2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION AND SUMMARY

The proposed annexation area is approximately 2,064.1 acres located in unincorporated Placer County, immediately west and south of the City of Roseville's existing City limits (see Figure 2-1, *Location Map*). The project site is located approximately 6 miles west of Interstate 80 and State Route 65, 10 miles northeast of the City of Sacramento, 10 miles east of State Route 99, 5 miles west of downtown Roseville, and four miles east of the Sutter County line. The proposed project site is west of Fiddyment Road and north of Baseline Road and extends west from Fiddyment Road to approximately one half mile west of the intersection of Watt Avenue and Baseline Road.

This Environmental Impact Report (EIR) examines the potential effects of a proposed project that includes approvals by the City of Roseville and the Placer County Local Agency Formation Commission that would:

1. Amend a 2,064-acre area, immediately west of the City of Roseville (City) corporate boundaries, including Baseline Road, west of Fiddyment Road, in unincorporated Placer County into the City's jurisdiction (annexation);
2. Expand approximately 373 acres of the City's sphere of influence (SOI) over a small portion of the western boundary (see Figure 2-2, *Sphere of Influence Amendment Map*), and a small portion on the southern boundary to include Baseline Road;
3. Adopt the Sierra Vista Specific Plan (SVSP)
4. Approve General Plan land use and text amendments
5. Approve Pre-zoning
6. Approve Large Lot tentative maps
7. Development Agreements with six property owners/applicants which covers the 1,627 acre specific plan area.

The Sierra Vista Specific Plan (SVSP) is a proposed specific plan project that would include development of a mix of land uses, including: 6,650 residential units, approximately 215 acres of commercial and office uses, approximately 60 acres of public/quasi-public, 267

acres of open space uses, 14 acres of paseos, and 90 acres of parks. The majority of the proposed project site is within the City's Sphere of Influence (SOI), which was expanded in 2004, as part of the West Roseville Specific Plan (WRSP) annexation.

Concurrent with the WRSP annexation, the City's SOI was amended to align with the boundary of the 5,500 acre Memorandum of Understanding (MOU) Transition Area between the City and Placer County. The MOU Transition Area was established in 1997 to foster cooperative land use planning between each jurisdiction, and applies to the land area two miles west of Fiddyment Road and north of Baseline Road. The approval by the Local Agency Formation Commission (LAFCO) of the SOI expansion constituted recognition by both the City and Placer County that the remainder of the MOU Transition Area was likely a future growth area for the City.

The MOU sets forth additional requirements for processing project approvals, including submittal of certain information, input by the Placer County Board of Supervisors regarding annexations, adherence to minimum development standards, and mitigation of traffic impacts.

Approximately 373 acres of the SVSP are west of the City's MOU and SOI boundary, and therefore, one action of the proposed project would also include a SOI amendment. Of the 373-acres, approximately 168 acres of the sphere amendment are non-participating properties (Richland and Chan) that would be designated Urban Reserve. The SOI would also be extended along the southern boundary of the project area to include Baseline Road.

2.2 PROJECT AREA CHARACTERISTICS

The project site is characterized by gently rolling topography and large, open annual grassland areas. The site's natural features include Curry Creek, which traverses the southern portion of the site in a westerly direction, crossing south of Baseline Road for a distance, and ultimately crossing back north, traversing the western edge of the project site. Seasonal wetlands, including vernal pools and seasonal drainages, are also scattered throughout the site. Approximately 90 trees are present on the project site. The majority of the trees are primarily from a eucalyptus stand on the southwestern portion of the site, as well as trees along the Curry Creek corridor. Most of the trees along Curry Creek are cottonwoods and willows, with the exception of five interior live oaks.

FIGURE 2-1
LOCATION MAP

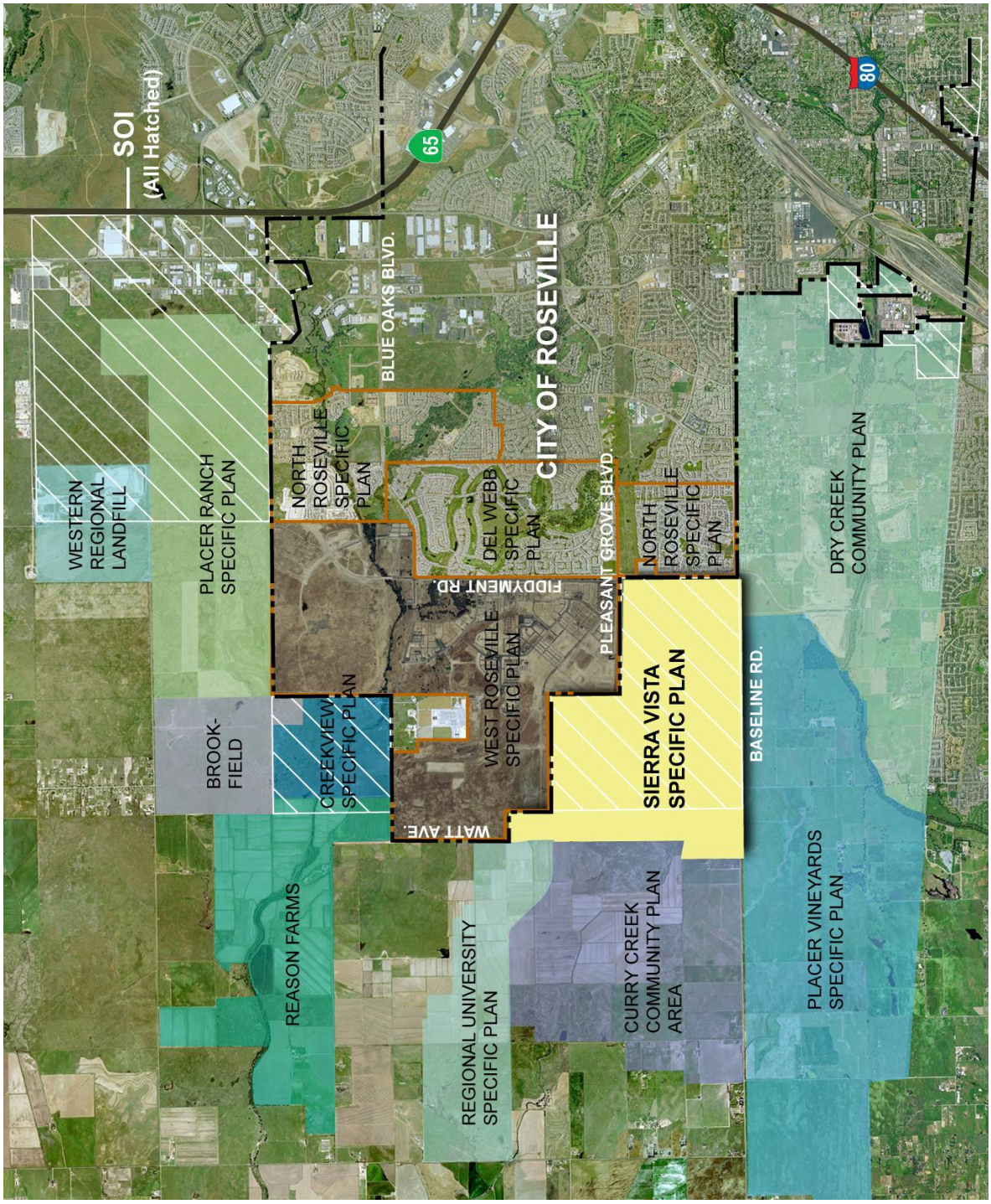
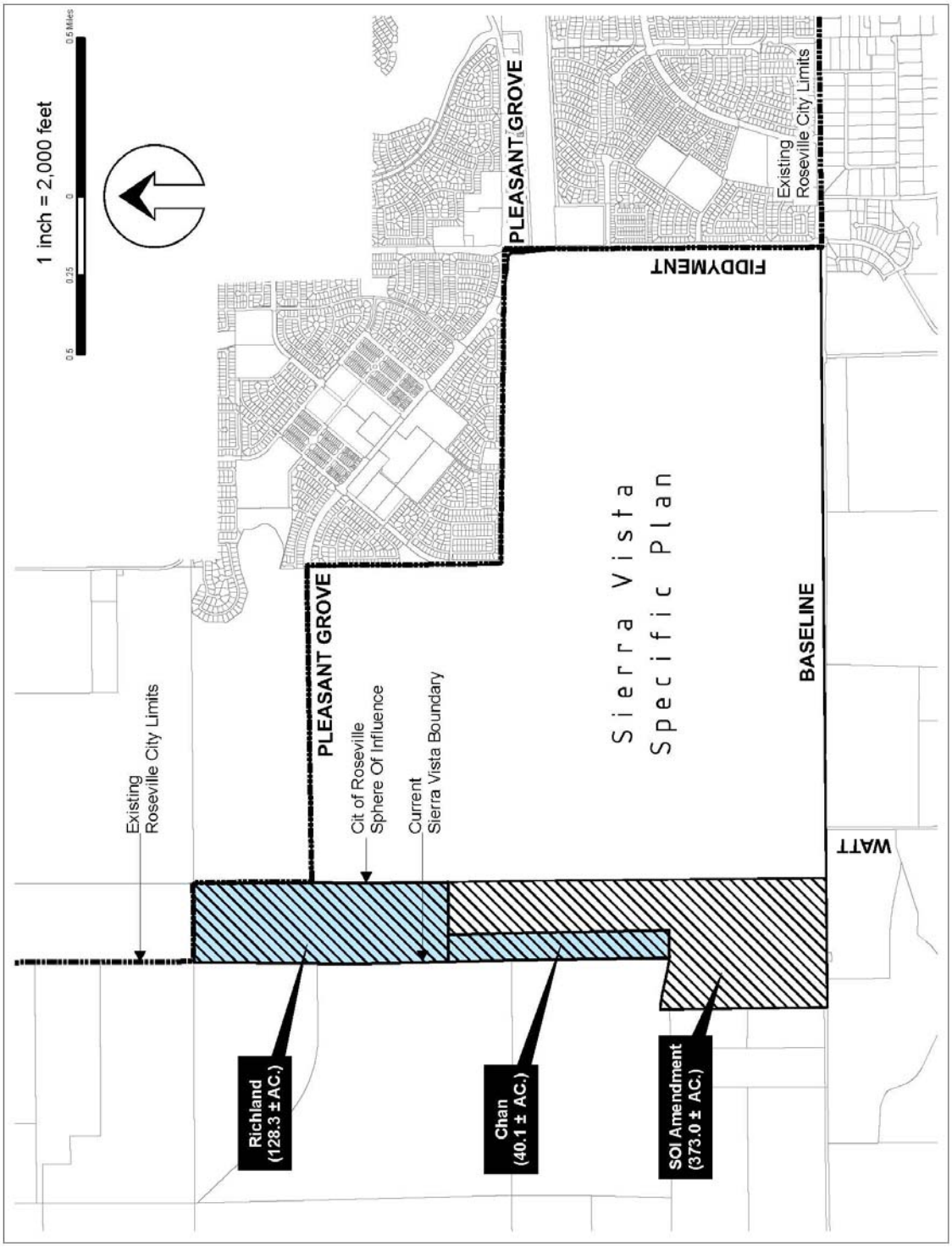


FIGURE 2-2

SPHERE OF INFLUENCE AMENDMENT AREA



The Western Area Power Administration (WAPA) and Sacramento Municipal Utility District have a combined 375 foot-wide easement (WAPA corridor) that generally extends in an east-west direction through the center of the project site (Figure 2.3, *Constraints Map*). The Cottonwood-Roseville, Roseville-Elverta/Roseville-Fiddyment-Elverta 230- kilovolt (kv) transmission line easements supply regional power to the area. Several constraints are present within this corridor, including multiple high-tension power lines and associated towers. These structures are significant manmade features on the project site and would remain as part of WAPA's northern California energy transmission infrastructure system. In addition, there is a 50-foot-wide electrical easement that extends in a north-south direction through a portion of the project site. The US Department of Energy indicates that no structures are allowed within the WAPA easement including the following restrictions:

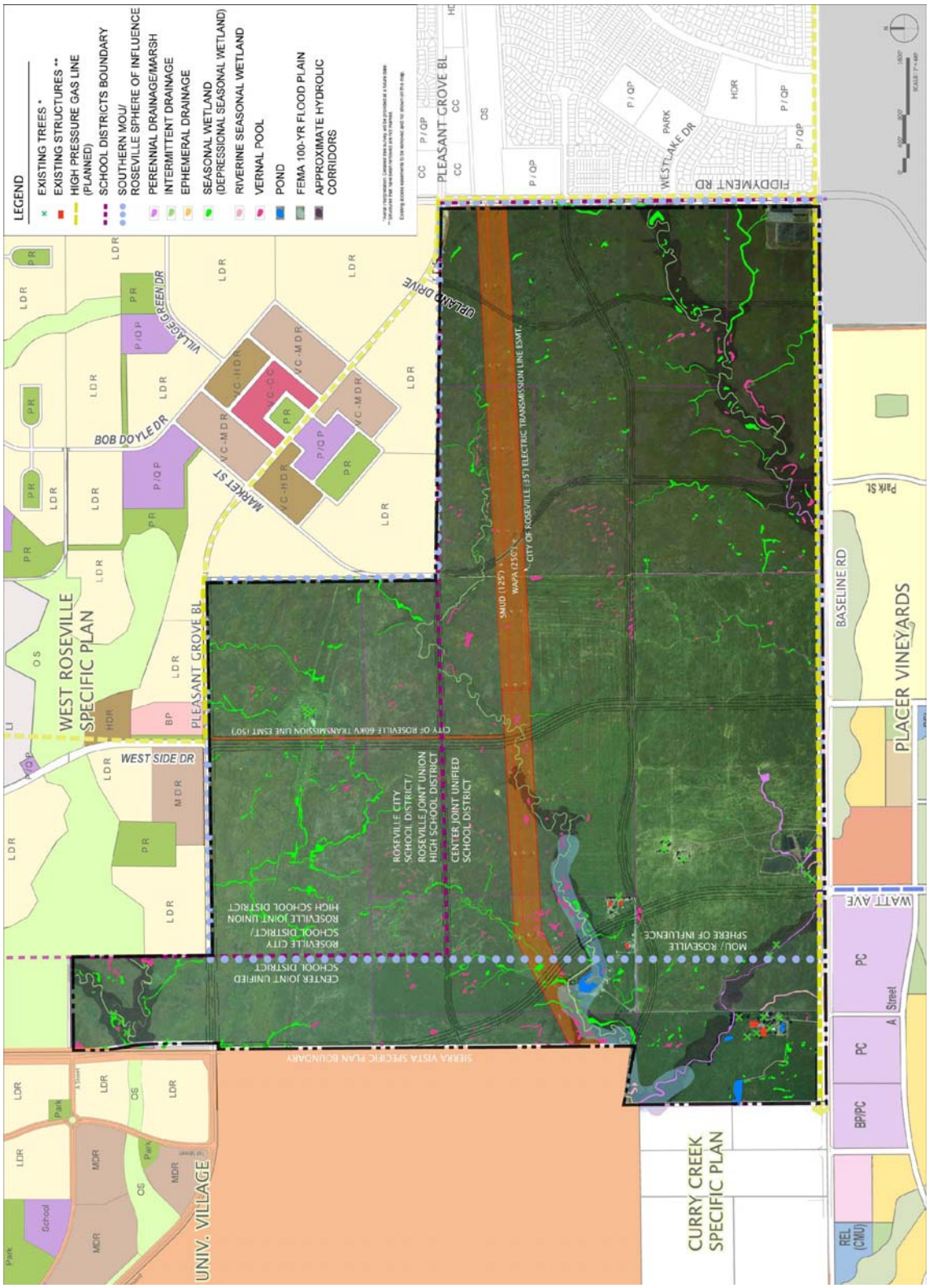
1. Structures are not allowed on the easement. Structures, by way of example shall mean buildings, sheds, mobile homes, signs, storage tanks, septic systems, swimming pools, tennis courts, basketball courts, gazebos, or similar facilities.
2. All vegetation on the easement shall not exceed a maximum height of 12-feet at maturity.
3. Excavation is not permitted within 20-feet of any tower footings and a 30-foot unobstructed access/clearance around the towers must be maintained at all times.
4. WAPA shall review fence plans affecting the easement area prior to installation. If fences are placed across the easement, 14-foot wide gates are required for access along the easement.

OWNERSHIP

The proposed project applicant (Applicant) is the Sierra Vista Landowner Group. The Sierra Vista Landowner Group consists of the following entities: CGB Investments; D.F. Properties, Inc.; Mourier Investment, LLC (MILLC); AKT Investment Inc.; and Westpark Associates. In addition, there are several parcels in the northern portion of the site and along its western edge that are owned by non-participating landowners, which are not controlled by the applicants: Richland Communities and Chan Properties. Although these parcels do not have specific development proposed at this time, they are proposed to have an Urban Reserve (UR) land use designation and will be included in the City's annexation and sphere of influence amendment application to LAFCO. The EIR analyzes

FIGURE 2-3

CONSTRAINTS MAP



the Urban Reserve parcels at a program-level. Additional entitlements and environmental review would be required at the time future development is proposed.

The assessor parcel numbers for the project site include:

> 017-150-081 and 017-150-082, 017-150-009, 017-150-011 (portion), 017-150-012, , 017-150-020, , 017-150-024, , 017-150-026, 017-150-027, 017-150-029, 017-150-030, 017-150-031, 017-150-032, 017-150-033, 017-150-035, 017-150-036, and 017-150-039, 017-150-069.

The assessor parcel numbers for the non-participating properties that would be Urban Reserve are as follows:

> 017-150-034 (Chan), and 017-150-023, 017-150-019, 017-150-002, 017-150-025 (Richland)

The parcels are shown in Figure 2-4.

EXISTING USES

The Placer County General Plan currently designates most of the project site as Agriculture/Timberland, 80-acre minimum. The SVSP is designated in the Placer County Zoning Ordinance as Farm Combining Building Site, 80-acre (FB-X-80).

The majority of the proposed project site is undeveloped and has historically been used for agricultural or grazing activities. Current land uses include four large-lot single-family residences, generally in the central and southwestern portion of the project site, and other smaller structures along Baseline Road associated with ongoing dry farming agricultural production activities. In addition, strawberry fields are present in two small areas of the project site along Baseline Road.

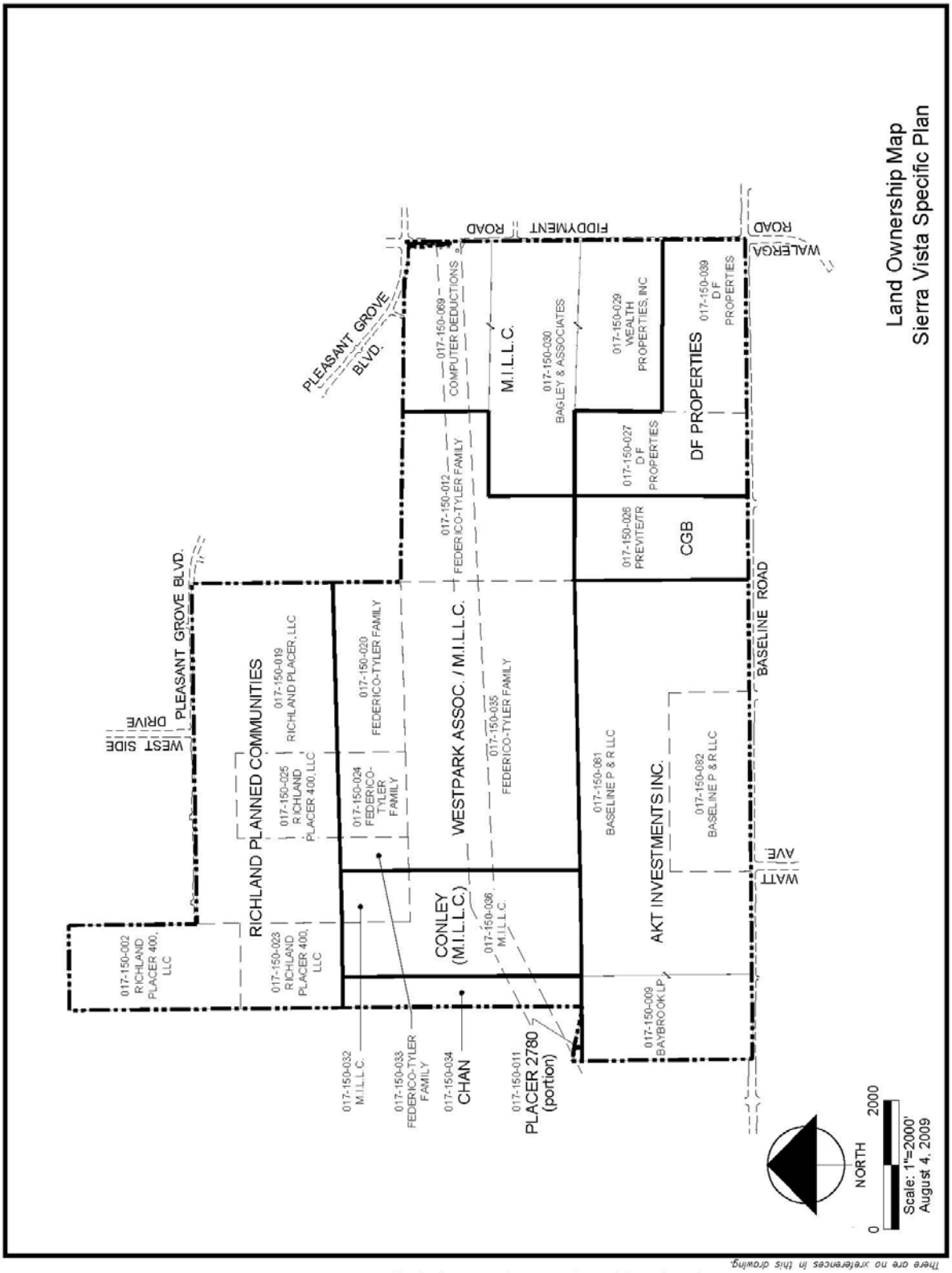
Existing Zoning

The existing Placer County zoning designations of the project site are Farm-Building-Site-20 acre minimum and Farm-Building-Site 80 acre minimum.

Farmland Classification

The California Department of Conservation (CDC) classifies the project site as Farmland of Local Importance.

FIGURE 2-4
LAND OWNERSHIP



2.3 PROJECT OBJECTIVES

The purpose of the proposed project is to implement a large-scale, mixed-use, mixed-density master planned community in the City consistent with the City's Guiding Principles related to new development west of Roseville and the City's Blueprint Implementation Strategies. The proposed project is intended to provide for the orderly and systematic development of a mix of residential neighborhoods, schools, parks, and nonresidential uses.

The ultimate development pattern and urban framework for the SVSP are guided by the following project objectives:

1. **Complete Comprehensive Planning for the SVSP Area:** Formulate a specific plan and related land use planning documents and regulatory approvals for the SVSP as a means of expanding the City in an orderly manner, and that accommodates Roseville's share of future regional population growth, that is compatible with surrounding land uses, that complements the pattern and intensity of existing development in the City, and that provides new benefits to the City

2. **Mix of Land Uses:** Provide for a mix of land uses within the SVSP to create a balanced community with approximately 6,650 residential units; 215 acres of commercial, commercial mixed-use, and business professional uses; 60 acres of public/quasi-public uses, 357 acres of parks and open space, 14 acres of paseos and 432 acres of urban reserve uses.

3. **Existing Policies:** Satisfy the City policies, regulations and expectations as defined in the General Plan, City/Placer County Memorandum of Understanding (MOU), City/U.S. Fish and Wildlife MOU, Growth Management Visioning Committee recommendations, Council Edge Policy, Zoning Ordinance, Improvement Standards, and other applicable plans, documents and programs adopted by the City.

4. **Blueprint Consistency:** Provide for development that meets the City's nine identified Blueprint Implementation strategies to achieve the Blueprint Principles adopted by the City Council in June 2005. Achieve project design characteristics that are reflective of the general policy direction embodied in the City's adopted General Plan and Blueprint Implementation Strategies, including connectivity between neighborhoods and commercial uses, services, schools and parks. By focusing development on lands

adjacent to existing urban areas and infrastructure, the Blueprint strives to reduce the pressure to urbanize other agricultural or habitat lands within the greater Sacramento region, and thereby minimize long-term environmental impacts within the region.

5. **Commercial/Employment Center:** Provide for retail/commercial and office opportunities along key sub-regional transportation corridors such as Baseline Road and Watt Avenue.

6. **Jobs/Housing Balance:** Strive for a land use mix and pattern of development that provides linkages between jobs and employment uses, will provide a reasonable jobs/housing balance, and will maintain the fiscal viability of the City.

7. **Housing Opportunities:** Plan for approximately 6,650 residential units to provide housing choices in varying densities that respond to all market segments, including opportunities for rental units and affordable housing consistent with the City's General Plan.

8. **Regional Housing Needs Allocation**: Aid the City in meeting its recognized obligation to accommodate a percentage of future population growth in the region (as embodied in the Regional Housing Needs Allocation [RHNA] identified by the Sacramento Council of Governments [SACOG] and the California Department of Housing and Community Development [HCD]) by increasing the residential holding capacity by 6,650 residential units in an area identified as appropriate for such development in the City/County MOU, the SACOG Blueprint Project Preferred Alternative (December 2005), and the Sierra Vista Specific Plan Feasibility Analysis (April 2007)

9. **Community Form**: Shape a physical form and character of development that is functional and creates a sense of place that will:

   - Establish an identifiable western edge of the City consistent with the City's edge policy, through inclusion of open space, urban reserve and park uses.
   - Organize neighborhoods to be identifiable and walkable, and to incorporate gathering places such as village centers, parks, and schools
   - Provide adequate school services to serve students generated in the SVSP area.

10. **Mixed-Use Nodes:** Create livable neighborhoods within the SVSP, with higher density development nodes anchored by commercial mixed-use centers that site retail, office, and service opportunities in proximity to residential neighborhoods.

11. **Regional Roadways:** Provide a safe and efficient circulation system that interconnects uses and promotes pedestrian circulation and alternate transportation options. Provide for an extension of Westside Drive to provide a parallel facility to Fiddyment Road to alleviate traffic congestion. Also provide an extension of Watt Avenue within the western portion of the SVSP and develop the frontage with a mix of land uses that take advantage of higher-density nodes around potential transit stops. In addition, develop an east-west roadway connection through the SVSP that parallels Baseline Road and provides an alternative east-west travel route for SVSP residents and enhances regional transportation systems.

12. **Land Use and Transportation Integration:** Provide for a mixture of land uses along the Watt Avenue and Baseline Road transportation corridors to take advantage of higher-density nodes around potential transit stops. Provide opportunities for potential bus rapid transit along Watt Avenue.

13. **Citywide Park Facilities:** Plan for a citywide park facility within the Plan Area with compatible adjacent land uses that will support adult and youth sporting programs.

14. **Bicycle Facilities:** Develop a system of Class I and Class II bikeway facilities that provide an alternative transportation mode and connect with planned city bikeway facilities to adjacent lands.

15. **Pedestrian and Bicycle Connections:** Provide connections throughout the **community** in the east-west direction and north-south direction via a system of open space and paseos.

16. **Public Transportation Options:** Through implementation of City arterial and collector street improvement standards, provide the opportunity to install fixed-route bus stops in appropriate locations. Operate Commuter, Dial-a-Ride, and fixed-route public transit services, as funding allows.

17. **Linking Public Use Areas:** Provide schools and accompanying parks with links to Plan-wide open spaces and residential neighborhoods.

18. **Habitat Conservation and Creation:** Balance development with resource protection, including preservation of the creek corridors, sensitive habitat and wetland resources in an inter-connected permanent open space. Where feasible, create multi-functional habitat within the open space corridors that will provide onsite habitat and aid in water quality. Develop the Plan Area and associated mitigation to compliment the Placer County Conservation Plan (PCCP).

19. **Positive Fiscal Impact:** Include commercial and other tax-generating land uses that will allow the project to have an overall positive fiscal impact on the City and Placer County. Phase development to allow the timely provision of services with the timing of development.

20. **Long Term Growth**: Plan for long-term growth to be positioned to react to market demand. The specific plan is intended to guide development over a 20-year horizon, and is not intended to provide short-term supply of land uses

Urban Reserve Objectives

The objectives for the Urban Reserve parcels are to provide a platform for orderly and systematic future development consistent with General Plan policies, Guiding Principles and the natural features of the land. It is recognized that the properties are a logical location for future growth as identified in the City of Roseville and Placer County MOU. The Urban Reserve and SOI amendment will enable the City to begin a long-term planning process to ensure that the area ultimately develops to City of Roseville standards. In addition, the inclusion of the several parcels as Urban Reserve areas will allow the City to adequately plan for and size future infrastructure. No additional or specific project objectives have been identified for these parcels because there are no specific development plans or proposals for the parcels at this time.

2.4 PROPOSED PROJECT

Land Use Plan

As shown on Figure 2-5, the Sierra Vista Specific Plan's proposed land use plan includes low, medium, and high density residential uses; community commercial; commercial mixed-use; commercial/business professional mixed-use; public/quasi-public; parks and recreation areas, open space, and paseos; landscape corridors; urban reserve areas; and roadways. At buildout, the proposed project would provide approximately 6,650 dwelling units, and generate a population of approximately 16,891 persons, based on the City of Roseville's General Plan assumption of 2.54 persons per household. The project could add as much as approximately 2,235,000 square feet of commercial and employment uses, resulting in approximately 4,966 jobs, assuming one job per 450 square feet of commercial/office space. The components of the SVSP are described in detail below.

Acreage

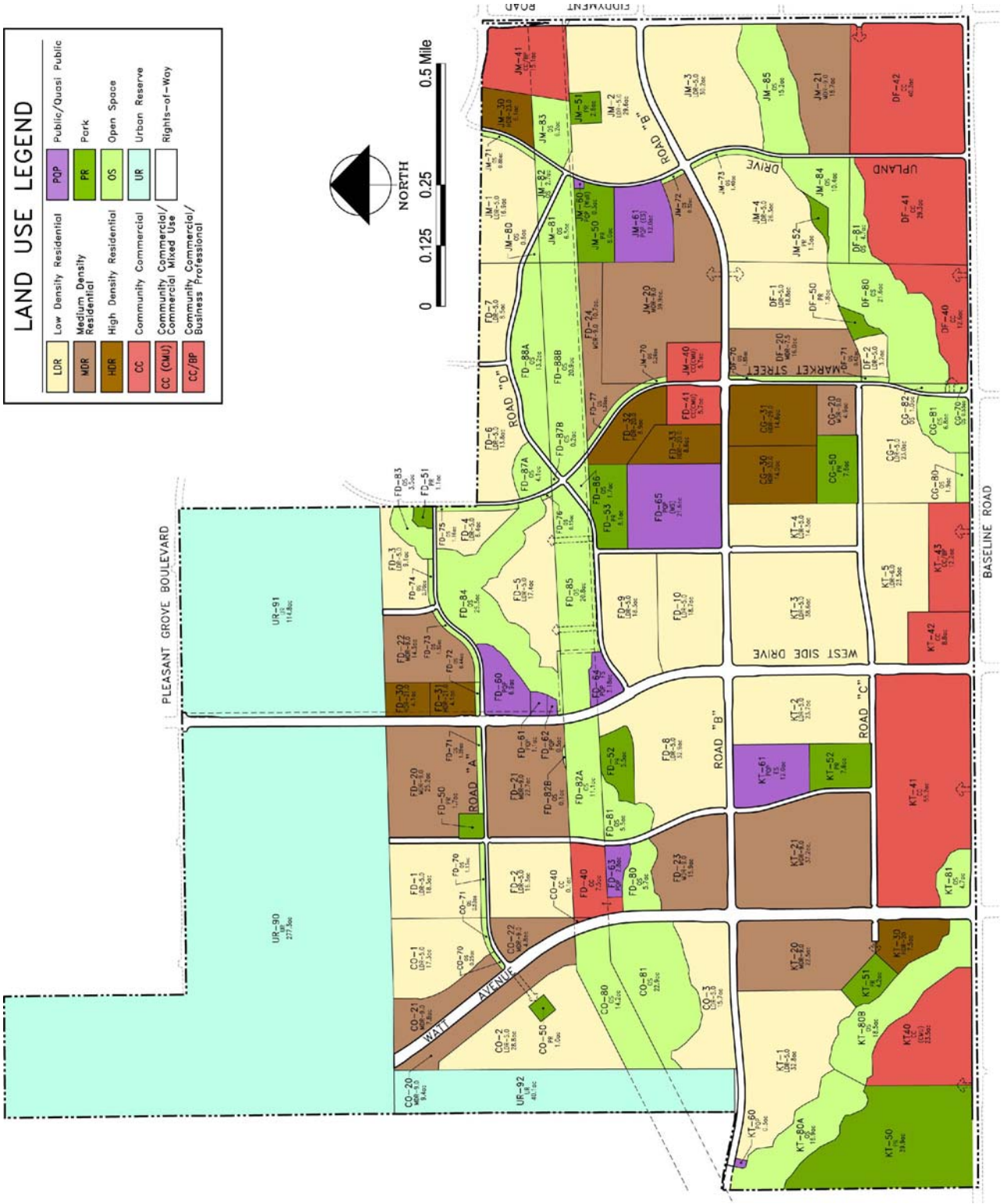
The SVSP planned land use acreages include approximately 502 acres of low-, 250 acres of medium-, and 67 acres of high-density residential designated land; 215 acres of commercial, mixed-use, and employment uses; 60 acres of public/quasi-public uses; 266 acres of open space; 14 acres of paseos; an urban reserve area in the northwestern portion of the project site totaling approximately 438 acres; and roadways and landscape corridors that would encompass approximately 165 acres (Table 2-1). The zoning districts are defined in the City's Zoning Ordinance that can be viewed at the Civic Center Permit Center or online at www.roseville.ca.us.

TABLE 2-1

SVSP LAND USE SUMMARY

Land Use Designation		Applied Zoning Districts	Acres	Units
Residential Neighborhoods				
LDR	Low Density Residential	RS/DS	502.4	2,524
MDR	Medium Density Residential	RS/DS and R3/DS	250	2,221
HDR	High Density Residential	RS/DS and R3/DS	67.9	1,650
	Subtotal		*820.3*	*6,395*
Commercial and Employment				
CC	Community Commercial (Commercial Mixed-Use)	CMU/SA	34.9	255
CC/BP	Community Commercial/ Business Professional (Mixed-Use)	CC/SA	27.3	--
CC	Community Commercial	CC and GC	153.7	--
	Subtotal		*215.9*	*255*
Open Space/Public				
P/QP	Public/Quasi-Public	P/QP	60.7	--
P/R	Parks and Recreation	P/R	90.6	--
OS	Open Space	OS	266.9	--
OS	Paseos	OS	14.0	--
UR	Urban Reserve	UR	432.2	--
	Subtotal		*864.4*	--
Roadways and Landscape Corridors			*163.5*	--
TOTAL			**2,064.1 Acres**	**6,650 DU**

FIGURE 2-5
LAND USE PLAN



Residential Neighborhoods

Although there would be a wide variety of residential types within Sierra Vista, the residential component of the SVSP utilizes three residential land use designations: low, medium, and high density. The project site's residential uses would support development of conventional-style detached units on both large and small lots and higher density residential units on smaller lots (both attached and detached).

Low Density Residential

Approximately 502 acres of the SVSP's land uses are proposed as Low Density Residential (LDR), which accounts for 2,524 dwelling units. The number of LDR units assumes an average density of 5 dwelling units per acre (du/ac), although each LDR parcel may develop within a range of 0.5 to 6.9 du/ac, consistent with the General Plan. Standard single-family detached housing on conventional lots (average lot size of 4,500 to 6,000 square feet) is the primary housing type, although homes on larger lots (up to or exceeding 10,000 square feet) are possible. LDR parcels are generally distributed throughout the project site, including adjacent to the existing LDR in the West Plan.

Medium Density Residential

Approximately 250 acres of the project site are proposed as Medium Density Residential (MDR), which accounts for 2,221 dwelling units. The number of MDR units assumes an average density of 9 dwelling units per acre (du/ac), although each MDR parcel may develop within a range of 7.0 to12.9 du/ac, consistent with the General Plan. MDR land use provides an opportunity to accommodate a variety of attached and detached housing types, which could include single-family homes on small lots, cluster housing, zero lot line/zipper lot housing, duet housing, town homes, and other housing types. The incorporation of innovative housing types is encouraged to provide a variety of housing alternatives, to maximize communitywide open space/recreation opportunities, and to enhance the neighborhood environment. MDR areas are generally clustered around commercial centers and along Watt Avenue and Westside Drive, where they are in proximity to retail and service centers.

High Density Residential

Approximately 68 acres of the project site are proposed as High Density Residential (HDR), which accounts for 1,650 dwelling units. The number of HDR units assumes an average density range of 20 to 30 dwelling units per acre (du/ac), although each HDR parcel may develop within a range of 13.0 to 30 du/ac. In this density range, HDR areas would typically accommodate attached multi-family buildings such as town homes, apartments, and condominiums, but could also include some detached housing product types. In addition, this type of multi-family housing provides for a mix of both for-sale and for-rent units. HDR parcels are primarily clustered around commercial mixed-use nodes, which concentrate higher-density population areas in proximity to these local-serving retail and service centers.

Commercial and Employment

A range of commercial and employment land uses are proposed within the SVSP, including commercial mixed-use, business professional mixed-use, and community commercial uses. A majority of the SVSP's commercial and employment center uses are sited along Baseline Road, Watt Avenue, and Fiddyment Road, taking advantage of the exposure provided by the projected traffic volumes along these corridors. Smaller neighborhood-level commercial sites are provided in the interior of the SVSP, including mixed-use development sites intended to provide retail goods and services in proximity to the residential neighborhoods. The mixed-use areas are typically provided on smaller sites that can be integrated into the surrounding residential neighborhood. Conventional commercial sites are provided as well, typically along arterial roadways. The SVSP's employment and service uses are intended to complement and further diversify the City's employment, retail, service, and revenue base.

Community Commercial (Commercial Mixed-Use)

Three sites in the SVSP are proposed with a Community Commercial (CC) land use with a Commercial Mixed-Use (CMU) zoning designation, accounting for approximately 35 acres of the project site. The CC/CMU sites are intended to be developed as mixed-use centers that could include a combination of commercial, residential, and/or office uses. To foster this type of development pattern, these sites' CMU zoning designation is combined with a Special Area (SA) zoning overlay, which permits flexibility in how the commercial, office, and residential uses are

mixed on each site. This approach would allow permitted uses on these parcels to be mixed in either a horizontal or vertical manner. The CC/CMU sites are proposed throughout the project site as nodes of commercial activity along major roadways and at intersections including Market Street and Road "B" and along the Baseline Road corridor.

Buildout of the CC/CMU sites is assumed to be approximately 60% commercial and/or office, and 40% residential. For the commercial/office component of these sites, a total of approximately 360,000 square feet of non-residential uses could be generated plan-wide, which assumes an FAR of up to .4. For the residential component of these sites, a total of 255 HDR units could be generated, assuming a density of 20 dwelling units per net acre.

Community Commercial/Business Professional (Mixed-Use)

Two sites in the SVSP are proposed for development of Commercial/Business Professional (CC/BP) uses, accounting for 27.3-acres of the project site. These sites could be developed with a mix of both commercial and professional office uses, or solely commercial or office. To provide the flexibility needed to allow for a mixture of both commercial and office uses, the CC/BP parcels would have a Community Commercial/Special Area (CC/SA) zoning designation. This flexibility ensures that the SVSP's nonresidential, employment-generating land uses can be responsive to the future needs of the market, while providing ample opportunities for both service and employment uses for the City. The CC/BP sites are proposed at the corner of Fiddyment Road and Pleasant Grove Boulevard, and on Baseline Road east of Westside Drive.

The typical floor area ratio (FAR) for the commercial and/or office component would be from 0.2 to 0.4 FAR. At full buildout of the SVSP, up to 356,756 square feet of commercial/ office uses could be accommodated on these sites. Uses may include professional offices, medical and dental offices, financial institutions, and supporting retail uses.

Community Commercial

Five sites in the SVSP are proposed for development of Community Commercial (CC), accounting for approximately 153 acres of the project site. The CC land use designation provides for a broad range of goods and services, with general retail stores and businesses that could integrate both neighborhood- and regional-serving type uses. The sites that could generally accommodate neighborhood-serving uses are located at arterial roadway intersections to improve their visibility

and access to vehicular traffic. These sites are sized to allow development of conventional neighborhood shopping centers. Some CC sites are designed to accommodate regional-serving uses and are located along the Baseline Road corridor to maximize automobile and transit accessibility. These sites are sized for potential "large floor-plate" retailers and could function with large shopping centers and commercial activities such as those found in a modern day "power center." Uses permitted within the Community Commercial land use include, but are not limited to; grocery stores, retail stores, banks, restaurants, personal services, professional offices, and gas stations.

The typical floor area ratio (FAR) for these CC sites is up to 0.4 FAR. At full buildout of the SVSP, the CC sites could provide for a total of approximately 2.68-million square feet of retail, office, restaurant, entertainment, and/or hotel uses.

Schools

As shown in Figure 2-5, three P/QP sites in the SVSP are proposed for schools including two elementary schools (parcels KT-61, and JM-61) and one middle school (FD-65) accounting for approximately 45 acres of the project site. All of the schools would be near proposed Road "B". One elementary school is south of Road B, and would be accessed off of a north/south primary residential street. The second elementary school is located north of Road B on Upland Drive. The middle school is located in the central portion of the plan, on Road B.

Parks

Approximately 90 acres of the SVSP are proposed as Parks and Recreation (P/R) as shown in Figure 2-5. A combination of active and passive parkland would be provided for the community within several categories: Citywide Park, Neighborhood Parks, and Open Space. The parks would range in size from one-acre to approximately 40-acres in size.

Citywide Park

As shown in Figure 2-6a, an approximately 40 -acre citywide park is planned in the southwestern corner of the SVSP along the western edge and Baseline Road, adjacent to a CC (Commercial Mixed-Use) site. It is also situated along the southern edge of the Curry Creek open space corridor. A variety of recreation facilities could be accommodated at this site, although the park will

emphasize, baseball and softball activities. This park is envisioned to be developed as a high-quality baseball/sports complex focused on tourism and revenue generation. In addition, amenities that complement the park may be developed, such as a field house, batting cages, restaurants, large outdoor spaces and plazas for fairs and other large events.

Lighted facilities would be included in this major sports field complex. A public address (PA) system would also be likely. Additional ancillary amenities may include walking trails and a satellite City corporation yard.

Neighborhood Parks

Twelve sites in the SVSP are proposed as neighborhood parks, accounting for approximately 50 acres of the project site. Neighborhood parks are proposed throughout the SVSP, some are located adjacent to the elementary schools and middle school sites, maximizing the potential for joint-use opportunities with the outdoor recreation facilities. Park facilities range from approximately one to 12 acres in size. Some of the SVSP's neighborhood parks would be linked to a system of paseos, providing a comprehensive network of pedestrian and bikeway connections to the SVSP's parks and open space system. Neighborhood parks typically include a mix of soccer and baseball fields, tot lots, playgrounds, picnic area, and hard surface game courts.

Open Space

Approximately 267 acres of the SVSP are proposed as Open Space (OS), comprising approximately 12 percent of the total project site acreage. OS land use and zoning is generally applied to lands that are environmentally sensitive or otherwise significant due to habitat, natural features, or man-made features. Open space corridors provide for passive recreation opportunities, preservation of significant resources, viewsheds, potential flood water conveyance and retention, resource mitigation, wildlife movement corridors, and can function to improve the interface between uses. In many locations, the preserve area accommodates a dedicated Class I pedestrian pathway to be shared with a vehicle maintenance road for maintenance activities. In addition, open space areas could accommodate utility lines and provide the conduit for drainage and space for storm water treatment and detention facilities within the SVSP area. Any disturbance or construction within open space preserve areas of the SVSP would comply with the provisions of the Army Corps of Engineers approved Open Space Management Plan and Section 404 permit requirements. This is discussed in greater detail in Chapter 4.8, Vegetation and Wildlife.

FIGURE 2-6a

CONCEPTUAL CITYWIDE PARK

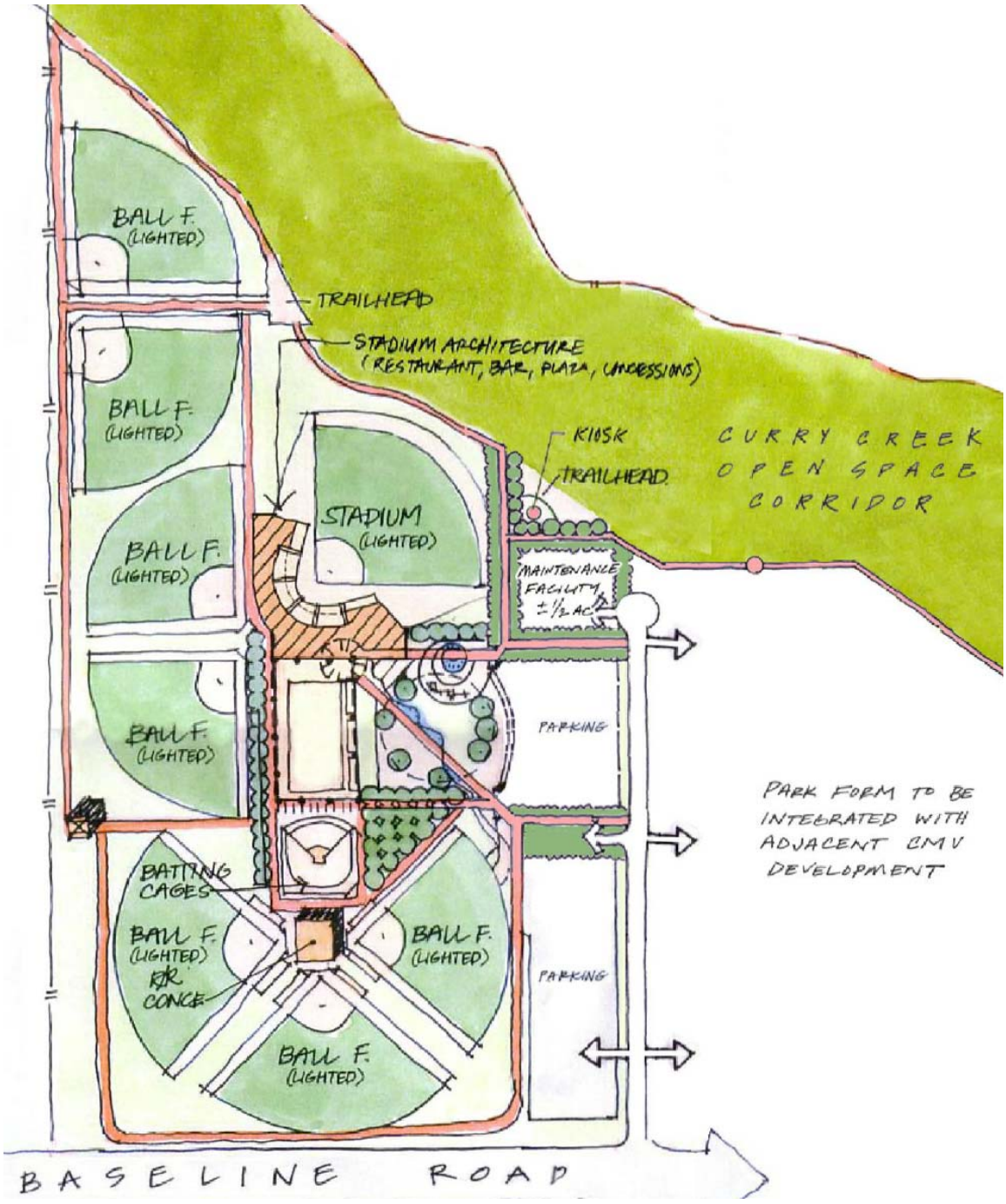
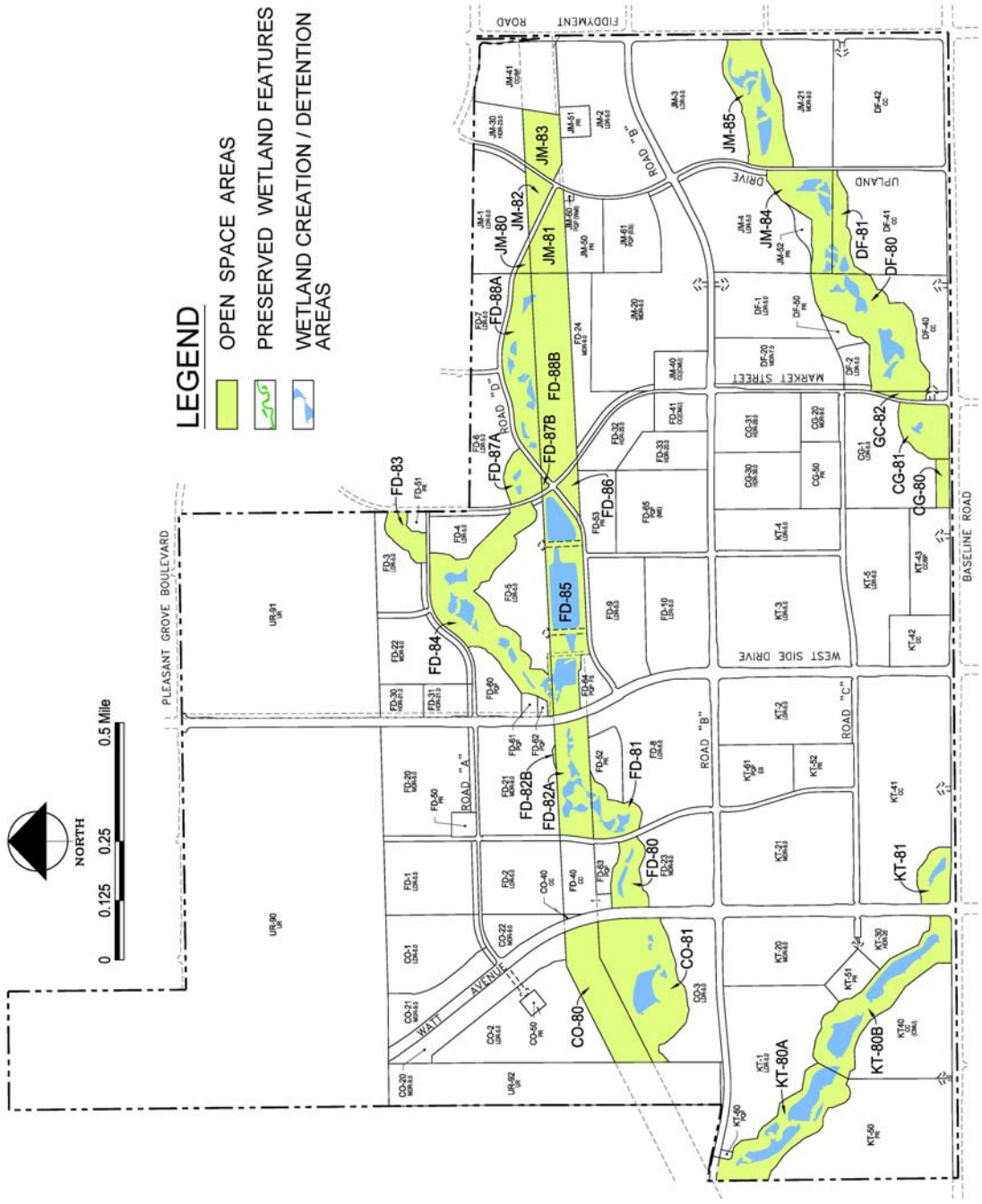


FIGURE 2-6b

OPEN SPACE AREAS



OPEN SPACE PRESERVE AREAS

In addition, any sensitive habitat proposed for preservation (such as vernal pools) would be preserved as part of the project.

SVSP's proposed open space system has several key components:

- **Curry Creek Corridor –** Curry Creek traverses the southern portion of the project site in an east-west direction. This corridor, including associated environmentally sensitive resources, would be preserved as permanent open space.
- **Federico Creek –** is a tributary to Curry Creek, which originates in the central portion of the project site, adjacent to WRSP, and traverses in a southwesterly direction through the WAPA corridor until it meets up with Curry Creek to the west of the project site. This northern tributary, including associated environmentally sensitive resources, would be preserved as permanent open space.
- **WAPA Corridor –** A linear open space corridor is designated within the WAPA power line easement running east-west through the SVSP. Although development is limited to a few acres within the easement that include parking, P/QP, and limited commercial uses, the corridor also provides a number of potential benefits for the community, including opportunities to locate facilities for stormwater drainage, low-impact development features, bikeways, natural open space, and recreation features.

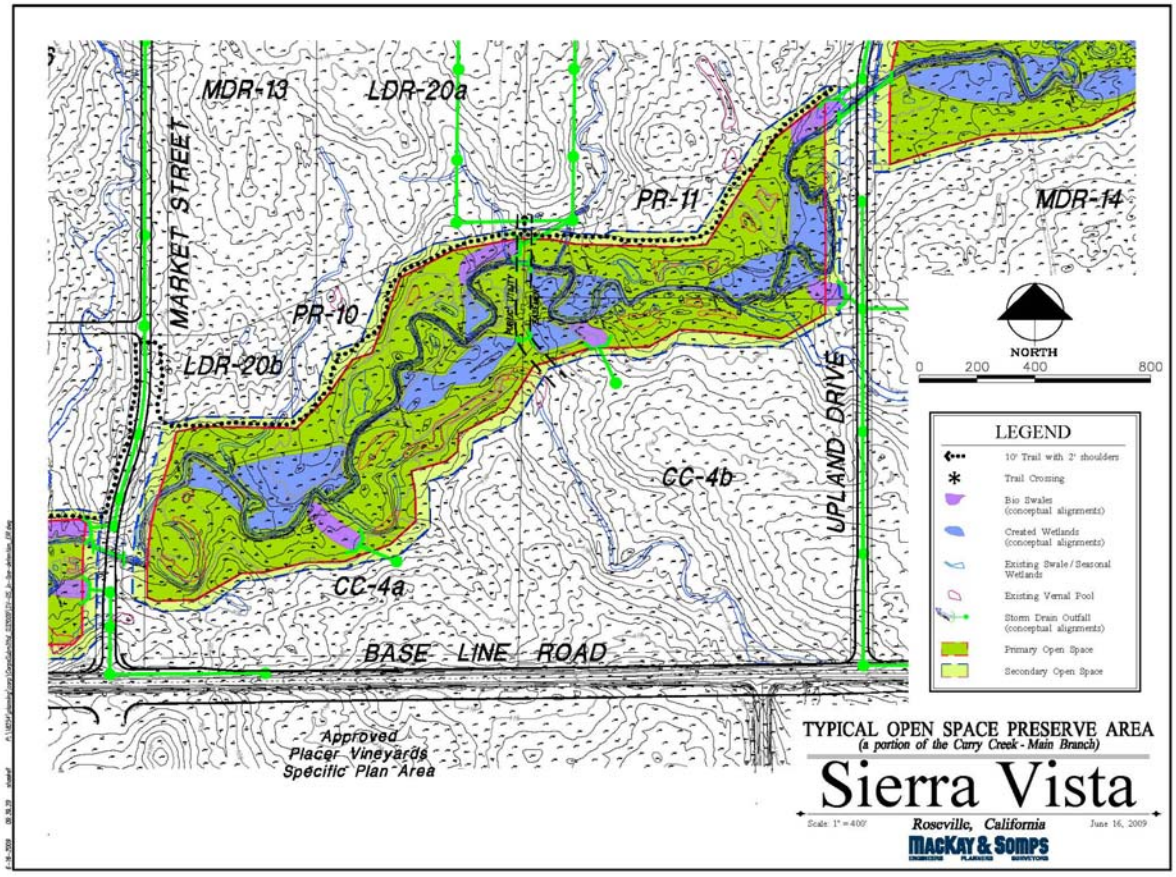
Curry Creek Improvements

Improvements to Curry Creek are proposed as part of the project, to facilitate wetland creation, stormwater management, and water quality low impact development (LID) features.

FIGURE 2-7

WETLANDS CREATION IN THE

CURRY CREEK CORRIDOR CONCEPTUAL PLAN



Approximately 45-acres of wetland mitigation would be constructed within the floodplain adjacent to Curry Creek and Federico Creek. A typical design for the improvements is shown in Figure 2-7. Wetlands to be created will consist of a depression excavated in the overbank adjacent to existing water courses, but separated by a berm of native land. The wetlands to be created are situated along the inside edge of existing meanders and/or along relatively straight reaches. Depressional wetlands will be connected to the adjacent water course by openings in the berms. The openings will be protected from erosion by the use of vegetated/ hydro-seeded geo-textile fabric, rather than structural armoring. The interior slopes adjacent to the wetlands will generally

be graded to approximately 5:1 slope or flatter except where limited by proximity to the adjacent water course.

In constructing the wetlands, the first 4-6 inches of top soil will be salvaged and stockpiled. The wetland will then be excavated and graded to an elevation approximately 4-6 inches below design depth. The salvaged topsoil will then be placed to final grade. Once grading is completed, the slopes will be hydro-seeded with a mixture of upland and wetland grasses and forbs.

The City would conduct the following activities within the open space areas consistent with the 404 permit:

- Weed abatement
- Planting and maintenance of native vegetation
- Application of agrichemicals including, but not limited to, the application of fertilizers, pesticides, herbicides to control weeds and other vegetation
- Weed control to reduce thatch and reduce fire hazards
- Construction of bike and pedestrian trails.
- Trails and related improvements
- Public access and education
- Drainage improvements and outfalls, including BMPS for stormwater quality.
- Construction/repair/replacement of fencing and signage
- Inspections for vandalism (i.e., four-wheel drive damage)
- Access for fire prevention and control (Roseville Fire Department or other fire fighting agencies.
- Access for utility and infrastructure improvements, monitoring and maintenance.
- Authorized access for purposes of maintenance or construction, which do not impact natural resources (vernal pools, drainage swales, oak tree mitigation, etc.)

URBAN RESERVE

Four parcels in the SVSP located in the northwestern portion of the Plan Area have an Urban Reserve land use designation. Combined, these parcels constitute approximately 432 acres of the project site. The Urban Reserve land use designation is applied to lands that are anticipated to receive urban land use entitlements at some time in the future, but are constrained on an interim basis by growth management policies, or other limitations. In this instance, the owners of the parcels are not interested in pursuing development at this time.

The Richland parcel will include the extension of Westside Drive and associated infrastructure within the Westside Drive right-of-way such as water, wastewater, recycled water, and electrical infrastructure to serve the SVSP. The SVSP project will include the extension of these services as part of the project.

The EIR evaluates the effects of annexing the Urban Reserve at a programmatic level. Because no specific development is proposed at this time, the exact use, intensity or nature of development is not certain. While no development is proposed within the project's Urban Reserve areas, it is assumed that these land areas will ultimately develop with a mix and density of land uses similar to that in the balance of the project site. If development is proposed it would require general plan and specific plan amendments, additional environmental review and applicable Federal approvals/permits.

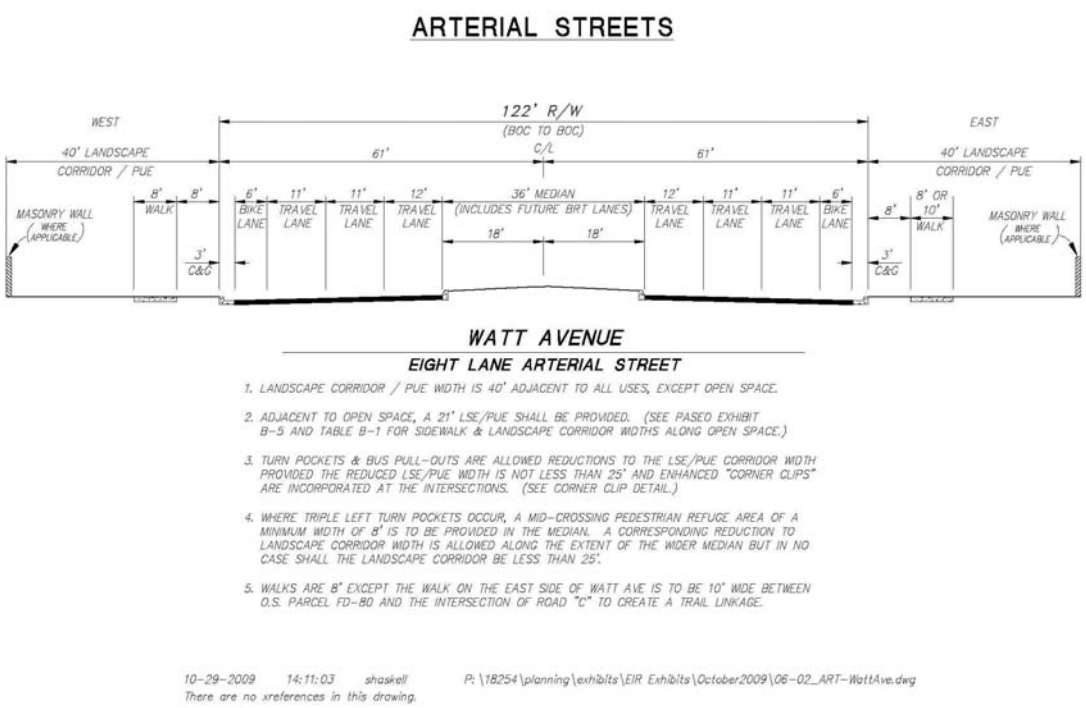
2.5 CIRCULATION

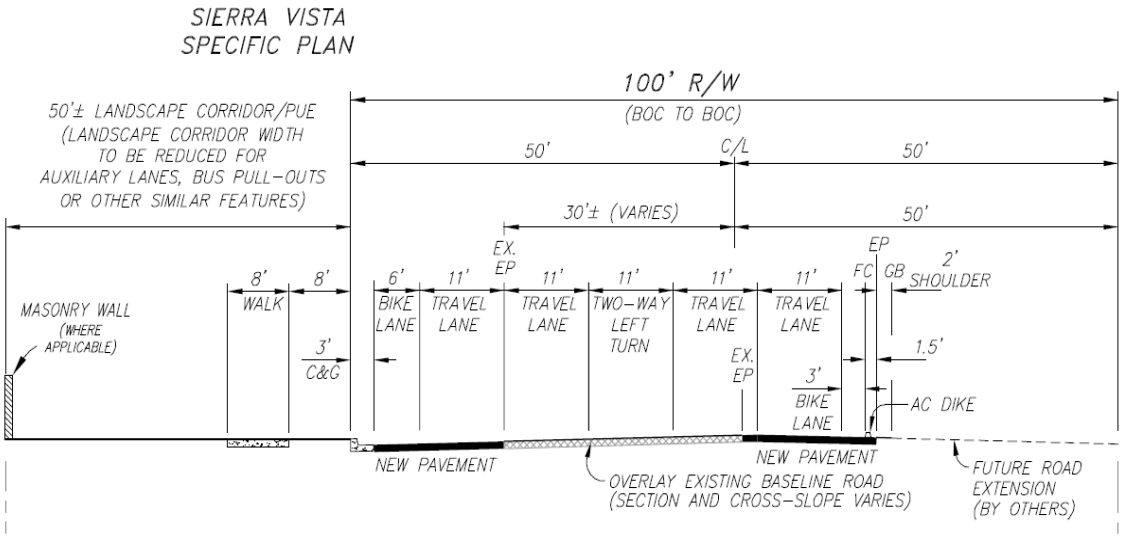
The proposed circulation system includes a hierarchy of roadways, a pedestrian and bikeway network, and public transit linkages that are designed to connect with existing city and regional systems. Traffic signals within the site would be located and installed as specified in the SVSP Development Agreements, and as warranted by the City.

For automobiles and bicyclists, the SVSP circulation system includes arterial, collector, and residential roadways. The construction of arterial and collector roadways would be phased as described in the Specific Plan and the Infrastructure Phasing Plan(s) attached to the Development Agreements. All public roads would be constructed to City of Roseville standards, consistent with the design sections illustrated in the Specific Plan.

The SVSP planned circulation system provides for connectivity of streets to adjacent land uses within, as well as outside, the SVSP with the extension of Watt Avenue (a north/south arterial designed to accommodate a potential future connection to Regional University Specific Plan in Placer County), Westside Drive and Market Street (north/south roadways that will connect to the West Roseville Specific Plan to the north and to the Placer Vineyards Specific Plan to the south). Road "B" is designed as an east/west arterial and is designed so that the ability to accommodate a potential future connection to the Curry Creek Community Plan area is not precluded.

FIGURE 2-8
ARTERIAL ROADWAY CROSS SECTIONS

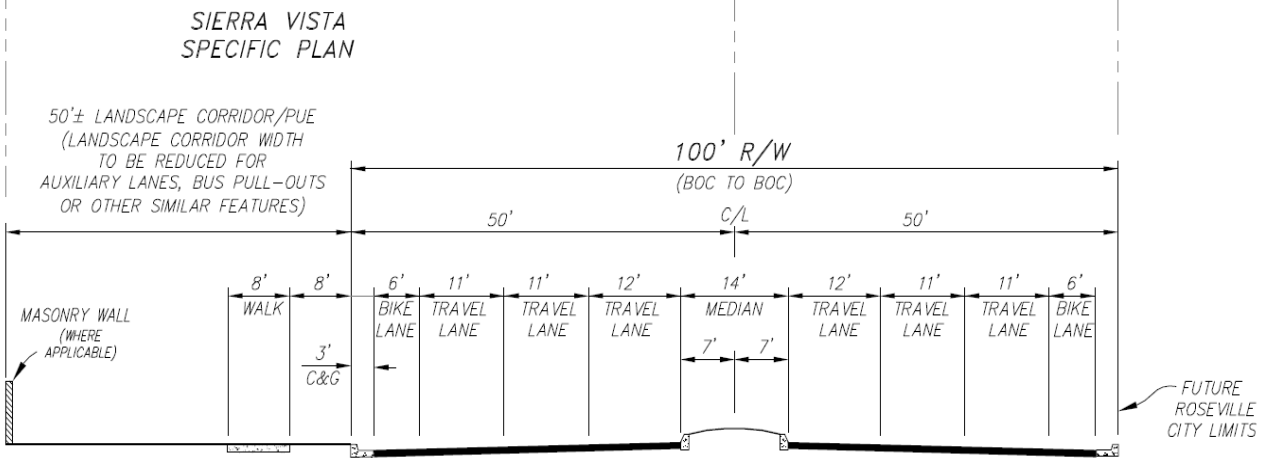




BASELINE ROAD

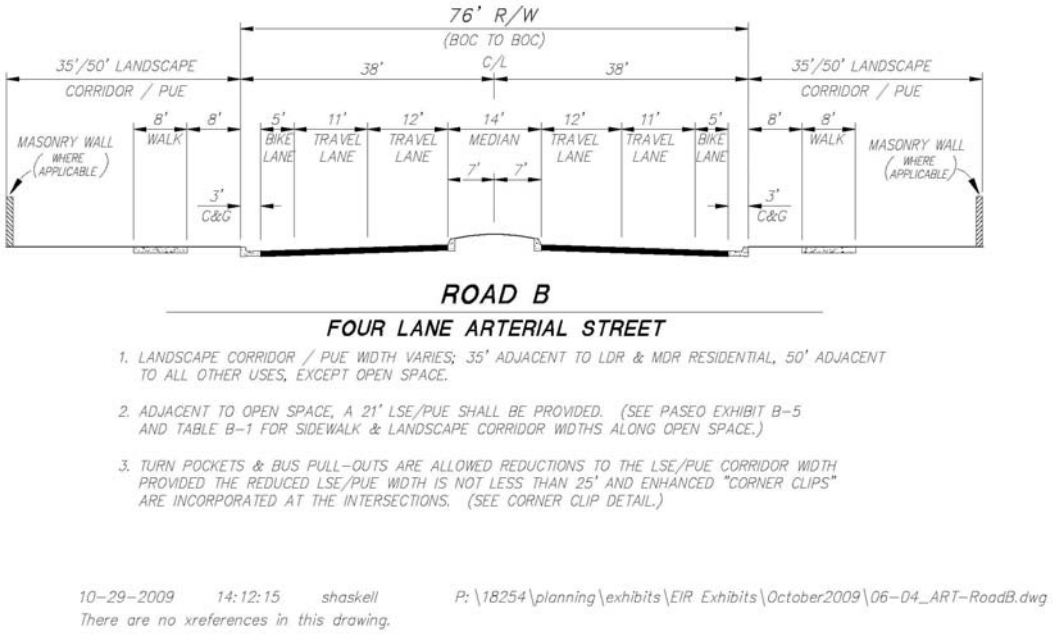
SIERRA VISTA PROJECT IMPROVEMENTS

NOTE: ADDITIONAL 10' AUXILIARY LANE TO BE PROVIDED ALONG SIERRA VISTA SPECIFIC PLAN COMMERCIAL PARCELS.



BASELINE ROAD

ULTIMATE IMPROVEMENTS



Arterial Roadways

Arterial roadways are primary circulation routes that provide linkages to the regional circulation system, generally carrying large volumes of traffic within and through the City. In the SVSP, arterials range from four to six lanes, include landscape medians and corridors with Class IA bikeways and on street Class II bike lanes. On-street parking on arterials is prohibited. Planned arterial roadways within the SVSP include Baseline Road, Watt Avenue, Fiddyment Road, Westside Drive, and Road "B." The project would include the design standards for the ultimate improvement of the SVSP arterial roadways.

Baseline Road, Westside Drive, and Fiddyment Road

These roadways are planned to be constructed and improved in phases, with an ultimate buildout of 6 lanes (typically 100-foot right-of-way) within or adjacent to the project site. Consistent with the City's improvement standards, these arterials would provide landscaped medians, and will accommodate left turn pockets where appropriate. In addition, landscape corridors 35-50 feet wide would be provided on both sides of the right of way.

The obligation of SVSP is to build four travel lanes and a center turn lane as part of the ultimate six lane Baseline Road facility. Baseline Road is currently in Placer County. It is assumed that as part of this project, the entire four-lane roadway (and ultimately six-lane roadway at buildout, in conjunction with the Placer Vineyards project) would be annexed to the City of Roseville, along SVSP's frontage to the southern back of curb.

Improvements are proposed at the following intersections:

1. **Intersection Improvements at Fiddyment Road /Baseline Road-** As shown in Figure 2-17, the intersection of Baseline Road/Fiddyment Road/Walerga Road would be improved. Fiddyment Road southbound at the intersection would include three thru lanes, a dedicated right turn lane, and a double left turn lane.
2. **Intersection Improvements Baseline Road /Watt Avenue-** As shown in Figure 2-18, the intersection of Baseline Road and Watt Avenue would be improved. Baseline Road would have three east/west thru lanes, and triple left turn lanes onto Watt Avenue north bound. A dedicated right turn lane would also be provided for southbound Watt Avenue.

Westside Drive

For Westside Drive, to accommodate Roseville Electric's existing 60kV overhead power line, the landscape corridor on the east side of West Side Drive would have a modified design (compared to a typical arterial) for the section of roadway between Pleasant Grove Boulevard and the WAPA corridor/substation site. Along this section of roadway, the typical landscape corridor would include a 50'-wide easement for the power lines, which would limit and/or restrict the type of street trees and groundcover that could be utilized within the easement area.

Watt Avenue

Watt Avenue is planned to be constructed or improved in phases, with an ultimate buildout of eight lanes (122-foot right-of-way). The design standard for this roadway is unique in that it incorporates Bus Rapid Transit (BRT) lanes. A wider than typical median would provide space within the right-of-way for the future construction of the BRT lanes if needed in the future. Dimensions for the design of travel lanes, bike lanes, and turn pockets would be consistent with the City's improvement standards, as specified in the Specific Plan. The design standard generally includes a 36'-wide median, which allows for the construction of two BRT lanes within the right-of-

way. In addition, 40''-wide landscape corridors would be typically provided on either side of the right of way (width varies depending on adjacent land use).

Road "B"

Road B is planned as a four-lane arterial (76-foot right-of-way) within the project site. Consistent with the City's improvement standards, the roadway design section would include a 14'-wide landscaped median, which could be converted to a left turn pocket where appropriate. In addition, a landscape corridor would be provided on either side of the right of way.

Pleasant Grove Boulevard

Because no development is proposed in the Urban Reserve, there are no plans to extend Pleasant Grove Boulevard to the west at this time. It is anticipated, at the time development is proposed on the Richland Parcels, that Pleasant Grove would be extended to the west, with a potential connection to Regional University, but such an extension would require additional entitlements and environmental review.

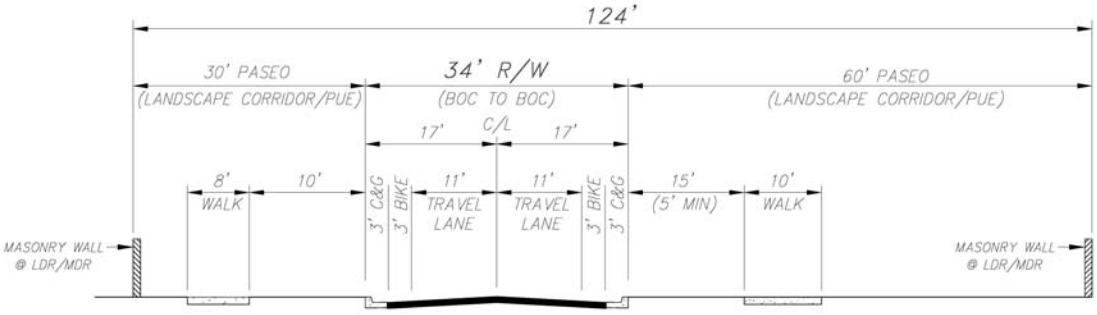
Collector Streets

Collector streets are secondary circulation routes that generally distribute trips from the arterial street system to the local street system. Several types of collector streets are planned for the SVSP, which include standard and alternative design standards. Consistent with the City's improvements standards, a standard collector street has a 48-foot right-of-way for two travel lanes and on-street Class II bike lanes. In addition, the typical design standard provides for a 25'-wide landscape corridor on either side of the right-of-way, which incorporates 5'-wide detached sidewalks. On street parking is generally prohibited and access to adjacent uses may be restricted dependent upon projected traffic volumes.

In addition to allowing the typical collector design standard, the SVSP includes modified design standards for collector streets that incorporate narrower street widths and enhanced bicycle and pedestrian mobility elements in the adjacent landscape corridors. These modified design standards apply to Road A, Market Street, and Upland Drive.

FIGURE 2-9

COLLECTOR ROADWAY CROSS SECTIONS



MARKET STREET
UPLAND DRIVE
ROAD A

WITHOUT PARKING

1. TURN POCKETS & BUS PULL-OUTS ARE ALLOWED REDUCTIONS TO THE LSE/PUE CORRIDOR WIDTH PROVIDED THE REDUCED LSE/PUE WIDTH IS NOT LESS THAN 20' AND ENHANCED "CORNER CLIPS" ARE INCORPORATED AT THE INTERSECTIONS. (SEE CORNER CLIP DETAIL.)

2. ADJACENT TO PARKS AND SCHOOLS, THE PASEO IS CONTINUED BY A 10' MONOLITHIC WALK, UNLESS THE PARK OR SCHOOL DESIGN HAS A DIFFERENT WALKWAY CONFIGURATION. (PARK & SCHOOL ACRES ARE CREDITED TO THE BACK OF CURB.)

3. ADJACENT TO OPEN SPACE, THE PASEO WIDTH MAY VARY DEPENDING ON LANDSCAPE STRIP, SIDEWALK, AND OPEN SPACE TRANSITION LANDSCAPING DESIGN. (SEE PASEO EXHIBIT B-5 AND TABLE B-1)

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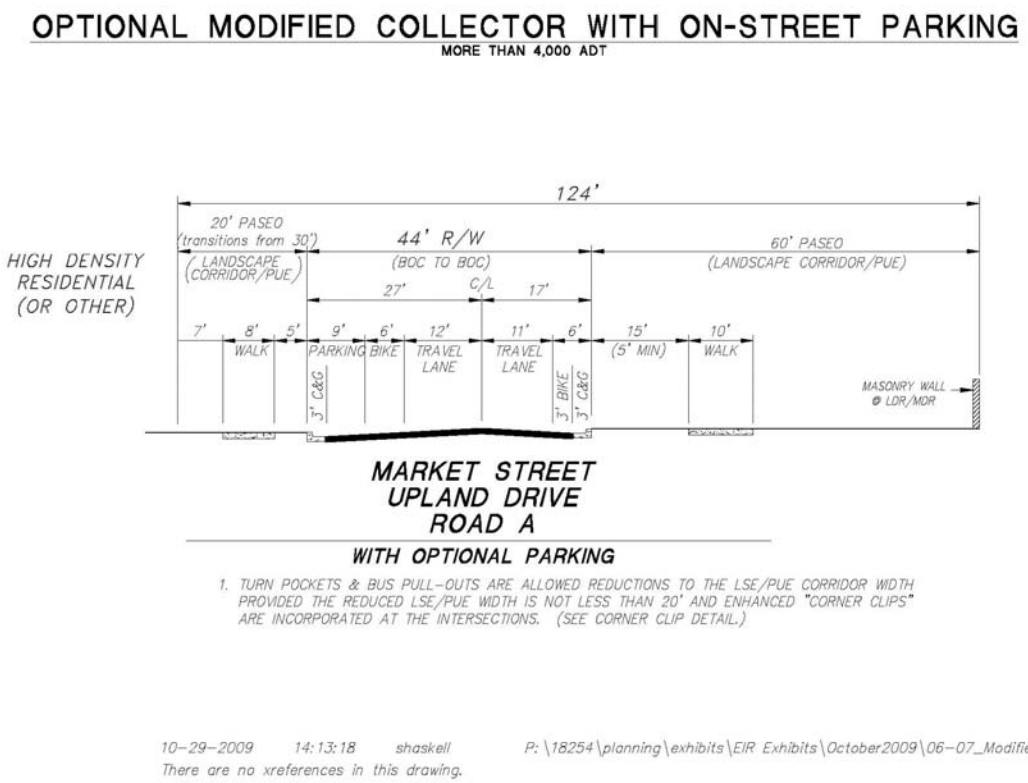
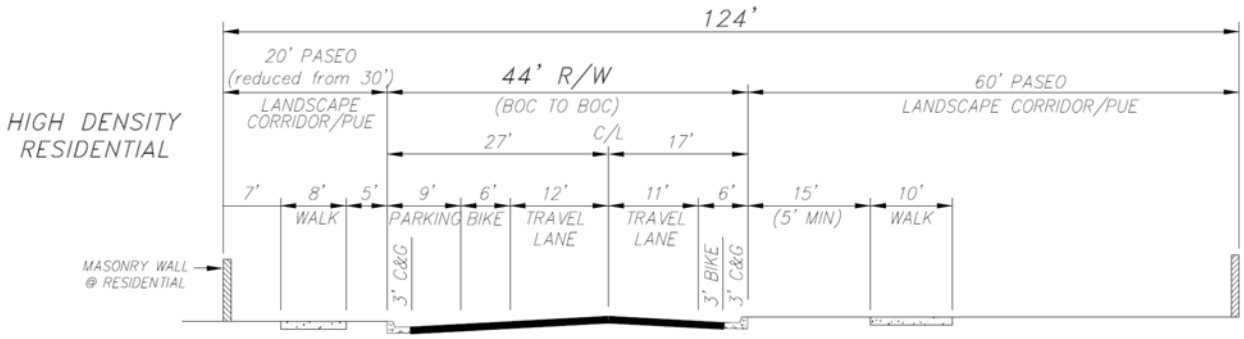




Roadway Crossings of Open Space Corridors

Construction of the proposed project's arterial and collector roads would include the construction of several roadway over-crossings. This would apply to Watt Avenue, Westside Drive, Market Street, and Upland Drive where each road crosses Curry Creek or Federico Creek. A bridge is also proposed across the open space as part of the community wide park. Crossings would likely

consist of culverts designed to regulate stormwater flows, within each drainage, consistent with the SVSP Stormwater Management Plan.

Pedestrians and Bikeways

A comprehensive system of pedestrian and bikeway paths is proposed throughout the SVSP. This system of pedestrian paths and bikeways provides off-street linkages throughout the community, connecting to Roseville's existing and planned facilities to the north and east of the SVSP. The pedestrian and bikeway network includes a combination of Class I and Class IA bike paths, and Class II bike lanes. Class I bikeways are typically located along the edges of the project site's open space areas. Class IA bikeways are typically located in the landscape corridors along arterial roadways and within paseos. Class II bike lanes are typically provided along the street edge of arterial and collector roads.

Paseos

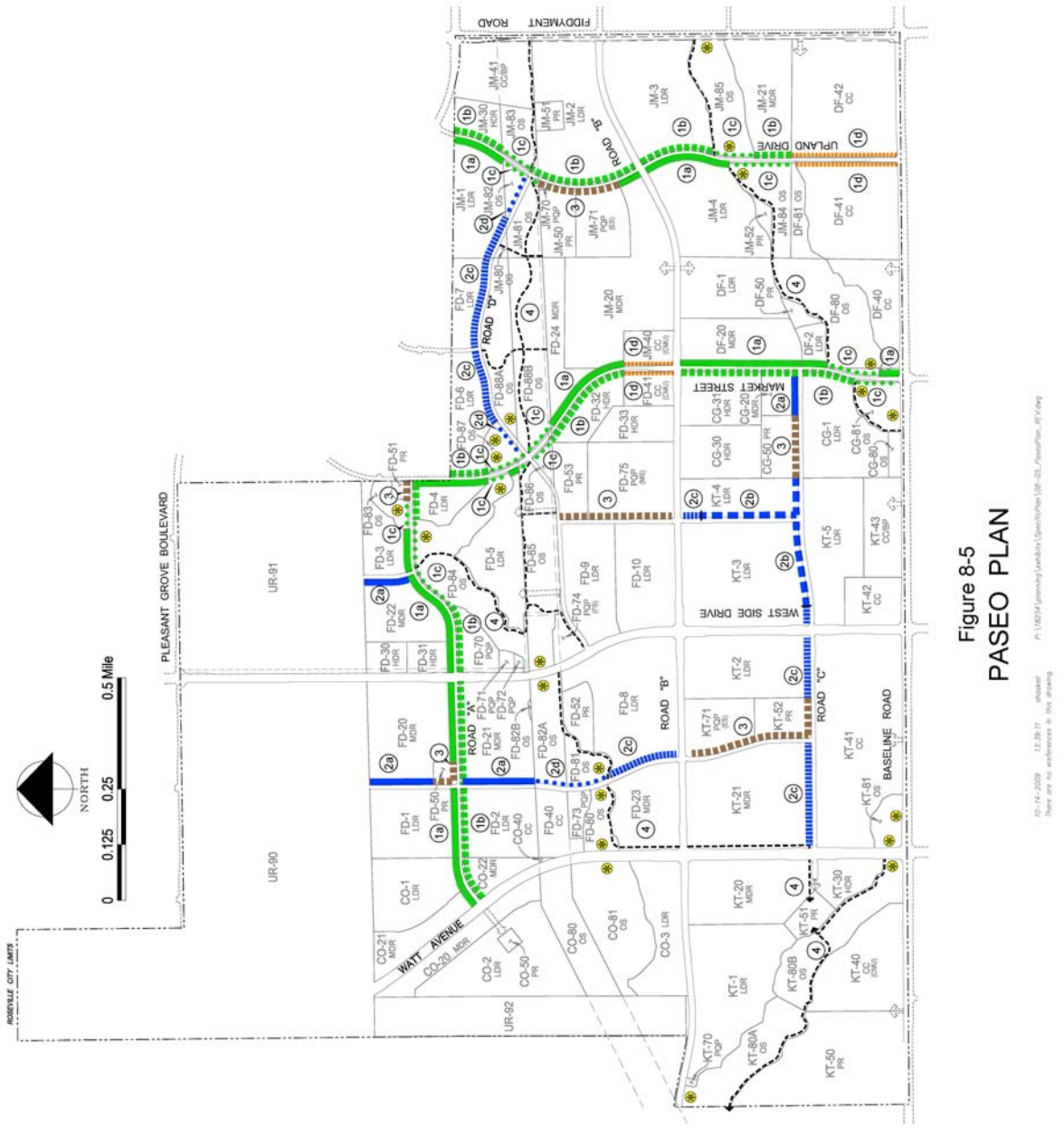
Implementation of the SVSP would provide approximately six-miles of paseos. These facilities are located along collector or primary residential streets, and are in addition to the required landscape corridor. The paseos are a network of multi-use pathways throughout the project site, which are intended to facilitate pedestrian and bicycle movement throughout the plan area. Paseos within the plan will typically be up to 60-feet in width, with an 8'10'-wide paved pathway. Their primary purpose is to provide off-street circulation and linkages for pedestrians and bicyclists between the residential neighborhoods to open spaces, parks, schools, and commercial areas.

Transit

Public transit in the SVSP would utilize bus service systems from Roseville Transit and Placer County Transit. These services would use the SVSP's circulation systems to provide local and regional transit connections for community residents. Roseville Transit provides fixed route and Dial-A-Ride services within the City, as well as fixed route commuter services between Roseville and downtown Sacramento.

Bus turnouts and shelters would be located and constructed in accordance with City Improvements Standards and as otherwise required by the Public Works Director for

FIGURE 2-10
PASEO PLAN
(Legend on following page)



PASEO / LANDSCAPE CORRIDOR / TRAIL SUMMARY

I.D. #	COLOR KEY	DESCRIPTION	PASEO COMPONENTS & WIDTHS	DETAIL REFERENCE
1. COLLECTOR STREET PASEO				
1a		60' Collector Street Paseo	15' landscape strip + 10' walk + 35' landscape behind walk (sidewalk may meander)	Figures B-6 thru B-10
1b		30' Collector Street Paseo	10' landscape strip + 8' walk + 12' landscape behind walk (sidewalk may meander)	Figures B-6 thru B-10
-	(not illustrated)	Optional Modified Collector Street Paseo Adjacent to HDR	Narrows 30' or 60' Paseo by 10' for optional on-street parking	Figure B-15
1c		30' / 60' Collector Street Paseo width transition at Open Space	8' landscape strip + 8' or 10' walk + 5' landscape behind walk with post & cable fence (21' or 23' total)	Figure B-12
1d		Collector Street Paseo at CMU or CC	15' monolithic walk (DF-41 & DF-42 may differ @ time of Development Plan)	Figure B-11
2. PRIMARY RESIDENTIAL STREET PASEO				
2a		Primary Residential Street Paseo adjacent to MDR	5' landscape strip + 10' walk + 5' landscape behind walk (20' total) (Individual unit driveways are not permitted)	Figure B-16
2b		Primary Residential Street Paseo adjacent to LDR	5' landscape strip + 10' walk (15' total) (Individual unit driveways are permitted)	Figure B-17
2c		Primary Residential Street Paseo adjacent to back-up LDR or MDR	5' landscape strip + 10' walk + 10' landscape behind walk with wall (25' total) 5' landscape behind walk with wall (20' total) for FD-6, FD-7, and JM-1	Figures B-18 & B-19
2d		Primary Residential Street Paseo adjacent to Open Space at Parcels FD-81 & FD-82A	5' landscape strip + 10' walk + 5' landscape behind walk with post & cable fence (20' total) 5' landscape strip + 5' walk + 5' landscape behind walk (15' total) for FD-87 & JM-82	Figure B-20
3. SCHOOL / PARK FRONTAGE				
3		Collector Street or Primary Residential Street Paseo continuation at Schools & Parks	10' monolithic walk (walk width and location may vary per final design)	Figures B-14 & B-21
4. OPEN SPACE TRAIL INTERCONNECTIONS				
4		Open Space Trail interconnections to Paseos & Landscape Corridors	10' trail (with 2' shoulders each side)	-
5. Culvert Crossings				
5		Monolithic sidewalk at Culvert Crossings	sidewalk width unchanged	Figures B-13 & B-20

specific projects. A Transit Transfer Station is planned as part of commercial uses at the southeasterly and northeasterly ends of the project site. In addition, Watt Avenue is planned to accommodate a future route for BRT. The SVSP would be designed to support BRT along the proposed Watt Avenue right-of-way. BRT would provide an express bus commuter service throughout the west Placer County and to downtown Sacramento employment centers. This service would also provide connections to other transit hubs, including light rail facilities, in Sacramento County.

Roundabouts

Four roundabout locations have been identified, but none are currently included in the project. A roundabout is a type of circular intersection where traffic flows in a counter-clockwise direction around a central island. It offers several advantages including: better traffic flow, better fuel efficiency (less idle time), and better safety (lower traffic speeds, less severe crashes).

Roundabouts would eliminate the need for traffic signals and would provide a transition between neighborhoods.

2.6 PUBLIC FACILITIES AND SERVICES

The Sierra Vista Specific Plan would include public facilities and services required to serve the project site in accordance with the City of Roseville's General Plan. The utility infrastructure system would be designed to accommodate buildout of the SVSP area and would be constructed in phases. Easements and dedications of improvements would be provided consistent with the SVSP, the project development agreements, and other applicable standards and requirements of the City of Roseville. Public services addressed include police and fire protection, schools, and libraries.

Water Service and Potable Water

The City of Roseville is responsible for the acquisition, development, treatment, conveyance, transmission, and delivery of potable and irrigation water supplies within the City. Once annexed, the SVSP would become part of the City's retail service area. Potable surface water supply would be delivered to the SVSP through existing City transmission mains. Onsite components would consist of distribution pipe networks an onsite storage tank and pump station and two groundwater wells to meet project demands. All water improvements will be constructed to City

standards using a phased approach. The primary source of water supply for the project would be surface water. However, there are several water supply sources to serve the proposed project, which include:

- Surface water supplies from existing contracts
- Recycled water supplies for non-potable use (recycled water for commercial and multi-family landscaping, medians, and parks); and/or
- Groundwater to supplement water supplies during dry years, when all of the City's contracted surface water may not be available.

In addition to these water supply sources, the project is including significant water conservation measures to reduce overall water demands. These water conservation measures include:

- Turf reductions and low water using landscaping in residential front yards
- Smart irrigation controllers for all irrigation uses
- Re-circulating hot water systems

Water Demands

The City has estimated the project's water demands based on information derived from the City's unit water demand factors and the land uses shown on the SVSP Land Use Map (Figure 2-5). Land use designations, associated acreages and dwelling unit counts, unit demand factors, and peaking factors were used to calculate the project's annual potable water demands. These were calculated based on either the number of dwelling units in residential parcels or the total acreage for each type of land use. Unit per acre demand factors and peaking factors were then applied to each individual parcel's potable water demands. Based on these calculations, it is estimated that the water demand for the SVSP area is approximately 3,612 acre-feet per year (AFY) (including Urban Reserve areas). This demand would be satisfied with a combination of both potable and non-potable (recycled) water sources. The recycled water component would be utilized for non-residential irrigation purposes.

Water Transmission

The SVSP will tie into the City's existing Pressure Zone 4 for potable water. Zone 4 includes the Del Webb/Sun City area, the West Roseville Specific Plan, and areas west of the pressure reducing valves, connecting Pressure Zones 1 and 4. Zone 4 has an approximate elevation range of 75-140 feet, and includes the SVSP. The City distribution system will supply water to the SVSP through system inter-ties with Pressure Zone 4 on Fiddyment Road at West Hills Drive. These include an existing 24-inch main in Baseline Road, which currently terminates just east of the SVSP at the south end of the SVSP, the existing 16-inch main in Pleasant Grove Blvd., which currently terminates at the northeast boundary of the SVSP, and an existing 12-inch main in Fiddyment Road. Two additional future points of connection include a planned 24-inch main in Westside Drive, which will terminate at the north boundary of the SVSP; and a planned 12-inch connection along Market Street.

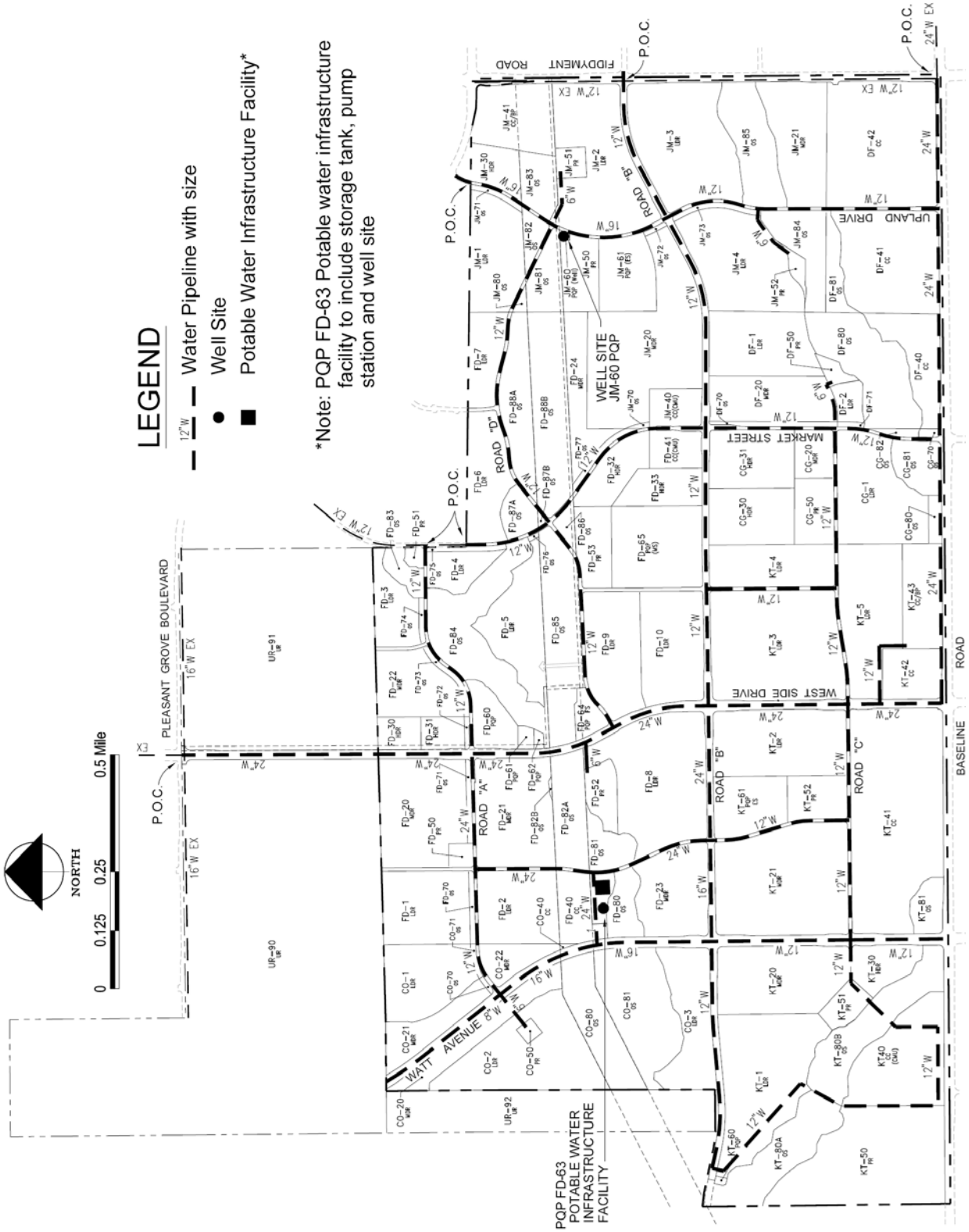
Water will be distributed within the SVSP via a looped distribution system that parallels collector and arterial roadways. The transmission and distribution system consists of 12-inch to 24-inch diameter mains. The distribution system also includes two onsite groundwater wells that would be used to augment water supplies during "dry" years. The wells could also be used as part of the City's proposed Aquifer Storage and Recovery Program. Both wells will be designed for both injection and extraction and will provide 2.6 million gallons per day (mgd) of water. The planned water distribution system, including location of water storage facilities and groundwater wells, is shown on Figure 2-11.

Wastewater

The City of Roseville provides regional wastewater treatment services to areas within and outside of the City's boundaries. The City owns and operates two wastewater treatment plants – the Pleasant Grove Wastewater Treatment Plant (PGWWTP) and the Dry Creek Wastewater Treatment Plant (DCWWTP) – for the benefit of the participants in the South Placer Wastewater Authority, an entity comprised of the City of Roseville, Placer County, and the South Placer Municipal Utility District. All sewer improvements would be consistent with the Regional Wastewater and Recycled Water Systems Evaluation Report (Systems Evaluation Report) and the City of Roseville Improvement Standards.

FIGURE 2-11

WATER DISTRIBUTION SYSTEM



Wastewater Treatment Capacity and Demand

Wastewater flows from SVSP area would be conveyed to the PGWWTP. This facility is located north of the SVSP within the West Roseville Specific Plan area. The current dry weather flow capacity in the PGWWTP is 12.0 million gallons per day (MGD) and the wet weather treatment capacity is 30 MGD. The measured dry weather flow in 2007 was 7.1 MGD. The ultimate buildout dry weather flow projection as presented in the Systems Evaluation Report for PGWWTP is 24 MGD. At buildout, the SVSP area wastewater generational flow (including Urban Reserve areas) is estimated to be approximately 1.84 MGD average daily wastewater flow.

Wastewater Collection and Transmission

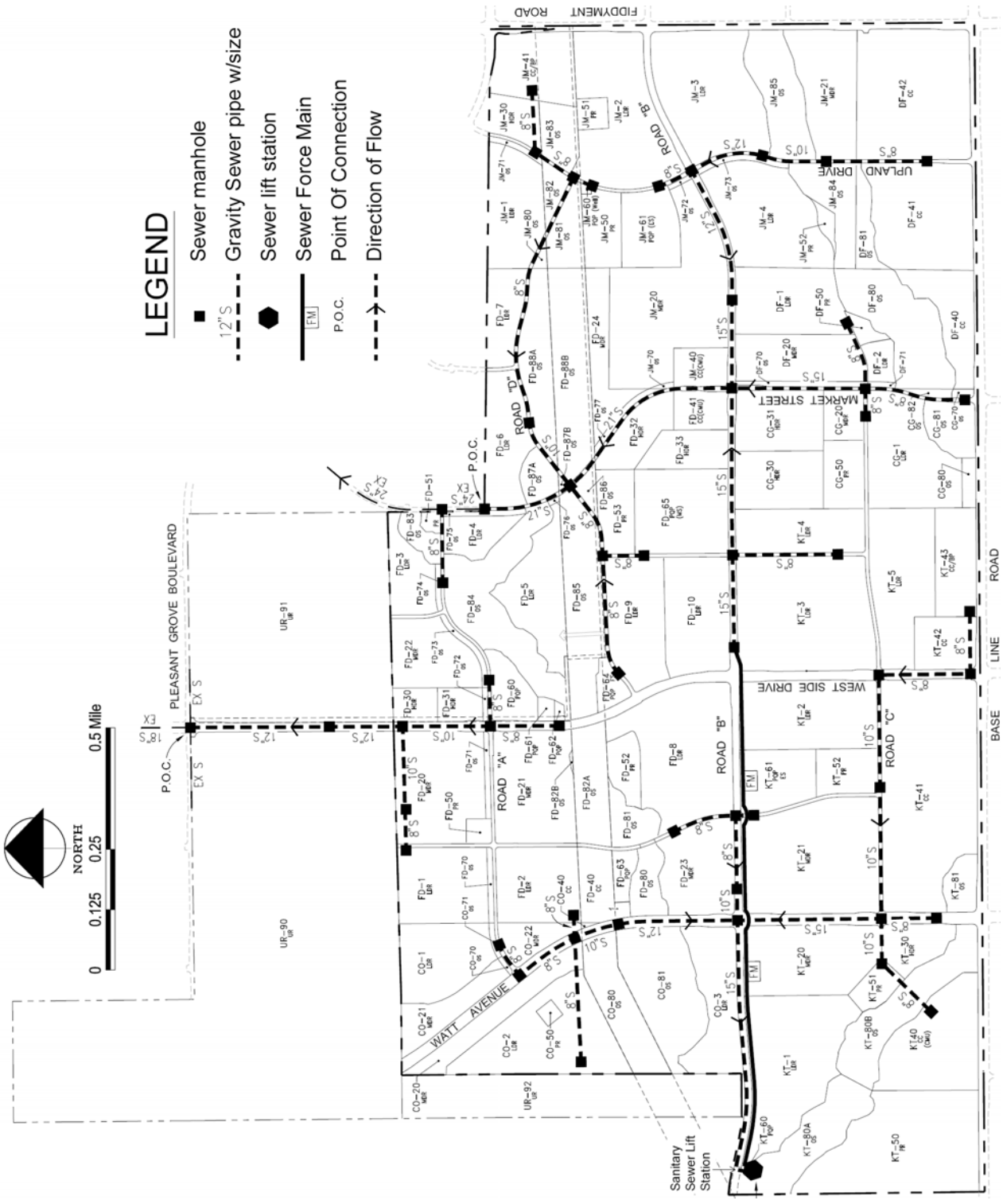
Wastewater flows from the SVSP will be directed to PGWWTP by a network of pipes installed within street rights of way or easements. Sewer collection pipes will range in size from 6-inches to 21-inches. The sanitary sewer system will require one lift station in the southwestern portion of the Plan Area, west of the intersection of Watt Avenue and Road B. Interim lift stations may be allowed on a case-by-case basis, as approved by the City. The backbone wastewater collection system is illustrated on Figure 2-12.

All sewer improvements will be consistent with the Systems Evaluation Report and will be constructed to the City's standards using a phased approach. The PGWWTP would serve the project with modification of Roseville's Wastewater Service Area as part of this project. Revised NPDES permits from the Regional Water Quality Control Board would be required to include the ability of the PGWWTP and the expansion to meet treatment requirements prior to buildout of the SVSP.

As part of the West Roseville Specific Plan (WRSP) a 15-20 acre site is planned in the WRSP immediately south of the PGWWTP for the future expansion of the PGWWTP, which was evaluated in the Roseville Regional Wastewater Treatment Service Area Master Plan EIR. This expansion area is contiguous to the existing PGWWTP site and will be used to site additional wastewater treatment facilities such as storage ponds, secondary treatment facilities and advanced treatment facilities. Fencing and landscaping would be provided similar to the existing facility.

FIGURE 2-12

WASTEWATER INFRASTRUCTURE



Recycled Water

The City would be the service provider to the SVSP with recycled water from the Pleasant Grove Wastewater Treatment Plant (PGWWTP). The SVSP will use recycled water to irrigate landscaping at parks, schools, commercial, business professional and multi-family projects, as well as publicly landscaped areas (including roadway landscape corridors and medians). The use of recycled water offsets potable water demand and is an important component of the SVSP's overall water supply.

The City is planning to supply recycled water to the SVSP by expanding the West Roseville Specific Plan (WRSP) distribution system to include the SVSP. This would be accomplished by adding storage and pumping capacity at the existing WRSP storage tank and pump station site (located on City owned land south of Phillips Road and the future extension of Blue Oaks Boulevard), and connecting the WRSP to the SVSP at three locations. These locations are a 24-inch mainline planned in Westside Drive, the 16-inch mainline in Market Street, and to the 6-inch mainline in Pleasant Grove Blvd.

During the initial phases of SVSP's development and with the City's approval, the Plan Area may utilize potable water on an interim basis for irrigation. As the Plan is constructed and recycled water infrastructure comes online, the landscape areas utilizing potable water will be transitioned to recycled water.

Recycled Water Distribution

The planned distribution system within the SVSP will be a looped system, which will also include inter-ties to the recycled water system within the WRSP. Pipelines in the SVSP, ranging in size from 6 to 24 inches, will be located primarily in planned roadways with pipes extending to parcels that need recycled water service.

Recycled Water Storage

The SVSP's recycled water storage needs will be accommodated by an off-site storage tank located on a site in the WRSP to the north. An additional 2.8 million gallons of storage will be added to the existing WRSP storage tank site. This volume is equivalent to one peak day of storage plus a 20 percent safety factor. The capacity of the recycled water storage tank and pump station is based on the size of the distribution system, on recycled water demands, and the rate at which recycled

water is supplied to the tank. This tank size would provide the City with the flexibility to provide recycled water at any time of the day without having to maintain flows at a constant rate for any specified amount of time.

2.7 STORMWATER DRAINAGE AND FLOOD CONTROL

Existing project site drainage runoff flows to Curry Creek and its tributaries. Curry Creek flows from east to west and is within the southern portion of the SVSP. The Curry Creek tributary, which also flows from east to west, is in the middle portion of the project site. Curry Creek and its tributary were modeled starting at Fiddyment Road and then to the west boundary of the project. The floodplain for Curry Creek varies in width from 1,200 feet at the east project site boundary to 300 feet at the west boundary.

Description of Water Sheds

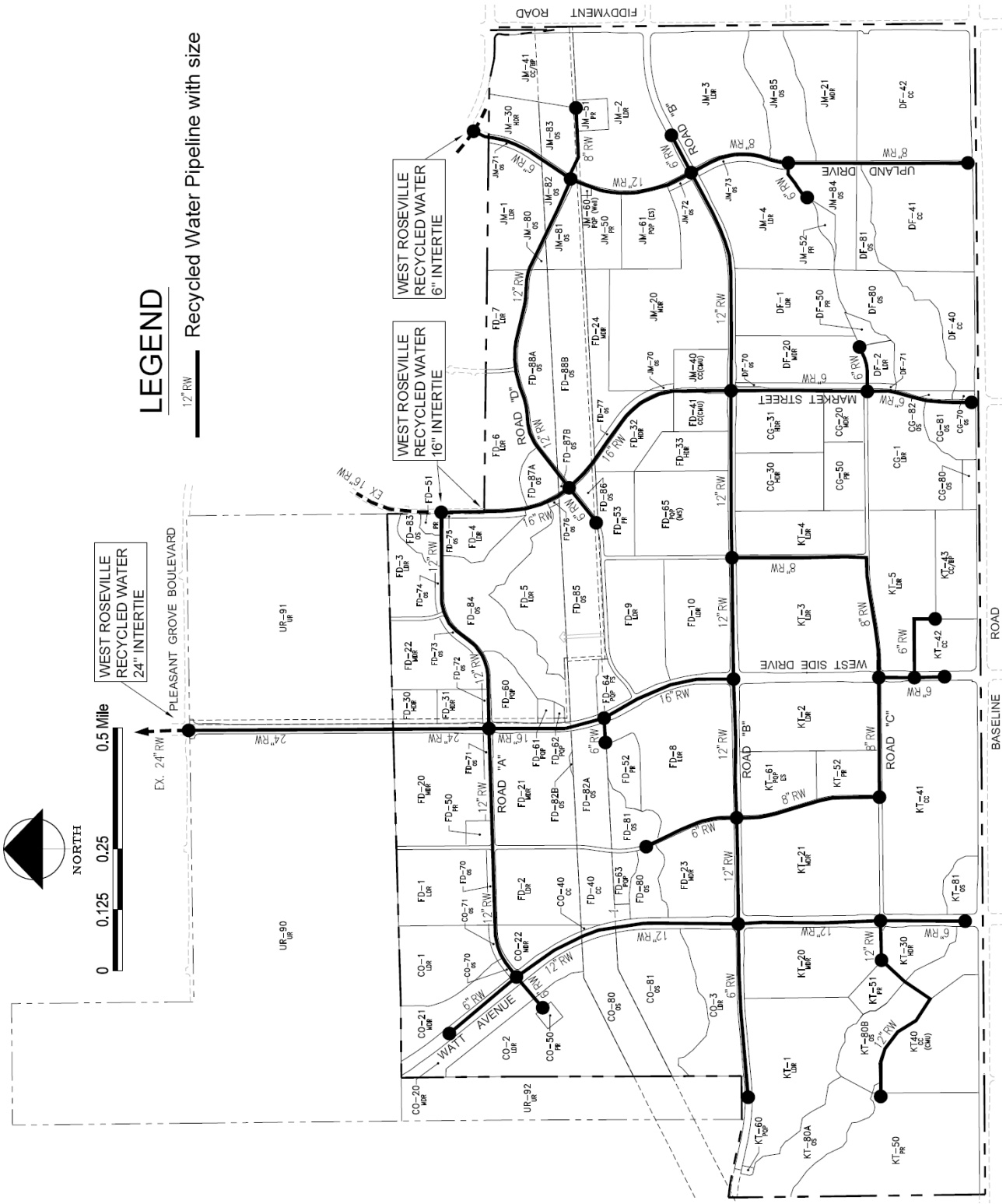
The SVSP area is wholly contained within the Curry Creek watershed, which is located within the larger Natomas Cross Canal watershed of northwestern Placer County and southeastern Sutter County. The Curry Creek watershed drains to the Pleasant Grove Canal, to the Natomas Cross Canal, and then to the Sacramento River.

Drainage System and Volumetric Storage Facilities

Proposed onsite drainage improvements consist of a combination of conventional subsurface and surface drainage systems, including construction of pipe conveyance systems and construction of culverts at creek and tributary crossings. The culverts serve to constrain velocities to ensure that stormwater leaving the site is no greater than existing conditions. Stormwater would be discharged into natural drainage swales through outfalls and ultimately into open space corridors. All roadway crossings would be accommodated over culverts with fill to raise the roadway. Utilities (water, wastewater, recycled water) may be located adjacent to the roadway on pilings.

FIGURE 2-13

RECYCLED WATER DISTRIBUTION



Cobble aprons, grassy swales, mechanical filtration devices, low impact development (LID) concepts, and other best management practices (BMPs) would be used at pipe outfalls or other appropriate locations for water quality management and to convey stormwater runoff to receiving waters while minimizing impacts to open space resources. Drainage facilities would be designed and constructed in conformance with City of Roseville Improvement Standards and the Placer County Flood Control Agency's Stormwater Management Manual (SWMM).

The project proposes that adequate onsite storage would be incorporated on the property through minor grading of upland areas along the margins of Curry Creek. Alternative onsite storage options may also be evaluated.

To support full buildout of Sierra Vista, the project includes plans to construct features within the floodplain that provide supplemental attenuation capacity for all peak storm water runoff within the open space and creek areas of the Plan Area. Adjacent to Curry Creek and its tributaries, additional volumetric storage will be excavated to enhance the attenuation characteristics of the over bank areas. The addition of culverts at roadway and trail crossings will also increase the storage characteristics of the streams. Traditional permanent detention basins for peak stormwater flow attenuation are not planned. Based on hydrologic modeling for the SVSP, the proposed project attenuation enhancement features will provide adequate mitigation to reduce peak runoff rates exiting the Plan Area without increasing the 100-year hydraulic grade line elevations at the Plan boundaries and offsite. Onsite drainage improvements are shown on Figure 2-14.

City of Roseville Regional Retention Basin (Reason Farms)

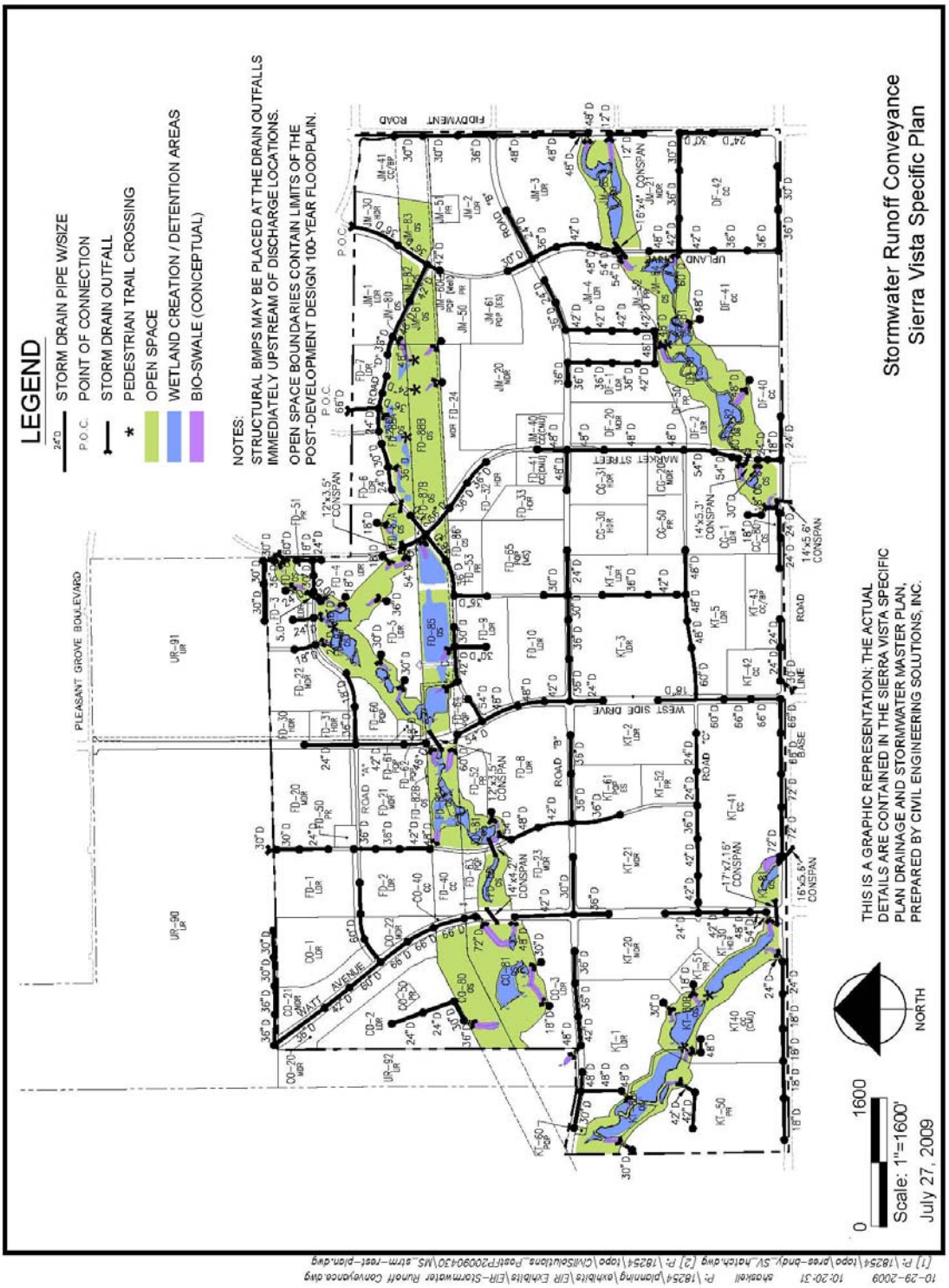
In addition to detention, future development projects within the SVSP would be subject to payment of the City's Pleasant Grove Watershed Mitigation Fee. This fee would be used to construct volumetric storage at the City of Roseville retention basin (Reason Farms), which is within the Pleasant Grove watershed, west of the SVSP on the Reasons Farm Property owned by the City.

Urban Runoff Water Quality Best Management Practices (BMPs)

The SVSP drainage system would include water quality BMPs to reduce the types and amounts of pollutants that may be carried in stormwater runoff. These features may

FIGURE 2-14

STORMWATER CONVEYANCE



include the detention basins in the open space parcels, grassy swales and vegetated channels that can be used to remove pollutants by filtration, drainage filtration improvements, and onsite low impact development (LID) features.

Mechanical filtration systems may be used in commercial, residential, and/or other areas where practical.

The specific water quality BMPs that may be used in the SVSP area would conform to the City of Roseville's Stormwater Quality Design Manual, which complies with federal and state water quality requirements. The SVSP area would manage stormwater quality through an integrated approach to achieve effective stormwater management. Control measures would consist of source control, runoff reduction, and treatment control.

Solid Waste

The City of Roseville would provide solid waste services to the SVSP. Solid waste would be collected and delivered to the Western Placer Waste Management Authority (WPWMA) facility, northwest of the city, at Athens and Fiddyment Roads. The WPWMA owns a Material Recovery Facility that receives, separates, processes, and markets recyclable materials removed from the waste stream. Residual waste is transferred to the WPWMA's Western Regional Sanitary Landfill on the same site.

A quarter-acre solid waste recycling area is proposed on parcel P/QP-5, centrally located in SVSP along Watt Avenue between Road "A" and Road "B." This site would provide receptacles for various recycling materials such as cardboard, glass, and aluminum. Residents would be able to gain vehicle access to this proposed facility from Watt Avenue to off-load recyclable materials.

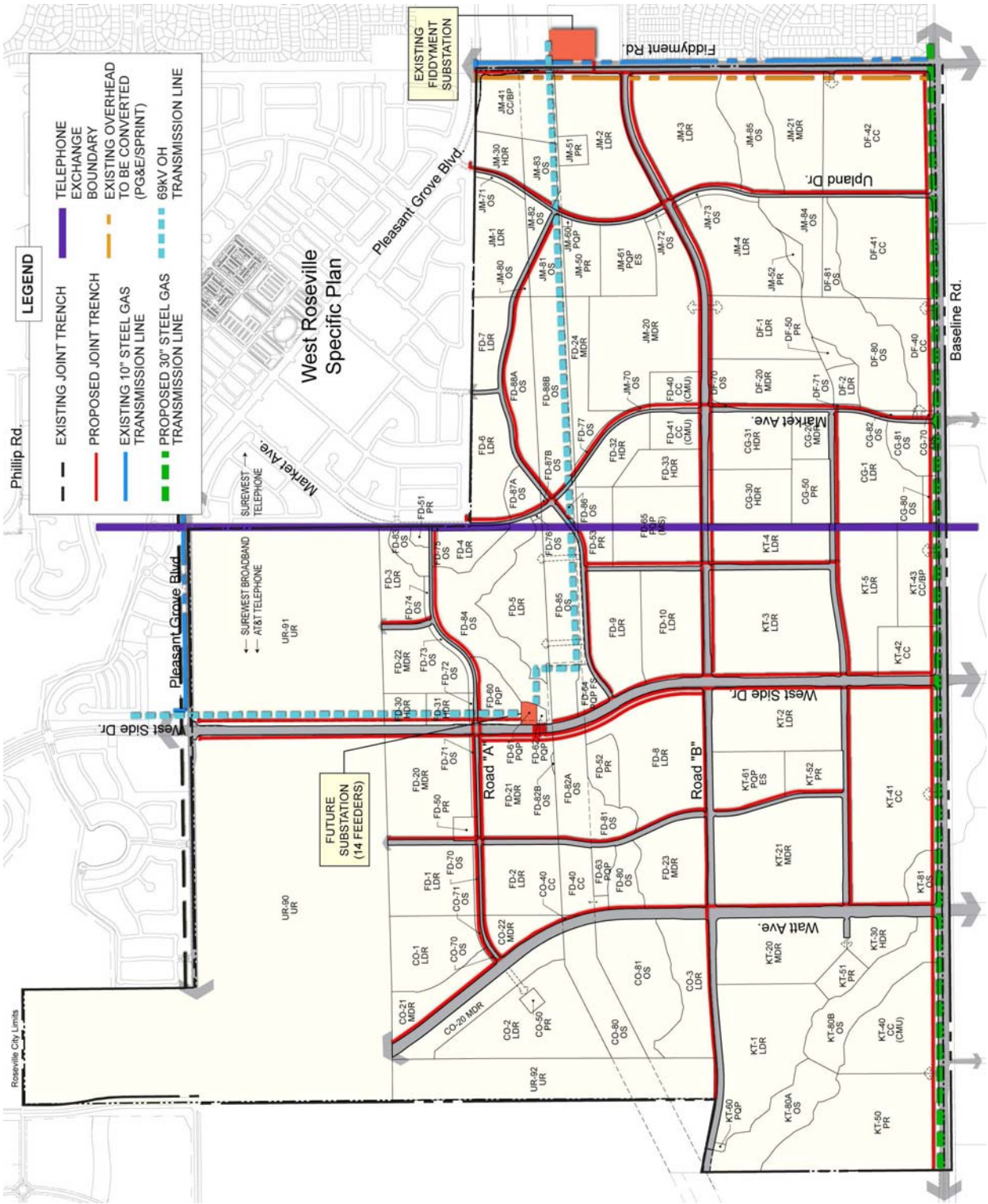
Electrical Service

The proposed SVSP is within the service area of Pacific Gas & Electric (PG&E). If annexed, it is proposed that Roseville Electric would provide electric service to the SVSP area. Demand for electrical service in the SVSP is estimated to average 31 megavolt amperes (MVA) per day, with a peak day demand of 65 MVA.

Electricity would be supplied to the SVSP through existing and/or proposed facilities as shown in Figure 2-15. Planned backbone facilities include an electric substation and a

FIGURE 2-15

PROPOSED 60 kV LINE



60kV transmission line corridor that would be extended south from the West Roseville Specific Plan.

The electric substation is proposed on a planned 1.2 acre site (FD-61), centrally located in SVSP along Westside Drive, just south of the WAPA corridor, between Road "A" and Road "B". The substation would be built with a 12-foot high fence surrounded by a landscape buffer. Electrical structures associated with the substation would range in height from 10- to 40-feet. Approximately two 60-foot tall, 60-kv tubular steel poles would also be installed in order to connect the substation to the proposed power lines along Westside Drive. A paved driveway would be installed with the substation for internal circulation of vehicles.

The substation would contain equipment to switch, transform, and regulate voltage for electrical transmission and distribution. Electrical power would enter the substation through 60 kV lines and leave the substation via distribution lines at 12 KV. Transformer banks, breakers, switches, and other electrical equipment would be used to transform the voltage. This substation would connect with Roseville Electric's existing 60kV overhead transmission lines that extend through the SVSP area in a 35-foot-wide easement. The 60kV line completes a loop in west Roseville and provides connections to the Fiddyment substation to the east and facilities in the project site. These transmission lines extend along the east side of planned Westside Drive, between Pleasant Grove Boulevard and the substation site, and would extend from the sub-station east along the south side of the WAPA corridor between Westside Drive and Fiddyment Road.

The proposed 60-kV line extending from the West Roseville Specific Plan area would be through the Richland Urban Reserve through an offsite easement.

Natural Gas

PG&E would 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. Delivery of gas service to individual projects in the SVSP would be reviewed by PG&E when such individual proposals are made. Service would be provided to the SVSP from existing and planned infrastructure adjacent to the project site.

PG&E maintains a 6-inch high-pressure gas main on the west side of Fiddyment Road. PG&E's existing facilities in Fiddyment Road may be extended to serve the project site.

A 30-inch high-pressure gas line (referred to as Line 407-East) is currently proposed to be extended on Baseline Road from the west, to Fiddyment Road where it would connect to existing Line 123. The project is part of a regional extension that spans several counties (Sacramento, Sutter, Yolo, and Placer Counties) over a 40-mile area.[1] A 50-right-of-way easement (25-feet on either side of the pipeline) is proposed in the landscape corridor adjacent to Baseline Road, on the south side of the SVSP project site. The pipeline would be five-feet under grade. A regulator station, valves, and maintenance facilities are also planned along the frontage of the SVSP within PG&E's easement.

Communications

The SVSP is within the service areas of SureWest Communications, AT&T, Comcast, and WAVE. Together, these providers offer voice, video, and data communication services to all development within the project site. Distribution lines to individual parcels would be extended from existing infrastructure adjacent to the plan area in accordance with the infrastructure Phasing Plan for dry utilities. The appropriate providers would deliver telephone, cable television, and high speed data line services to individual projects in the SVSP.

Street Lighting

Street lighting would be provided along all public roadways in the SVSP as part of the roadway frontage improvements at intervals in accordance with City standards. All electric and street light facilities would be constructed to the City's standards.

Police and Fire Protection

The Roseville Police Department would serve the SVSP. The Roseville Police Department provides all operations and patrols out of its central station on Junction Boulevard, approximately 3 miles from the eastern boundary of the project site. The SVSP would comply with Roseville Police Department recommendations regarding safety and security.

The Roseville Fire Department would provide fire protection, fire suppression, emergency medical service, and hazardous materials management services to the SVSP. A fire station site is proposed on 3.1 acres (2.8 acres net) (parcel FD-64), centrally located in SVSP along Westside Drive between

[1] PG&E Line 406/407 Natural Gas Pipeline Draft EIR, April 2009.

Road "A" and Road "B." This station (Station #10) would provide first response within the project site at buildout. Timing of construction and staffing of the fire station would be consistent with the Fire Department Standards of Response Coverage Study.

Existing fire station #5, located east of the project site in Mahany Park on Pleasant Grove Boulevard, and the future fire station #9 on Hayden Parkway, located north of the project site within the WRSP, and would provide interim and secondary response.

Schools

The SVSP is within the boundaries of three school districts: Center Joint Unified School District (CJUSD) (K-12), Roseville City School District (RCSD) (K-8), and Roseville Joint Union High School District (RJUHSD) (9-12). The proposed project would include three school sites within the CJUSD boundary to accommodate the future demand for new elementary and middle schools that would be generated by residential development in this area. This includes two 12-acre elementary school sites and one 21-acre middle school site; all located within the CJUSD boundaries in the southern portion of the project site. All planned school sites are adjacent to neighborhood parks to maximize opportunities for joint use recreation facilities. Although joint uses are not proposed at this time, the adjacencies allow for such an arrangement in the future.

A small portion of the project site is located within the RCSD boundary and elementary and middle school students generated within this district would be served by existing schools in the WRSP.

High school students would attend schools outside the project site, within each respective high school district. For CJUSD, the District has determined that Sierra Vista's students would initially be served by Center High School located south of the project site, which could ultimately shift to a new high school facility anticipated to be located to the west of the SVSP in Placer County (potentially in the Placer Vineyards Specific Plan area). High school students generated within the RJUHSD would attend the planned High School located in the WRSP to the north.

Libraries

The City operates a public library system that currently has three branches. With locations in the downtown Roseville area, Maidu Regional Park, and Mahany Park, these branches provide

traditional library services to City residents. The Martha Riley Community Library in Mahany Park is coupled with a utility education center to provide services to the western portion of the City, including the SVSP.

2.8 OFF-SITE IMPROVEMENTS

Proposed off-site improvements include the extension of water, wastewater, and recycled water, and natural gas lines, as well as power lines, roadway extensions and widening.

The following off-site improvements are proposed as part of the project:

- **Construct recycled water tank in the WRSP**. The water tank would be approximately 25-30-feet tall and approximately 170-feet in diameter that would hold approximately three million gallons each and an associated pump station, south of the PGWWTP, adjacent to Phillip Road. The City will be responsible for tank construction.
- **Construct 24-inch Water Line in Westside Drive**. A 24-inch water line would be installed in Westside Drive from the northern project boundary, through the Richland Urban Reserve parcel, to Pleasant Grove Boulevard.
- **Construct 24-inch Recycled Water Line in Westside Drive.** A 24-inch water line would be installed in Westside Drive from the northern project boundary, through the Richland Urban Reserve parcel, to Pleasant Grove Boulevard.

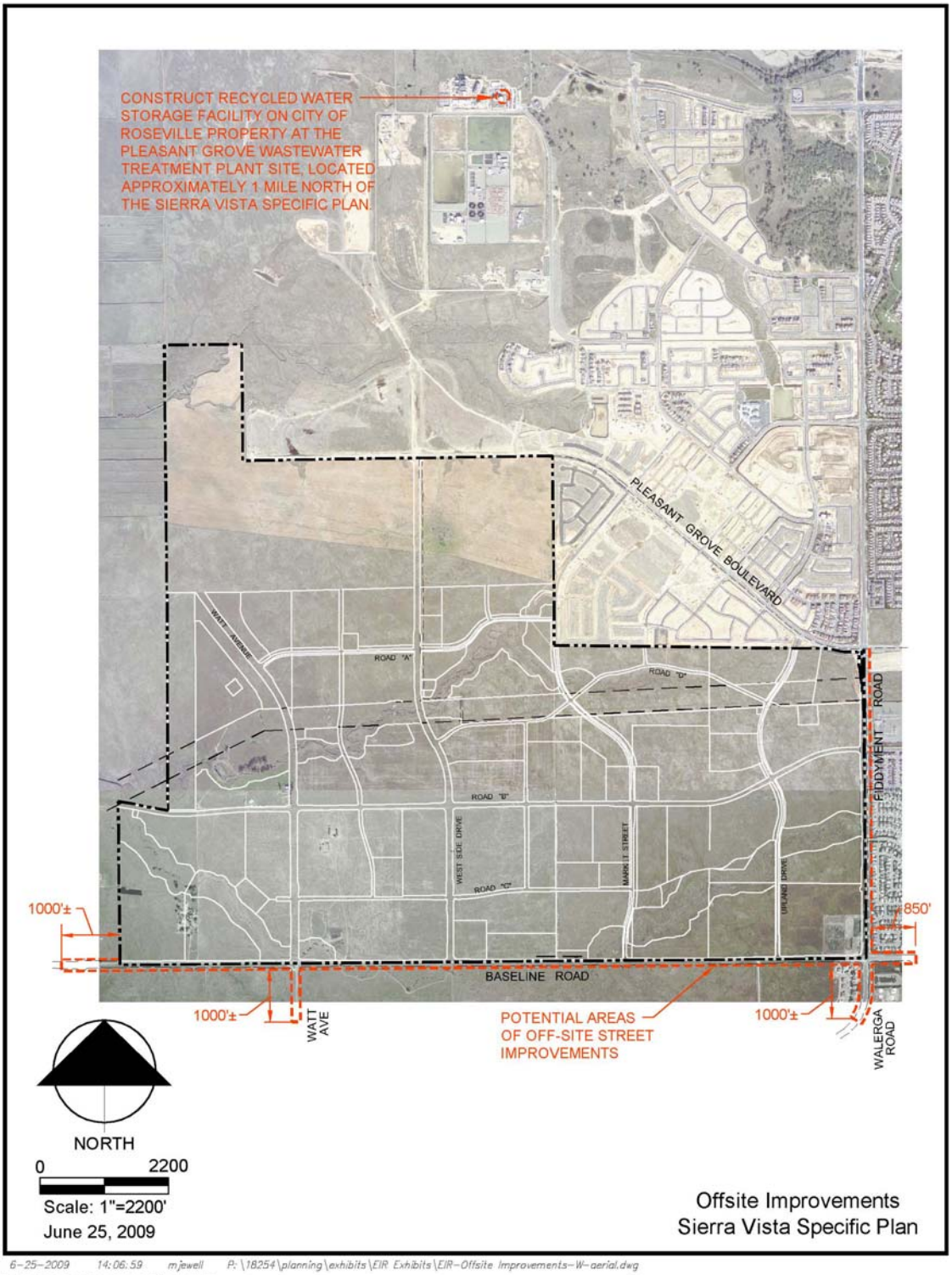
URBAN RESERVE

The extension of Westside Drive and the utilities within the street right-of-way would be constructed through the Richland Urban Reserve parcel as part of the project-level analysis of the project.

No other off-site improvements are assumed for the Urban Reserve because no development is proposed at this time. It is likely that at the time development is proposed, additional offsite improvements would be required that would be identified at the time of future specific plan processing.

FIGURE 2-16

OFF-SITE IMPROVEMENTS



6-25-2009 14:06:59 mjewell P:\18254\planning\exhibits\EIR Exhibits\EIR-Offsite Improvements-W-aerial.dwg
There are no xreferences in this drawing.

FIGURE 2-17

OFF-SITE BASELINE ROAD

AND FIDDYMENT ROAD IMPROVEMENTS

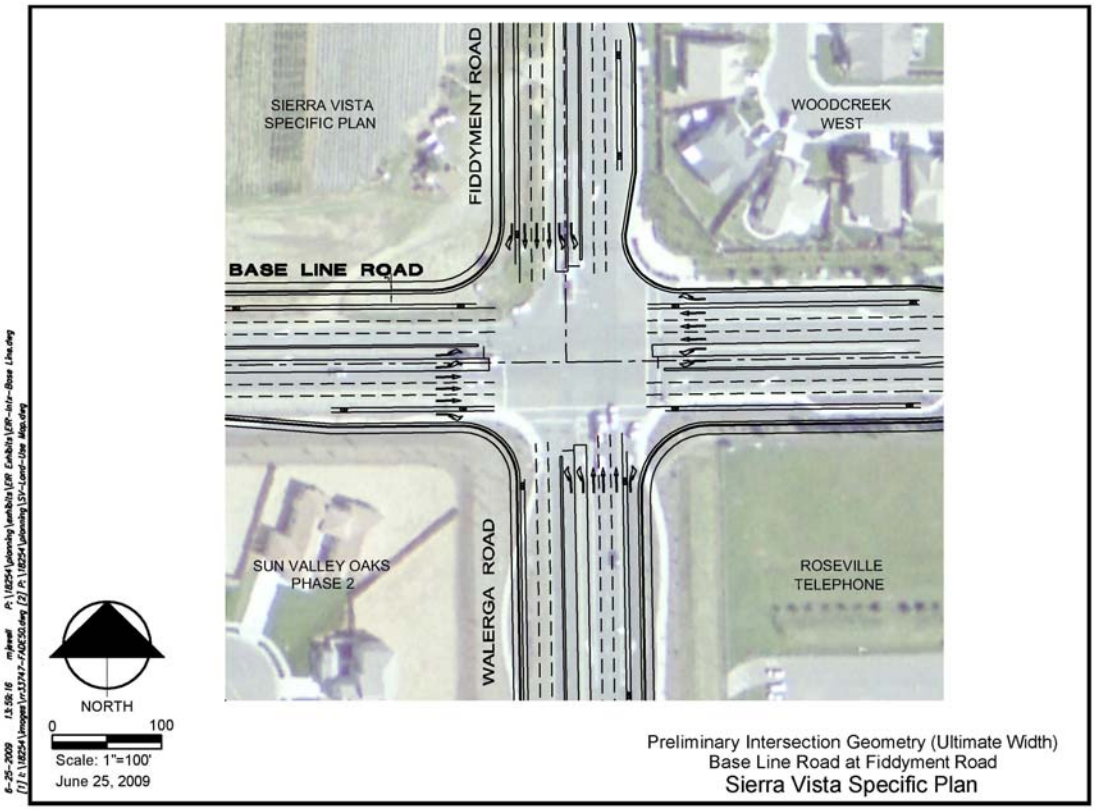
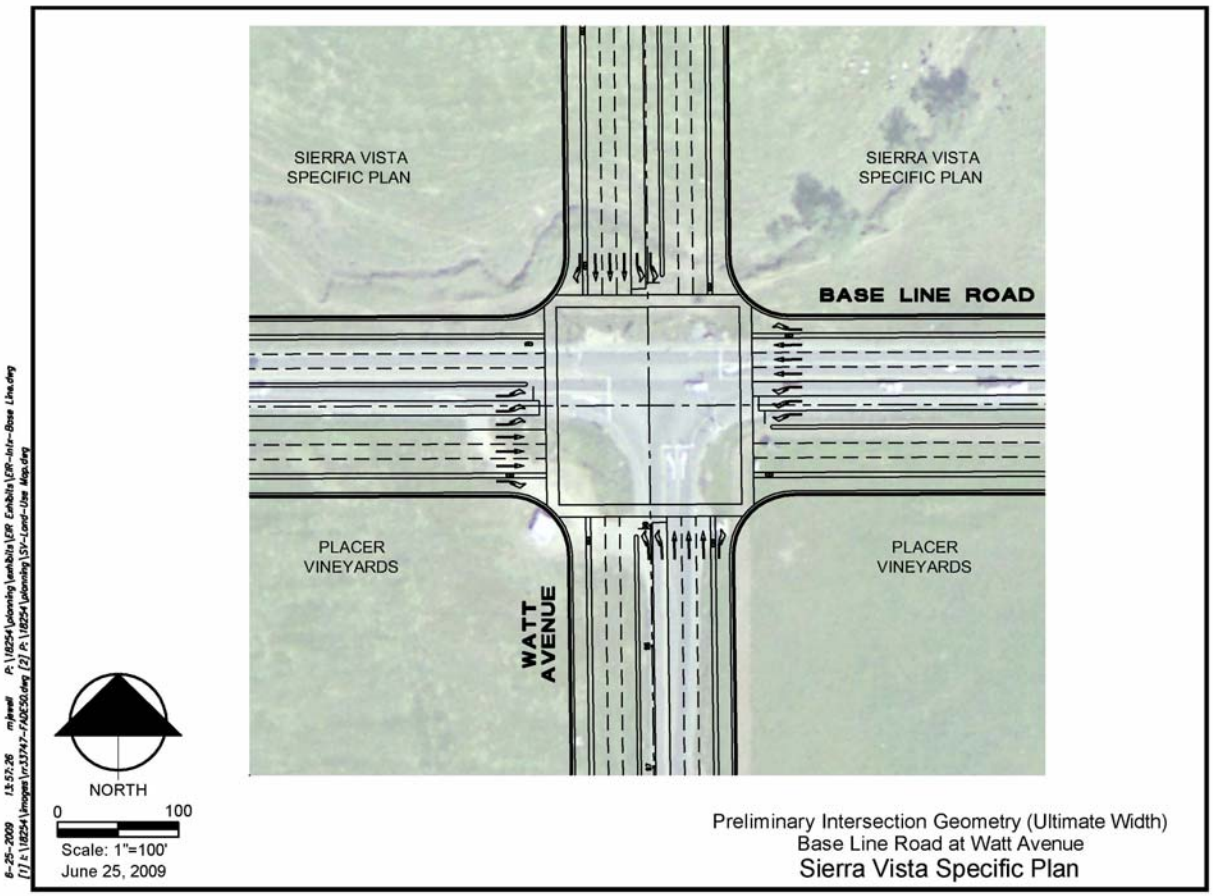


FIGURE 2-18

OFF-SITE BASELINE ROAD

AND WATT AVENUE IMPROVEMENTS



Offsite Improvements Not Part of the Project

- Extension of Watt Avenue through the Richland Urban Reserve

2.9 RESOURCE MANAGEMENT

Resource Management is intended to ensure that the natural resources of the SVSP area are conserved and that the impacts associated with urban development are mitigated to the extent feasible. The project site has been minimally disturbed through structural development, small agricultural operations, and associated grading activities. As a result, areas within open space corridors have the potential for wildlife diversity. Existing vegetation is dominated primarily by nonnative annual grasslands. Biological resources within the project site include Curry Creek and its associated riparian habitat; wetland areas with aquatic habitat; native and nonnative trees; and various mammals, birds, and reptiles.

In addition, the resource management approach would be designed to be consistent with the Pleasant Grove Wastewater Treatment Plant (PGWWTP) Memorandum of Understanding (MOU) between the City and U.S. Fish and Wildlife Service (USFWS) from May 2000, which includes provisions to incorporate existing and future projects including annexation areas, such as SVSP, into the area covered by the MOU. The SVSP and related off-site preservation and restoration efforts are intended to complement larger-scale regional conservation strategies, such as the proposed Placer County Conservation Plan, the County's proposed habitat conservation plan. Coordination with other agencies and conservation efforts would be a fundamental principle and key objective of the SVSP resource management approach. In addition to resource protection, the open space areas help define the visual character of Sierra Vista and would provide for passive recreation opportunities, pedestrian and bike access, storm drainage, flood water conveyance, utility infrastructure, and land use buffering.

2.10 IMPLEMENTATION

Development Agreements

The SVSP will be implemented through Development Agreements between the City of Roseville and the six Sierra Vista Landowner's Group applicants (CGB Investments; D.F. Properties, Inc.; Mourier Land Investment Corporation; Mourier Investments, LLC; KT Communities; and Westpark

Associates) in accordance with Article V, Chapter 19.84 of Ordinance 3104 of the Roseville Municipal Code. The agreements are binding contracts between the City and the landowners and set the terms, conditions, rules, regulations, entitlements, vested rights, and other provisions relating to development of the SVSP area. Included within the Development Agreements would be conditions related to the provision of infrastructure improvements, public dedication requirements, landscaping amenities, and other obligations of the parties. The term of the Development Agreements would be 20-years. The Agreements are tied to the property and may only be modified by mutual consent of the City of Roseville and the landowner.

Zoning

All lands within the SVSP would be zoned consistent with the zoning classifications of the Roseville Zoning Code, as proposed to be amended and approved by the specific plan. The development standards and guidelines for each zoning distraction are described in the SVSP and the City Community Design Guidelines.

Subsequent Entitlements

Development under the SVSP would be subject to approval of subsequent entitlements by the City in accordance with the Zoning Code and Roseville Municipal Code. Subsequent entitlements may include subdivision maps and design review permits.

Dedications

All property to be conveyed to the City, including parks, open space, well sites, electric substation site, tanks site, fire station site, recycled drop-off center, and street right-of-way, would be free of any liens, monetary encumbrances, special taxes, hazardous materials, environmental constraints, or assessments not approved by the city.

Financing of Public Improvements

The development of the public improvements necessary to serve the residents within the SVSP area would be funded through a variety of mechanisms, such as the levy of a special tax or fee, or the establishment of a Community Facilities District (CFD) and/or statutory assessment districts. The property owners could also finance improvements with cash. The specific methods of

financing public improvements are described in the Development Agreements between the city and the landowners.

Project Schedule and Construction Phasing

Construction of the SVSP is anticipated to occur for several years, and could span beyond the next 20-30- years. It is expected that construction of the project would commence in 2011 and be complete by 2025/2040 depending on market forces. Development will be guided by a phasing plan, which provides for a comprehensively planned infrastructure system with coordinated construction of backbone roadways, utilities, and related facilities. In general, the phasing plan has been structured for purposes of this analysis into four large phases A through D. Major improvements needed to adequately serve each phase have been identified, to ensure that the improvements in each phase can support associated development in compliance with City policies and standards, and that the development in each phase can support the costs of the required improvements.

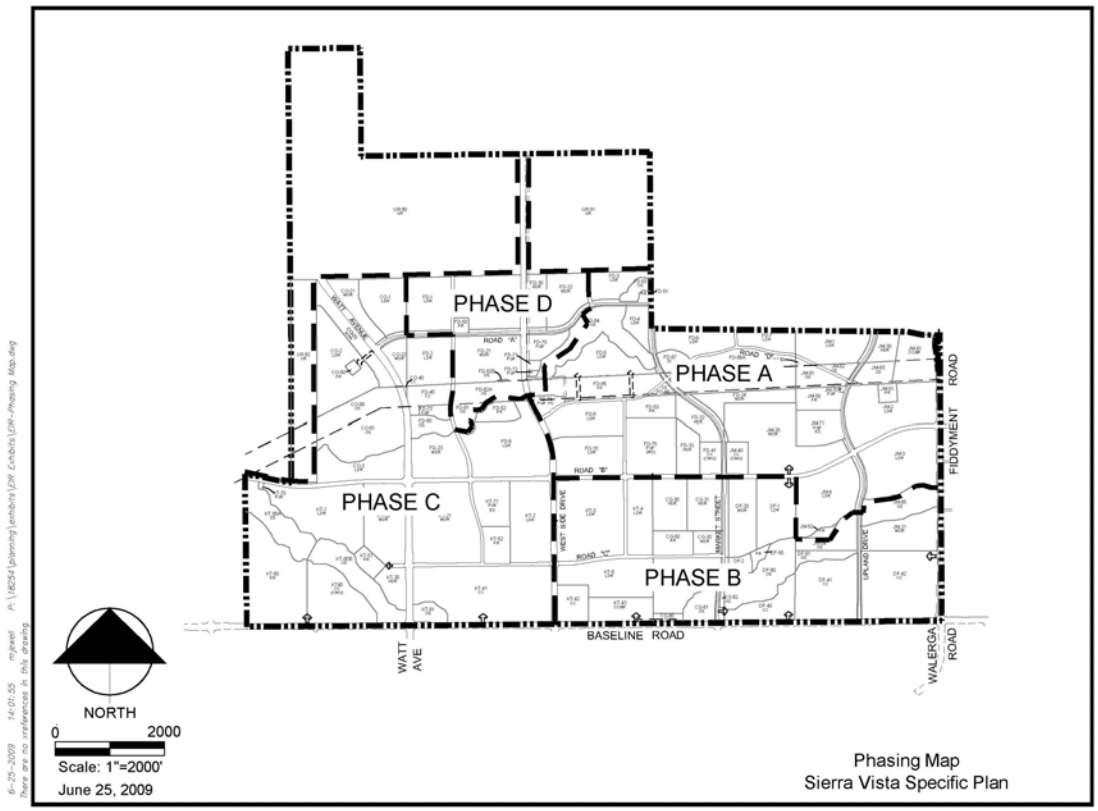
Existing infrastructure facilities in Fiddyment Road, Pleasant Grove Blvd., Baseline Road, and Westside Drive will be extended in an inward and westward manner, consistent with the SVSP Phasing Plan and project development agreements.

The infrastructure requirements for each phase of development include all on-site backbone infrastructure and off-site facilities necessary for each phase to proceed. These include roadways, sewer, water, recycled water, storm drainage, dry utility, recreation, school, and other facilities and improvements. The opportunity exists for any parcel to move forward provided that the infrastructure needed to serve it is constructed to the satisfaction of the City.

Once development is initiated, some phases may have reduced infrastructure requirements if improvements are provided in an earlier developed phase. Given the large size of the phases, a provision has been included in the Development Agreements that would allow the property owners to request consideration of sub-phasing. However, additional analysis and potential additional environmental review would be required if it is determined that temporary facilities or impacts not addressed in this EIR are identified. At the time development is proposed within a particular phase, if excess capacity is available, utility service improvements may be delayed to later phases, as determined by the city.

FIGURE 2-19

PHASING PLAN



Major improvements needed for each phase within the SVSP include:

Phase A:

- Internal major roadways within phase boundary
- Improvements to Fiddyment Road between Pleasant Grove Boulevard and the northern boundary of Parcel JM-85, and phased improvements to the intersection of Fiddyment Road and Baseline Road.
- Utility improvements within the roadway rights- of-way
- Class I Bike trails as funds become available from the collection of a Bike Trail Fee assessed at time of building permit issuance.

- Backbone dry utilities including gas, electric, telephone, cable television, and signal interconnect, etc.
- Storm drain improvements, outfalls into the receiving waters, storm water management facilities, and flood control devices as necessary

Phase B:

- Internal major roadways within phase boundary
- Improvements to Fiddyment Road between northern boundary of Parcel JM-85 to Baseline Road and phased improvements to the intersection of Fiddyment Road and Baseline Road.
- Improvements to Baseline Road along the frontage of Phase B between Fiddyment Road and Westside Drive (may be constructed in three phases) and phased improvement to the intersection of Baseline Road and Watt Avenue.
- Utility improvements within the roadway right-of-ways (water, recycled water, and wastewater)
- Class I Bike trails as funds become available from the collection of a Bike Trail Fee assessed at time of building permit issuance.
- Backbone dry utilities including gas, electric, telephone, cable television, and signal interconnect, etc.
- Storm drain improvements, outfalls into the receiving waters, storm water management facilities, and flood control devices as necessary

Phase C:

- Internal major roadways within phase boundary
- Improvements to Baseline Road along the frontage of Phase C between Westside Drive and the Western boundary of the Specific Plan and phased improvement to the intersection of Baseline Road and Watt Avenue.
- Utility improvements within the roadway rights-of-way (water, recycled water, and wastewater)
- Class I Bike trails as funds become available from the collection of a Bike Trail Fee assessed at time of building permit issuance.

- Backbone dry utilities including gas, electric, telephone, cable television, and signal interconnect, etc.
- Storm drain improvements, outfalls into the receiving waters, storm water management facilities, and flood control devices as necessary

Phase D:

- Internal major roadways within phase boundary
- The extension of Westside Drive north to Pleasant Grove Boulevard.
- Utility improvements within roadways (water, recycled water, and wastewater)
- Class I Bike trails as funds become available from the collection of a Bike Trail Fee assessed at time of building permit issuance.
- Backbone dry utilities including gas, electric, telephone, cable television, and signal interconnect, etc.
- Storm drain improvements, outfalls into the receiving waters, storm water management facilities, and flood control devices as necessary

Grading

Grading is proposed to balance on site, and to balance within each landowner's holdings. The following provides a summary of preliminary earthwork by property owner.

TABLE 2-2
PRELIMINARY GRADING SUMMARY

Property Owner	Acres by Ownership Area	Cut Volume Cubic Yards
CGB	76.7	150,000
Conley	107.6	180,000
DF Properties	138.7	210,000
Federico	426.7	960,000
JMC	252.4	450,000
KT Development	426.9	890,000
Total	1,429.0	2,840,000

Source: McKay and Somps, 2009

Each property owner would be required to balance the cut and fill activity on their individual parcels.

Proposed General Plan Amendments

The following are the proposed General Plan Amendments, including conforming amendments, which would incorporate the SVSP, annexation and sphere of influence amendment into the City's General Plan. With the SVSP, the horizon year would be amended from the year 2020 to the year 2025. With this all corresponding sections of the General Plan would be updated to include the new horizon year, including the City's Capital Improvement Program.

1. The City's Land Use Allocation policy in the General Plan would be amended from 57,715 to 65,172 dwelling units to increase the City's residential dwelling units to include the additional 6,655 dwelling units that would result from development of the SVSP within the City's boundaries. The residential development in the SVSP would exceed the development assumed in the current Genera Plan and could not occur unless the dwelling unit cap were increased. The change in the General Plan polices does not include dwelling units for the non-participating properties, since no specific development is proposed at this time. If the City receives a request for development in the future, the City would consider additional amendments to the General Plan at that time.

2. As part of the SVSP, the following General Plan policies would be amended:

   Growth Management – Growth Areas Policy: 5 (7): Any development proposal west of Roseville that does not have a sufficient supply of surface water shall secure ~~and provide a new source and supply of surface water~~ additional supplies above what the City currently has available. Development proposals shall also provide financial assistance to incorporate the new source of supply into the City's water supply portfolio (surface water, groundwater and recycled water); and development proposals ~~should~~ shall include measures to reduce water demand ~~through the use of~~ by implementing the use of conservation best management practices, recycled water, and other off-sets.

Noise Element Table IX-1 Footnote 3:

Where it is not possible to reduce noise in outdoor activity areas to 60 dB Ldn/CNEL or less using a practical application of the best-available noise reduction measures, an exterior noise level of up to ~~65~~ 75 dB Ldn may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table.

2.11 REQUIRED PERMITS AND APPROVALS

The City of Roseville is the Lead Agency for the proposed annexation, sphere of influence amendment, adoption of the SVSP and General Plan and Zoning Amendments. Following staff analysis and public review of the environmental document, the project will be forwarded to various City commissions for comment, including; the Planning Commission, Transportation Commission, Public Utilities Commission, and Parks and Recreation Commission. Following review by the public and City commissions, the SVSP, SVSP Development Agreements, General Plan and Zoning Amendments, amendment of the Urban Water Master Plan, request for both the annexation of the SVSP Area and a request for a sphere of influence amendment will be considered by the City Council.

As required by Section 15124 (d) (B) of the CEQA Guidelines, the EIR must contain a list of permits and other approvals required to implement the project. As part of implementation of the SVSP, other approvals are listed below and the relevant agencies in the review process are identified. In addition to these requirements, environmental review and consultation requirements related to federal, State, or other local laws or guidance applicable to individual resources are described in the Regulatory Setting subsections provided in Chapter 4 of this EIR.

City of Roseville

The following approvals would apply to the entire annexation area:

- Certification of the Environmental Impact Report for the Sierra Vista Specific Plan and adoption of the Mitigation Monitoring and Reporting Plan (MMRP)

- Approval of a Sphere of Influence Amendment request to the Local Agency Formation Commission (LAFCO) to amend the City of Roseville Sphere of Influence to include an additional 353- acres.
- Approval of an annexation request to the Local Agency Formation Commission (LAFCO) to amend the City of Roseville corporate boundaries to include additional 2,064-acres.
- Approval of revised General Plan Land Use Plan to include the annexation area.

SIERRA VISTA SPECIFIC PLAN

A specific plan has been proposed for future development of the SVSP Area to include a mixed-use planned community with residential, commercial, office, schools, parks, and open space areas. In addition to the approvals that would apply to the specific plan area, this EIR will be used for the following approvals necessary for implementation of the SVSP:

- Certification of the Environmental Impact Report for the Sierra Vista Specific Plan and annexation area, and adoption of the Mitigation Monitoring and Reporting Plan.
- Approval of a Sphere of Influence Amendment request to the Local Agency Formation Commission (LAFCO) to amend the City of Roseville Sphere of Influence to include an additional 353 acres.
- Approval of an application to the (LAFCO) for annexation to and reorganization of the City of Roseville corporate boundaries to include an additional 2,064-acres (Of the 2,064: 1,637 acres is the SVSP, 427 is the Urban Reserve portion).
- General Plan Amendments:
    - Amendment to City's Land Use Map and text
    - Increase in the Residential Unit Allocation from 57,715 to 65,172
    - Update the General Plan horizon year from 2020 to 2025
    - Various amendments to the text and figures to include the SVSP
    - Amendments to the Growth Management and Noise policies
- Adoption of the Sierra Vista Specific Plan and Sierra Vista Design Guidelines
- Pre-zoning of property to be consistent with the Sierra Vista Specific Plan land use exhibit
- Approval of Large Lot Tentative Subdivision Maps

- Approval of Development Agreements between the City of Roseville and the individuals that make up the Sierra Vista Landowners Group (Applicant)
- Approval of Tree Permits
- Approval of Community Facilities Districts and/or other financing mechanisms
- Amendment of the City's Urban Water master Plan
- Compliance with SB 610 and 221, Approval of the Water Supply Assessment
- Amendment to the City's Capital Improvement Program
- Amendment to the City's Bicycle Master Plan
- Allocation of 3,915 acre-feet per year of City surface water to the Sierra Vista Specific Plan area
- Condemnation/acquisition of property and right of way for City and public improvements

URBAN RESERVE

- Certification of the Environmental Impact Report for the Sierra Vista Specific Plan and annexation area, and adoption of the Mitigation Monitoring and Reporting Plan
- Approval of a Sphere of Influence Amendment request to the Local Agency Formation Commission (LAFCO) to amend the City of Roseville Sphere of Influence to include an additional 353-acre (Urban Reserve sphere expansion equals 164.4 acres).
- Approval of an application to the (LAFCO) for annexation to and reorganization of the City of Roseville corporate boundaries to include an additional 2,064-acres (of the 2,064 acres, 427-acres is the Urban Reserve portion).
- General Plan Amendments:
    - Amendment to City's Land Use Map and text
- Pre-zoning of property to Urban Reserve be consistent with the Sierra Vista Specific Plan land use exhibit

Existing uses would be allowed to continue under annexation and pre-zoning of the Urban Reserve land use designation. Before any development could occur within the non-participating parcels, specific plan amendment(s), development agreements, and General Plan amendments would be required, and appropriate project-specific environmental review would be required.

South Placer Wastewater Authority

- Expand the 2005 Service Area Boundary to include the SVSP area.

Local Agency Formation Commission (LAFCO)

The Placer County Local Agency Formation Commission (LAFCO) will consider the following actions prior to implementation of the SVSP. LAFCO will use the EIR in evaluating the impacts of the following actions:

- Approval of a Municipal Services Report that analyzes services
- Amendment of the City of Roseville Sphere of Influence to include the entire project area (2,064 acres)
- Annexation to the City of Roseville the entire Sierra Vista Specific Plan area (2,064 acres)
- Potential annexation of the entire Baseline Road right-of-way along the Sierra Vista Specific Plan's southern boundary.

Federal

The following federal actions would be required prior to development occurring within the SVSP.

- **Section 404 Permit** (U.S. Army Corps of Engineers and Environmental Protection Agency

  The U.S. Army Corps of Engineers (USCOE) regulates the placement of fill or dredged materials in waters of the United States, which include stream courses and jurisdictional wetlands. The USCOE regulates these activities under the authority of Section 404 of the Clean Water Act. The Environmental Protection Agency (EPA) has authority to comment on and veto USCOE decisions. The USCOE would regulate development in the SVSP that affects jurisdictional wetlands. A separate Environmental Impact Statement (EIS) to comply with the National Environmental Policy Act (NEPA) will be required. The USCOE would be the lead agency under NEPA.

- **Section 7 Consultation** (Federal Endangered Species Act)

  As part of the 404 permit process, the USCOE has initiated consultation with the U.S. Fish and Wildlife Service to determine whether any federally listed species could be adversely affected and to identify measures to avoid or less adverse impacts on listed species. The USFWS would prepare a biological opinion (BO).

State

State regulatory agencies would also need to take action on elements of the SVSP, as indicated below.

- **Water Quality Certification** (State Water Resources Control Board)

  Construction has the potential to directly or indirectly affect "waters and wetlands of the United States". Water or wetland disturbance could result in a discharge to Curry Creek or its tributaries. A water quality certification, or a waiver thereof, would be required by the Regional Water Resources Control Board.

- **Construction Storm Water Discharge Permit** (State Resources Control Board)

  Construction involving clearing, grading, and excavation activities that would result in the disturbance of more than one acre or more of land is required to get a permit. As such, a State Water Regional Control Board General Construction permit would be required for stormwater discharge from SVSP construction sites. The permit process would include development of a Stormwater Pollution Prevention Plan (SWPPP) and identification of Best Management Practices to control pollutants in stormwater discharges both during construction and after construction is completed.

- **Master Reclamation Permit** (for recycled water) (State Water Resources Control Board)

  A Master Reclamation Permit would be required by the SWRCB that addresses delivering recycled water from the Pleasant Grove Wastewater Treatment Plant.

- **National Pollutant Discharge Elimination System** (NPDES) Permit Modification (Regional Water Quality Control Board)

  Expansion of treatment capacity of the PGWWTP beyond that planned for the Wastewater Master Plan EIR would require modification to the PGWWTP's NPDES permit to accommodate additional effluent discharges to Pleasant Grove Creek. Such modification would require approval by the Central Valley Regional Water Quality Control Board.

- **Streambed Alteration Agreement** (California Department of Fish and Game)

  Construction would require Section 1602 Streambed Alteration Agreement(s) from California Department of Fish and Game (CDFG) to evaluate the potential for impacts to aquatic habitat. CDFG has jurisdiction over construction activities affecting streambeds and banks within the 100-year floodplain. A 1602 Agreement between the Applicants and

CDFG addresses methods to avoid or minimize aquatic or wetland losses in accordance with CDFG policies.

- **Permit to Operate** by Placer County Air Pollution Control District

  Commercial and office operations may require a permit to operate from the Placer County Air Pollution Control District.

- **Hazardous Materials Environmental Oversight**

  If hazardous materials are detected onsite, removal and remediation may require oversight by the appropriate agency (e.g., Department of Toxic Substances Control, Placer County Department of Environmental Health, City of Roseville, and Regional Water Quality Control Board, etc.).

This EIR analyzes development proposed within the SVSP at a project-specific level of detail for all participating properties. For the non-participating properties proposed for Urban Reserve land use designation (Richland and Chan parcels), this EIR analyzes the project at a program-level. Refer to Chapter 1 for a description of project-specific and programmatic-level analyses. Accordingly, subsequent approvals for the SVSP project may only require limited or no additional environmental review with respect to residential or neighborhood commercial development as long as they are consistent with this EIR.

Any development proposed in the Urban Reserve will require a more comprehensive environmental review and could require its own specific plan and/or specific plan amendment(s), in addition to other development approvals.

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