, nor would development of the Urban Reserve impact the proposed alignment. This is a **less than significant** impact.

### ***Blueprint Consistency***

The Urban Reserve area is within the area identified in SACOG's Preferred Blueprint Scenario and a portion would be within the Transit Priority Area. It is anticipated that any future development in the City would be consistent with this policy. The project would be subject to the City's *Smart Choices, Implementation Strategies to Achieve the Blueprint Project Objectives* adopted by the City Council in March 2005. This would be a **less than significant** impact.

IMPACT 4.1-2	POTENTIAL INCOMPATIBILITY OF INTERNAL LAND USES	
<b>Applicable Policies and Regulations</b>	City of Roseville Community Design Guidelines City of Roseville General Plan (Community Design Goals and Policies, Community Form Goals and Policies) City of Roseville Zoning Ordinance (allowed uses)	
	CSP	Urban Reserve
<b>Significance with Policies and Regulations</b>	Less Than Significant for potential sensitive uses adjacent to commercial, school and parks; Significant for temporary construction impacts	Less Than Significant for potential sensitive uses adjacent to commercial and parks; Significant for temporary construction impacts
<b>Mitigation Measures:</b>	MM 4.6-1 Construction Noise Measures and MM 4.6-2 Commercial Noise Controls	MM 4.6-1 Construction Noise measures and MM 4.6-2 Commercial Noise Controls
<b>Significance after Mitigation:</b>	Less Than Significant	Less Than Significant

Significant impacts relating to land use compatibility issues are identified in cases where proposed changes in type and intensity of land uses are incompatible with uses on or adjacent to the site. This analysis assumes that development would maintain consistency with applicable City General Plan policies, Improvement Standards, and design standards that would be adopted as part of the Project and would be binding on future developers.

Land use conflicts can arise when new development or land uses cause impacts on persons or the physical environment in the vicinity of the project site, or conditions on or near the project site could have impacts on the persons or development introduced onto the site by the new project. Both of these circumstances are evaluated when considering land use compatibility. Depending on the nature of the impact and its severity, land use compatibility conflicts can range from minor irritations and nuisances, to significant effects on human health or safety.

Long term incompatibility can arise when adjacent land uses conflict with each other. This condition can result from the generation of excessive noise, light, dust, odor, traffic, or hazardous emissions that interfere with people's sleep or general use of their property (outdoor use such as recreation, etc.). Because of this possibility of conflicts, residential uses are typically setback or buffered from agricultural uses that generate noise dust and odor.

### CREEKVIEW SPECIFIC PLAN

Development of the CSP would change the character of the project area, replacing seasonal grazing grasslands and open space with urban, developed uses. In general, activities and traffic within the CSP area would increase. The construction phase of the CSP would involve significant noise, truck trips, and dust over a period of several years. Such activities could affect uses in the surrounding area of the WRSP, in particular land uses immediately adjacent to the CSP project area. The project would be required to comply with the City's noise and grading ordinances to ensure that impacts to surrounding neighborhoods would be less than significant.

Residential uses are considered the most sensitive land use for potential incompatibility because outdoor use is common and residential uses are often occupied 24-hours a day by people of all ages, including the very young and elderly, who are more sensitive to disturbance and health risk factors.

One of the key features of the CSP is providing a mix of uses in proximity to each other to reduce the reliance on the automobile, consistent with the Blueprint. The CSP area also would be developed with a variety of non-residential uses; hence, locating residential uses immediately adjacent to commercial uses can cause conflicts such as noise from equipment, operations, music, parking, and traffic. Refer to Section 4.6, *Noise* for a discussion of noise impacts. Activity associated with parks can also produce noise and overflow night lighting, which could be incompatible with nearby residential uses. Night lighting for activities is not proposed in the park sites. The project is designed to minimize impacts among and between adjacent land uses and to ensure internal land use consistency. Therefore, the impact would be considered **less than significant**.

### School and Park Uses

As shown in Figure 2.1, the CSP includes an elementary school and four neighborhood parks. The proposed school and parks would be adjacent to residential areas. Residential uses adjacent to neighborhood parks and the elementary school would be considered compatible land uses, because elementary schools and neighborhood parks generally do not involve any activities or uses that would be considered a significant nuisance or hazard to residents. There would be times when there would be traffic before and after school at pick up and drop off times, and during recreational sports activities, but generally school and park traffic would not substantially interfere with surrounding residential uses. Outdoor activities at schools and parks may generate noise from children playing or engaging in sports or band practice, generally tolerated by residents because it is temporary in nature, contributes to a sound education, and is generally thought to be part of the fabric of urban life. The City of Roseville encourages locating parks and schools together to promote shared use of facilities (General Plan Policy FA-2). Schools are a permitted use in residential zoning districts, and school noise is exempt from the City's Noise Ordinance. Additionally, noise from children playing during daytime hours would be consistent with the character of a residential neighborhood and, therefore, is also considered compatible.

Although there are no hazardous materials in the project area, the CSP contains features (i.e., power lines, etc) that are regulated by the school siting criteria provided in the California Education Code. In addition, the project area adjoins major roadways that will carry high traffic volumes.

Lighting associated with the elementary school use is not expected to significantly impact surrounding residential uses. According to the traffic analysis found in Section 4.3 *Transportation and Circulation*, of this EIR, traffic volumes on all roadways that serve the proposed school which would be below the threshold of 100,000 trips per day, which meets the state criteria for air quality. There are no railroad tracks within the project area. The school site will be free and clear of wetlands or other constraints prior to school development. Therefore, the proposed school location is compatible for school uses.

For the reasons stated above, potential conflicts among residential areas and the school and parks would be **less than significant**.

### **Open Space and Residential Uses**

Generally, residential uses are considered compatible with adjacent open space areas. The proximity to open space and easy access to trails are often considered amenities for residents. However, there is the potential for conflict if uses in the open space area create conflicts with the maintenance of the open space areas. Human activities can also impact wildlife and habitat. Section 4.8, *Vegetation and Wildlife* discusses the management measures included in the Section 404 permit and Streambed Alteration Agreements designed to minimize impacts to the open space areas and to protect the resources present. The open space preserves would be managed by the City in accordance with the Preserve Overarching Management Plan, which includes management approaches to minimize conflicts between preserves and adjacent uses.

The CSP includes bicycle paths, pedestrian paths, and other multi-use trails throughout the parks, paseos, and open space areas on the site. Numerous trails are located either in open space areas adjacent to the backyards of residences or across the street in open space areas that are adjacent to roadways. The Creekview Design Guidelines require all backyards or side yards adjacent to open space areas to be enclosed with either an open fence or a wood fence. Backyards adjacent to parks would include wood fencing on the property line. This would ensure a separation from residences, as well as minimizing any potential incompatibilities with the adjacent bike trail or users of the open space. It is not anticipated that users of the bike trail would create substantial noise, present a safety hazard, or result in any activities that would be considered incompatible with residential areas.

For the above reasons, potential conflicts between residences and open space would be considered **less than significant**.

### **Commercial and Business Professional Uses**

A 15.8-acre commercial center and 3.8 –acre community commercial/business professional site are proposed within the CSP area, south of a proposed medium density residential parcel. The commercial uses would be located on the northeast corner of Westbrook Boulevard and Blue Oaks Boulevard. The City of Roseville Community Design Guidelines include specific requirements for commercial development, multi-family residential and compact residential development.

Commercial development adjacent to residential areas must include side and rear setbacks with a sufficient planter area to screen views and/or for the placement of sound barriers or fencing.<sup>6</sup> The Guidelines also require that lighting sources include cut-off lenses to avoid light spillage and glare on adjacent properties. In addition, the Design Guidelines prepared for the CSP include specific requirements to ensure that landscaping, building setbacks, and berming would be appropriate to screen noise and other visual intrusions from commercial uses on nearby residential areas. Further, the CSP would be required to comply with the Zoning Ordinance, which mandates proper screening, building setbacks, landscaping requirements, and light intensities, which would promote compatibility between residential and adjacent businesses. Section 4.6, *Noise*, also identifies MM-4.6-2 *Commercial Noise Controls* (set forth in full in section 4.6), which requires that any commercial development demonstrate that it meets the City noise standards. Therefore, with mitigation this impact would be **less than significant**.

#### **Temporary Disturbances During Construction**

The CSP would be constructed in phases. Therefore, residents that move into early phases may be subject to construction-related impacts such as noise, dust, and truck traffic over a period of time. Potential short-term disturbances associated with CSP construction are addressed in Section 4.4 (*Air Quality*) and Section 4.6 (*Noise*). This is considered a **significant** impact.

MM 4.6-1 *Construction Noise Measures* and MM 4.6-2 *Commercial Noise Controls*, (set forth in full in section 4.6 *Noise*), would reduce construction impacts to a **less than significant** level.

#### **URBAN RESERVE**

Land use assumptions for this area include residential development of a density and type similar to the CSP. It is expected that standard design features would reduce impacts from parks and residential adjacencies to a **less than significant** level.

Previously adopted Mitigation Measure WMM 4.1-2, identified in the WRSP EIR, would no longer apply to the Urban Reserve area pertaining to the compatibility of ongoing agricultural uses, and required that setbacks be maintained (minimum 50-foot) because following development of the

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<sup>6</sup> City of Roseville Community Design Guidelines, March 2008.

CSP, no agricultural uses would continue. Therefore, this is a **less than significant** impact, and mitigation would not be required.

Similar to the CSP, future development within the Urban Reserve may subject existing and future residents within the CSP area and adjacent areas in the Fiddymet Farms portion of the WRSP to construction-related impacts such as noise, dust, and truck traffic over a period of time. Potential short-term disturbances associated with Urban Reserve construction are addressed in Section 4.4 (*Air Quality*) and Section 4.6 (*Noise*). This is considered a **significant** impact. MM 4.6-1 *Construction Noise Measures* and MM 4.6-2 *Commercial Noise Controls* (set forth in full in section 4.6), would reduce construction impacts to a **less than significant** level.

IMPACT 4.1-3		POTENTIAL INCOMPATIBILITY WITH EXISTING AGRICULTURAL AND OTHER LAND USES IN THE URBAN RESERVE PARCEL, THE COUNTY, AND THE CITY OF ROSEVILLE	
<b>Applicable Policies and Regulations</b>	General Plan Policies (Community Form- Relationship of New Development)		
	Zoning Ordinance (allowed uses) Placer County General Plan (agricultural policies).		
	CSP	Urban Reserve	
<b>Significance with Policies and Regulations</b>	Less Than Significant	Significant	
<b>Mitigation Measures:</b>	None Required	WMM 4.5-2 Construction Noise Policies; WMM 4.4-3 Reduction of Construction Emissions	
<b>Significance after Mitigation:</b>	Less Than Significant	Less Than Significant	

**CREEKVIEW SPECIFIC PLAN**

Development of the proposed project will change the character of the site. It will replace rural land with residential and commercial uses, parks, open space, schools, public streets, infrastructure such as electric substations, and other utility facilities. Activities on-site will increase traffic. The construction phase of the proposed development will involve significant noise, activity and dust over a period of several years. Such activities could impact uses in the surrounding area

outside of the CSP development area, in particular the existing Harris residence in the Urban Reserve area, and portions of the West Roseville Specific Plan/Fiddymment Farms area to the east. As described in Section 4.6 Noise of this EIR, traffic associated with the project will increase noise levels along Blue Oaks Boulevard.

Land used or designated for agricultural is located north and west of the Project area. North of the CSP area is the 660-acre Amoruso Ranch Study Area. The Study Area is located in unincorporated Placer County and is zoned Agriculture/Timberland. West of the CSP is the City's 1,700-acre Reason Farms site. Immediately adjacent to the western boundary of the Project Site, the property is known as the Reason Farms Panhandle site and a portion (58.6 acres) is the Off-Site improvement area for the project. The Off-Site Improvement Area is currently farmed and is not inhabited. It should be noted that no property in the vicinity, including the Reason Farms Panhandle is aerial sprayed with pesticides. The Reason Farms property is planned by the City with a regional stormwater project and recreation uses. Both the Reason Farms stormwater retention project and the Amoruso Ranch properties will likely develop in the future. While the Reason Farms Panhandle site is currently farmed, the area in the Amoruso Ranch Study Area is not actively farmed adjacent to Project Site's northern boundary.

### **Compatibility with Surrounding Uses**

Phillip Road, an existing two-lane roadway is located along the southern boundary of the site. As a part of the project, the roadway would be constructed as a six-lane arterial, known as Blue Oaks Boulevard, would run along the southern boundary of the CSP area.

Lands east of the project, adjacent to the CSP area, are located in the Fiddymment Farms portion of the West Roseville Specific Plan Area. This area is planned for a mix of low-density residential, medium-density residential and open space uses, similar in density and type as development in the CSP.

Development of the CSP would be considered compatible with the residential areas in the adjacent WRSP area, so the impact would therefore be considered **less than significant**.

Traffic noise associated with the increase in traffic on the area roadways is discussed in Section 4.6 *Noise*. A portion of the CSP would be adjacent to the northern and eastern boundary of the WRSP. Low-density residential, high density residential and commercial uses are proposed in this area.

Residential densities in this area would range from 0.5 to 6.9 dwelling units per acre for low density residential and 13 units and higher for high density uses. The commercial uses proposed at the corner of Blue Oaks Boulevard and Westbrook Boulevard are expected to be neighborhood serving commercial and/or office uses. These uses will be similar in scale to the uses in the WRSP area and are not expected to generate excessive noise, light, dust, odors, or hazardous emissions. The development would be subject to the City's Community Design Guidelines as well as the project-specific CSP Design Guidelines. Because the CSP proposes uses similar to those within the WRSP it is not expected that there would be any land use incompatibilities. Therefore the impact is considered **less than significant**.

### **Compatibility with Industrial/Municipal Utilities**

Industrial and Public/Quasi-Public zoned land is located south of the CSP area, south of Blue Oaks Boulevard. Industrially zoned land is located south of the future intersection of Westbrook Boulevard and Blue Oaks Boulevard in the WRSP area. This land is currently undeveloped and includes the O'Brien dog kennel. It may be developed in the future with industrial or commercial uses. It is not expected to include heavy industrial uses that would impact future residential uses in the area. In addition, the REP and the PGWWTP are located southeast of this area. While the operations of these facilities is expected to generate noise (see section 4.6 for a description of noise impacts) and potential odors, the land use compatibility impact is considered **less than significant**.

In addition, the Western Regional Sanitary Landfill (WRSL) operated by the Western Placer Waste Management Authority operates both the landfill and materials recovery facility (MRF), located approximately two miles northwest of the Project area. Occasionally depending on atmospheric conditions, these operations emit odors. While this is a nuisance, the land use compatibility impact is considered **less than significant**.

A deed disclosure that notifies future occupants of residences of proximity of uses from the REP, PGWWTP and landfill is included as a condition of the project, as described in section 2, *Project Description* of this EIR.

### Compatibility With Agricultural Uses

Portions of the project area would be adjacent to undeveloped land to the north (Amoruso Ranch Study Area) and west (Reason Farms Stormwater Retention Facility). It is assumed that the Amoruso Ranch would be urbanized in the future; therefore, in the long-term, no incompatibilities with agricultural land are likely to occur.

In the short-term, land to the west of the project boundary is currently used for agricultural activities. It is expected that seasonal grazing would continue to occur as the primary agricultural activity. It is not expected that heavy agricultural uses, such as growing row crops that would require spraying of pesticides or herbicides, would be conducted.

Seasonal grazing activities can produce dust, noise, and odor at levels that can cause a nuisance when close to residential areas. However, residential uses have fences and will be separated from these agricultural activities. Therefore, this impact is considered **less than significant**. A deed disclosure that notifies future occupants of residences within 100-feet of an agricultural use that there is a potential for agricultural activity in proximity to the residence is included as a condition of the project, as described in section 2 of this EIR.

It should be noted that Placer County is more restrictive of residential uses near agriculture than the City. The County General Plan requires buffers between agricultural and non-agricultural uses to minimize incompatibilities. These policies would not apply to development in the CSP area because the CSP would be under City jurisdiction. Due to the City's urban nature, the City of Roseville does not have such policies. In addition, no residential portion of the CSP would be located immediately adjacent to agricultural zoned uses, whether under County or City jurisdiction (see Land Use Plan).

The proposed uses are inconsistent with the County's agricultural zoning of the site. However, if the CSP and annexation is approved, the zoning would be changed and would be consistent with the proposed project.

**URBAN RESERVE****Compatibility with Industrial/Municipal Utilities**

Industrial and Public/Quasi-Public zoned land is located south of the Urban Reserve area, south of Blue Oaks Boulevard. Industrially zoned land is located south of the future intersection of Westbrook Boulevard and Blue Oaks Boulevard in the WRSP area. This land is currently undeveloped and includes the O'Brien dog kennel. It may be developed in the future with industrial or commercial uses. It is not expected to include heavy industrial uses that would impact future residential uses in the area. In addition, the REP and the PGWWTP are located south of this area. While the operations of these facilities is expected to generate noise (see section 4.6 for a description of noise impacts) and potential odors, the land use compatibility impact is considered **less than significant**.

A deed disclosure that notifies future occupants of residences of proximity of uses is included as a condition of the project, as described in section 2 of this EIR.

In the short-term, development of the CSP is not anticipated to result in incompatible uses with the proposed Urban Reserve designation. The Urban Reserve use would allow existing uses to continue including an existing residential unit and potential grazing activities. Should the property develop in the future, it is expected that the urban uses would be similar in nature to the proposed CSP.

Development of the Urban Reserve, similar to the CSP, will change the character of the project site. It would replace undeveloped land with residential, parks, open space, public streets, and utility infrastructure. Activities on site will increase traffic. The construction phase of the proposed development will involve significant noise, activity and dust over a period of several years. Such activities could impact uses in the surrounding area outside of the Urban Reserve, in particular portions of the Fiddymont Farms area of the West Roseville Specific Plan to the east, as well as future residents in the CSP. This is considered a **significant** impact.

WMM 4.5-2 *Construction Noise Policies* discussed in Section 4.6, Noise, and WMM 4.4-3 *Reduction of Construction Emissions*, discussed in Section 4.4 Air Quality, would reduce construction impacts. With mitigation this impact is considered **less than significant**.

IMPACT 4.1-4	POTENTIAL INCOMPATIBILITY FROM OVERFLIGHT OPERATIONS AT MCCLELLAN AIRFIELD	
<b>Applicable Policies and Regulations</b>	CALTRANS Airport Land Use Handbook McClellan Land Use Compatibility Plan	
	CSP	Urban Reserve
<b>Significance with Policies and Regulations</b>	Significant	Significant
<b>Mitigation Measures:</b>	None Identified	None Identified
<b>Significance after Mitigation:</b>	Significant and Unavoidable	Significant and Unavoidable

## CREEKVIEW SPECIFIC PLAN

For the past several years the City of Roseville has been working with Sacramento County and SACOG, as SACOG develops a Land Use Compatibility Plan (ALUCP) for McClellan Airfield. SACOG acts as the Airport Land Use Commission (ALUC) for Sacramento County. Sacramento County owns and operates McClellan Airfield, approximately four miles south of the proposed project site. In Placer County, the ALUC is the Placer County Transportation Agency (PCTPA). An ALUCP is intended to address three issues: airspace protection, noise and safety.

While the CSP area is outside the boundary of the 60 CNEL (community noise equivalent level) and the safety hazards area for airports under the jurisdiction of both SACOG (McClellan) and PCTPA (Lincoln), the CSP area may be subject to frequent over-flights of large aircraft (over 75,000 pounds) from McClellan Airfield, operating under 3,000 feet above ground level (AGL). The project site could also be subject to overflight from Sacramento International, Mather and Beale Airforce Base. While average noise impacts are not expected to be significant (see Section 4.6 *Noise*), single event noise levels could be loud and be of nuisance to noise sensitive uses. Over-flights could cause occasional annoyance to speech and sleep disturbance. There is no adopted state or local standards for single event noise such as would occur with a plane flying overhead. The adopted federal, state, and local noise standards are expressed as community noise equivalent levels (CNEL) or average noise exposure (see Section 4.6 *Noise* of this EIR for a description on noise

standards and impacts). The CSP area is several miles from the 60 db CNEL McClellan Airfield noise contour, 60 CNEL is the accepted noise standard for residential use. The project site is also outside any adopted safety hazards area associated with proximity to the runways. Therefore, noise and safety impacts related to compatibility would be less than significant. However, because future residents could find over-flights annoying, this could cause a **significant** compatibility impact.

A deed disclosure that notifies future residents and other sensitive uses to the potential for over-flights from McClellan is included as a condition of the project, as describe in Section 2 of this EIR. While this disclosure would notify future residents of potential disturbances due to airport noise, it would not reduce the impact due to overflights to a less than significant level. This impact is **significant and unavoidable**.

#### URBAN RESERVE

The Urban Reserve parcel would be subject to the same potential for over-flights from McClellan Airfield. It is anticipated that development at similar levels as the CSP, would be proposed in the future. As discussed in the Section 2.1 Project Description, future residents would be provided with a deed notification of potential incompatibility issues. However, because the nature of future development is unknown and notification would not reduce the impact to a less than significant level, this impact is considered **significant and unavoidable**.

IMPACT 4.1-5	CONVERSION OF AGRICULTURAL LAND TO DEVELOPED USES	
<b>Applicable Policies and Regulations</b>	None Applicable	
	CSP	Urban Reserve
<b>Significance with Policies and Regulations</b>	Significant	Significant
<b>Mitigation Measures:</b>	MM 4.1-1 Agricultural Compensation and MM 4.8-4 Off-site and On-site Preservation of Grassland Habitat	MM 4.1-2 Agricultural Conversion Policies
<b>Significance after Mitigation:</b>	Less Than Significant	Less Than Significant

## CREEKVIEW SPECIFIC PLAN

Soils are categorized by their potential agricultural use based on soil quality, growing season, and moisture supply needed to produce sustained high yields of crops when treated and managed, including water management, according to current farming methods. The soils in the project area are Class III and IV, which have severe limitations for agricultural production. No farmland, as defined in the State CEQA Guidelines is present in the project area.

The Natural Resource Conservation Service (NRCS) rates the suitability of soils in Placer County for agriculture using the Storie Index. This rating includes six grades ranging from excellent (1) to unsuitable (6). The rating system expresses numerically the relative suitability of a soil for general intensive agriculture as it exists at the time of evaluation. The rating is based on soil characteristics only and is obtained by evaluating such factors as soil depth, surface texture, subsoil characteristics, drainage, salts and alkali and relief. The CSP area consists of Storie Index 4 and 5 soils (out of a possible score of 100), which are poorly suited for agriculture. There are no Grade 1 (prime) soils in the project area.

A total of 325 acres of agricultural land is within the CSP development area, which is primarily grazing and cultivated land, and would be developed with urban uses as part of the project. 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 classifies the site as Farmland of Local Importance. The soils are generally unsuitable for many agricultural uses beyond grazing for the following reasons: (1) relatively low value of the property for agricultural purposes as defined by the Farmland Mapping and Monitoring Program, and (2) its historically poor ability to produce agricultural crops. 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. The site is currently supplied by groundwater.

While the project site does not provide opportunities for prime agricultural production, the project is designated for agricultural use under the County's General Plan. The Project proposes annexation of the site to the City of Roseville, which would allow for the development of the site with urban uses as identified in the EIR. The annexation would be accompanied by changes in land use designation compared to existing conditions that would preclude any agricultural use of

the land in the future. The loss of approximately 368 acres of grazing and cultivated land would be **significant**<sup>7</sup>.

MM 4.1-2 *Agricultural Compensation* and MM-4.8-4 *Off-site and On-site Preservation of Grassland Habitat* (set forth in full in Section 4.8 Vegetation and Wildlife) would provide 1:1 open space preservation that will ensure that grazing opportunities remain in the region. The project would preserve 328 acres of open space land offsite to reduce impacts to a **less than significant** level.

#### URBAN RESERVE

All of the land within the Urban Reserve is classified as Farmland of Local Importance. Assuming development would occur in the future similar to the CSP, it is anticipated that development in this area could convert approximately 32 acres to developed uses, assuming 8 acres would remain in open space along Pleasant Grove Creek. The loss of grassland available for grazing would be a **significant** impact.

MM 4.1-3 *Agricultural Conversion Policies*, would ensure that future development provide preservation opportunities to minimize the loss of grassland. With mitigation, this impact is considered **less than significant**.

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<sup>7</sup> 501 acres minus the 136 acres that would remain in open space, minus the 40-acre Urban Reserve Area.

IMPACT 4.1-6	Consistency with Habitat Conservation Plans	
<b>Applicable Policies and Regulations</b>	City of Roseville General Plan City/USFWS MOU Proposed Placer County Conservation Plan (PCCP)	
	CSP	Urban Reserve
<b>Significance with Policies and Regulations</b>	Less Than Significant	Less Than Significant
<b>Mitigation Measures</b>	None Required	None Required
<b>Significance after Mitigation:</b>	Less Than Significant	Less Than Significant

### CREEKVIEW SPECIFIC PLAN

As described in Section 2, the City of Roseville and the US FWS have an MOU that dates back to May 2000, which stipulates that City projects prepare a Habitat Conservation Plan or an equivalent document. The CSP has followed the protocol outlined in the MOU. As a result, the City of Roseville met and conferred with USFWS, Army Corps of Engineers and U.S. EPA over the course of a three year period to discuss approaches to mitigating the CSP's development project impacts to federally regulated resources, including wetlands and vernal pool species. As a result of these discussions and consultation, the land use plan was modified several times based on agency feedback. Modifications to the land use plan included providing additional avoidance of resources of greatest quality. The project if approved would be folded into the City's overarching open space management plan which is a comprehensive approach to managing resources citywide. While the City of Roseville is not participating in Placer County's PCCP, the open space management plan is designed to be compatible with the County's plan. Therefore the impact is **less than significant**.

## URBAN RESERVE

At the time development is proposed in the future, the Urban Reserve area would be required to go through the City/USFWS early consultation process to discuss approaches to mitigating the CSP's development project impacts to federally regulated resources, including wetlands and vernal pool species. This is considered a **less than significant impact**.

### 4.1.5 MITIGATION MEASURES

The CSP project area was included in the program-level analysis of the West Roseville Specific Plan Final EIR. Mitigation adopted by the City Council at time of approval in 2004 is still applicable to the project, especially to the Urban Reserve areas. This document will refer to WRSP mitigation measures as "WMM", and will show either ~~strikeout~~ for language that is being eliminated or underline to denote new language, as applicable.

The following mitigation measure from the West Roseville Specific Plan no longer applies to the Urban Reserve because no agricultural use would be adjacent to this parcel following approval of the CSP:

**~~WMM 4.1-2~~ ——— *Policies to Minimize Agricultural Impacts (Impact 4.1-2 Urban Reserve)***

~~Specific Plans and/or other development proposals for the Remainder Area Urban Reserve area shall minimize conflicts between residential and agricultural uses. Measures to ensure compatibility could include (1) deed disclosure regarding the proximity and nature of neighboring agricultural uses for future residential units within 500 feet of any active agricultural use, (2) minimum 50-foot setbacks from residential structures and agricultural uses, (3) negative easements, and/or (4) other equally effective measures.~~

**WMM 4.1-1                      *Blueprint Policies (Impact 4.1-1, Urban Reserve)***

Specific Plans and/or other development proposals for the Urban Reserve shall be developed consistent with the City's Blueprint Implementation Strategies. Some of these strategies could include compact development, siting land use proximate to alternative modes of transportation, etc.

Mitigation measures not identified in the WRSP EIR that are new to this project will be identified as "MM".

**MM 4.1-1*****Agricultural Compensation (Impact 4.1-1 and 4.1-5 CSP)***

One acre of open space ~~will~~ shall be preserved within Placer County for each acre of open space impacted within the Specific Plan area. This is to be accomplished through the recordation of conservation easements that result in the formation of preserve lands (each a "mitigation property or "preserve site" and collectively, "mitigation lands" or "preserve lands"). ~~For the purposes of assessing impacts associated with a specific development project, "open space" impacts shall include all land proposed to be developed for urban uses.~~ For purposes of mitigation for the specific development projects, the term "open space" shall include any and all undeveloped land proposed to be preserved by conservation easement or otherwise required by any governmental agency to be preserved for any reason, specifically including all lands preserved for habitat or agricultural mitigation as set forth below and lands in agricultural use. No additional agricultural mitigation is required beyond the 1:1 open space requirement ~~noted above,~~ as long as a substantial portion, ~~as determined by the Planning Director,~~ of the mitigation lands acquired, as determined by the Planning Director, are: (1) in agricultural production, (2) ~~are~~ undeveloped and have an NRCS soils classification of the same or greater value than lands being affected within the specific plan property at issue, or (3) ~~are~~ undeveloped and have the same or higher value CDC categorization as lands being affected within the specific plan property at issue.

In-kind mitigation is not required for agricultural land developed within the Specific Plan area.

**MM 4.1-2*****Agricultural Conversion Policies (Impact 4.1-5 Urban Reserve)***

Specific Plans and/or other development proposals for the Urban Reserve shall be developed to minimize loss of grassland and agricultural conversion. Measures should include policies to preserve like areas of open space/agricultural land that can provide preservation of grassland in perpetuity.