

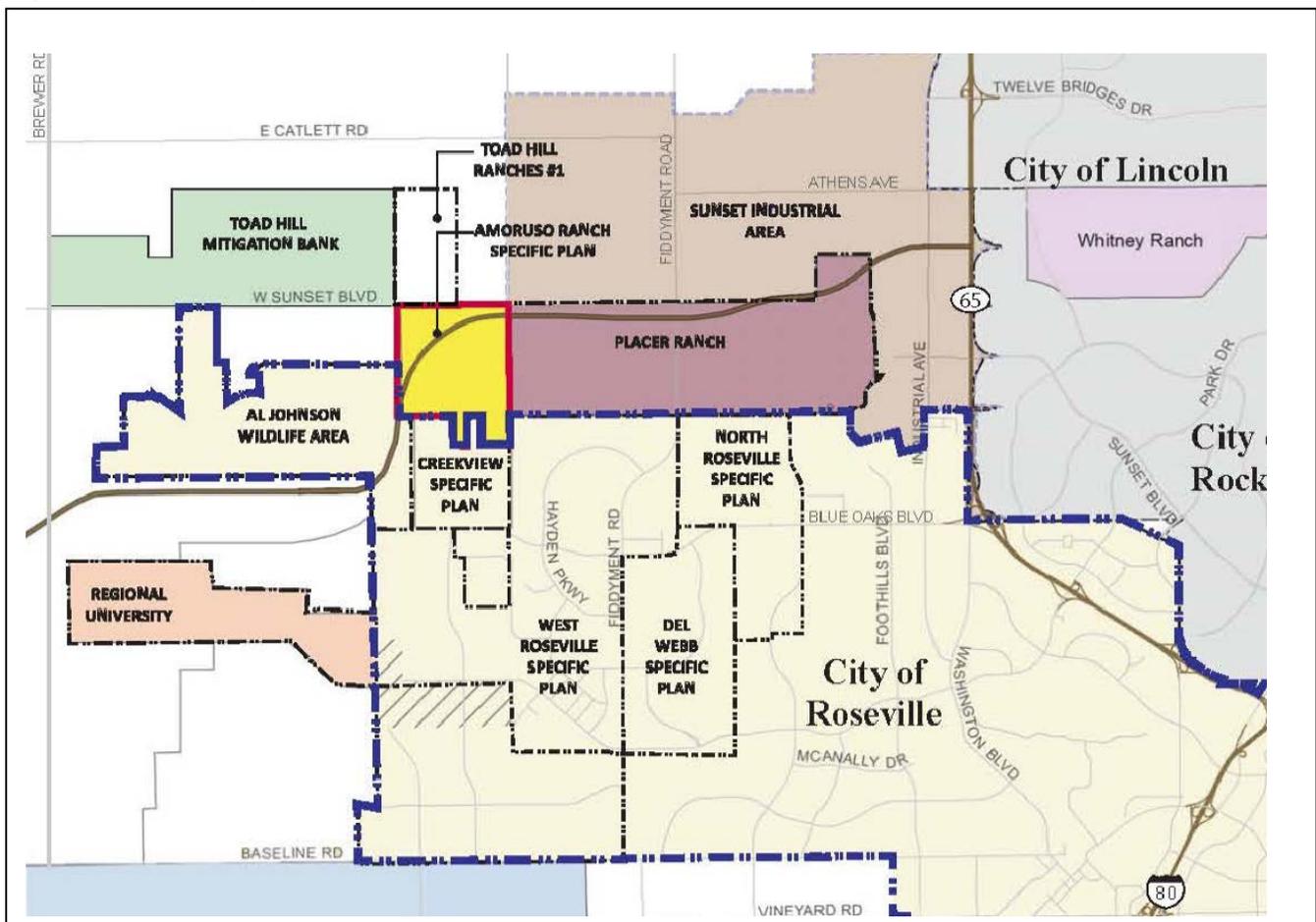
ITEM V-A: AMORUSO RANCH SPECIFIC PLAN (ARSP) – FILE # 2011PL-039 (ANN-000007, GPA-000061, SPA-000043, RZ-000058 & DA-000047)

REQUEST

The applicant currently requests consideration of the Amoruso Ranch Specific Plan (ARSP) project which includes: 1) an Annexation and Sphere of Influence Amendment (ANN & SOI) to incorporate the 694 acre project site into the City of Roseville; 2) a General Plan Amendment (GPA) to update the General Plan consistent with the proposed project and to amend the horizon year from 2025 to 2035, 3) a Specific Plan (SP) to establish residential, commercial, parks, open space, and public land use designations; 4) a Zoning Map Amendment (ZO) to pre-zone the land; 5) Two Development Agreements between the City and Brookfield Residential (Applicant) and Amoruso Family Trust (Landowner) to vest entitlements and outline Developer and City obligations; and 6) a Draft EIR. **These entitlements are further described in Section 1 of this report.**

APPLICANT: Brookfield Residential / Amoruso Family Trust

Figure 1: Location Map



BACKGROUND

In June 2010, a Feasibility Analysis to evaluate the project related to traffic, water, and fiscal impacts was prepared. The conclusions of the Feasibility Analysis were that the City could maintain its current levels of service with some challenges related to traffic and water impacts. It was determined that the cumulative project would not have a negative effect on the existing neighborhoods in Roseville and would not burden residents and businesses with the cost of development or inadequate phasing of infrastructure. Accordingly, in October of 2010, the City Council directed staff to begin a process to evaluate the mixed-use development and annexation proposal for the ARSP.

A formal project application was submitted to the City by the applicant in May of 2011, and at that time, the City began a detailed evaluation of the project, which included preparation of the technical environmental studies. In 2013, a Notice of Preparation (NOP) was released informing the public and responsible agencies that an Environmental Impact Report (EIR) would be prepared as the environmental document for the project per the California Environmental Quality Act (CEQA). Thereafter, the applicant began preparation of the Specific Plan document while staff began working on the Draft EIR. The Draft EIR has been structured to contain a project-specific level of analysis for the ARSP.

In order to provide the public with an overview of the proposed project and outline the available opportunities to comment on the Draft EIR, a community meeting was held at the Martha Riley Community Center on February 22, 2016. On March 1, 2016, the Draft EIR was distributed for a public review period that ends April 15, 2016. A workshop outlining the project and the Draft EIR was held at the March 10th Planning Commission meeting. In addition, other public hearings were scheduled during the Draft EIR public review period for the Transportation Commission on March 15th, Design Committee on March 17th, Public Utilities Commission on March 22nd, and Parks and Recreation Commission on April 11th. Following the April 14th Planning Commission meeting, the project is tentatively scheduled to be considered by the City Council in June 2016. This schedule was intended to allow Commissions to receive public testimony and comment on the Draft EIR during the public review period.

PROJECT DESCRIPTION

The project site is located northwest of the City of Roseville's corporate boundaries, south of West Sunset Boulevard in unincorporated Placer County, approximately 1.5 miles west of Fiddymont Road. One 20-acre parcel located towards the southeast corner of the site (Wagner Parcel – Figure 1, light blue parcel) is not a participant in the specific plan effort, but is included in the Annexation because it is within the existing Sphere of Influence (SOI), and is surrounded on the north by the proposed project, and on all other sides by the Creekview Specific Plan (CSP) (existing City). Annexation of the parcel will avoid creating an unincorporated island of land within the City. The owner of the Urban Reserve parcel is aware of the annexation request and is supportive of the annexation. The ARSP is the fourteenth specific plan to be processed by the City and encompasses approximately 694 acres with a mixture of land uses as outlined below:

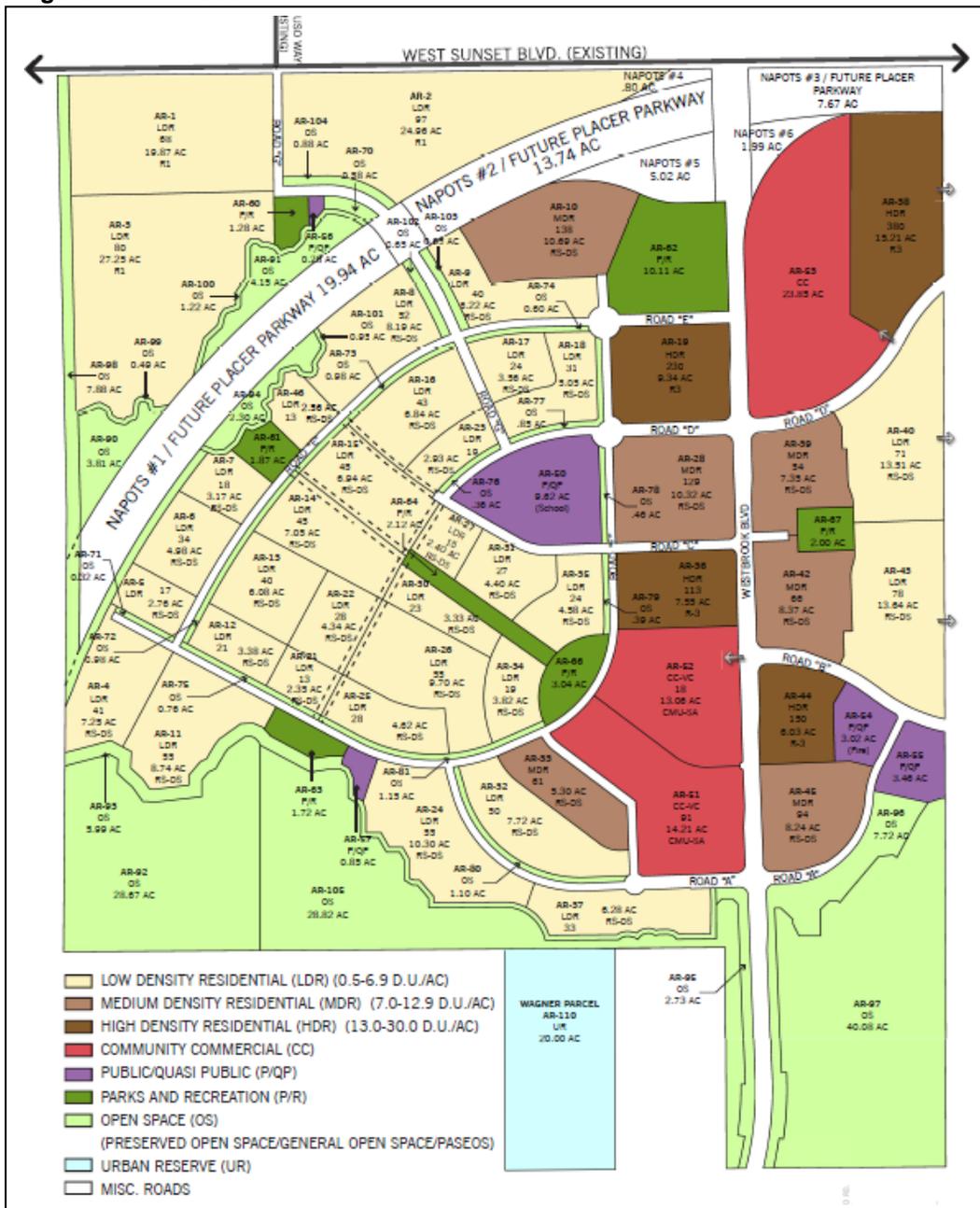
- 2,827 dwelling units
 - **1302** Low Density Residential
 - **542** Medium Density Residential
 - **873** High Density Residential
- 27 acres (**109 units**) Community Commercial – Village District
- 24 acres Community Commercial
- 17 acres Public/Quasi-Public (Elementary School, Electric Substation, etc.)
- 22 acres Neighborhood Parks
- 145 acres Open Space
- 20 acres (**1 unit**) Urban Reserve

Placer Parkway

Placer Parkway is a planned six-lane limited access roadway that will provide access from Highway 65 to Highway 99 in Sutter County and serve as a parallel facility to Interstate-80. Placer Parkway traverses the project site from the northeast corner to the southwest corner of the site. While Placer Parkway is not a part of the proposed project, the project helps facilitate this important regional facility by providing right-of-way. No interchange was included with Placer Parkway at Westbrook Boulevard as part of the initial Tier 1 Environmental Impact Report/Environmental Impact Statement (EIR/EIS) prepared by the Placer County Transportation Agency in conjunction with Caltrans and the Federal Highways Administration; however, the project's land use plan, does not preclude an interchange should one be determined to be needed in the future.

Road G which would provide access to the northwest corner of the project site, with a connection to West Sunset Boulevard, is being planned to be below grade so that the need to elevate the future Placer Parkway would be minimized.

Figure 2: Land Use Plan



The proposed Specific Plan addresses aspects of land use, housing, circulation, resource management, infrastructure, public utilities and services, implementation, and design guidelines. As described above, some unique characteristics of the plan include dedication of land to accommodate the future construction of a portion of Placer Parkway through the plan area, the dedication of a significant portion of the plan area as open space (totaling approximately 25% of the total plan area), and a circulation design that emphasizes pedestrian and bicycle connectivity. These items are discussed in more detail throughout this document.

A detailed project description is provided in Chapter 4 of the ARSP and Chapter 2 of the Draft EIR.

REVIEW PROCESS and REPORT ORGANIZATION

Due to the multiple entitlements associated with the project, and based on the size and scope of the Draft EIR and Specific Plan documents, the staff report is divided into several sections. This document provides a summary staff report and more detailed information is included as: Sections 1 Entitlement Summary, Section 2 Specific Plan and Draft EIR Discussion Items, Section 3 Design Guidelines and Section 4 Development Agreement and fiscal conclusions.

This outline is intended to provide an easy to follow format with the appropriate analysis necessary to review the project entitlements and associated documents.

It should be noted, that due to the amount of information provided in Section 2 of the staff report, the table below lists the topics and highlights each section with colors that correspond to the analysis for each topic area discussed in Section 2. The pages of each section within the staff report are consistent with the table below.

TOPIC	ARSP CHAPTER	DRAFT EIR SECTION
Land Use	Chapter 4	4.1 – Land Use and Agricultural Resources
Affordable Housing	Chapter 5	4.2 – Population and Housing
Public Services	Chapter 8	4.11 – Public Services
Resource Management	Chapter 6	4.7 – Geology, Soils and Seismicity 4.8 – Vegetation and Wildlife 4.9 – Cultural and Paleontological Resources 4.14 – Aesthetics
Implementation & Administration	Chapter 10	n/a
Other EIR Sections		4.4 – Air Quality 4.5 – Climate Change and Greenhouse Gas Emissions 4.6 – Noise 4.10 – Hazardous Materials and Public Safety 5.1 thru 5.6 – CEQA Considerations & Cumulative Impacts 6.0 - Project Alternatives
Circulation	Chapter 7	4.3 – Transportation and Circulation
Utilities Plan	Chapter 9	4.12 – Public Utilities (Water, Wastewater, Solid Waste, etc.) 4.13 – Hydrology and Water Quality

The presentation on April 14th will include information on the requested entitlements and in addition, the Commission will receive testimony on the Draft EIR at the April 14, 2016 hearing. Staff will forward the

Planning Commission's formal recommendation, including any comments or public testimony received, on the Draft EIR and project entitlements to the City Council for their final approval on the project which will likely be in June 2016.

ENVIRONMENTAL IMPACT REPORT

On March 1, 2016, the Draft EIR was distributed to the public for review and comment. The Draft EIR provides a project-level analysis for the ARSP.

As previously described, the Draft EIR has been reviewed at public hearings before the City's Transportation Commission, Design Committee, Public Utilities Commission and Parks & Recreation Commission prior to the April 14, 2016 Planning Commission hearing. Except for the April 11th Parks & Recreation Commission, meeting minutes for these hearings have been provided as Attachment 2 of the Planning Commission staff report. Copies of the meeting minutes from the Parks & Recreation meeting will be distributed to the Commission at its April 14th meeting, since the Parks meeting occurred on April 11th after the Commission's packet was distributed. Additionally, a link to archived videos of these meetings can be found on the project webpage at www.roseville.ca.us/Amoruso. The public comment period for the Draft EIR ends on April 15, 2016.

PROJECT RECOMMENDATIONS:

The Planning Division recommends that the Planning Commission take the following actions regarding the Amoruso Ranch Specific Plan project:

- A. Forward all comments received on the Draft EIR during the public review period for inclusion in the Final EIR for City Council review.
- B. Recommend that the City Council authorize staff to make and execute any and all necessary documents and applications to the Placer County Local Agency Formation Commission for annexation.
- C. Recommend that the City Council amend the General Plan Land Use Map and text as shown in the General Plan 2035 Redline (Exhibit C).
- D. Recommend that the City Council adopt the following finding and approve the Amoruso Ranch Specific Plan (Exhibit B):
 1. The Amoruso Ranch Specific Plan is consistent with the objectives, policies, general land uses and programs specified in the General Plan.
- E. Recommend that the City Council adopt the following findings and approve the Prezone for the land located within unincorporated Placer County, amending the zoning map to reflect the zoning as indicated in Amoruso Ranch Specific Plan Table 4.1:
 1. The proposed Prezone is consistent with the General Plan as amended, and
 2. The proposed Prezone will not be detrimental to the public interest, health, safety, or welfare of the City.
- F. Recommend that the City Council adopt the following findings and approve the Amoruso Ranch Specific Plan Development Agreements (Exhibit D):
 1. The ARSP Development Agreements are consistent with the objectives, policies, general land uses and programs specified in the General Plan;

2. The ARSP Development Agreements are consistent with the provisions of Chapter 19.84 of the Roseville Zoning Ordinance;
3. The ARSP Development Agreements will not be detrimental to the health, safety, or general welfare of the residents of the City of Roseville;
4. The ARSP Development Agreements will not adversely affect the orderly development of property or the preservation of property values; and
5. The ARSP Development Agreements will provide sufficient benefit to the City to justify entering into the Development Agreement.

STAFF REPORT SECTIONS:

Section 1	Project Entitlements Summary
Section 2	Specific Plan and Draft EIR Discussion Items
Section 3	Design Guideline Discussion Items
Section 4	Development Agreements Discussion Items

ATTACHMENTS:

1. Memo from the City Attorney on the role of the Planning Commission in review of a Draft EIR
2. Amoruso Ranch Specific Plan Public Meeting and Hearing Notes
 - March 10, 2016 Planning Commission EIR Workshop
 - March 15, 2016 Transportation Commission
 - March 17, 2016 Design Committee
 - March 22, 2016 Public Utilities Commission
 - April 11, 2016 Parks & Recreation Commission – Placeholder (P&R meeting notes will be provided at the April 14th PC hearing).

EXHIBITS:

- A. Draft Environmental Impact Report for the Amoruso Ranch Specific Plan (provided on CD to the Planning Commission on March 14, 2016 and available at www.roseville.ca.us/amoruso)
- B. Updated Draft Amoruso Ranch Specific Plan (provided on CD to the Planning Commission on April 7, 2016 and available at www.roseville.ca.us/amoruso)
- C. General Plan Amendment Redline sent on March 18, 2016 (also available at www.roseville.ca.us/amoruso)
- D. Amoruso Ranch Specific Plan Development Agreements

The following summarizes the requested entitlements associated with the proposed Amoruso Ranch Specific Plan (ARSP). Each entitlement is followed by a brief discussion of the request and the reviewing bodies that will act upon the proposal.

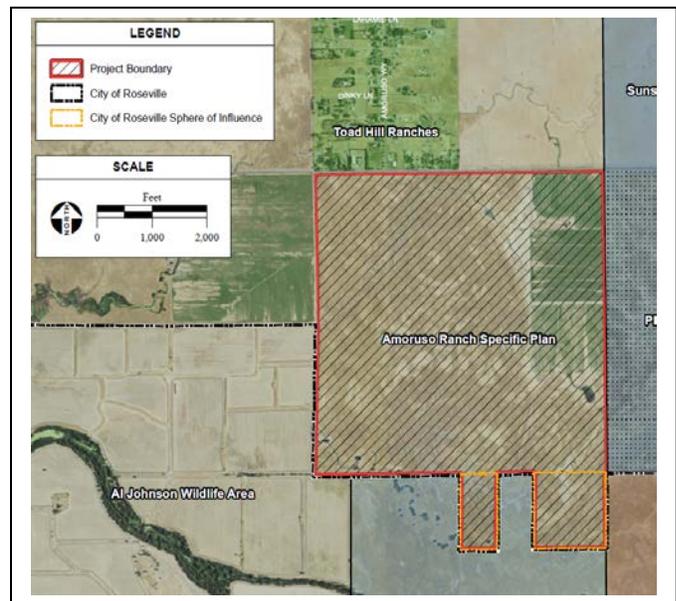
Draft Environmental Impact Report (EIR): In compliance with the California Environmental Quality Act (CEQA) a Draft Environmental Impact Report (DEIR) (SCH# 2013102057) is being considered as a portion of the requested entitlements. The Draft EIR provides the required environmental analysis for all of the entitlements described in this summary, and will form the basis of environmental analysis for future actions in the ARSP area.

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

Sphere of Influence Amendment: A portion of the ARSP is within the City’s existing Sphere of Influence (SOI) including parcel 017-101-010-000 (the 20-acre urban reserve parcel) and Parcel 017-101-011-000 (the 40-acre parcel directly to the west of the West Roseville Specific Plan). The proposed SOI Amendment is needed to modify the City’s Sphere to add the northern 634 acre portion of the ARSP area, which is currently located to the north of the existing sphere. The final approval authority to amend the SOI lies with the Placer County Local Agency Formation Commission (LAFCO) following completion of a Municipal Services Review. The Draft EIR analyzed the entire ARSP area, including the 634-acre sphere amendment area.

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

Figure 1: Project & Sphere of Influence Boundary



Annexation: The ARSP project site is located outside the City limits in unincorporated Placer County, but within portions of the City’s existing SOI. Before the project can develop as part of the City, the land must be annexed into the corporate boundaries. The 20-acre Urban Reserve parcel will also be included in the Annexation, to avoid creating an island of unincorporated land within the City.

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

General Plan Amendment, Specific Plan Adoption, and Zoning Map Amendment: The area defined as the ARSP is presently outside the City limits in unincorporated Placer County; therefore, it is necessary to amend the General Plan, adopt a new specific plan, and pre-zone the property to reflect the proposed land use and zoning designations. These entitlements will change the site’s present Placer County General Plan designation of agricultural/80-acre minimum and zoning designation of Farm-Building Site, 80 acres minimum (F-B-X 80 acre) to those identified in the ARSP document.

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

- Increase the General Plan unit allocation by 2,827;
- Change text to add references to the ARSP;
- Change tables to update and insert ARSP data;
- Change General Plan horizon year from 2025 to 2035;
- Change all figures to add the ARSP and relevant ARSP map layer information;
- Revise the affordable housing requirement to eliminate middle income purchase requirement
- Update the CIP study methodology from Circular 212 (evaluating LOS at intersection) to Highway Capacity Manual (pedestrian access, timing, lane utilization);
- Adding AM Peak Hour LOS policy (Same as PM peak Hour); and

Reviewing Bodies: Planning Commission and City Council

Specific Plan Adoption: The City will consider adoption of the ARSP, Development Standards and Design Guidelines. The specific plan establishes a development framework for the area and addresses aspects of land use, housing, circulation, resource management, public utilities, public services, phasing, and implementation. Development Standards have been included as Appendix A of the specific plan document, outlining the development intent of the plan area. The Design Guidelines have been included as Appendix B of the specific plan document for the purpose of addressing special design considerations in ARSP and providing examples of various types of residential and commercial development that could occur in the ARSP.

Reviewing Bodies: Design Committee, Planning Commission and City Council

Zoning Map Amendment: The City will adopt a Zoning Map for the ARSP to reflect the proposed zoning districts that will apply upon annexation of the land (pre-zone for annexation). The various zoning districts are listed by parcel in ARSP Land Use Table (Specific Plan Table 4.2).

Reviewing Bodies: Planning Commission and City Council

Development Agreement: Two Development Agreements will be executed between the City, the developer and the Landowner. The DAs will cover two separate geographic areas of the Specific Plan. The Development Agreements will enforce the obligations between the parties and enable orderly development of the ARSP area. The agreement is a binding contract that sets the terms, rules, conditions, regulations, entitlements, responsibilities, and other provisions relating to the development of the property comprising the ARSP. The agreements may only be amended by mutual consent of all parties.

Reviewing Bodies: Planning Commission and City Council

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

LAND USE

SECTION REFERENCES

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

SPECIFIC PLAN LAND USE SUMMARY

Location: The Amoruso Ranch Specific Plan (ARSP) project area is located northwest of the West Roseville Specific Plan (WRSP), and north of the Creekview Specific Plan (CSP) Area. It will be accessed via the future extension of Westbrook Boulevard, through the CSP.

Acreage: 694 acres within annexation boundary, of which, 674 acres include ARSP land uses.

Residential Development: 2,827 units distributed as follows: 1,302 low-density single family units; 542 medium-density units; 873 high-density multi-family units; 109 units located in the Village District; and 1 unit within the Urban Reserve. The land use plan is illustrated in Figure 4-1 and detailed in Table 4-2 of the ARSP specific plan document.

Non-Residential Development: 51 acres of Community Commercial; 145 acres of Open Space (10 acres of which includes paseos); 22 acres of Parks and Recreation; and 17 acres of Public/Quasi Public (includes a 9-acre elementary school site, and 5 acres of utilities sites).

Population: Approximately 7,378 residents based on an average of 2.61 persons per household.

Urban Reserve: The annexation boundary includes a 20-acre parcel designated Urban Reserve (UR), known as the Wagner Parcel (Parcel AR-110). No development is being proposed on the UR land at this time. This land is already within the City's Sphere of Influence, so its annexation at the same time as ARSP will avoid creating an unincorporated island of land surrounded by the City, and gives the City jurisdiction over any future proposals for the land.

LAND USE DISCUSSION ITEMS

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

- Change the General Plan Horizon year from 2025 to 2035
- Add A.M. peak level of service policy
- Change methodology used from Circular 212 to Highway Capacity Manual
- Increase the General Plan unit allocation by 2,827
- Revise the affordable housing requirement to eliminate middle income purchase requirement

- Change text to add references to the ARSP;
- Change tables to update and insert ARSP data; and
- Change all figures to add the ARSP and relevant ARSP map layer information.

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

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

Specific Plan Phasing: The project is planned to occur in three phases as illustrated in ARSP Figure 10.1. In general, the phasing plan has been structured to ensure that the improvements in each phase can support its respective development in compliance with City policies and standards, and sub-phasing will be available with further City review and concurrence. Development within the plan area is dependent on access and infrastructure being available from the CSP area located to the south. Additional information on project phasing is included in the Implementation chapter of the ARSP document (Chapter 10).

Deed Disclosures: There are several land use items of note in the area, and therefore; it is recommended that future residents be made aware of the following:

Placer Parkway: Placer Parkway is a planned six-lane restricted access roadway facility which would connect Highway 65 in Placer County with Highway 99 in Sutter County to the west. Placer Parkway bisects the ARSP. Segments of the roadway may be elevated through the project area. Several residential neighborhoods within the ARSP are planned adjacent to the planned roadway. In order to reduce noise and air quality adjacent to the Parkway, the Design Guidelines indicate that a masonry wall will be required at the time of tentative map, and that care should be given in including landscaping and building orientation for screening. A deed disclosure would identify the planned roadway alignment and alert future residents to the proximity of the roadway.

Odor: The Western Regional Sanitary Landfill (WRSL) and Materials Recovery Facility (MRF) are located approximately 1.5 miles northeast of the project site. Operations of these facilities are likely to generate odors that may be perceived by sensitive receptors as offensive. While these occasional odors would not cause physical harm they can be unpleasant. While the WRSL and MRF are over one mile away and there are no thresholds of significance for odors, the DEIR considered this a significant and unavoidable impact and a deed disclosure is a condition of the project in order to make future residents aware of their proximity to these facilities and the potential for odor.

McClellan Airfield: The ARSP area is approximately eight miles northeast of McClellan Airfield which is located in Sacramento County. Aircraft departing and arriving at McClellan fly over the project site at altitudes less than 3,000 feet. While average noise levels are not anticipated to be significant, single event noise may be a nuisance to future residents within the project area. Even though the draft EIR has determined noise impacts from aircraft overflight from McClellan Airfield to be less than significant, a deed disclosure is included as a condition of the project to alert future residents of potential disturbances due to airport noise.

Agricultural Land Conversion: Of the 694 acres on the project site, a total of 539 acres will be converted from agricultural/rural to urban uses. The agricultural land is mostly fallow, and was used for cattle grazing and 67 acres were irrigated for rice farming in the past. A total of 135 acres would

remain in open space. No land within the project area is under a Williamson Act Contract. The CDC Farmland Mapping and Monitoring Program classify the site as "Farmland of Local Importance". There are no "prime" soils present within the project area. The soils are generally unsuitable for many agricultural uses beyond grazing. Mitigation is included in the project at a 1:1 ratio for the preservation of offsite grassland/open space which would reduce the impact of agricultural land conversion to a less than significant level. In addition, land to the east, northwest and north is currently in unincorporated Placer County. Agricultural uses including cattle raising occur on the parcel immediately adjacent to the northwest boundary (Gleason parcel) and cattle grazing also occurs to the east on the Placer Ranch site. A deed disclosure would alert residents to the potential for ongoing agricultural uses.

General Open Space Parcel AR-98 is located on the project's western boundary. It serves multiple functions which include a drainage channel facility that will carry storm water flow and water runoff from the project site. This is one of three channels in the project that will have a point of confluence at the southwesterly corner of the project area. The drainage facilities are proposed as below grade earthen channels which will be designed to accommodate access for future maintenance of the facilities. The channel on Parcel AR-98 also serves as a buffer between the proposed low density residential uses proposed in the northwestern quadrant of the plan area and the agricultural lands located in the County west of the project area. This buffer will allow for a minimum of 100 feet between the County property and the closest home proposed in the ARSP. This open space parcel serves as a buffer between the land uses and field/post and cable fencing will be located on either side of the channel to deter pedestrian access. Additionally, to further enhance land use compatibility, the project includes landscaping provisions within the specific plan design guidelines for the eastern edge of the channel. The project's design guidelines call for landscaping between the residential uses and the channel to be non-invasive and native trees and plants as approved by the City. The location, size and design of this open space parcel adequately meets the City's General Policy to maintain an open space transition edge between the City and County lands.

Potential Placer Ranch Specific Plan: The potential Placer Ranch Specific Plan is immediately east of the ARSP eastern boundary, located with Placer County's Sunset Industrial Area. Placer Ranch is approximately 2,213 acres and could include approximately 5,400 residential units and 9-million square feet of non-residential uses. A 300-acre satellite campus of California State University, Sacramento could be developed. The ARSP project could provide direct access to Placer Ranch through the connection of two arterials, and two internal residential streets. The current Placer Ranch site is undeveloped and includes cattle grazing. Future residents of ARSP will be notified that development could occur in the future. While no developer is processing Placer Ranch at this time, Placer County is indicating a desire to bring the most current land use plan forward as part of an update to the Sunset Industrial Area. A masonry wall is planned along the eastern boundary of the plan area and a deed disclosure will alert future residents to the potential for future development along that boundary.

EIR LAND USE-RELATED SIGNIFICANT UNAVOIDABLE IMPACTS

The ARSP Draft EIR identified the following significant unavoidable impact:

- 4.1-3: Potential Incompatibility with Existing Agricultural and Other Land Uses in Placer County and the City of Roseville; and
- 4.1-8: Cumulative Impacts from Agricultural Resources Conversion

AFFORDABLE HOUSING

SECTION REFERENCES

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

HOUSING SECTION SUMMARY

Number of Affordable Units: Consistent with the City of Roseville’s General Plan Housing Element, at least ten percent of the units in the ARSP have been designated for lower income households, specifically low- and very-low income households. This includes rental housing affordable to low- and very-low income households. To provide housing affordable to the income level households with the greatest needs, the ARSP provides a total of 283 rental units affordable to the low- and very-low income households. Sixty percent of affordable units in the ARSP will be affordable to low-income residents and forty percent to very-low income residents.

General Plan Amendment: It has been determined that market rate housing provides sufficient opportunities for affordable middle income purchase. The greatest need appears to be products for low and very low income purchase, therefore, it is proposed that the General Plan be amended to eliminate the requirement for middle income purchase. In the future, applicants could propose middle income purchase to meet the requirements; however it would not be a General Plan mandate.

Low and Very Low Income Rental Units: A total of 170 units in the ARSP are designated as low-income rental units and a total of 113 units are designated as very-low-income rental units.

HOUSING DISCUSSION ITEMS

The ARSP complies with the General Plan Ten Percent Affordable Housing Goal. Affordable units will be provided as high-density residential. This would be accommodated by unit types that would likely be attached multi-family projects such as apartments or townhomes.

EIR POPULATION AND HOUSING-RELATED SIGNIFICANT UNAVOIDABLE IMPACTS

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

4.2-4: Inducement of substantial population growth

PUBLIC SERVICES

SECTION REFERENCES

Specific Plan Document: Chapter 8 – Public Services
Draft EIR Document: Section 4.11 – Public Services

PUBLIC SERVICES SECTION SUMMARY

Parks & Recreation: The ARSP is required to dedicate 66.42 acres of land (22.14 acres each for City-wide parks, neighborhood parks and open space). The ARSP proposal provides 22.14 acres of active parkland, and 135 acres of open space land plus 10.71 acres of street side paseos. No Citywide park site has been included in the ARSP due to the size of the plan proposal; the ARSP will pay an in-lieu fee to satisfy its City-wide parkland dedication requirement. Consistent with the City's General Plan, active park sites are granted acre for acre credit. As detailed in ARSP Table 8.4, the total acreage credited is 22.14 acres of parkland along with in-lieu fees, satisfies the neighborhood park and open space dedication requirements.

Seven neighborhood parks are proposed and all residential neighborhoods are in proximity to a park. These parks range in size from one to 10 acres, with the largest located on the north end of the plan area. The neighborhood parks will include a variety of typical park amenities, such as soccer and softball fields, basketball courts, playgrounds, children's play areas, and picnic areas.

Funding for development of the neighborhood parks will be through collection of Neighborhood Park fees. The City-wide park fees are intended to fund City-wide parks located throughout the City of Roseville. All park plans are conceptual in nature and will require further refinement during the design development phases. Refinement of the designs will be based on community input and available funding.

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

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

In addition to on-site open space parcels, the applicant proposes 643 acres of offsite open space land located adjacent to the Al Johnson Wildlife Area as an area for wetland mitigation. Off-site parcels are parcels that are not contiguous with the plan area or proposed for annexation. Originally proposed for dedication to the City, it is unclear yet whether the City should accept these parcels. Therefore, it is recommended that the Development Agreement indicate that dedication is possible in the future subject to the provisions of the federal 404 permit and future approval by the City.

A number of factors are to be considered when accepting off-site open space. The main considerations are access and overall public benefit. At this point, discussions are still on-going regarding the public benefit component of the off-site land. In addition, the main goal of these off-site parcels is for wetland mitigation. The offsite lands could be dedicated to the City of Roseville or to a third party land trust. The final disposition of the property will be decided at the time of the federal regulatory approvals. If dedication to the City is proposed in the future it would be subject to approval by the City Council and annexed into the Community Facilities District for Service.

Schools: The ARSP is located within the Roseville City School District and Roseville Joint Union High School District. The ARSP will provide one 9.0-acre elementary school site. The proposal is unique in that it is proposed as a more urban elementary school, potentially two stories. Middle school students from the area will attend Cooley or Chilton schools. High school students will attend either Oakmont or Roseville High School, and eventually, when constructed, would attend the planned high school on Hayden Parkway in the West Roseville Specific Plan area.

Library: Residents of the ARSP will most likely utilize the Martha Riley Community Library at Mahany Park. This joint-use facility also includes a community TV studio and a utility education center. Public Facility Fees would be collected that would go toward facilities such as libraries. The ARSP would generate approximately 7,378 residents that would contribute to the need for library facilities but would not generate the need for a library on its own. The General Plan standard is one library per 40,000 service population.

Police, Fire and Emergency Services: The ARSP will receive services from the City of Roseville Police Department and Fire Department. A fire station is planned within the ARSP on Parcel AR-54. The Police Department will provide its operations and patrols for the project from its existing station located on Junction Boulevard approximately seven miles from the plan area.

PUBLIC SERVICES DISCUSSION ITEMS

The Parks & Recreation Commission reviewed the size, location and concept for each of the proposed parks at its April 11, 2016 hearing. Notes from the meeting will be passed out at the Planning Commission meeting on April 14th, because the Parks Commission meeting occurred after the Planning Commission packet was distributed. The Parks & Recreation Commission meeting video can be viewed via on-line video streaming on the City's website ([www.roseville.ca.us/Amoruso Ranch](http://www.roseville.ca.us/Amoruso_Ranch)). A copy of the staff presentation is also posted to the web-site.

EIR PUBLIC SERVICES-RELATED SIGNIFICANT UNAVOIDABLE IMPACTS

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

RESOURCE MANAGEMENT

SECTION REFERENCES

Specific Plan Document:	Chapter 6 – Resource Management
Draft EIR Document:	Section 4.7 – Geology, Soils and Seismicity
	Section 4.8 – Vegetation and Wildlife
	Section 4.9 – Cultural and Paleontological Resources
	Section 4.14 – Aesthetics

RESOURCE MANAGEMENT SECTION SUMMARY:

The project site is characterized by relatively flat to gently rolling terrain, with annual grasslands and a limited area of valley oak riparian area along University Creek along the southern boundary, in the planned open space preserve area. University Creek is a small tributary of Pleasant Grove Creek. Wetlands, including vernal pools and seasonal drainages, are dispersed throughout the site. There are 28 native Valley oak trees on the project site, and all of these will be preserved within open space areas.

Wetlands: Approximately 33.9 acres of wetlands and other waters are subject to the requirements of a 404 permit (see DEIR Figure 4.8-5). Wetlands are scattered throughout the ARSP area. The open space preserves are illustrated in Figure 6.2 of the ARSP document, and include the University Creek drainage corridor. In addition there are areas of vernal pools and seasonal wetlands located predominantly on the southern portion of the plan area. Implementation of the ARSP is anticipated to impact approximately 18.6 acres of wetlands and other waters of the U.S. There are two levels of open space parcels within the project area, Open Space Preserves and open space that will remain as part of the project (General Open Space (Avoidance Area)), but would not be covered with preserve

restrictions. Open Space Preserves (Parcels AR-92, AR-97, and AR-105) will be permanently preserved either by a declaration of covenants and restrictions and/or a conservation easement to restrict access and activities within the preserve areas. This area would be managed in accordance with the City's Open Space Preserve Overarching Management Plan (OSPOMP). General Open Space (Avoidance Area) (Parcels AR-90, AR-91, and AR-94) are areas that will be avoided by project development but they may be impacted by the future construction of Placer Parkway and because of this they are not proposed for protection by a deed restriction and/or conservation easement. The ultimate management strategy for these areas will be determined during the future Placer Parkway project federal permitting process. During the interim period, the Avoidance Area will be managed as General Open Space in accordance with the City's OSPOMP.

Approximately 15.3 wetted acres would be preserved as part of the project, within areas designated as open space, while wetlands in other areas are assumed to be filled by development of the project. Loss of wetlands would occur as a result of grading in preparation for development, construction of roads and utility corridors, creation of storm water detention basins along stream corridors, and other ground-disturbing activities related to construction. Impacts would also result from future construction of Westbrook Boulevard northward from the ARSP if and when development occurs there. The impact to wetlands would be considered significant.

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

Cultural and Paleontological Resources: With the exception of the Urban Reserve Area, the ARSP was surveyed for cultural resources. No archaeological resources were identified during surveys; however, farm equipment was found on the property that postdated 1973. The farm equipment found was not identified as being historically significant. While no significant cultural resources were identified, there is always a potential that prehistoric and historic artifacts or sites could be uncovered during project development. Standard construction mitigation is included that would reduce potential cultural resource impacts, but because it is uncertain as to whether any find would be significant, this is considered a potentially significant unavoidable impact.

Aesthetic and Visual Impacts: The ARSP would convert over 481 acres of currently undeveloped grassland to urban uses. Approximately 135 acres would remain as open space and 20 acres would remain as Urban Reserve. Conversion of the majority of the site to urban uses, the introduction of new sources of light and glare, and degradation of scenic resources would represent a significant and unavoidable impact.

Drainage: Surrounding properties located in unincorporated Placer County are subject to existing drainage impacts during storm events. Residents in the adjacent Amoruso Estates within the County have expressed concerns regarding the existing flooding that occurs to their properties. Amoruso Estates is a rural community without urban levels of stormwater improvements (i.e., there is no existing storm drain system). Because it is a rural community there are no plans at this time by the County to provide storm drain improvements.

Being sensitive to the existing residents' storm drain concerns, the proposed project would redirect flows from the northeast and northwest corners of the ARSP property that currently flow offsite, to the south within the project boundaries. Onsite improvements include construction of a drainage channel approximately 60 - 100 feet in width that would collect stormwater throughout a majority of the project site to the channel along the western boundary, where it would ultimately discharge into University

Creek on the Al Johnson Wildlife Area property (Section 9.4 of the Specific Plan). The project is conditioned to include yearly monitoring of the discharge area into the channel within Al Johnson Wildlife Area to ensure that there are no impacts.

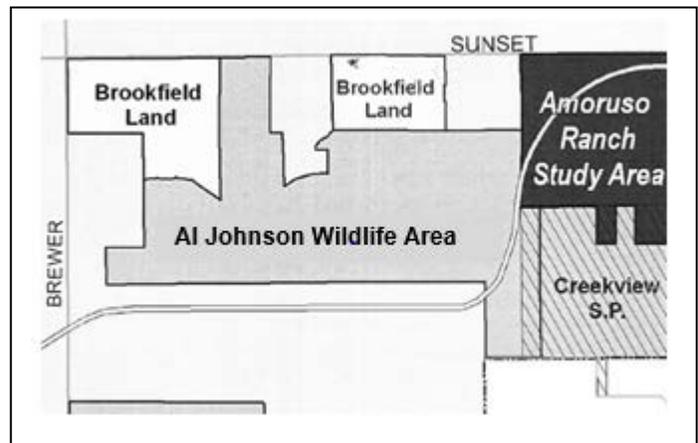
RESOURCE MANAGEMENT DISCUSSION ITEMS

Wetlands: The ARSP is proposing to mitigate for the loss of vernal pools and other seasonal wetlands through a combination of avoidance (preservation in place) and mitigation strategies including off-site wetland creation and off-site preservation. The ARSP contains four types of open space consisting of Open Space Preserve, General Open Space – Avoided Area, Transition Zone Open Space, and Open Space Paseo. Maintenance funding for Open Space areas will be included in the services CFD. Each type of open space has been designed to accommodate functions including, view corridors, resource preservation, stormwater drainage and floodwater conveyance. Permanent on-site open space has been designed so that all preserved wetland basins (e.g., vernal pools and seasonal wetlands) are located at least 50 feet from the edge of development parcels. This is partially accomplished by designating a minimum 30 foot wide open space transition zone parcel around the open space preserve resulting in most of the preserved wetlands being greater than 50 feet from the edge of development parcels. The transition areas will be used for slope grading, outfall structures, storm water conveyance ditch, bike trails, etc. The landowner is responsible to obtain and comply with a federal 404 permit prior to any development.

Open Space Parcels

Open Space Type	Parcels	Acreage
Open Space Preserve	AR-92, AR-97, AR-105	97.57
General Open Space, Avoided Area	AR-90, AR-91, AR-94, AR-98	10.26
Transition Zone Open Space	AR-93, AR-95, AR-96, AR-99, AR-100, AR-101	26.98
Open Space Paseo	AR-70 through AR-81, AR-102, AR-103, AR-104	10.71
Grand Total		145.52

In addition to on-site open space parcels, the applicant is in a unique position, in that they are proposing two offsite mitigation parcels, located within the same watershed area, located to the north of the Al Johnson Wildlife area that could provide off-site mitigation. At this point the off-site mitigation lands are not part of the annexation proposal. As discussed above, depending on access and overall public benefit, in the future the off-site lands could be dedicated to the City of Roseville, or to a third party land trust. The final disposition of the property will be decided at the time of the federal regulatory approvals when public benefit and maintenance, monitoring and reporting requirements are known. If dedication to the City is proposed in the future it would be subject to formation of a services CFD and approval by



Al Johnson Wildlife Area Vicinity Map

the City Council.

A separate environmental document is being prepared by the applicants to comply with the federal National Environmental Policy Act (NEPA) requirements. Because the 404 permit would ensure no net loss of wetlands, impacts would be reduced to a less than significant level.

Conversion of Undeveloped Landscape: The conversion of the ARSP site from a natural undeveloped landscape to an urbanized development will substantially alter the characteristic land forms of the site. Specific Plan policies and EIR mitigation measures, such as the preservation of approximately 135 acres of open space, have been incorporated to reduce these impacts to some degree.

EIR RESOURCES MANAGEMENT SIGNIFICANT UNAVOIDABLE IMPACTS

The ARSP Draft EIR identified the following significant unavoidable impacts:

- 4.14-1: Alteration of the visual character of the site and vicinity
- 4.14-2: New sources of light and glare
- 4.14-3: Degradation of scenic resources and scenic vistas
- 4.14-4: Cumulative Aesthetic Impacts

IMPLEMENTATION

SECTION REFERENCES

Specific Plan Document: Chapter 10 – Implementation & Administration

IMPLEMENTATION SUMMARY

Phasing Plan: The ARSP proposes implementation to occur in three phases. Development would proceed in a south to north direction. In general, the phasing plan has been structured to ensure that the improvements in each phase can support its respective development in compliance with City policies and standards, and that the development in each phase can support the costs of the required improvements. The phasing plan is illustrated in Figure 10.1 of the ARSP document, and is described in finer detail in the ARSP Development Agreements.

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

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

Future Changes: The ARSP allows for administrative approval of minor revisions which are in substantial conformance with the overarching vision and design principles of the Specific Plan, the

Development Agreement, the General Plan, and the ARSP Environmental Impact Report. Transfers between ARSP parcels of up to 20 percent of residential unit allocations may be approved administratively in certain instances. These transfers must meet conditions including the transfer does not result in a change in land use designation for either parcel, does not result in increased impacts beyond those in the EIR, does not adversely impact planned infrastructure, public facilities or fee programs. Revisions and transfers that do not meet the criteria in the ARSP for Administrative approval would require a Specific Plan Amendment.

IMPLEMENTATION DISCUSSION ITEMS

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

OTHER EIR SECTIONS

SECTION REFERENCES

Draft EIR Document:	Section 4.4 – Air Quality
	Section 4.5 – Climate Change and Greenhouse Gas Emissions
	Section 4.6 – Noise
	Section 4.10 - Hazardous Materials and Public Safety
	Section 5.0, 5.6 – CEQA Considerations & Cumulative Impacts
	Section 6.0 – Alternatives

OTHER EIR SECTIONS DISCUSSION ITEMS

Air Quality: The City of Roseville is located within the Sacramento Valley Air Basin (SVAB) which is currently classified as a non-attainment area for ozone and PM₁₀ pollutants since the SVAB region cannot comply with State and Federal standards for air quality. The ARSP will further increase operational air pollutant emissions (ROG, NO_x and PM₁₀) generated by mobile and stationary sources. The ARSP EIR identified an increase of project related operational air pollutant emissions and short-term construction emissions as significant and unavoidable. The ARSP impacts to air quality are consistent with impacts identified under previous specific plan EIRs, which found that these impacts exist with or without the project.

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

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

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

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

A groundwater well for back up water supply is proposed within the project area. Well drilling, which requires around-the-clock drilling, typically for periods of approximately two-weeks can create impacts when residents are trying to sleep. To minimize drilling noise impacts, mitigation in the form of temporary noise curtains is required if at the time of construction homes are occupied within 1,000 feet of the well site. If the proposed well site does not meet City production requirements, it may require relocation. Depending on the relocation site, this could require around-the-clock drilling in close proximity to occupied residences. Therefore, well drilling noise is conservatively considered a significant unavoidable impact (in recognition of the potential need to relocate the well).

The EIR determined there would be a substantial permanent increase in ambient noise levels as a result of the Existing Plus Project, 2035 CIP Plus Project and 2035 Cumulative Plus Project related to traffic noise for which mitigation measures will not reduce to a less than significant level. Noise levels on Blue Oaks Boulevard west of Fiddymont Road, Pleasant Grove Road north of Baseline, and Sunset Boulevard West from Pleasant Grove Road to Amoruso Way are projected to increase by 8.7 dB, 4.3 dB, and 3.5 dB, respectively (Existing Plus Project). Noise levels on Sunset Boulevard West from Amoruso Way to Westbrook Boulevard are projected to increase by 3.3 dB (2035 CIP Plus Project). Noise levels on Sunset Boulevard West from Amoruso Way to Westbrook Boulevard are projected to increase by 3.4 dB (2035 Cumulative Plus Project). These increase are above the substantial permanent increase threshold of 3.0 dB which is why they are considered significant and unavoidable. Regardless, mitigation measures will be implemented as part of the project.

McClellan Over-flights: As noted above under land use compatibility, large airplanes on approach or departure from McClellan Airfield may fly over the project area at altitudes lower than 3,000 feet. Although noise from McClellan meets state and local standards (the project site is outside the 60 Community Noise Equivalent Levels (CNEL) contour), single event noise may be a nuisance to future residents within the project area. Even though the Draft EIR has determined noise impacts from aircraft overflight from McClellan Airfield to be less than significant, a deed disclosure is included as a condition of the project to alert future residents of potential disturbances due to airport noise.

Offsite Traffic Noise: The project would increase traffic in the vicinity of the project at buildout in the year 2035.

SIGNIFICANT UNAVOIDABLE IMPACTS

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

- 4.4-1: Generate short term construction related emissions
- 4.4-2: Generate long term operational-related (regional) emissions
- 4.4-5: Exposure of sensitive receptors to odors
- 4.4-6: Consistency with plans and policies
- 4.4-7: Result in a cumulatively considerable net increase in criteria pollutants
- 4.5-1: Generate a substantial contribution to greenhouse gas emissions that conflicts with an applicable plan or policy
- 4.6-1 Short term noise generated by construction activity

- 4.6-2: Commercial noise sources
- 4.6-5: Existing plus project increase in traffic noise in project area
- 4.6-7: Year 2035 plus project increase in traffic noise outside the plan area
- 4.6-9: Year 2035 cumulative plus project increase in traffic noise outside the plan area
- 4.6-10: Traffic noise at future noise sensitive land use developed within site

CEQA Considerations (Cumulative)

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

- 4.1-8: Cumulative Impacts from Agricultural Resources Conversion
- 4.3-9: Increased Traffic at City of Roseville Intersections under 2035 CIP Conditions
- 4.3-11: Increased Traffic on Placer County, Sutter County, Sacramento County, or City of Lincoln Intersections under 2035 CIP Conditions
- 4.3-12: Increased Traffic Volumes on Roadways within Placer County, Sutter County, Sacramento County, or City of Rocklin under 2035 CIP Conditions
- 4.3-15: Increased Traffic on City of Roseville Intersections under 2035 Cumulative Conditions
- 4.3-17: Increased Traffic on Placer County, Sutter County, Sacramento County, or City of Lincoln Intersections under 2035 Cumulative Conditions
- 4.3-20: Increased Traffic Volumes on State Highways under 2035 Cumulative Conditions
- 4.4-7: Result in a Cumulatively Considerable Net Increase in Criteria Pollutants
- 4.5-1: Generate a Substantial Contribution to GHG Emissions that Conflicts with an Applicable Plan or Policy
- 4.6-7: Substantial Permanent Increase in Ambient Noise Levels as a Result of the 2035 CIP Plus Project Increase in Traffic Noise Outside of the Project Site
- 4.6-9: Substantial Permanent Increase in Ambient Noise Levels as a Result of the 2035 Cumulative Plus Project Increase in Traffic Noise Outside the Project Site
- 4.8-18: Cumulative Impacts to Biological Resources
- 4.12.1-8: Cumulative Water Supply and Water Treatment Impacts
- 4.12.3-3: Construction or Expansion of Wastewater Treatment Facilities
- 4.12.3-5: Cumulative Wastewater Impacts
- 4.12.4-5: Cumulative Solid Waste Impacts
- 4.14-4: Cumulative Aesthetic Impacts

CIRCULATION

SECTION REFERENCES

Specific Plan Document: Chapter 7 – Circulation Plan
Draft EIR Document: Section 4.3 – Transportation and Circulation

CIRCULATION SECTION SUMMARY

Main access into the ARSP will be through the Creekview Specific Plan area. The ARSP will construct, widen, or extend several major roadway facilities that will provide and improve circulation opportunities on the west side of Roseville. Those improvements include:

Westbrook Boulevard: Westbrook Boulevard is a City-planned north/south six lane arterial roadway that will begin at Baseline Road in the Sierra Vista Specific Plan area that will extend north through the West Plan and CSP areas and into the project site, where it will connect in Phase 3 to West Sunset Boulevard in Placer County. Westbrook Boulevard will be the main arterial roadway serving the site from the south. Westbrook Boulevard will be extended in three phases northward from its terminus within the CSP. The roadway is currently planned to terminate within the CSP at the southern boundary of open space parcels C-51 and C-52. ARSP will be responsible for extending Westbrook north through the CSP open space parcels to the southern boundary of ARSP, and provide an extension through the project site. As part of the ARSP, the proposed project would grade and construct Westbrook Boulevard in phases and construct four of the six lanes. The remaining two lanes will be built as part of a future City Capital Improvement Project, as demand increases, with funds collected by traffic mitigation fees. The Westbrook Boulevard open space crossing will include maintenance ramps from Westbrook Boulevard to the open space preserve north and south of University Creek on both the east and west sides of Westbrook Boulevard.

West Sunset Boulevard – West Sunset Boulevard is a rural County Road that is north of and adjacent to the ARSP. Improvements to this County road include widening the existing 22-foot wide roadway section southerly from its current alignment and will provide turn lanes at the intersections of Westbrook Boulevard and Amoruso Way. It should be noted that this rural roadway will remain in Placer County's jurisdiction. Along the frontage of the project site, within the ARSP project boundary, a 25-foot landscaped corridor will be provided behind a planned drainage ditch and will include a 5-foot wide pedestrian path. Additionally, a maximum 7-foot masonry wall will be constructed between the property boundaries and the landscape corridor.

Roads B & D: Road B and Road D are proposed four-lane minor arterial roadways which will consist of two travel lanes in each direction, on-street Class II bike lanes, and a landscaped median that allows for protected left turn lanes, within a 76-foot right-of-way. Roads B and D will provide connections from Westbrook Boulevard into the future Placer Ranch area (no project currently pending) to/from the east. Public utilities easements would be located along both sides of Road B as well as a Class 1A pedestrian path within a landscape corridor. Stormwater LID facilities may be located within the landscaped corridor between the curb and the pedestrian path. Above ground utility boxes will be located within the landscaped corridor and screened from view as much as possible.

Placer Parkway: Placer Parkway is a planned 15-mile long, high-speed limited access transportation facility, which will connect State Route 65 in western Placer County to State Route 99 in south Sutter County. This facility bisects the northwest portion of the ARSP plan area. As currently planned, Placer Parkway will have six lanes within a 312-foot right of way, with a 100-foot median and two 50-foot landscape corridors on either side. The right-of-way for this planned facility, as it traverses through the

ARSP will be dedicated to the City as part of the planned development. The original Tier 1 EIR/Environmental Impact Statement (EIS) completed for the facility to determine an alignment did not propose an interchange at Westbrook Boulevard. No interchange is currently proposed. However, it is unclear whether an interchange will be needed in the future. Development of the Parkway will develop in phases and is a long term project. At the time the Parkway is proposed through the project site, additional environmental review will be required. Right of way will be set aside as part of the ARSP so an interchange is not precluded, should an interchange be needed in the future. Depending on the final design and traffic needs the connection could be on-grade or grade separated.

Road G: A low density residential neighborhood is planned on the north side of Placer Parkway. It would be accessed by a residential roadway referred to as Road G. In order to reduce costs to Placer Parkway, the applicant has proposed to grade Road G, below grade, so that Placer Parkway would not need to be elevated in the future.

CIRCULATION DISCUSSION ITEMS

Circulation Level of Service

The Draft EIR evaluated future level of service (LOS) with and without the project during both the a.m. and p.m. peak hours. The 2035 CIP analysis concluded that the proposed project would cause cumulatively significant intersection degradations to the seven City of Roseville intersections listed below during the AM and PM peak hours. The recommend mitigation measure for each of these impacts is listed in the Table below, followed by a summary analysis of each intersection listed below.

**Table 4.3-15
Recommended Intersection Mitigation Measures – 2035 CIP Plus Project Conditions**

Intersection	Recommended Intersection Mitigation	Level of Service	
		Before Mitigation	After Mitigation
AM Peak Hour			
McAnally Drive/Woodcreek Oaks Boulevard	No feasible mitigation	D	D
Blue Oaks Boulevard/Westbrook Boulevard	Provide 2 left-turn lanes, 3 through lanes, and 1 right-turn lane on all approaches. Operate WB right-turn movement with an overlap phase.	E	C
PM Peak Hour			
Roseville Parkway/Gibson Drive	No feasible mitigation	E	E
Blue Oaks Boulevard/Westbrook Boulevard	Provide 2 left-turn lanes, 3 through lanes, and 1 right-turn lane on all approaches. Operate WB right-turn movement with an overlap phase.	F	C
Baseline Road/Santucci Boulevard	No feasible mitigation	D	D
Westbrook Boulevard/Vista Grande Boulevard	Restripe WB approach to have 2 left-turn lanes, 1 through lane, and 1 right-turn lane.	D	C
Baseline Road/Westbrook Boulevard	No feasible mitigation	D	D
Source: Fehr & Peers, 2015a (Appendix L).			

A.M. Peak Hour Impacts

McAnally Drive/Woodcreek Oaks Boulevard – Under the 2035 CIP scenario, this intersection would operate at LOS C during the a.m. peak hour. The addition of the project would cause the intersection to degrade to LOS D. The City’s CIP includes an additional westbound approach lane at the McAnally Drive/Woodcreek Oaks Boulevard intersection. Further widening is not possible at this intersection due to the surrounding land uses. However, operations at this intersection would be restored to LOS C under the 2035 Cumulative Plus Project scenario due primarily to traffic shifts caused by Placer Parkway. Therefore, this impact would be significant and unavoidable.

Blue Oaks Boulevard/Westbrook Boulevard – Under the 2035 CIP scenario, this intersection would operate at LOS C during the a.m. peak hour. The addition of the project would cause the intersection to degrade to LOS E. The level of service at this intersection could be improved to LOS C by providing two left-turn lanes, three through lanes, and one right-turn lane on all approaches and operating the westbound right-turn movement with an overlap phase. Therefore, this impact would be less than significant.

P.M. Peak Hour Impacts

Roseville Parkway/Gibson Drive – Under the 2035 CIP Plus Project scenario, the LOS at this intersection would degrade from LOS D to LOS E. The project would cause a three-second increase in delay during the PM peak hour, which worsens operations from LOS D to E. The intersection is built to its ultimate configuration. Signal timing adjustments would not restore operations back to LOS D. However, operations are restored to LOS D under the 2035 Cumulative Plus Project scenario. Therefore, the project impact would be significant and unavoidable.

Blue Oaks Boulevard/Westbrook Boulevard - Under the 2035 CIP Plus Project scenario, this intersection would degrade from LOS C to LOS F. This impact can be mitigated by providing two left-turn lanes, three through lanes, and one right-turn lane on all approaches and operating the WB right-turn movement with an overlap phase. This would improve the intersection operation from LOS E to LOS C. This improvement is feasible and will be added to the City of Roseville’s Capital Improvement Program. Development within the ARSP will be required to pay fair share costs for this improvement through payment of Traffic Mitigation fees. Therefore, with this mitigation, the project impact would be less than significant.

Baseline Road/Santucci Boulevard - Under the 2035 CIP plus project scenario, this intersection would degrade from LOS C to LOS D. The Proposed Project would cause a two-second increase in delay at this intersection during the PM peak hour. The intersection is planned to include two left-turn lanes, three through lanes, and one right-turn lane on all approaches. Further widening is not possible and signal timing adjustments would not restore operations back to LOS C. However, intersection operations are restored to LOS C at this intersection under the 2035 Cumulative Plus Project scenario due primarily to traffic shifts caused by Placer Parkway. Therefore, this impact would be significant and unavoidable.

Westbrook Boulevard/Vista Grande Boulevard - Under the 2035 CIP Plus Project scenario, the LOS at this intersection would degrade from LOS C to LOS D. The impact can be mitigated by restriping the WB approach to have two left-turn lanes, one through lane, and one right-turn lane. This would improve the intersection operation from LOS D to LOS C. This improvement is feasible and will be added to the City of Roseville’s Capital Improvement Program. Development within the ARSP will be required to pay fair share costs for this improvement through payment of Traffic Mitigation fees. Therefore, with this mitigation, this impact would be less than significant.

Baseline Road/Westbrook Boulevard - Under the 2035 CIP Plus Project scenario, the LOS at this intersection would degrade from LOS C to LOS D. The Proposed Project would cause a three-second

increase in delay at this intersection during the PM peak hour. The intersection is planned to include two left-turn lanes, three through lanes, and one right-turn lane on all approaches. Further widening is not possible and signal timing adjustments would not restore operations back to LOS C. However, intersection operations are restored to LOS C at this intersection under the 2035 Cumulative Plus Project scenario due primarily to traffic shifts caused by Placer Parkway. Therefore, this impact would be significant and unavoidable.

General Plan Level of Service Consistency: The City’s level of service policy requires that the City maintain LOS C at 70 percent of its intersections during the p.m. peak hour. The Draft EIR evaluated the percentage of intersections operating at LOS C or better during the p.m. peak hour, and also during the a.m. peak hour. A comparison of these percentages with and without the proposed project under the 2035 CIP scenario is shown in Table 4. As noted in the table the project will not cause a significant impact on this policy as 89 percent of the City’s signalized intersections will operate at LOS C or better during the a.m. peak hour and 78 percent of the City’s intersections will operate at LOS C or better during the p.m. peak hour. As such, this impact is considered less than significant.

Table 4 (4.3-16)
City of Roseville Signalized Intersection Operations – 2035 CIP Conditions

Level of Service	2035 CIP Conditions		2035 CIP Plus Project Conditions	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
Total Intersections ¹	221	221	226	226
LOS A-C	198 (89.5%)	175 (79.2%)	198 (89.3%)	174 (77.8%)
LOS D	15 (7%)	22 (10%)	15 (7%)	25 (11%)
LOS E	6 (3%)	18 (8%)	7 (3%)	19 (8%)
LOS F	2 (1%)	6 (3%)	2 (1%)	6 (3%)
Percent Operating at LOS D, E, or F	11.5%	20.8%	11.6%	22.3%

1 - Excludes the eight signalized intersections located in the City’s Pedestrian Overlay District (POD).
Source: Fehr & Peers, 2015a (**Appendix L**).

Adjacent Jurisdiction Impacts

The DEIR also analyzed traffic impacts on adjacent jurisdictions to determine potential impacts on roadways outside the City. This included an analysis of Placer County, the City of Lincoln, Sutter County and Sacramento County roadways and intersections. Operations at all study roadway segments in Sutter County, Sacramento County and Lincoln would operate at acceptable LOS or unacceptable operations would not be exacerbated by the Proposed Project under 2035 CIP Conditions. Therefore, impacts to intersections within Sutter County, Sacramento County, and the City of Lincoln would be less than significant.

Placer County – the Proposed Project would cause cumulatively significant roadway segment or intersection degradations to the below Placer County facilities. This is considered a significant impact.

Roadway Segment:

- Sunset Boulevard West between Westbrook Boulevard and Fiddymment Road (LOS A to E)
- Fiddymment Road from Athens Avenue to Sunset Boulevard West (LOS E to F)

Implementation of **Mitigation Measure 4.3-5 (b)** and **(c)** would restore operations on these roadway segments to acceptable levels of service by requiring the Applicant’s fair share funding contribution. However, the remaining fair share costs required for construction have not been identified, and the City

does not have jurisdiction over improvements on Placer County roadways. Additionally, the proposed Sunset Boulevard West improvements will be built in phases as development occurs. Therefore, this impact is considered significant and unavoidable.

Intersections:

- Fiddyment Road/Sunset Boulevard West: (LOS A to LOS E).
- Fiddyment Road/Athens Avenue: (LOS E to LOS F).

Implementation of **Mitigation Measure 4.3-3** would restore operations at these intersections to acceptable levels of service by requiring the Applicant's fair share funding contribution. However, the remaining fair share costs required for construction have not been identified, and the City does not have jurisdiction over improvements on Placer County roadways. Therefore, this impact is considered significant and unavoidable.

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

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

Sutter County - The DEIR analysis indicates as shown in Table 8 that Riego Road in Sutter County would continue to operate at LOS A under the 2035 CIP Plus Project scenario. The recently approved Sutter Pointe Specific Plan and the Placer Vineyards Specific Plan identified the ultimate need for Riego Road to be widened to six lanes to accommodate future traffic volumes. As noted in Table 8, traffic volumes under the 2035 Plus Project scenario would increase by 200 Vehicles per day, and the level of service would not degrade from LOS A. This is considered a less than significant impact.

Table 8
Level of Service at Sutter County Roadway Segment
2035 CIP Plus Proposed Project Scenario

<i>Roadway Segment</i>	<i>LOS Standard</i>	<i>Lanes</i>	<i>2035 CIP Conditions</i>			
			<i>2035</i>		<i>Plus Project</i>	
			<i>ADT</i>	<i>LOS</i>	<i>ADT</i>	<i>LOS</i>
Riego Rd E/O SR 70-99	D	6	22,100	A	22,300	A

Notes: **BOLD** Locations Do Not Meet LOS Policy

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

State Highways - The DEIR concludes that I-80, SR 70/99 and SR-65 would experience poor levels of service in 2035 with or without the ARSP. Development of the ARSP would increase traffic densities on portions of these highways as shown in Table 9. While the ARSP would not cause any highway segment or ramp intersection to degrade from LOS E or better to LOS F, it would contribute additional

traffic on segments that are already operating at LOS F under 2035 no project conditions. This is considered a significant unavoidable impact.

Table 9
Caltrans Segment Operations – 2035 CIP Conditions

SR 65 Freeway Facility	Type	2035 CIP No Project Conditions				2035 CIP Plus Project Conditions			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Density	LOS	Density	LOS	Density	LOS	Density	LOS
Northbound State Route 65									
I-80 to Galleria Blvd	Basic	42	E	39	E	42	E	39	E
Galleria Blvd Off-Ramp	Diverge	39	E	39	E	39	E	39	E
Galleria Blvd On-Ramp	Merge	35	E	36	E	35	E	36	E
Pleasant Grove Blvd Off-Ramp	Diverge	24	C	22	C	24	C	22	C
Pleasant Grove Blvd On to Blue Oaks Off Ramp	Weave	N/A ²	D	N/A	E	N/A	D	N/A	E
Blue Oaks Blvd Loop On-Ramp	Merge	27	C	24	C	27	C	25	C
Blue Oaks Blvd On to Sunset Off-Ramp	Basic	- ³	F	40	E	-	F	40	E
Sunset Blvd Off-Ramp	Diverge	-	F	-	F	-	F	-	F
Sunset Blvd Loop On Ramp	Merge	28	C	33	D	27	C	33	D
Sunset Blvd Slip On-Ramp to Placer Pkwy Off-Ramp	Weave	N/A	D	N/A	D	N/A	D	N/A	D
Whitney Ranch Pkwy Loop On-Ramp	Merge	25	C	-	F	25	C	-	F
Whitney Ranch Pkwy Slip On-Ramp	Merge	23	C	-	F	22	C	-	F
Whitney Ranch Pkwy Slip On-Ramp to Twelve Bridges Off-Ramp	Basic	25	C	-	F	25	C	-	F
Twelve Bridges Dr Off-Ramp	Diverge	30	D	-	F	30	D	-	F
Twelve Bridges Dr On to Lincoln Off-Ramp	Weave	N/A	B	N/A	F	N/A	B	N/A	F
Lincoln Blvd Off to Ferrari Ranch Rd	Basic	11	A	26	C	11	A	26	C
Ferrari Ranch Rd Off-Ramp	Basic	11	A	26	C	11	A	26	C
Ferrari Ranch Rd On-Ramp	Merge	13	B	27	C	13	B	27	C
Ferrari Ranch Rd to Nelson Ln	Basic	11	A	26	C	11	B	26	C
Southbound State Route 65									
Nelson Ln to Ferrari Ranch Rd	Basic	23	C	15	B	23	C	15	B
Ferrari Ranch Rd Off-ramp	Diverge	29	D	20	B	29	D	20	B
Ferrari Ranch Rd Loop On Ramp	Basic	20	C	13	B	20	C	13	B
Ferrari Ranch Rd Direct On Ramp	Merge	27	C	14	B	27	C	14	B
Ferrari Ranch Rd to Lincoln Blvd	Basic	-	F	21	C	-	F	21	C
Lincoln Blvd On Ramp to Twelve Bridges Off	Weave	N/A	F	N/A	C	N/A	F	N/A	C
Twelve Bridges Dr Loop On Ramp	Merge	-	F	34	D	-	F	34	D
Twelve Bridges Dr to Placer Pkwy	Basic	-	F	34	D	-	F	34	D
Placer Pkwy Off-ramp	Diverge	-	F	26	C	-	F	25	C

SR 65 Freeway Facility	Type	2035 CIP No Project Conditions				2035 CIP Plus Project Conditions			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Density	LOS	Density	LOS	Density	LOS	Density	LOS
Placer Pkwy Loop On-Ramp	Merge	38	E	35	E	39	E	35	E
Placer Pkwy On-ramp to Sunset Blvd Off-Ramp	Weave ¹	24	C	N/A	D	24	C	N/A	D
Sunset Blvd Loop On Ramp	Merge	36	E	36	E	36	E	36	E
Sunset Blvd Direct On-Ramp	Merge	-	F	-	F	-	F	-	F
Sunset Blvd On-Ramp to Blue Oaks Blvd Off-Ramp	Basic	-	F	-	F	-	F	-	F
Blue Oaks Blvd Off-Ramp	Diverge	30	D	30	D	30	D	30	D
Blue Oaks Blvd Loop On-Ramp	Merge	24	C	23	C	24	C	23	C
Blue Oaks Blvd On to Pleasant Grove Off	Weave	N/A	E	N/A	F	N/A	E	N/A	F
Pleasant Grove Blvd Loop On-Ramp	Merge	27	C	30	D	28	C	30	D
Pleasant Grove Blvd Slip On-Ramp	Merge	34	D	36	E	35	D	36	E
Galleria Blvd Off-Ramp	Diverge	36	E	38	E	36	E	38	E
Galleria Blvd On-Ramp	Merge	30	D	-	F	31	D	-	F
Galleria Blvd to I-80	Basic	31	D	44	E	32	D	44	E

1 - This segment is analyzed as a basic segment in the AM peak hour because the calculation falls out of the realm of a weave segment.
2 - N/A = Not applicable because density is not calculated for weave segments based on Leisch method.
3 - " - " = Density not reported for facilities operating at LOS F.
Source: Fehr & Peers, 2015a (**Appendix L**).

It is important to note that the ARSP will participate in two fee programs for improvements along Highway 65. The Highway 65 JPA Fee Program will fund interchange improvements at Stanford Ranch/Galleria, Pleasant Grove, Blue Oaks, and Sunset. The ARSP will contribute fair share costs for those improvements. In addition, the ARSP will participate in the South Placer Regional Transportation Authority Fee Program which will provide funding for widening Highway 65 to six lanes between Interstate 80 and Sunset Boulevard.

Placer Parkway - The Placer County Transportation Agency (PCTPA) has completed a Tier 1 Environmental Impact Statement (EIS)/EIR for Placer Parkway, a six-lane transportation facility that would connect SR-65 west to SR 70/99 in Sutter County.

The Draft EIR considered two development scenarios with Placer Parkway:

- 2035 Cumulative with a partial Placer Parkway; and
- Super Cumulative with a full Placer Parkway

As shown in Table 4.3-22, under the Cumulative scenario which assumes partial development of the Placer Ranch Specific Plan and construction of Placer Parkway westerly from Foothills Boulevard to Santucci Boulevard. Because the construction of Placer Parkway is key to circulation in the future, the City Council entered into a Memorandum of Understanding with Placer County, Lincoln, and Rocklin to require all new growth areas to provide a Tier 2 traffic contribution towards the construction of Placer Parkway. Both Placer Vineyards and Regional University, located in Placer County, as well as the

Sierra Vista Specific Plan (SVSP), and the Creekview Specific Plan (CSP), within the City of Roseville have already committed to this funding. It is expected that funding from all of the potential new growth areas in Placer County will generate in excess of \$450 million towards the construction of Placer Parkway.

Table 4.3-22
Number of Roseville Signalized Intersection Operation -
Cumulative Condition

Level of Service	2035 Cumulative Conditions		2035 Cumulative Plus Project Conditions ¹	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
Total Intersections ²	221	221	226	226
LOS A-C	198 (89.5%)	175 (79.2%)	204 (90.2%)	180 (79.6%)
LOS D	18 (8%)	23 (11%)	17 (8%)	21 (9%)
LOS E	3 (1%)	16 (7%)	3 (1%)	18 (8%)
LOS F	2 (1%)	7 (3%)	2 (1%)	7 (3%)
Percent Operating at LOS D, E, or F	11.5%	20.8%	9.8%	20.4%
1 - The Plus Project scenario includes the five new signalized intersections within the project site. 2 - Excludes the eight signalized intersections located in the City's Pedestrian Overlay District (POD). Source: Fehr & Peers, 2015a (Appendix L).				

Transportation Commission: The Transportation Commission reviewed the transportation and circulation aspects of the ARSP and took public testimony on the Draft EIR at its March 15, 2016 hearing. The Commission reviewed and provided comments on the project. Notes from the meeting are attached to the Planning Commission Staff Report of April 14th. A copy of the staff presentation is posted on the City's website (www.roseville.ca.us/Amoruso). Video of the Transportation Commission hearing can also be viewed via on-line video streaming on the website.

EIR TRANSPORTATION AND CIRCULATION RELATED SIGNIFICANT UNAVOIDABLE IMPACTS

The Draft EIR concluded that the project as proposed would have impacts. However, by implementing the prescribed mitigation measures, most of those impacts would be reduced to a less than significant level. The impacts that cannot be mitigated to a less than significant level are:

- Level of Service Impacts to McAnally/Woodcreek Oaks, Roseville Pkwy/Gibson, Baseline/Santucci and Baseline/Westbrook;
- Placer County roadway segment impacts to Sunset Boulevard West between Westbrook Boulevard and Fiddymont Road and Fiddymont Road between Athens Avenue and Sunset Boulevard; and
- Increased congestion on I-80, SR 70/99 and SR-65.

The City will continue to meet the General Plan Level of Service Policy with the impacts noted above.

The ARSP Draft EIR identified the following significant unavoidable impacts:

- 4.3-1: Increased Traffic Volumes on City of Roseville Existing Conditions

- 4.3-4: Impacts to Transit
- 4.3-5: Increased Traffic Volumes at Intersections within Placer County, Sutter County, Sacramento County, or City of Lincoln Under Existing Conditions
- 4.3-6: Increased Traffic Volumes on Roadways Within Placer County, Sutter County, Sacramento County, or City of Rocklin Under Existing Conditions
- 4.3-8: Increased Traffic Volumes on State Highways Under Existing Conditions
- 4.3-9: Increased Traffic at City of Roseville Intersections Under 2035 CIP Conditions
- 4.3-11: Increased Traffic on Placer County, Sutter County, Sacramento County, City of Rocklin, or City of Lincoln Intersections Under 2035 CIP Conditions.
- 4.3-12: Increased Traffic Volumes on Roadways within Placer County, Sutter County, Sacramento County, or City of Rocklin Under 2035 CIP Conditions.
- 4.3-15: Increased Traffic on City of Roseville Intersections Under 2035 Cumulative Conditions
- 4.3-17: Increased Traffic on Placer County, Sutter County, Sacramento County, or City of Lincoln Intersections Under 2035 Cumulative Conditions
- 4.3-20: Increased Traffic Volumes on State Highways Under 2035 Cumulative Conditions

UTILITIES PLAN

SECTION REFERENCES

Specific Plan Document: Chapter 9 – Utilities Plan
Draft EIR Document: Section 4.12 – Public Utilities, and
Section 4.13 – Hydrology and Water Quality

UTILITIES PLAN SECTION SUMMARY

Water Demands: The water demand for ARSP is 1,503 acre feet per year (AFY). Recycled water will be used in the amount of 272 AFY for landscaping and 214 AFY will be saved through water conservation measures that will be implemented as part of the project. The use of recycled water and water conservation measures results in a potable water demand of 1,017 AFY for the ARSP. The water conservation measures to be implemented within the ARSP are detailed in Chapter 9 of the Specific Plan document and in the project's Water Conservation Plan (Appendix G within the Draft EIR). Water conservation measures include that are above and beyond state mandated requirements included recirculating hot water systems for residential units.

Water Supply: Consistent with City General Plan policies, the proposed project will be required to bring a new source and supply of surface water. Staff has been working with the Placer County Water Agency (PCWA) which has indicated that it has ample water to serve the proposed project.

The water supply source for the project will be PCWA's Middle Fork Project water conveyed from the proposed Ophir Water Treatment Plant through PCWA's water system. Water obtained through the wholesale agreement would be delivered to the City through the existing Tinker Intertie and then transported through City infrastructure to the project site. PCWA has stated their intent to complete construction of the Ophir Water Treatment Plant by summer 2020. In the interim period, should the project begin construction before the PCWA infrastructure is in place, the project will be supplied using existing available City supplies and water treatment plant capacity.

A benefit of this new PCWA surface water supply is that it would provide increased water reliability Citywide, not just to the project area. This is because the PCWA water supply is available in all hydrologic year types (normal and dry years) and it would be supplied from an existing diversion point on the upper American River, not dependent on Folsom Lake water levels. The City of Roseville is in the process of developing an agreement with PCWA for this new wholesale water supply. Prior to the approval of building permits, the EIR requires the agreement be in place between the City and PCWA. The project will provide its proportionate share of required funding for the acquisition and delivery of the new supply.

A complex analysis of the water related items has occurred since the inception of the project. Analysis has been conducted on water demands, water supply, groundwater impacts, water treatment, and distribution. A summary of the analysis is provided below. Copies of technical studies are included as Appendices to the Draft EIR.

Water Demands – The water demand for ARSP is 1,503 acre-feet per year (AFY). With the incorporation of water conservation measures and recycled water use, the demand for potable water will be reduced by 486 AFY resulting in an overall water demand of 1,017 AFY. Water conservation measures that will be implemented in the ARSP include measures such as recirculating hot water systems which would reduce water loss waiting for hot water.

Water demand will be provided through a combination of potable and non-potable (recycled) water sources. Non-potable (recycled water) will be used for irrigation in both wet and dry years. To address dry year or emergency scenarios, the ARSP is required to include one onsite aquifer storage and recovery (ASR) groundwater well on Parcel AR-55.

Water Supply – A water supply assessment (WSA) has been prepared for the project and is included as Appendix E to the Draft EIR. The potable water demand created by the proposed project was compared to the City's water supply. Because existing City water supply contracts are insufficient to serve the ARSP, a new source of water is needed for the ARSP project. The City is intending to obtain treated surface water supplies from the Placer County Water Agency (PCWA) to serve the ARSP through a future wholesale agreement. This is consistent with the City's General Plan Policy that new annexation areas bring a new surface water supply. As described in the WSA, PCWA has sufficient water supplies available to serve the project.

Groundwater - There are three existing agricultural wells on the project site. As part of this project, those wells will be destroyed at the time the project is constructed. Groundwater is not a primary source of supply to serve the ARSP. It is, however, part of the City's water supply portfolio for meeting demands in emergency and dry year conditions. Even though the new wholesale PCWA water supply is available in all hydrologic year types, the distribution system for the ARSP would include one on-site groundwater well designed with aquifer storage and recovery (ASR) capabilities. At a minimum, the ARSP on-site well is projected to have a delivery capacity of 1,500 to 1,800 gallons per minute (gpm) or 2.16 to 2.59 million gallons per day (MGD). Consistent with existing City practice, groundwater would be used to supplement city-wide supply needs during drier and driest years or be available for use in emergencies such as in the event of a transmission main disruption.

Water Treatment and Distribution - Treated surface water for the project will be delivered to the City from PCWA at the existing Tinker pump station intertie located along Industrial Boulevard. The Tinker pump station is currently designed to wheel 10 MGD of PCWA water supply through the City for delivery to Cal American Water Company. This facility will require future expansion to deliver the additional water to serve this project. The Project will fund the expansion of this facility. Water delivered through the Tinker facility for the ARSP will then be wheeled through existing City infrastructure to the Plan Area through a 24-inch main line that extends from the south (CSP Area) and distributed through an infrastructure system that parallels the collector and arterial roadway system which will consist of 6-inch to 24-inch diameter mains. Connections to potential future development areas will be provided at the southern project boundary along Westbrook Boulevard as well as at the eastern ends of Roads "B" and "D". All water improvements will be constructed to the City's standards and infrastructure improvements will be phased.

Recycled Water: Recycled water is part of the overall water supply strategy for the ARSP as it has been for the other most recently approved specific plan areas (CSP, Sierra Vista Specific Plan (SVSP), and WRSP). Recycled water will be used for landscape irrigation of parks, sports fields, schools, commercial and village center areas, publicly-landscaped areas (i.e., roadways medians, and paseos), and multi-family residential uses within the ARSP. The only area that will not receive recycled water for landscaping will be for the area north of Placer Parkway. Given the distance, and the relatively small size of that portion of the plan area, the cost to provide recycled water was not feasible. Further, it would have a minimal impact on the overall potable water supply. The City has evaluated the ARSP as one of the several Urban Growth Areas (UGAs) that will require additional recycled water.

The estimated annual recycled water demand in the ARSP is 272 AFY; however, through water conservation measures required within the plan area, this amount will be reduced by approximately 53 AFY.

The City will ultimately provide the ARSP with recycled water from the Pleasant Grove Wastewater Treatment Plant (PGWWTP). Recycled water will be supplied to the plan area via infrastructure within the WRSP and CSP and infrastructure will range from 6-inch to 24-inch lines that run parallel to the collector and arterial roadway system. In order to provide capacity to serve the ARSP, the ARSP is required to provide storage facilities for recycled water during one peak day, which has been determined to be one 24 hour period in July. The project will contribute funding to expand the existing recycled water tank and pump station located adjacent to the City's existing Roseville Energy Park. All recycled water improvements will be constructed to the City's standards and infrastructure improvements will be phased.

Wastewater: Sanitary sewer service will be provided by the City of Roseville. Wastewater generated within the ARSP will be treated at the City's PGWWTP located within the WRSP. The ARSP is projected to generate approximately 0.62 MGD average dry weather flow.

Wastewater flows from the project area will be directed to the PGWWTP through the southern portion of the project area in order to connect with an existing trunk line that will be provided within the CSP area. The designed infrastructure within the CSP was sized to accommodate flow from the ARSP. On-site sewer collection pipes will range in size from 6-inch to 24-inch pipes. Two lift station facilities will be required as part of the ARSP which will be located on Public/Quasi-Public parcels AR-56 and AR-57. All wastewater improvements and wastewater generation rates will be consistent with the South Placer Regional Wastewater and Recycled Water Systems Evaluation and will be constructed to the City's standards using a phased approach.

Solid Waste: The City of Roseville will provide solid waste services to the ARSP. Solid waste will be collected and delivered to the Western Placer Waste Management Authority (WPWMA) facility located north of the City at Athens Avenue and Fiddymont Road. The WPWMA owns a Materials Recovery Facility (MRF) which receives, separates, processes, and markets recyclable materials removed from the waste stream. Any residual waste is transported to the WPWMA landfill that is located on site.

At full buildout, the ARSP is anticipated to generate approximately 8,660 tons of solid waste annually. A solid waste recycling area is planned within the ARSP on AR-55 similar to other facilities located within the City of Roseville. This site will provide residents with a location to off-load recyclable materials.

Electricity: The proposed ARSP is currently within the service area of Pacific Gas & Electric (PG&E). If annexed, Roseville Electric would provide electric service to the ARSP area. Additional electricity resources needed to serve the ARSP, including state and federal mandated renewable electricity resources, will be purchased from outside sources or generated by new Roseville-owned generating facilities. As required by the State, Roseville will use energy efficiency programs to meet electricity demands before acquiring new electricity sources.

Peak electric demand in the plan area is estimated to be 21 megawatts (mW) at full build out. An approximately one acre electric substation is planned as part of the CSP that would be required to serve the ARSP. Easements within the ARSP will be dedicated for a future 60 kilovolt (kV) overhead line extension along the east side of Westbrook Boulevard south of Road "A," on the south side of Road "A" east of Westbrook Boulevard, and on the south side of Road "B" east of Road "A." Underground electrical distribution will be extended to the ARSP through a 12kV system to individual parcels in conjunction with roadway improvements. Street lighting, signal power and other ancillary power facilities will be provided along all public street frontages as part of the roadway frontage improvements. All electric facilities will be constructed to City's standards.

Natural Gas: PG&E will provide natural gas upon request and in accordance with the rules and tariffs of the California Public Utilities Commission. PG&E's long range plans provide for availability of gas service to accommodate increased demand. Service will be provided to the ARSP through extensions planned through the CSP. Delivery of gas service to individual projects in the ARSP will be reviewed by PG&E at the time of development proposal.

Cable Television and Telephone Services: Voice and data communication services will be provided to the ARSP by AT&T, Comcast and Wave Broadband. Distribution lines to individual parcels will be extended from the south through the CSP and will be installed at the time other dry utilities are installed as development occurs. Individual providers will review project plans for telephone, cable television and high-speed data line services at the time proposed.

UTILITIES DISCUSSION ITEMS

Public Utilities Commission: The Public Utilities Commission reviewed and provided comments on the Utility Plan as well as provided an opportunity for public testimony on the Draft EIR at its meeting on March 22, 2016. Notes from the meeting are included as part of the April 14th Planning Commission Staff Report. Video of the Public Utilities Commission hearing can be viewed via on-line video streaming on the City's website at www.roseville.ca.us/Amoruso.

EIR UTILITIES SIGNIFICANT UNAVOIDABLE IMPACTS

The ARSP Draft EIR identified the following significant unavoidable impacts:

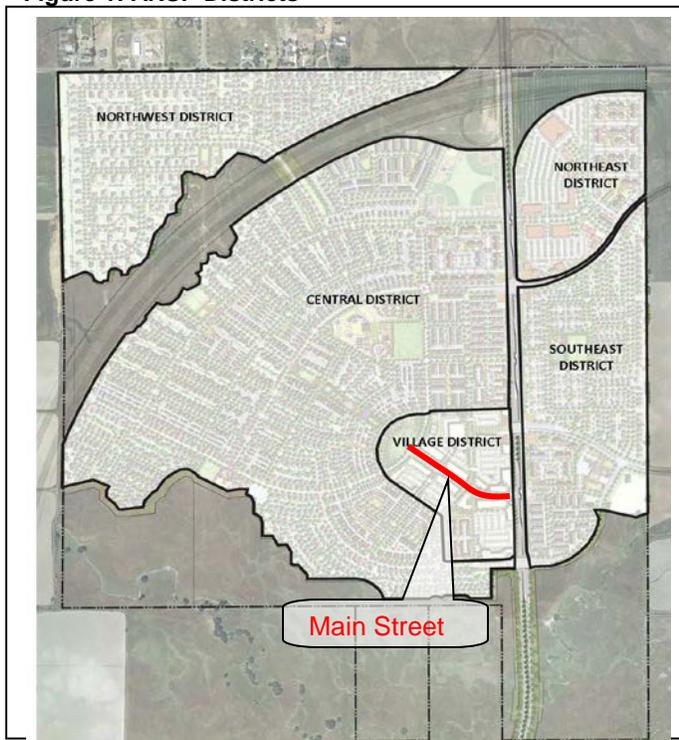
- 4.12.1-4: Capacity of Water Treatment System to Meet Potable Water Demand
- 4.12.1-8: Cumulative Water Supply and Water Treatment Impacts
- 4.12.3-3: Construction or Expansion of Wastewater Treatment Facilities
- 4.12.3-5: Cumulative Wastewater Impacts
- 4.12.4-5: Cumulative Solid Waste Impacts

The Amoruso Ranch Specific Plan (ARSP) includes a set of Design Guidelines included in the specific plan document as Appendix B. The ARSP Design Guidelines supplement the City's Community Design Guidelines and provide guidance for the physical form and visual character of the plan area.

ARSP DESIGN GUIDELINES

The ARSP land use plan is shaped by five distinctive districts that include concept plans for commercial and residential sites. The Guidelines also contain criteria and plans for landscape corridors, paseos, signs and fences, which are also critical design elements that shape the look of the ARSP area. As such, an overview of the major areas of interest are outlined below to provide a better understanding of the proposed ARSP Community Design.

Figure 1: ARSP Districts



ARSP Development Districts

Village District - The Village District is a Commercial Mixed Use (CMU) District that is located within the southern portion of the specific plan, west of Westbrook Boulevard at the intersection of Westbrook Boulevard and Main Street. The district is intended to allow for a variety of uses including retail, office, commercial, recreation, as well as a limited residential component.

As proposed, the Village District development pattern will create a subtle block grid that forms connections with the surrounding residential neighborhoods. The Village District will also provide multi-story mixed use buildings organized along Main Street, creating a classic small downtown feel. Buildings with storefronts and tall floor plates, that may include office or residential units above, will provide a sense of enclosure to the street (see Section B.6).

Northeast District - A 23-acre parcel in the northeast quadrant of the site, bounded by Placer Parkway, Westbrook Boulevard and Road D, is designated for retail and business park uses, as well as high density housing. This location is intended for large format retail that will serve Amoruso Ranch and the neighboring communities. Depending upon market demand, this site may also include retail/office commercial or business park uses. Per the ARSP Design Guidelines, commercial buildings at this location should frame the road into the District, with large parking fields located behind the buildings. To further create a focal point, it is anticipated that a prominent building will be located at the intersection of Road D and Westbrook Boulevard.

Central District - This area forms the heart of the specific plan area. It includes an elementary school, residential neighborhoods, and a variety of parks, including crossing linear park (Parcel AR-64) that will provide pedestrian access through the area. A looped roadway with paseos around the District

provides connectivity between the neighborhoods, parks, school, and the Village District for pedestrians and bicycles. This District provides the broadest range of housing types and density ranges consisting of apartments, townhomes, and single-family detached homes.

Northwest District - This portion of the ARSP is bordered by Placer Parkway to the south, West Sunset Boulevard to the north, and unincorporated land to the west. This area is intended for residential development consisting of larger lot homes that provide a transition to existing rural uses within the County. Road G, which will provide access to this portion of the project site, is planned to be below grade where it intersects with Placer Parkway in order to minimize the need to elevate Placer Parkway.

Southeast District - The Southeast District of the ARSP contains a mix of residential neighborhoods including high density apartments, townhomes, and single family detached homes, ranging from small to standard lot sizes, as well as a one-acre park, and a fire station site. This District is located between Westbrook Boulevard and the potential future Placer Ranch Plan area. Two minor arterials connect Westbrook Boulevard to the potential Placer Ranch Plan area, immediately to the east of the project boundary. In addition, two residential street connections are anticipated. A masonry wall will be provided along the boundary since it is unclear what land uses might develop to the east.

Residential Subdivision Design

As proposed, the ARSP will provide various districts with a variety of single family attached and detached homes, live/work row townhomes, townhomes, condominiums and apartments. The design of these residential neighborhoods will emphasize pedestrian and bicycle connectivity while facilitating dispersed automobile traffic.

- The project will incorporate shorter, more traditional, block lengths that result in various home types that will be woven together, rather than being separated housing tracts of the same lot configuration.
- Where subdivisions adjoin a park or open space, the edge will provide visual and pedestrian access, and the internal street layout will be designed for walkability.
- Residential units are encouraged to face park sites rather than back up to them, and when adjacent to open space a minimum of 50% of the homes within the subdivision will be required to front onto the area.
- The ARSP will comply with the City's Residential Zone General Development Standards. To encourage a range of housing types and densities that can respond to a wide variety of household needs and market segments, deviations from the prescribed Zoning Ordinance Residential Development Standards are allowed pursuant to approval of a Design Review Permit for a Residential Subdivision (DRRS).

Residential Architectural Characteristics

The intended residential architectural character for the ARSP area draws from the region's agrarian roots. Buildings will draw upon simple form-based architecture without heavy orientation. A number of architectural images are included for reference in Section B-5 of the ARSP. However, the examples provided are not intended to narrowly focus the architectural character of the neighborhoods to the styles identified, but rather to establish an overall character for the community. With the inclusion of Agrarian Traditional, Agrarian Modern, Craftsman, and Monterey architectural styles, it is intended that design variation that interconnects developments throughout the specific plan will occur over time.

Landscape Guidelines

The ARSP Landscape Guidelines are intended to establish a basic landscape theme to be applied consistently throughout the plan area. The intent is to provide direction for landscaping planted along the streetscape and other public spaces, while allowing business/property owners and tenants/residents the opportunity to individualize their landscape design. Per the ARSP Design Guidelines, each parcel shall use a mix of trees, shrubs, ground cover, and turf that complement the surrounding community design.

- Trees should be planted in areas to reinforce pedestrian connections, define edges, provide shade for seating areas, and add visual interest.
- Trees will also be used to anchor corners and intersections throughout the community and delineate gateways and amenity areas.
- The design guidelines encourage the use of landscaping to soften views of buildings and provide visual relief of wall planes by locating shrubs and groundcover at the base of buildings/walls, integrating trellis structures with creeping vines into building designs, and incorporating enclosures or garden walls into building facades. Shrubs, groundcover, grasses and perennials are also encouraged to be used to define outdoor spaces (see Section B.13E).

Landscaping for streets includes the arterial roads that cross through Amoruso Ranch, which are Westbrook Boulevard, Road B and Road D. These streets are the first layer of circulation in Amoruso Ranch and will be the first street viewed by the public as they enter the community.

- The ARSP Design Guidelines requires that, at a minimum, 15-gallon container evergreen non-conifer trees be planted in the parkways and medians.
- Street tree spacing should allow the tree canopies along each side to touch at maturity and landscape corridors and medians should be planted with shrubs and groundcover using plantings as a unifying theme.
- The West Sunset Boulevard roadway, located adjacent to the northern portion of the ARSP, will include a 25 foot wide landscape corridor that will be annexed into the City (the actual roadway will not be annexed into the City and will continue to be under County jurisdiction). As proposed, the landscaped area will include a five foot wide sidewalk, a masonry wall, and 15-gallon container, evergreen non-conifer trees.

A planting concept is provided for the landscape corridors of ARSP roadways as shown in Figures B.8 – B.14, and a street tree list indicating the appropriate tree species for various planter widths is provided in Table B.1. In addition to the trees listed in Table B.1, thirteen groundcover varieties are listed for use between curb and sidewalk, including low water using tall fescue blend turf. The planting concepts include design criteria for placement of primary and secondary street trees, shrubs, and groundcover.

Landscaping in the ARSP will incorporate water conservation measures that comply with the City's Water Efficient Landscape Ordinance (WELO) with the following measures

Entry Features

As identified in Section B.13 of the Design Guidelines, a hierarchy of entry feature signs are proposed consisting of City Gateway Signs, Community Monument Signs, and Neighborhood Entry Signs. The design of these signs will reflect the architecture of the individual communities in which they are located and materials consisting of stone, brick, tile and/or steel will be included into the designs to help establish unique, but cohesive designs. By utilizing a consistent material palette and design philosophy for each sign within Amoruso Ranch, they will become integral components in tying the plan together.

City Gateways - are the most significant in the hierarchy of entrance features in the Plan area and are intended to provide a pronounced entrance statement into the City. Currently, the ARSP designates one location for this type of sign, along the northern boundary of the plan area where Westbrook Boulevard intersects West Sunset Boulevard.

Community Monuments - are the gateway features that announce entrance into the plan area along Westbrook Boulevard. Sited at key locations, these features should have a unified application of hardscape elements, project icons, landscaping and accent materials to define the ARSP's visual character. Functionally, they serve as the signage for Amoruso Ranch and reinforce community identity.

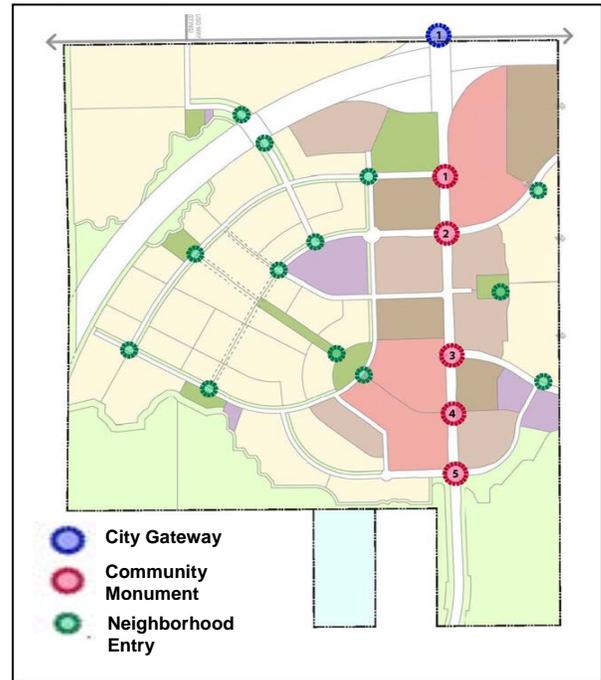
Neighborhood Entries - are smaller and are related to the Community Monuments in terms of design character and material palette. They are strategically located at key vehicular and pedestrian intersections to reinforce the perception of Amoruso Ranch as a unique district within the City of Roseville.

Signage Guidelines

Wall signs and monument signs are permitted consistent with the City's Sign Ordinance. Additionally, building architecture should be designed to accommodate signage and other graphics as an integral part of the building design so that future signs do not interrupt architectural features of the building. In addition, sculptural elements, banners or painted murals without text may be included as part of a business identity.

Projecting signs are another effective signage option identified in the ARSP. These signs provide interest and a high level of visibility to the pedestrian and vehicles passing by. The ARSP Design Guidelines require that projecting signs are positioned to complement the building's architectural details. Solid panel signs must be located below the first floor ceiling line, or no more than fourteen feet above the sidewalk, whichever is less and provide at least eight feet from the bottom of projecting signs to the ground in pedestrian areas and fourteen feet in areas with vehicular traffic.

Figure: Entry Feature Locations



Walls and Fences

Walls and fences throughout the ARSP are intended to provide screening, create a transition between developed areas and open space, secure off-site edges from public access, and provide privacy and security for private property. Design and material for walls and fencing varies throughout the plan area depending on the specific purpose. There are a variety of conditions that will require fencing. A description of each type of fence that may be utilized is provided below.

Masonry walls - will be used at the back of arterial roadway landscape corridors to provide security and noise attenuation. Permissible wall locations are specified in Figure B.35. These areas are adjacent to Placer Parkway, Westbrook Boulevard, West Sunset Boulevard, and the eastern boundary of the plan. Within the interior of the specific plan, walls are discouraged in order to promote walkability and easy access to the elementary school, parks, and the proposed Village Center. Wall openings will be provided where appropriate for pedestrian access between land uses and residential neighborhoods. Wall materials will have texture facing the public view, and a trim cap for color and visual interest. Pilasters are required at each side of vehicle and pedestrian openings, and at angle points to enhance the aesthetics of the wall.

Standard wood fences - will be used along residential streets and adjacent to parks, paseos and schools where a masonry wall is not required. Standard wood fences will be 6-feet high typically, constructed of redwood with a decorative top rail, and painted or stained in an earth-tone color. Good neighbor fences will be used in locations not visible to the public, such as between residential lots. Good neighbor fences will be 6-feet high typically, constructed with wood planks on panels that alternate sides in 6 to 8 foot wide modules, and without a decorative top rail.

Open fencing - will be used to provide a visually transparent barrier adjacent to open space parcels. Fences may be wrought iron, tubular metal, concrete rail or post-and-cable, depending on the adjacent land use.

Paseos

The ARSP includes a system of paseos, intended to create a more pedestrian and bicycle friendly plan area. This is achieved by widening the landscape corridors on streets or adding paseo paths through neighborhoods. Paseo design specifics vary according to the location in the plan (Figures B.1 & B.3). A key benefit of the paseo system in ARSP is that it provides a complete loop linking various land uses and provides access to open space areas and parks.

Roadway Designs

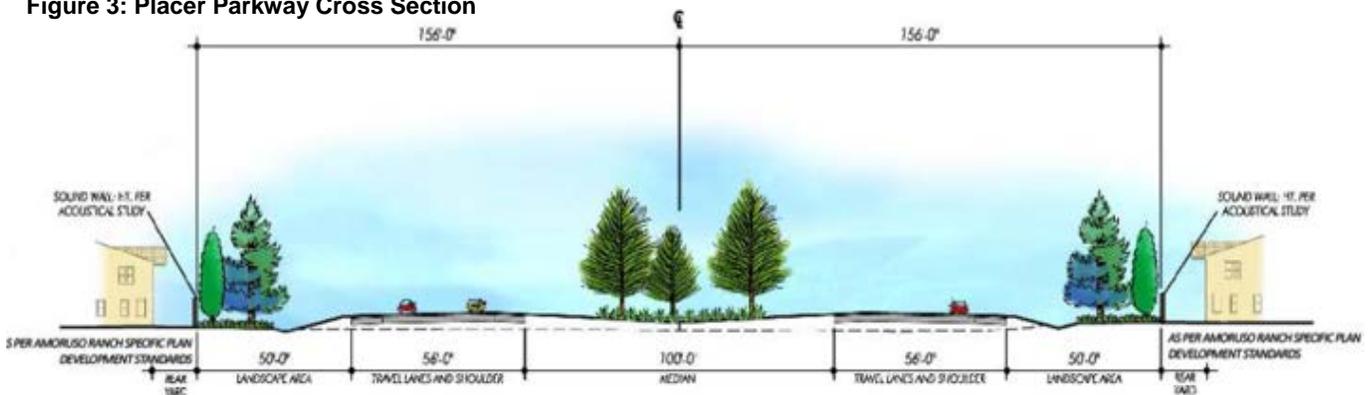
West Sunset Boulevard - is a County Road that is adjacent to the ARSP. Improvements to this road will include widening the existing 22-foot wide roadway and drainage ditch located along the southern boundary. The roadway will remain in Placer County's jurisdiction; however, along the frontage of the project site, within the ARSP project boundary, a 25-foot landscaped corridor will be provided behind the drainage ditch and will have a 5-foot wide pedestrian path. Additionally, a masonry wall will be constructed between the property boundaries and the landscape corridor.

Westbrook Boulevard - will be the main arterial roadway serving the site from the south (from the Creekview Specific Plan). As a planned 6-lane facility, Westbrook Boulevard will be designed with a 14-foot wide median planted with trees and various shrubs and groundcover to enhance the visual character of the roadway. An 8 foot wide sidewalk will be constructed on either side of the street with a 10 foot wide landscape corridor separating the sidewalk from the roadway.

Placer Parkway - is a planned six-lane limited access roadway that will provide access from Highway 65 to Highway 99 in Sutter County and will serve as a parallel facility to Interstate-80. A portion of Placer Parkway traverses the project site from the northeast corner to the southwest corner of the site. While Placer Parkway is not a part of the proposed project, the project helps facilitate this important regional facility by providing right-of-way for its future construction.

As shown in the cross section below, Placer Parkway will have a 312-foot right of way, with a 100-foot median and 50-foot landscape corridors. Portions of the facility may be elevated through the plan area. During the tentative map stage for homes immediately adjacent to Placer Parkway (Parcels AR-2, AR-3, AR-8, AR-9, AR-10) several measures will be considered to reduce impacts from temporary construction noise, operational noise, and air quality associated with the roadway. Accordingly, care will be taken to locate and orient homes to address livability concerns. Where homes back or side onto the planned Placer Parkway right-of-way, a masonry wall will be provided.

Figure 3: Placer Parkway Cross Section



It is assumed that the lotting pattern and home orientations will vary within the residential parcels to help mitigate impacts from Placer Parkway. However, to further ensure an appropriate buffer is established, suitable planting materials will be used between residences and the transportation facility to screen the Parkway and provide a noise and air quality buffer (plant material including Sycamore, Oak, or London plane trees that provide a broad canopy for screening should be considered). Design of Placer Parkway is conceptual and actual design will be completed at a future date; however, a conceptual cross section indicating an elevated parkway is provided as Figure B.25a.

In addition, no interchange was included with the Placer Parkway design at Westbrook Boulevard as part of the initial Tier 1 Environmental Impact Report/Environmental Impact Statement (EIR/EIS); however, the project’s land use plan, does not preclude an interchange should it be determined that one is needed in the future.

Road G – is a two lane road that incorporates paseos will provide access to the northwest corner of the project site and is planned to be below grade in order to minimize the need to elevate Placer Parkway.

Roundabouts - are utilized to calm traffic and slow vehicles as they enter residential neighborhoods. To add to the visual character of the streetscape, the roundabouts will be raised 18 to 24 inches above the curb and landscaped to give more definition to the space. Large deciduous or non-conifer canopy trees are recommended to establish a vertical focal point and layered planting is encouraged in this area to give more variety and definition to the landscape.

SUMMARY

As proposed, the Design Guidelines supplement the City's Community Design Guidelines and provide guidance for the physical form and visual character in the ARSP. For the landowners, they add value to the land plan by clarifying details about the aesthetic quality and livability of the project. For developers and designers, they give direction for site planning efforts, and for prospective residents and businesses, the Design Guidelines give help in deciding where to live and work by giving ideas of what future nearby development could be.

Where the ARSP Design Guidelines document conflicts or is silent on an issue, the Zoning Ordinance, Sign Ordinance, and Community Design Guidelines will prevail.

The proposed Development Agreements (DAs) address topics related to the development of the ARSP project area. In addition, the DAs identify the various obligations of the landowners (i.e. dedications, improvements, financing) and the City (i.e. cooperation, best efforts, fee credits/reimbursements). Finally, the DAs contain general provisions related to the terms of the agreement, amendment process, and annual review requirements, in order to clearly define the obligations of the vested parties.

PERMITTED USES & VESTED ENTITLEMENTS

The permitted uses within the Amoruso Ranch Specific Plan are specified in the Specific Plan document, Tables 4-1 and 4-2, and the Land Use Map, Figure 4-1. The vested land use entitlements include:

- 2,827 dwelling units
 - **1302** Low Density Residential
 - **542** Medium Density Residential
 - **873** High Density Residential
- 27 acres (**109 units**) Community Commercial – Village District
- 24 acres Community Commercial
- 17 acres Public/Quasi-Public (Elementary School, Electric Substation, etc.)
- 22 acres Neighborhood Parks
- 145 acres Open Space
- 20 acres (**1 unit**) Urban Reserve

The permitted uses will be developed in accordance with the terms of the ARSP document, the ARSP DAs, and the Zoning Ordinance of the City of Roseville.

It must be noted that the 20-acre Urban Reserve parcel is not a participant in the specific plan process and is not a party to the DAs. The Urban Reserve parcel is included in the land annexation to avoid being left as an island of unincorporated land surrounded by City, but it will not receive urban land use entitlements.

FISCAL ANALYSIS, IMPACT FEES & FINANCING

Fiscal Analysis: One of the Guiding Principles adopted by the City Council requires that any new development proposal have either a neutral or positive fiscal impact on the City's General Fund. In order to address this issue, evaluation of the ARSP proposal required preparation of a Fiscal Impact Analysis (FIA). The FIA projected General Fund revenues and expenditures related to the ARSP during 5-year cumulative increments of development and at build-out. Based on that analysis, the ARSP is projected to have a neutral fiscal impact on the City at build-out.

Prior to the City's application submittal to LAFCO, a new property tax-sharing agreement between the City and Placer County will need to be put in place.

Project Financing: The DAs provide for the establishment of two special tax districts in the ARSP: a Public Services Community Facilities District (CFD) to fund maintenance of public services and improvements within the plan area; and a Municipal Services CFD to offset the ARSP's impact on City-wide general fund services such as public safety. The DAs also provide for a third, optional CFD which may be used to fund construction of project infrastructure. In addition, the DAs establish a Public Benefit Fee and a Public Facilities Fee, to supplement the assessment districts and fund general City

programs and facilities throughout Roseville. As mentioned previously, through this funding strategy of assessment districts and fees, the ARSP is projected to have a neutral fiscal impact on the City at build-out. Some of the key funding strategies are described below. This list of fees and funding strategies is not all inclusive, but gives some overview of the obligations spelled out in the DAs.

South Placer Regional Transportation Authority (SPRTA) Tier II Fee: The landowners are obligated to pay the Tier II Traffic impact fee for the future construction of Placer Parkway. The SPRTA Board approved a limited fee deferral program that allows a portion of the Tier II Traffic Fee to be deferred to the payment from future bond sale proceeds 30-years hence. The current fee deferral program at the time of this writing allows deferrals of 50% for the first 7,000 DUE's entering the program region wide, up and until January 1, 2026 (whichever occurs first) and then ratchets down to 30% for the next 7,000 DUE's (region wide) until January 1, 2031, (again, whichever occurs first) with a regional overall cap of 29 million dollars available for deferral. The current fee is currently set at \$6,332.96 per residential unit and is adjusted annually with the Construction Cost Index (CCI).

Community Facilities District (CFD) for Public Services: This CFD will be used to provide on-going, annual funding for the maintenance within the ARSP of neighborhood parks, paseos, landscape corridors, bikeways, flood control facilities, and open space preserves, including environmental mitigation monitoring and management. Should the City find that offsite preserve areas provide a public benefit in the form of passive recreation opportunities (for example Class 1 trails) and related management costs are reasonable, this CFD could be expanded to also include long-term management of these offsite areas (as discussed further below under WETLANDS).

CFD for Municipal Services: This CFD will be used to offset the ARSP's impact on the general fund for City-wide services provided to the ARSP including police, fire, City-wide parks and libraries.

CFD for Project Infrastructure and Public Facilities: The DAs provide for a third CFD at the landowners' option, which would be used for the construction and/or acquisition of public backbone infrastructure and public facilities within the plan area. The DAs also provide for certain fees to be paid from the CFD bond sale. Historically, these fees were collected at issuance of each building permit. In the event this CFD is not formed, the infrastructure would be financed through traditional assessment districts and private financing, and the fees would be paid at building permit.

Public Facilities Fee: Upon the issuance of each residential building permit within the Project, the landowners shall pay the City Public Facilities Fee (Roseville Municipal Code Chapter 4.52).

Public Benefit Fee: As required by the Guiding Principles, new development is required to contribute a significant public benefit to the City. To that end, the DAs provide for the landowners to pay a Public Benefit Fee to offset a portion of the project's impacts and the tax sharing agreement with Placer County. The DAs provide the potential for the landowners to pay the Public Benefit Fee from CFD bond sales. The Public Benefit Fee for each low density and medium density residential unit shall be \$ 1,280. The Public Benefit Fee for each high density residential unit shall be \$ 845.

Fire Facilities Fee: The DAs provide for the landowners to pay a fee equal to the discontinued Fire Service Construction Tax upon issuance of each building permit.

Placer County Capital Facilities Fee: The DAs provide for the landowners to pay a Placer County Capital Facilities Fee upon issuance of each building permit.

AFFORDABLE HOUSING

The ARSP will provide a total of 283 affordable rental units, which is consistent with the City's 10% Affordable Housing Goal outlined in the Housing Element of the General Plan. As part of this project, a General Plan Amendment is also being processed that will update the General Plan Affordable Housing Obligation to provide for 40% very-low income rental units and 60% low income rental units. As such, the affordable units within the Plan area will be allocated as follows:

- Very-low income rental units: 113 units (40% of total affordable units)
- Low income rental units: 170 units (60% of total affordable units)

The DAs specify details such as: income range definitions, affordable unit transfers, subsidies for rental units and prevailing wage requirements, Affordable Housing Regulatory Agreement requirements, and reduced Community Facilities District levies. The DAs also provide for the landowners to pay an in-lieu fee instead of constructing affordable housing units, in the event the City adopts such an in-lieu fee program.

INFRASTRUCTURE IMPROVEMENTS

Backbone infrastructure improvements to be constructed by the ARSP include: roadways; water, recycled water, sewer, drainage, and electric facilities; flood control improvements; and site work for two sewer lift stations, a potable water well and pump, and a recycle center. The DAs stipulate the backbone infrastructure areas will be dedicated to the City and upon satisfactory completion will be accepted as public roads, public sites, and open space parcels.

In-tract (e.g. subdivision) improvements like local streets and utility facilities will be installed with individual developments as the project builds out.

DRAINAGE IMPROVEMENTS

Drainage improvements including the construction of a 60-100-foot wide drainage channel is proposed on the western side of the property, which includes some offsite improvements in the Al Johnson Wildlife area (AJWA). The DAs outline the requirements of the channel including acceptance by the City for future maintenance obligations and ongoing monitoring within the AJWA to ensure that the off-site conveyance channel operates sufficiently in the future.

PROJECT PHASING

The ARSP is anticipated to build out in three phases and the DAs identify improvements needed to provide access, utility services, and public services to each phase, consistent with City standards. A phasing plan and related DA exhibits outline the needed improvements. The DAs include conditions and performance criteria which must be met in order to proceed with sub-phasing. Timing and extent of public improvements and services are key components in evaluating any proposal for sub-phasing.

Development of ARSP will be dependent upon the completion of the extension of roadway and utilities through the Creekview Specific Plan including an electrical substation in the Creekview Specific Plan area.

WETLANDS

Federally regulated wetlands are located within the ARSP and the landowners must obtain a Section 404 Permit to fill or otherwise impact these resources. Impacts to wetlands related to this project will be mitigated through a combination of on-site preservation ("Preserve Area(s)"), off-site preservation and/or on-site and off-site creation or restoration of wetland resources. The applicant's proposed mitigation plan includes preservation of two offsite parcels adjacent to the Al Johnson Wildlife Area, south of West Sunset Boulevard. The applicant has expressed interest in dedicating these areas to the City. However, until the federal wetland permits are secured and the required obligations for maintenance are established, the City is unsure whether it makes sense at this time to agree to accept the properties. Therefore, the DAs (Section 3.19.2.7) stipulates that off-site preserve properties may be accepted by the City and included in the Public Services CFD, but such action would require future City Council approval. If dedication occurs, it would need to be consistent with the requirements of Section 2.7 of the DAs (including appending to City's Open Space Preserve Overarching Management Plan and funding of management, maintenance, monitoring and reporting obligations).

A number of factors are to be considered when accepting off-site open space. The main considerations are access, overall public benefit and related CFD costs. At this point, discussions are still on-going regarding the public benefit and cost component of the off-site preserves. As an option to City ownership, because the primary purpose of the offsite preserves is for wetland mitigation, should it be determined that management costs outweigh public benefit, these lands could alternatively be conveyed to and managed by a third party land trust. The final disposition of the offsite preserve properties will be decided following federal regulatory approvals when related public benefit and CFD management costs are known.

WATER SUPPLY ASSESSMENT & CONSERVATION

The existing City water supply is insufficient to serve the ARSP and a new source of water is needed for the project. Accordingly, treated surface water for the project will be delivered to the City from PCWA at the existing Tinker pump station intertie located along Industrial Boulevard.

Placer County Water Agency Supply – The City is negotiating with the Placer County Water Agency (PCWA) to acquire an additional treated surface water supply from PCWA via a wholesale water agreement, inclusive of 1,090 acre-feet per year ("AFY") to serve the Project. Water obtained from PCWA by the City through the wholesale agreement would be delivered to the City through PCWA's Tinker Road Pump Station and Reservoir located in the Sunset Industrial Area of unincorporated Placer County (the "Tinker Road Facility"), and then transported through the City's water infrastructure to the Project site. Because the agreement is not in place yet, the exact dollar amount is not known yet. A place holder has been included indicating the project will be required to pay the PCWA connection fee. This amount may be adjusted once an agreement is in place. The agreement with PCWA must be in place prior to the first building permit.

The Tinker pump station is currently designed to wheel 10 MGD of PCWA water supply through the City for delivery to Cal American Water Company. This facility will require future expansion to deliver the additional water to serve this project. The project will fund the expansion of this facility. Water delivered through the Tinker facility for the ARSP will then be wheeled through existing City infrastructure located along Industrial and Baseline Roads and then supplied to the plan area through a 24-inch main line that extends from the south (CSP Area) and distributed through an infrastructure system that parallels the collector and arterial roadway system which will consist of 6-inch to 24-inch diameter mains. Connections to potential future development areas will be provided at the southern project boundary along Westbrook Boulevard as well as at the eastern ends of Roads "B" and "D". All

water improvements will be constructed to the City's standards and infrastructure improvements will be phased. This is consistent with the City's General Plan Policy that new annexation areas bring a new surface water supply.

In addition, the DAs require that a production well be in operation at the time of occupancy of the 250th residential unit, in order to provide a backup water supply. The landowners shall receive approval from the City regarding well design and drilling method, prior to commencement of this work. The City and landowners are satisfied that these sources of supply are adequate to assure water for the ARSP.

The DAs also require implementation of a Water Conservation Plan which includes measures such as smart/centrally controlled irrigation timers, re-circulating hot water systems, and turf limitations. The goal for ARSP is to reduce water consumption compared to current City-wide use characteristics. Per the DAs, the property owners and the City will periodically reassess the Water Conservation Plan and the continued availability of water supply. After the project utilizes 50% of its projected potable water allocation and then every three years thereafter, the effect of the assumptions, the water sources, and the actual water demands of the ARSP will be reviewed. If the City determines that any of these factors have changed to the extent they materially affect the City's ability to provide sufficient water to the project, the parties will consider additional measures to ensure water supply will meet the demands of the project.

RECYCLED WATER INFRASTRUCTURE

The ARSP will have recycled water infrastructure for irrigation throughout the project for all areas south of Placer Parkway, for parks and landscape setbacks, medians, paseos adjacent to collector streets and other landscape areas including all multi-family and non-residential landscaping uses. The small residential area north of Placer Parkway is planned for low density residential uses, and therefore, recycled water is not planned to serve this area. Sufficient potable water supplies would be available to serve this neighborhood.

The DAs stipulate that landowners will construct recycled water lines as part of the backbone infrastructure consistent with the phasing plan. The City will provide the ARSP with recycled water from the Pleasant Grove Wastewater Treatment Plant (PGWWTP) through the CSP. In the event that the CSP has not constructed recycled water facilities necessary for the project area, the ARSP landowners shall construct the necessary off-site facilities and obtain reimbursement from the CSP, consistent with DA Section 4.2.2. All recycled water improvements will be constructed to the City's standards and infrastructure improvements will be phased. In addition, the project will contribute its pro rata share to fund the expansion of the existing recycled water tank and pump station located at the Pleasant Grove Wastewater Treatment Plant.

SEWER LIFT PUMP SITES

Parcels AR-56 and AR-57 are being dedicated for sewer lift stations. The landowners are required to improve the site and construct the stations and related infrastructure prior to dedication.

ELECTRIC SUBSTATION

There is no power available to the project site until the Creekview Electric Substation site is constructed. The CSP DA stipulates that by the 500th residential building permit, the landowners will dedicate a 0.90-acre graded, buildable electric substation site on Westbrook Boulevard (C-81). If the substation site is not dedicated to the city by the time the landowners wish to proceed with development

of the ARSP, they shall have the right to cause such dedication, grading and provision of access to the substation site for City to construct the electric substation that will serve both the CSP and ARSP.

PARKS, PASEOS AND OPEN SPACE

Parks – The ARSP provides for the development of seven neighborhood park sites within the plan area. Land for the park sites will be dedicated by the landowners, with park construction financed through payment of Neighborhood Park Fees. The following parks are included in the plan area:

- 1.28-acre neighborhood park, shown as Parcel AR-60
- 1.87-acre neighborhood park, shown as Parcel AR-61
- 10.11-acre neighborhood park, shown as Parcel AR-62
- 1.72-acre neighborhood park, shown as Parcel AR-63
- 2.12-acre neighborhood park, shown as Parcel AR-64
- 3.04-acre neighborhood park, shown as Parcel AR-66
- 2-acre neighborhood park, shown as Parcel AR-67

Citywide Parks – No Citywide park site has been included in the ARSP. However, consistent with the Park In-Lieu ordinance and in order to meet parkland dedication requirements, the Development Agreement requires the payment of Parkland In-Lieu fees (land component) and Citywide Park Improvement fees for the construction of citywide park facilities outside the plan area.

Neighborhood Parks – The required 22.14 acres of Neighborhood Parks will be provided through the inclusion of seven parks strategically located throughout the plan to provide accessibility to residents. These park sites will range in size from one to ten acres and will include a variety of park amenities (i.e. youth ball fields, basketball courts, children’s play equipment, passive recreation spaces, and picnic areas). Recycled water will be used for all parks (with the exception of Park Parcel AR-60) and will be developed in compliance with the City’s water efficient landscape (WELO Ordinance).

Parks Maintenance – Funding for ongoing, long-term maintenance of all neighborhood parks within the ARSP will be generated through the CFD for Public Services. This tax will be levied against all residential properties in the ARSP, and the tax will be calculated to ensure that ongoing maintenance can be provided to these parks consistent with City standards at no cost to the General Fund.

Open Space – Initially 98 acres of open space within the plan area will be dedicated to the City for use as open space preserves with an additional 10 acres of paseos. Upon completion of phase 3, an additional 38 acres will be deeded to the City. All open space parcels and paseos will be owned by the City and maintained by funds generated by the CFD for Public Services, the same funding mechanism used to maintain neighborhood parks (not a General Fund obligation).

Bike Trails – It is anticipated that bike trails will be constructed as development occurs as is typical in other specific plans. The landowners will construct the bike trail in segments and will be responsible for the construction cost associated with development.

SCHOOLS

The ARSP is located within the Roseville City School District and Roseville Joint Unified High School District. The landowners have been in negotiations on separate funding agreements with the districts, which are intended to provide 100% funding of school impacts.

REIMBURSEMENTS

The DAs stipulate that backbone improvements and facilities needed for the project will be constructed and dedicated at the expense of the project, with some credits or reimbursements specified in the DAs. Certain backbone improvements in the CSP Plan were planned in anticipation of future development outside the plan area. Accordingly, the ARSP landowners have an obligation to reimburse the CSP for its improvements to the extent they benefit ARSP. The City must use its best efforts to facilitate this reimbursement.

Likewise, certain ARSP backbone improvements are required to be constructed over-size in anticipation of future development (e.g. potential Placer Ranch area). The DAs stipulate that the landowners are entitled to receive reimbursement from third parties to the extent the third parties benefit from ARSP backbone.