

4.1 LAND USE AND AGRICULTURAL RESOURCES

4.1.1 INTRODUCTION

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

- *City of Roseville General Plan* as amended (2004)
- *City of Roseville Zoning Ordinance* as amended (August 2006)
- *Placer County General Plan* (1994) (as amended)
- (proposed) *Sierra Vista Specific Plan* (2009)
- California Department of Conservation – *Division of Land Resources Protection Farmland Mapping and Monitoring Program*
- *West Roseville Specific Plan FEIR*, February 2004

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

City of Roseville Permit Center

311 Vernon Street
Roseville, CA 95678

In response to the Notice of Preparation (NOP) and Initial Study (Appendix A), the City received land use and agricultural related comments pertaining to the number of general plan amendments allowed per year, concerns over the proposed housing density as it relates to the SACOG Blueprint, compatibility of the proposed land uses with the proposed Placer Parkway, and compatibility of the proposed land uses with agricultural land in the unincorporated County. These issues are evaluated in Section 4.1.4 of this EIR. Refer to Appendix B of this EIR to view the comments received on the proposed project in response to the NOP.

Changes to the Project Since the NOP

Several changes have occurred to the description of the proposed SVSP land uses since publication of the NOP. In September 2008, one of the original property owners Richland Communities withdrew from the project. Because of the location of the Richland parcels on the north end of the project immediately adjacent to the southern boundary of the West Roseville Specific Plan and the need for infrastructure such as Westside Drive to be extended through the Richland parcels, the project was modified to remove the Richland parcels from the proposed specific plan, but to keep them in the sphere of influence expansion and annexation area. Hence, no specific land uses are proposed for the Richland parcels, and they are proposed to be given the general plan "Urban Reserve" land use designation.

A small portion of the west side of the Project area is owned by another property owner, Chan, who also decided not to be included in the specific plan and will be treated the same as the Richland parcels in this EIR. Accordingly, the size of the specific plan area was reduced from 2,100 acres to 2,064 acres. The total number of dwelling units has been reduced across all residential land use categories from 9,995 units to 6,650 units. The total amount of Open Space has been increased by 47.5 acres, while the area for Parks and Paseos has been decreased by 39.8 acres. With the corresponding decrease in dwelling units, it was determined that there would be a need for two elementary schools instead of three. The gross area for Community Commercial and Business Professional land uses has been increased by 13.2 acres, and the amount of land for Commercial Mixed Use has also been increased by 4.6 acres. Lastly, the amount of Urban Reserve property has been increased by approximately 400 acres. The change of approximately 400-acres to Urban Reserve results in less proposed development than indicated in the NOP.

4.1.2 ENVIRONMENTAL SETTING

The 2,064-acre annexation area is located in unincorporated Placer County, west of Fiddymont Road, north of Baseline Road, south of the West Roseville Specific Plan. The western boundary extends west of the current terminus of Watt Avenue at Baseline Road. The project site is located approximately 6 miles west of I-80 and SR 65, five miles west of downtown Roseville, and four miles east of the Sutter County line. The majority of the proposed project site is undeveloped and has historically been used for agricultural or grazing activities.

Existing SVSP Onsite Land Uses

Current land uses include four single family residences, generally in the central and southwestern portion of the project site, and smaller ancillary structures along Baseline Road associated with ongoing dry farming agricultural activities. Active strawberry fields are also present in two small areas of the project site along Baseline Road.

Existing City of Roseville Land Uses Adjacent to the SVSP

Placer County

Adjacent unincorporated areas in Placer County are located to the west and south of the project area. These areas currently include undeveloped dry pasture land and rural residential uses with topography similar to that of the project area.

Several large development projects have been recently approved by the County in the vicinity. These include the Placer Vineyards and Regional University specific plan projects. The land to the south is part of the Placer Vineyards Specific Plan area, which is an approved mixed-use project on approximately 5,000 acres with approximately 14,000 residential units and six million square feet of non-residential development. Approved by Placer County in July 2007, the project is currently starting the federal review process for the 404 permit, and will require an Environmental Impact Statement (EIS) under the National Environmental Policy Act (NEPA).

The Regional University project is an approximately 1,100 acre site, located immediately west of the West Roseville Specific Plan, northwest of the SVSP. It includes a 600-acre area designated for a private university campus, and other areas designated for residential and commercial uses. Drexel University has expressed interest in locating at this site. Access to Regional University would be through the Sierra Vista Specific Plan, by an extension of Watt Avenue, northwesterly through the Plan Area. The project was approved by the County in December 2008.

The area generally to the west of the SVSP is referred to as the Curry Creek Community Area, although Placer County has not yet initiated a planning process to develop a Community Plan for that area. The area has primarily been used for grazing or other dry farming activity in the past

and remains rural. These lands are designated primarily as Farmland of local importance or Grazing Land.

The area extending from Fiddymment Road to the Sutter County line (including the SVSP) is identified in the Placer County General Plan as a "Future Study Area" that "may be identified as being suitable for development at urban or suburban densities and intensities..."

City of Roseville

The project site is located in unincorporated Placer County, adjacent to the western boundary of the City of Roseville. Lands north and east are located within the City of Roseville, and include the West Roseville Specific Plan to the north and the North Roseville Specific Plan area to the east. Land designated and zoned for residential development within the existing City of Roseville boundaries is fully entitled for future development, and according to development projections is anticipated to be built out by 2020. Potential development of the SVSP project area has been contemplated for some time. It was identified as one of two "Remainder Areas" analyzed at a program-level as part of the West Roseville Specific Plan, which was approved in 2004. At that time, the City of Roseville's sphere of influence was extended to cover most of the SVSP project area. Since the early 1980s the city has adopted ten specific plans. These plans address growth issues and the unique constraints and opportunities found within each area, and provide a context within which implementation of the land use plan and associated public facilities can be successfully accomplished.

Adjacent Areas

Del Webb Specific Plan

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

West Roseville Specific Plan

Approved in 2004, the WRSP encompasses approximately 4,000 acres and 8,400 residential units. A 100-acre planned Village Center is proposed to include a mix of commercial, residential, parks and a church use north of Pleasant Grove Boulevard. The first phases of the specific plan are currently under construction.

North Roseville Specific Plan

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

City Owned Facilities

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

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

To the west of the REP are ten acres of City owned land that the City has approved for annexation. An annexation application to the Local Agency Formation Commission (LAFCO) is pending. This area may provide a location for a regional animal shelter in conjunction with Placer County, Rocklin and Lincoln.

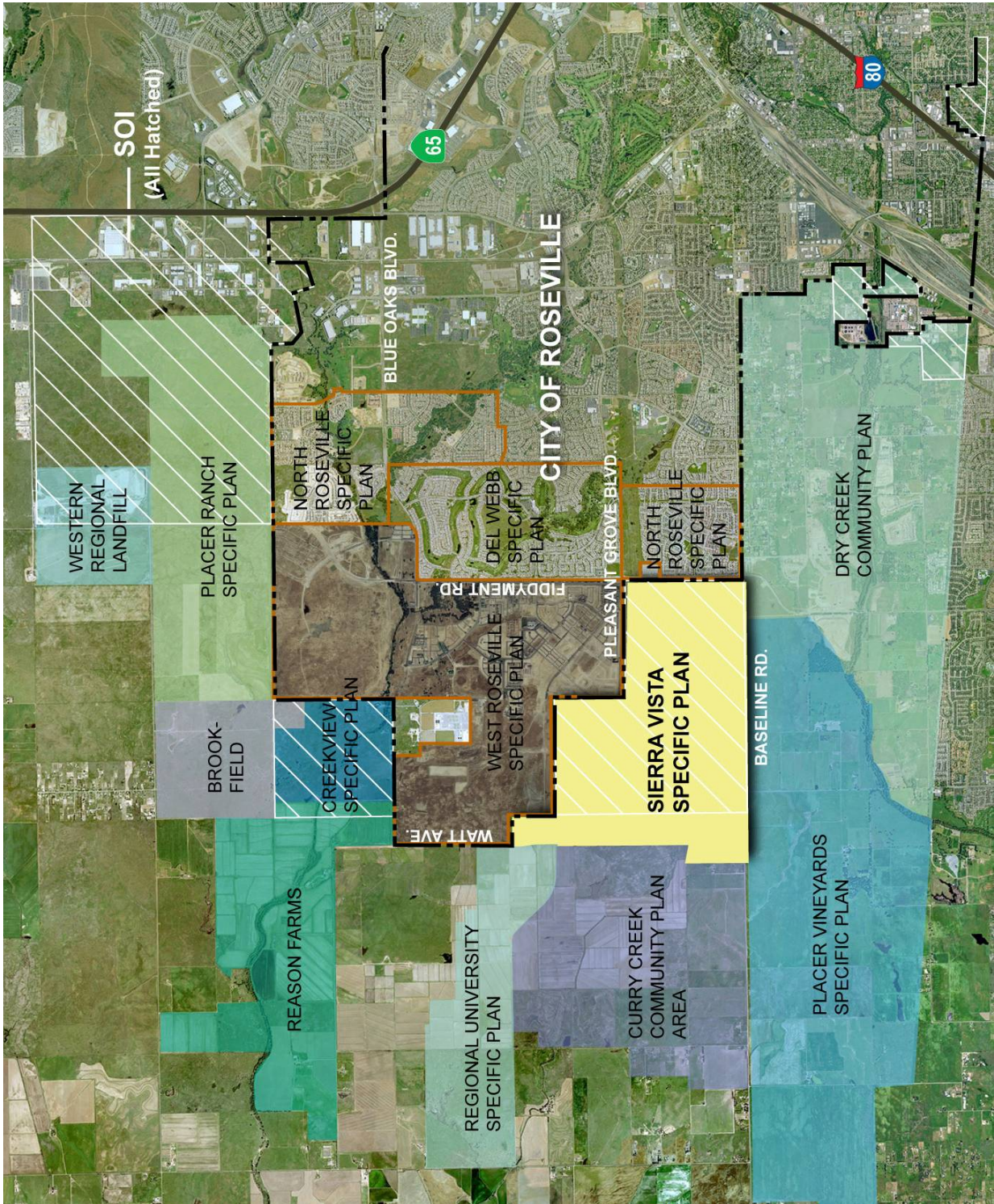
To the northwest of the REP are 1,700 acres, known as Reason Farms, owned by the City. The annexation of this property was approved by the City in the summer of 2009, and an annexation application to LAFCO is pending. This area will include the anticipated City of Roseville Regional Retention Facility and potential compatible recreation uses.

Approximately four miles south of the project area is McClellan Airfield, a former Air Force Base, which is now owned and operated by Sacramento County. The County of Sacramento Department of Economic Developments oversees McClellan Airfield. The public airfield features a 10,600-foot lighted runway approved for day/night use, and is shared by the U.S. Coast Guard. The airfield also hosts a full-service fixed base operator served by McClellan Jet Services. The airfield is available for both daytime and nighttime use. Occasional over-flights from McClellan Airfield were observed during visits to the project site. Flights occur over a broad area of southwestern Placer County and are projected to continue into the foreseeable future. The Sacramento Area Council of Governments (SACOG) is the Airport Land Use Commission (ALUC) for McClellan. SACOG is currently preparing an Airport Land Use Compatibility Plan which addresses noise contours and safety issues immediately adjacent to the airfield. It is expected that the Airport Land Use Compatibility Plan would be approved in 2010. No adoption date for the updated ALUCP has been identified, although it is expected to be adopted in the near future.

Existing Land Uses

The majority of the SVSP and Urban Reserve area are undeveloped and contain nonnative, annual grasslands. The topography of the site is relatively flat, with areas of rolling terrain. Curry Creek traverses the SVSP project area. Several residences are present in the SVSP. No residences are present in the proposed Urban Reserve area. The current predominant land use is seasonal livestock grazing and a small strawberry patch, adjacent to Baseline Road. In the past, portions of the site have been used for grazing, limited dry farming and a motorcycle repair shop.

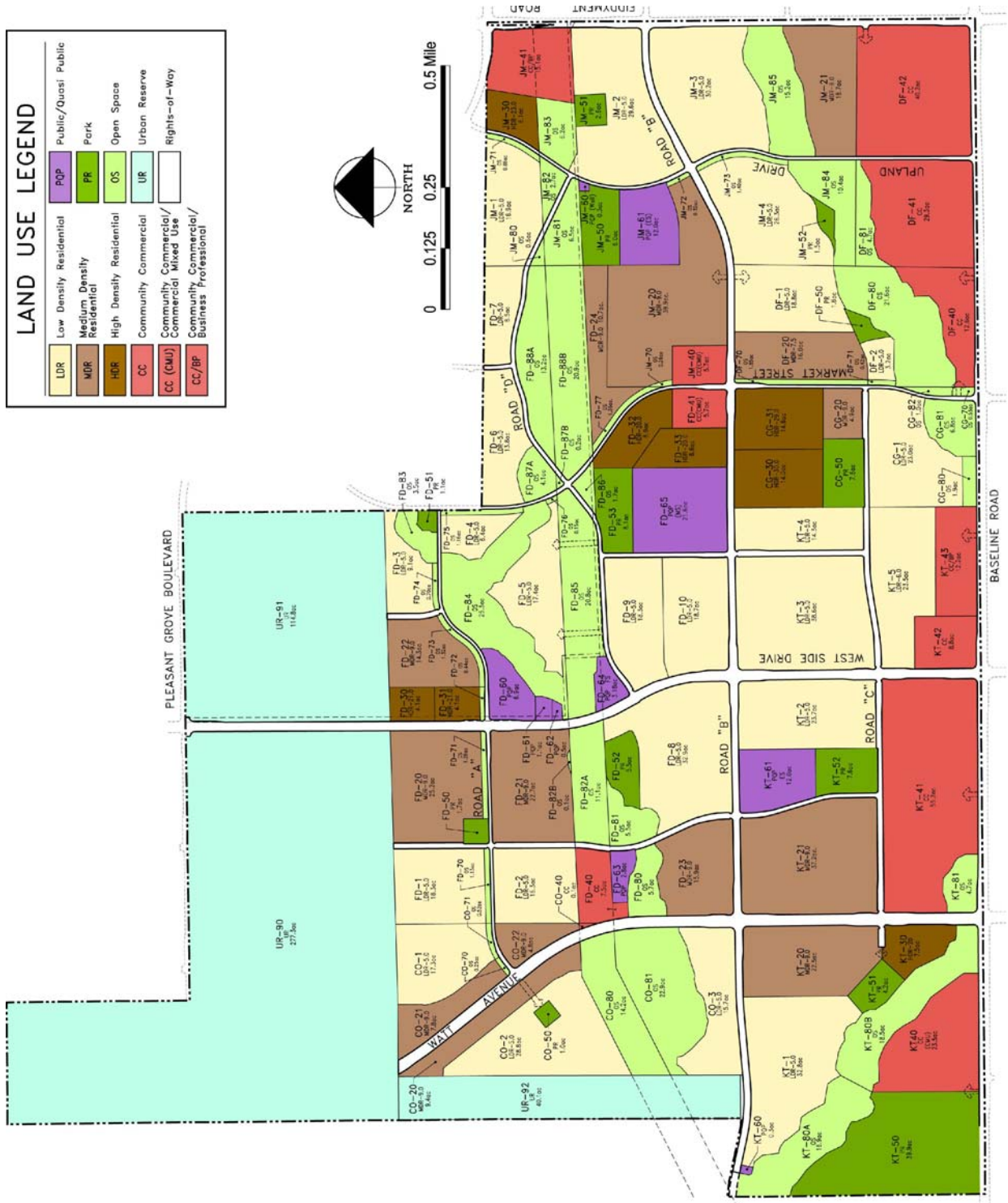
FIGURE 4.1-1
REGIONAL LAND USE MAP



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

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

FIGURE 4.1-2
LAND USE PLAN



Agricultural Lands

The California Department of Conservation (CDC) classifies the SVSP and Urban Reserve area as Farmland of Local Importance. Land of importance to the local agricultural economy, as determined by each County's Board of Supervisors and local advisory committee, is classified as Farmland of Local Importance. As defined by Placer County, these are farmlands not covered by the Prime, Statewide, or Unique categories, and include lands zoned for agriculture by County Ordinance and the California Land Conservation Act, dry farmed lands, irrigated pasture lands, and other agricultural lands of significant economic importance to the County, and lands that have the potential for irrigation from Placer County water supplies.

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

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

Williamson Act Lands

None of the parcels within the project area is restricted to agricultural uses under the Williamson Act, which allows landowners to enter into contracts with local governments by which, in exchange for agreeing to keep land in agricultural uses, the landowners gain a preferential assessment for tax purposes.

4.1.3 REGULATORY SETTING

State

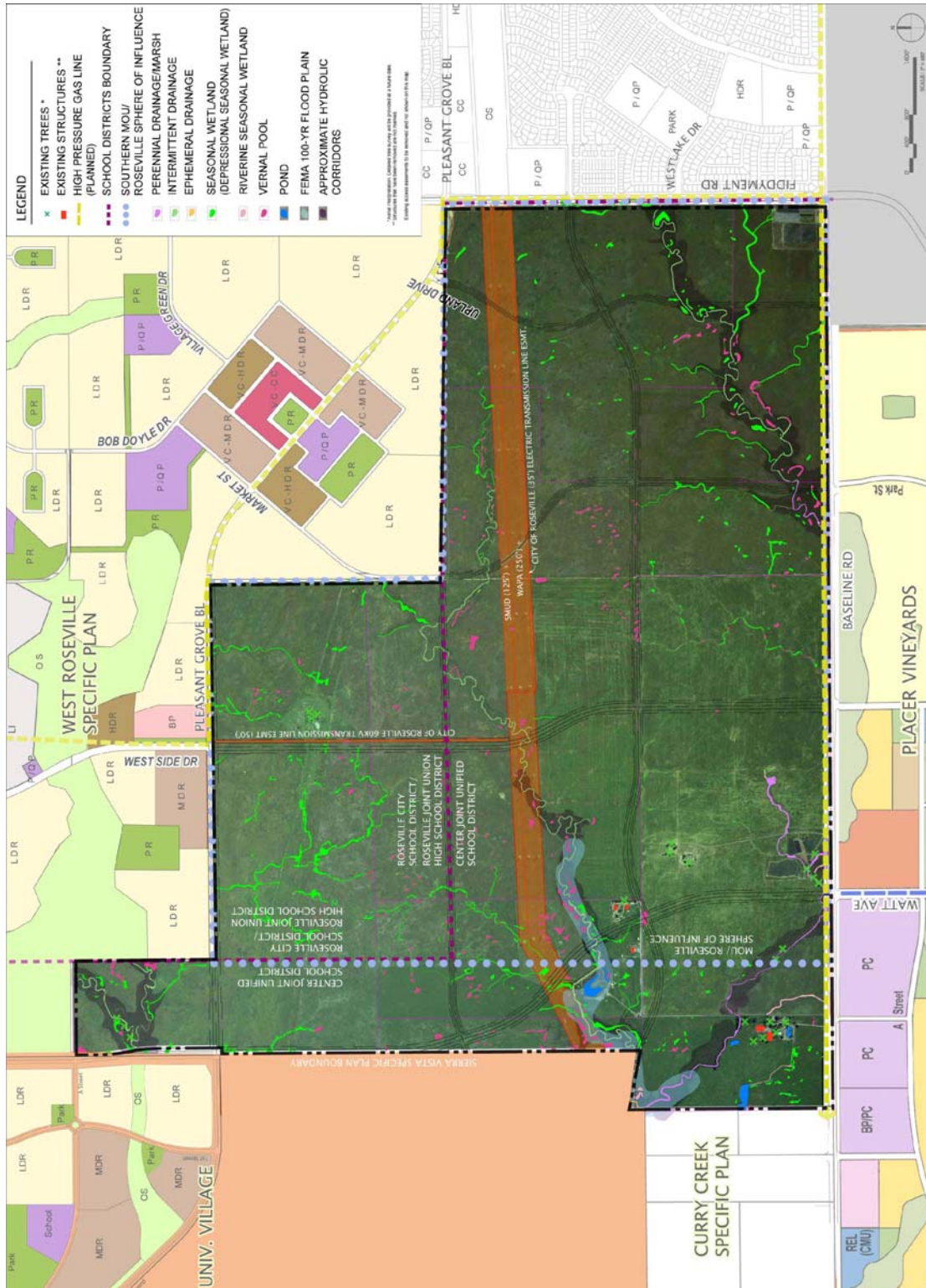
State Planning and Zoning Laws

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

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

A Specific Plan is another planning device that governs a smaller land area than the general plan, but must be consistent with the overarching general plan. Specifically, it implements the general plan in a particular geographic area. (Gov. Code, § 65450.) Generally, it describes the distribution, location, and extent of the land uses and the associated infrastructure, as well as standards governing future development. The specific plan must include a statement of the relationship between it and the general plan. (Gov. Code, § 65451, subd. (b).) A local jurisdiction's conclusion that a specific plan is consistent with its general plan "carries a strong presumption of regularity." (*Napa Citizens for Honest Government v. County of Napa Bd. of Supervisors* (2001) 91 Cal.App.4th 342, 357.)

**FIGURE 4.1-3
CONSTRAINTS MAP**



Local Agency Formation Commissions

In California, there is a Local Agency Formation Commission (LAFCO) in each county, consistent with the requirements of Section 56001 of the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000. Each LAFCO is intended to encourage orderly growth and development essential to the social, fiscal, and economic well-being of the state. Specific elements established by the Act encourage orderly development patterns by discouraging urban sprawl and preserving open-space and prime agricultural lands¹. In order to implement the requirements listed above, LAFCOs have the specific authority to review the following actions:

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

The objectives of a LAFCO are to encourage the orderly formation of local government agencies, preserve agricultural land, and discourage urban sprawl. LAFCOs review proposals for the formation of new local government agencies and regulate changes, such as boundary lines, of existing agencies. A LAFCO is the entity that evaluates proposals for the creation of cities or special districts, as well as proposals to annex additional land to local jurisdictions.

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

¹ California Government Code, Section 56001.

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

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

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

This EIR would be used by the Placer County LAFCO during its review of the proposed sphere of influence amendment and annexation, and municipal services review. Placer County LAFCO has adopted a comprehensive list of guidelines and policies to implement the statutory directives; however, some policies are intended to provide guidance to the Commission and are not directly applicable to actions by local jurisdictions. Therefore, only the LAFCO policies that apply to the applicant are addressed in this EIR.

State Aeronautics Act

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

The Legislature hereby finds and declares that: (1) It is in the public interest to provide for the orderly development of each public use airport in this state and the area surrounding these airports so as to promote the overall goals and objectives of the California airport noise standards adopted pursuant to Section 21669 and to prevent the creation of new noise and safety problems; and (2) to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses.

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

Section 21676 pertains to the duty of local agencies to demonstrate compatibility with an ALUC plan.

- a. Each local agency whose general plan includes areas covered by an airport land use compatibility plan shall, by July 1, 1983, submit a copy of its plan or specific plans to the airport land use commission. The commission shall determine by August 31, 1983, whether the plan or plans are consistent or inconsistent with the airport land use compatibility plan. If the plan or plans are inconsistent with the airport land use compatibility plan, the local agency shall be notified and that local agency shall have another hearing to reconsider its airport land use compatibility plans.

Under the statutory scheme, airport land use plans carry significant, binding regulatory consequences for local government land use decision-making. The Planning and Zoning Law, for example, directs local agencies to amend their general plans to be consistent with the airport land use plan. General Plan amendments affecting an area covered by an airport land use plan must be referred to the airport land use commission, though the city or county can override the commission's determination of inconsistency only with a super-majority vote of the council or board. On the latter point, Public Utilities Code section 21576.5, subdivision (a), provides that a city council or board of supervisors may overrule an inconsistency determination of the ALUC. . The legislative body, however, is required make specific findings that the Project is consistent with the public interest purposes stated in the section 21670.

Before making the specific findings overruling an airport land use commission's determinations, the local agency must follow several procedures:

1. At least 45 days prior to the decision to overrule the commission, the local agency governing body provides the commission and the Caltrans Division of Aeronautics a copy of the proposed decision and findings.
2. The local agency governing body includes comments from the commission and the Caltrans Division of Aeronautics in the final decision to overrule the commission, noting that the comments by the division or the commission are advisory to the local agency governing body only.
3. The final decision to overrule the commission is adopted by a two-thirds vote of the governing body. (Pub. Util. Code, § 21676.5, subd. (a))

In Placer County, the Placer County Transportation Planning Agency (PCTPA) is the Airport Land Use Commission. It has adopted the *Placer County Airport Land Use Compatibility Plan* to promote compatibility between the airports in Placer County and the land uses which surround them. The plan is primarily concerned with land uses near the three public use airports in Placer County: the Auburn Municipal Airport; the Blue Canyon Airport; and the Lincoln Regional Airport. The Lincoln Regional Airport is the closest airport located in Placer County, approximately 11 miles north of the project area. Given the distance, no land use compatibility issues would affect the SVSP project.

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

AB 32 and SB 375

Recently approved legislation is intended to create a framework to help California meet the challenges of climate change. The California Global Warming Solutions Act of 2006, commonly known as AB 32 (Chapter 488, Statutes of 2006; California Health and Safety Code Sections 38500–38599) mandates reductions in the emission of green house gases (GHGs). AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in greenhouse gas emissions and establishes a cap on statewide GHG emissions. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020. This reduction will be accomplished by enforcing a statewide cap on GHG emissions that will be phased in starting in 2012. To effectively

implement the cap, AB 32 directs ARB to develop and implement regulations to reduce statewide GHG emissions from stationary sources.

Signed into law in September 2008, SB 375 (Chapter 728, Statutes of 2008) is intended to supplement AB 32 by providing incentives for local land use choices that reduce the reliance on the automobile and reduce green house gases, consistent with regional Blueprint efforts. SB 375 aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocations. SB 375 requires metropolitan planning organizations (MPOs) to adopt a sustainable communities strategy (SCS) or alternative planning strategy (APS) that will prescribe land use allocation in that MPOs regional transportation plan. The California Air Resources Board (ARB), in consultation with MPOs, will provide each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035. City or county land use policies (including general plans) are not required to be consistent with the regional transportation plan (and associated SCS or APS). Regional transportation decisions and funding, however, will be influenced by climate change considerations, thus giving local governments incentives to conform their general plans to policies contained in the governing regional transportation plans (RTP) with its SCS or APS.

School Site Selection

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

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

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

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

School Siting Criteria

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

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

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

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

The details of the most important of these school siting requirements, which local school districts must satisfy in order to obtain state funding for school construction, are set forth below in order to set the stage for analysis later in this chapter of the extent to which the project applicants, in identifying school sites on the project site, have succeeded in helping the Roseville Unified School District, the Roseville Joint Union School District to ultimately satisfy these requirements. Notably, CEQA and the Education Code allow school districts to construct schools in areas where they would have certain hazard exposures, provided that construction is subject to certain designs, mitigation, and findings. Even in an instance where certain hazards cannot be avoided or fully mitigated, school districts can still approve construction of a school that would be subject to certain hazard exposure if alternative sites are similarly constrained or not available.

Airports

Criteria: The school site must not be located in any aircraft accident exposure or airport safety areas. Disclosure and further investigation are required if the location of a proposed school site is within 2 miles of an airport.

Proximity to High-Voltage Power Transmission Lines

Criteria: The School Facilities Planning Division of the CDE recognizes that "electric power transmission lines maintained by power companies may or may not be hazardous to human health." (See SFPD's "School Site Selection and Approval Guide, 2000.") While CDE continues to monitor research regarding the effects of electromagnetic fields on human beings, it cautions school districts to be aware of the health and safety aspects of overhead transmission lines.

A consultant from CDE will assist the school district in assessing each site according to its own potential hazards. However, under no circumstances should any portion of a school site be located within the following distances from a power line easement (Cal. Code Regs., Title 5, Section 14010[c]):

- 100 feet from the edge of an easement for a 50- to 133-kilovolt (kV) line,
- 150 feet from the edge of an easement for a 220- to 230-kV line, or
- 350 feet from the edge of an easement for a 500- to 550-kV line.

SFPD established the above limitations in consultation with the California Department of Health Services and electric power companies. These figures are based on kV strengths of transmission lines used by utility companies in January 1993. Utility companies report that strengths for distribution lines are below 50 kV.

Presence or Proximity to Toxic and Hazardous Substances

Criteria: Another safety concern in the school siting process is the presence of potentially toxic or hazardous substances on, or in the vicinity of, a prospective school site. School districts and their site evaluation teams should be aware of the following hazards:

- Landfill areas on or adjacent to the site;
- The proximity of the site to current or former dump areas, chemical plants, oil fields, refineries, fuel storage facilities, nuclear generating plants, abandoned farms and dairies, and agricultural areas where pesticides and fertilizer have been heavily used; and
- Naturally occurring hazardous materials, such as asbestos, oil, and gas.

Before receiving final site approval from CDE and funds under the School Facilities Program, school districts must follow specific statutory and regulatory procedures enacted to ensure that school sites are free from toxic and hazardous materials. A district may submit materials documenting compliance with the toxic and hazardous substances requirements before submitting the balance of the site approval package documents required by CDE. Generally, a school district must comply with the following requirements:

- A qualified consultant must be retained to investigate current and historic uses on the site. The consultant must prepare a Phase I environmental site assessment (ESA), in accordance with standards of the American Society of Testing and Materials (ASTM E-1527-2000).

- If the Phase I review demonstrates that no further investigation is required, the school district shall submit to CDE two copies of the Phase I ESA and payment for review by the California Department of Toxic Substances Control (DTSC). CDE will transmit the payment and the Phase I ESA to DTSC for its review and determination. If DTSC concurs with the Phase I ESA, it will issue a determination letter stating that “no action” is required related to hazardous materials.
- If the Phase I ESA demonstrates that further investigation is necessary, or if DTSC requires further investigation, the school district, in coordination with DTSC, must hire a qualified consultant to undertake a Preliminary Endangerment Assessment (PEA). DTSC will oversee and review the consultant’s work. Through soil sampling and risk assessment, a PEA must indicate whether a release of a hazardous material has occurred, will occur, or whether naturally occurring hazardous material poses a significant health risk. DTSC should approve the PEA if no hazardous materials are identified, or if identified materials do not pose a significant health risk. DTSC will then issue a determination letter stating that “no further action” is required.
- If the PEA demonstrates that there could be health risks associated with hazardous materials, DTSC may require the school district to prepare and implement a Response Action (cleanup, removal, or remediation of hazardous materials). DTSC would oversee and retain approval authority over the Response Action. Before the school district may acquire the proposed site, or begin the Response Action, it must obtain a Contingent Site Approval from CDE to ensure the site meets all other requirements for CDE approval. DTSC will issue a certification letter when a Response Action is completed.

Presence of High-Pressure Pipelines, Reservoirs, or Water Storage Tanks

Criteria: CDE prohibits a school district from locating a school site near an aboveground water or fuel storage tank or within 1,500 feet of the easement of an aboveground or underground pipeline that can pose a safety hazard as determined by a risk analysis study, conducted by a competent professional, which may include certification from a local public utility commission. In addition, a proposed school site should be at least 1,500 feet from the easement of a reservoir or storage tank. If the site is within this distance, a safety study and risk analysis that includes pipe size, type, depth, condition, volume, water pressure, and condition must be conducted by a competent professional verifying the safety of the site.

Presence of Hazardous Air Emissions and Facilities within One-Quarter Mile

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

Presence of Other Health Hazards

Criteria: A school district shall include in an EIR, information necessary to determine that the proposed project is not any of the following:

- The site of a current or former hazardous waste disposal site or solid waste disposal site unless, if the site was a former solid waste disposal site, the board of education concludes that the wastes have been removed;
- A hazardous substance release site identified by DTSC;
- The site of one or more pipelines, situated underground or above ground, which carry hazardous substances, materials, or wastes, unless the pipeline is used only to supply natural gas to that school or neighborhood.

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

Other factors to consider are as follows:

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

Results of Geological Studies and Soil Analyses (Ed. Code, §§ 17212, 17212.5)

Criteria: Education Code section 17212 requires that a geological study and soils analysis be conducted to provide an assessment of the nature of the site and potential for earthquake or other geologic hazards if the perspective school site is within (1) the boundaries of any special study zone or (2) an area designated as geologically hazardous in the safety element of the local General Plan.

Flooding

Criteria: Proposed sites should not be located in the 100-year floodplain as indicated on the most recent Federal Emergency Management Agency Flood Insurance Rate Maps or in flood areas as indicated on local flood maps.

Criteria: If a proposed school site would be within 500 feet of the edge of the closest traffic lane of a freeway or other busy traffic corridor, a health risk assessment must be performed to determine whether the health of students and staff could be at risk. The phrase “freeway or other busy traffic corridor” is defined as any roadway that, on an average day, has traffic in excess of 50,000 vehicles in a rural area or 100,000 vehicles in an urban area.

Access/Streets

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

Wetlands

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

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

Land Use Plans

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

Regional

Sacramento Area Council of Governments

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

The starting point for the Blueprint process was the “Base Case Scenario,” which shows how the region would develop through the year 2050 if growth patterns of the recent past continue. Under

the Base Case Scenario, growth would continue outward into largely rural areas and on the fringes of current development. The model predicted that the average resident living in a version of a future typical of the Base Case Scenario in 2050 would probably live in a single-family house on a fairly large lot in a subdivision with similar houses. This resident would commute a longer distance to work than is typical today; trips to work and commercial areas would be lengthy and slow because of significant increases in congestion.

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

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

- **Transportation Choices:** Developments should be designed to encourage people to sometimes walk, ride bicycles, ride the bus, ride light rail, take the train, or carpool. Use of Blueprint growth concepts for land use and right-of-way design would encourage use of these modes of travel and the remaining auto trips would be, on average, shorter. In the Base Case Scenario, 2% of new housing and 5% of new jobs would be located within walking distance of 15-minute bus or train service, the number of vehicle miles traveled per day per household would be 47.2 miles, and the total time devoted to travel per household per day

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

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

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

The Preferred Blueprint Scenario predicts long-term environmental benefits from undertaking a realistic long-term planning process; these benefits are intended to minimize the extent of the

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

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

The SVSP is within an area identified for growth in the SACOG Preferred Growth Scenario. It is located adjacent to the City of Roseville and associated utility and roadway network.

Placer County Local Agency Formation Commission

Chapter 7 Planning Considerations has a detailed list of plans and policies applicable to the SVSP project. However, because this is an annexation and relevant to land use, the following detailed discussion of LAFCO policies is found in this chapter.

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

One of the primary mandates of LAFCO is to encourage orderly growth and development, yet LAFCO is prohibited from directly regulating land use. With varying effect LAFCO can fulfill its mandate through the determination of jurisdictional boundaries and the extension of local

agency services. The Commission recognizes that under existing circumstances, such goals will only be completely successful when they are embraced by all the area's local governments.

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

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

Following are specific policies relating to "Ordered Growth," "Spheres of Influence," and "Annexations."

A. ORDERLY GROWTH

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

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

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

- (a) Adjacency with existing and planned growth pattern of the city;
- (b) Projected growth demand and relationship to remaining lands to be developed within the city and its existing sphere;

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

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

B. SPHERES OF INFLUENCE

(1) POLICY: To allow for the evaluation of projected growth demand and its relationship to remaining lands to be developed within the city and the city's sphere, proposals for sphere of influence revisions (other than minor adjustments) shall require certain data for the consideration of the Commission. It is recognized that sphere reviews associated with periodic updates of the general plan will be more conceptual than those associated with specific projects. In any case, the data provided shall be as accurate, thorough, and pragmatic as possible. The data provided shall include the following:

- (a) A market absorption study analyzing proposed uses in relation to similar uses within the city and the city's sphere. The study shall:
 - I. Cover a 15 to 20 year planning horizon;
 - II. Include all major land use categories proposed within sphere revision (residential, commercial, office and industrial);
 - III. Identify project and citywide buildout capacities for the proposed land uses,
 - IV. Provide an analysis of the competitive strength of the affected city and land uses within the regional market, and the proposed project land uses within the anticipated capture
 - V. Contain a breakdown of projected absorption and supply margins over time by both land use and by geographic planning area within the city. At minimum, the analysis should distinguish projected absorption between the proposed sphere are and the existing (infill) portion of the city and the city's sphere are, and
- (b) Analysis of alternative project sites located elsewhere within the city or its existing sphere. This analysis shall be included as an alternative in the environmental document

prepared for the proposed sphere expansion. If such alternative sites are determined not to be feasible as defined by CEQA, the environmental document shall include a discussion of the reasons and relevant data used to make such determinations. LAFCO staff shall be afforded the opportunity to comment on the adequacy of the alternatives analysis prior to certification of the environmental document.

(2) POLICY: Expansions of city spheres of influence shall be discouraged if there is feasible land appropriate for the proposed uses already within the sphere of influence.

(3) POLICY: City Spheres of influence shall be reviewed when the general plan is up-dated or when there is a general plan amendment that would affect the city boundaries. In addition at LAFCO's request cities shall review their spheres no more frequently than every five years, advising LAFCO of their findings and submitting sphere amendment requests to LAFCO if circumstances warrant.

(4) POLICY: If the Commission determines that a request for expansion of a city's sphere of influence would have the effect of exceeding the market demand for a particular use within the planning horizon, the Commission may approve the requested sphere expansion conditional upon detachment of other areas from the sphere.

(5) POLICY: Special district spheres of influence will include only those areas that may benefit from the services provided by that district. This determination will be made based upon the relevant general and/or community plan for the area.

C. ANNEXATIONS

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

(a) A market absorption study analyzing proposed uses in relation to similar uses within the city. The study shall:

- I. Cover a 15 to 20 year planning horizon,
- II. Include all major land use categories proposed within annexation (residential, commercial, office and industrial),
- III. Identify project and citywide buildout capacities for the proposed land uses,

- IV. Provide an analysis of the competitive strength of the affected city land uses within the regional market, and the proposed project land uses within the anticipated city capture of that regional market,
- V. Contain a breakdown of projected absorption and supply margins over time by both land use and by geographic planning area within the city. At a minimum, the analysis should distinguish projected absorption between the proposed annexation area and the existing (infill) portion of the city, and
- VI. Include a summary of key assumptions and methodologies used in generating the absorption projections.

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

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

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

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

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

A. SERVICE PROVISION

Recognizing that the general purpose of government is to serve its citizens and that the purpose of LAFCO is to promote orderly and efficient forms of government, the

consideration of service questions related to jurisdictional changes is paramount.

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

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

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

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

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

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

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

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

- (a) Each plan for service must be signed and dated by an official representative of the agency, certifying completeness and accuracy. In cases where the proposal includes annexation to more than one agency, the plan for service must be signed by a representative of each annexing agency or each agency may submit its own separate plan for services.
- (b) The plans for service shall be made part of the file and shall be circulated to affected agencies and County departments for comment. The subject agency shall respond to any requests for additional or clarifying information.

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

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

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

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

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

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

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

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

City of Roseville

The City of Roseville's General Plan contains goals and policies for growth management, including specific direction for new growth areas west of Fiddyment Road.

Goal 1: The City shall proactively manage and plan for growth.

Goal 2: The City shall encourage a pattern of development that promotes the efficient and timely provision of urban infrastructure and services, and preserve valuable natural and environmental resources.

Goal 3: Growth shall mitigate its impacts through consistency with the General Plan goals and policies and shall provide a positive benefit to the community.

Goal 4: The City shall continue a comprehensive, logical planning process, rather than an incremental, piecemeal approach.

Goal 5: The City shall encourage public participating in the development of a monitoring of growth management policies and programs.

- Goal 6:** The City shall manage and evaluate growth in a regional context, not in isolation.
- Goal 7:** Potential population growth in Roseville must be based on the long-term carrying capacities and limits of the roadway system, sewer and water treatment facilities, and electrical utility service, as defined in the Circulation Element and the Public Facilities Element.
- Goal 8:** Growth and development must occur at a rate corresponding to the availability of desired facilities capacity and the attainment of define General Plan levels of service for public activities.
- Goal 9:** Growth should be managed to minimize negative impacts to existing businesses and residents within the City.
- Goal 10:** Growth should be planned in a way that addresses the appropriate interface between City and County lands.
- Goal 11:** New growth should be designed to meet the Guiding Principles.
- Goal 12:** The City shall use growth management as a tool to maintain the City's identity, community form, and reputation in region, to maintain high levels of service for residents and to influence projects outside the City's boundaries that have the potential to affect the quality of life and/or services that are provided to residents.
- Goal 13:** New development to the west of Fiddymont Road shall be consistent with the City's desire to establish an edge along the western boundary of the City that fosters: a physical separation from County lands through a system of connected open space, a well-defined sense of entry to City from west; opportunities for habitat preservation and recreation; and view preservation corridors that provide an aesthetic and recreational resource for residents.
- (4) Policy:** Specific plans will be evaluated based on the following minimum criteria:
- a. Government Code requirements for specific plans;
 - b. Demonstrated consistency with General Plan goals and policies;
 - c. Demonstrated consistency with the identified city-wide studies and holding capacity analysis;
 - d. Justification for proposed specific plan boundaries;

- e. Community benefit;
- f. Ability to mitigate impacts;
- g. Impact on the city's growth pattern.

Each specific plan proposal shall include, with its initial submittal, a full analysis of how the plan complies with and relates to the above factors. The specific plans' consistency with the General Plan and its relation to other identified criteria will be a primary factor in determining whether the proposal will or will not be considered by the City.

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

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

9. Any development proposal west of Roseville shall aid in resolution of regional storm water retention.
10. Any development proposal west of Roseville shall incorporate mechanisms to ensure new schools are available to serve residents and shall not impact existing schools.
11. Any development proposal west of Roseville shall include a significant interconnected public open space component/conservation plan in coordination with the City of Roseville/U.S. Fish and Wildlife Service Memorandum of Understanding.
12. Any development proposal west of Roseville shall include a public participation component to keep the public informed and solicit feedback throughout the specific plan process.
13. Any development proposal west of Roseville shall provide a “public benefit” to the City and residents.

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

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

Most of the plan area is within the City’s existing sphere of influence.

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

19.08.060 Agricultural and open space use types

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

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

19.08.070 Civic use types

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

19.08.080 Residential use types

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

19.08.090 Commercial use types

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

- A. Neighborhood commercial includes establishments primarily engage in the provision of frequently or recurrently needed small personal items or services for residents within a reasonable walking distance. These uses are compatible with residential development due to low traffic and noise generation and include various retail sales and personal services of an appropriate size and scale to meet the above criteria. Typical uses include neighborhood grocery stores, drug stores, beauty salons, and offices
- B. Offices, includes professional or government offices

Design standards are specified for small lot residential:

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

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

19.10.050 Design review required for compact residential development.

- A. Applicability. Design review shall be required for compact residential development projects that qualify under either of the following:

1. Attached or detached single-family housing units on property with a general plan designation of medium density residential or higher (seven dwelling units per acre or higher, as depicted on the general plan land use map; or
 2. Residential projects of any density on parcel or parcels zoned small lot residential (RS) where modifications to the RS supplemental design standards are requested.
- B. Approvals Required. Compact residential development projects shall require approval of a design review permit for residential subdivision (DRRS). The approving authority for the DRRS shall be the planning commission, provided however, that modifications may be approved in accordance with subsection (d) of this section.
- C. Exceptions. The supplemental design standards as listed above may be modified, expanded or eliminated through the approval a design review permit for residential subdivision (DRRS), as provided for in Article V of this Title.
- D. Modifications. Modifications to a DRRS previously approved by the planning commission may be approved by the planning director, pursuant to the requirements of Section 19.76.180.

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

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

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

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

Applicable Sierra Vista Specific Plan Policies

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

Placer County

The project site is currently within Placer County and subject to the Placer County General Plan. A small portion of the project area will require an expansion of the City's sphere of influence on the west side of the property and annexation of the entire project area to the City of Roseville. If the project is annexed to the City, it will be subject to the City General Plan, not the County General Plan. Nonetheless, for the reader's information, this EIR considers aspects of the SVSP that could be considered in conflict with the County General Plan, or that would have less severe impacts on the environment if subject to County rather than City General Plan policies.

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

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

Placer County Conservation Plan

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

Goals:

1. Protect Land

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

2. Financial Benefit

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

3. Efficient Permitting Process

Connect property owners and developers to one agency with environmental expertise in order to make efficient decisions in planning and developing.

4. Landowner benefit

Provide property owners with options. On a voluntary basis, landowners may sell or donate their land potentially increasing its value for conservation, or gain permanent protection of resources on their land.

5. Landscape Level Conservation

6. Improve mitigation through large-scale land conservation and monitoring

It is expected that the PCCP will provide for agricultural protection within southwestern Placer County. As outlined in Chapter 4.8, *Vegetation and Wildlife*, the city is currently not participating in the PCCP because it has its own memorandum of understanding with the USFWS that allows an

HCP or equivalent process for projects within the City of Roseville. The SVSP is designed to complement the County's PCCP efforts.

Placer County Mosquito Control District

The Placer County Mosquito Control District was established in 1996, and in spring 2000 Measure M was passed to provide funding for implementation of mosquito control in western Placer County. Currently, the City of Roseville provides mosquito abatement services to residents. The Placer County Animal Control responds to complaints associated with other wildlife creating a nuisance or presenting a danger within the County.

4.1.4 IMPACTS

This section addresses land use impacts based on existing conditions. For a discussion of cumulative impacts on Land Use and Agricultural Resources, refer to Chapter 5, *CEQA Considerations*.

Land Use Compatibility

Existing in the SVSP area were identified based on site visits by consultants and city staff, and planned land uses were identified based on information provided by the project applicants. The land use evaluation is based on a qualitative comparison of existing and proposed uses on the site and their compatibility with existing and planned land uses as defined in the City's General Plan and/or relevant Specific plans, as well as other applicable local and regional environmental and planning documents.

SVSP

Uses that would be allowed within each land use category in the SVSP area are compared to adjacent existing and proposed uses to determine compatibility. Proposed uses are illustrated by Figure 2-2 *Sierra Vista Specific Plan Land Use*. Table 4.1, *Proposed Sierra Vista Specific Plan Land Uses*, provides a breakdown of the land uses and acreage amounts. The types of uses allowed under the SVSP are those that are permitted or conditionally permitted in the Zoning Ordinance.

Summary of Specific Plan Land Uses

The low density residential land use category allows development of single-family dwelling units, which comprise the majority of Roseville's housing supply. Development standards allow between 0.5 and 6.9 dwelling units per gross developable acre. Lot sizes average between 6,000 and 7,500 square feet. The SVSP proposes an R1/DS (Single-Family Residential/Development Standard Overlay) that would reduce the minimum lot standard to 5,200 square feet, or 4,900 square feet with a separated sidewalk (refer to Residential Development Standards in the specific plan). The medium-density residential land use category allows development of single family detached dwelling units, attached patio homes, townhouses, and condominiums. This category allows a variety of housing types and designs and is often located as a transition or buffer between higher intensity land uses and low-density residential land uses. Development standards allow between 7.0 and 12.9 dwelling units per gross developable acre. The SVSP proposes an R1/DS development standard that would allow variations from development standards for both upper LDR densities and MDR densities to allow more compact development.

The public/quasi-public land use category is used to establish areas for education, religious assembly, governmental offices, and municipal uses (corporation yards, water tanks, pumping stations etc.).

The parks and recreation land use category is used to identify public parks in Roseville and public and private recreation facilities.

The open space designation denotes resource areas, passive recreation areas that can include bicycle paths, and sometimes includes a combining floodplain overlay that denotes the 100-year floodplain.

URBAN RESERVE

As discussed in Chapter 2, *Project Description*, no specific development or plan is proposed for the Richland and Chan parcels at this time. Upon inclusion in the City's sphere of influence and annexation, these properties would be designated in the General Plan as Urban Reserve. The Urban Reserve General Plan designation applies to lands that are anticipated to receive urban land entitlements in the future, but at the present time are constrained by growth management

policies, availability of services, or other limitations. The uses allowed include agriculture, open space, passive recreation and resource protection. Caretaker residences or other low density/rural residential uses are also allowed.

**TABLE 4.1-1
PROPOSED SIERRA VISTA SPECIFIC PLAN LAND USES**

Specific Plan Designation	Land Use	Applied Zoning District	Acres	Dwelling Units
LDR	Low-Density Residential	RS	502	2,417
MDR	Medium-Density Residential	RS	250	2,350
HDR	High-Density Residential	R3	68	1,633
OS	Open Space	OS	267	N/A
P/R	Park	PR	91	N/A
P/QP	Public/Quasi-Public	P/QP	61	N/A
CC	Community Commercial	CC & GC	154	N/A
BP	Business Professional	CC/SA	27.3	N/A
CMU	Commercial Mixed-Use	CMU/SA	35	255
R/W	Right-of-Way	N/A	164	N/A
Paseo (60' wide)	Streetscape	OS	14	N/A
Urban Reserve	Agricultural; Passive Recreation	UR	437.5	N/A
Total Annexation Area			2,064	6,650

The Urban Reserve designation would have minimal environmental impacts in the near term because existing uses are anticipated to continue. For purposes of the EIR analysis, however, it is assumed that land uses could occur anywhere in the Urban Reserve area if development is proposed in the future, except in the 100-year floodplain or within the WAPA corridor, as both of these areas are assumed to remain as open space.

While it is unknown what uses will occur in the future, for purposes of this analysis, it is assumed that levels and types of development would be similar to the SVSP. The land uses assumed for the Urban Reserve areas do not reflect any preferences expressed by the owners of the affected properties, however, and are subject to change if and when the land owners submit development proposals for their properties. At such time as development is proposed, additional environmental review will be required, and the City will require compliance with all applicable General Plan policies, Zoning Ordinance provisions, and other applicable development requirements. If project-specific significant impacts are identified at that time, feasible mitigation measures to reduce these impacts would be required. A conceptual site plan has been prepared as shown in Figure 4.1-4 and potential land uses are summarized in Table 4.1-2.

Development of the Urban Reserve is assumed to include approximately 2,214 dwelling units. Open space, parks and neighborhood serving commercial would also likely be proposed.

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

Land Use	Unit Type	Urban Reserve
Single-Family	DU	1,286
Multi-Family	DU	928
Commercial	KSF	508.8
School	Students	600
Park	Acres	18.0

Thresholds of Significance

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

- Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use or conflict with existing zoning for agricultural use or Williamson Act contract land.

- Involve other changes in the existing environment, which due to their location or nature, could result in the conversion of Farmland to non-agricultural uses (i.e., sensitive uses such as residential uses adjacent to agricultural, which could result in a restriction on agricultural activities).
- Be incompatible with existing or proposed adjacent land uses.
- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect.
- Conflict with the regional environmental objectives embodied in the SACOG Blueprint Plan and City policies intended to implement, and be consistent with, those regional environmental objectives
- (For a project located within two-miles of an airport) expose people residing or working in the project area to excessive noise levels.
- Physically divide an established community.

Conflicts regarding Williamson Act lands have been screened from this analysis since no Williamson Act agricultural contracts exist in the Project Area. In addition, potential impacts regarding division of established communities has been screened out of this analysis, because no community would be divided by this project.

Significant impacts relating to land use compatibility issues are identified in cases where the proposed changes in type and intensity of land uses are incompatible with uses on or adjacent to the site. This analysis assumes consistency with applicable City General Plan policies, Improvement Standards, and design standards prior to determining significance, so these requirements do not appear as mitigation measures.

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

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

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

SIERRA VISTA SPECIFIC PLAN

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

Consistency with City's General Plan and Zoning Code

As part of the SVSP, the specific plan would include a mix of residential, commercial, park and public/quasi-public uses. The RS/DS zoning designation would allow for flexibility and deviation from standards included in the primary use medium-density residential districts. The use of the combining designation requires comprehensive land use planning through the approval of a Specific Plan area. The permitted uses, standards, and the extent of deviation are defined in the SVSP and would be consistent with the City's Communitywide Design Guidelines. The uses would be compatible with one another and would allow uses consistent with the General Plan density

criteria and the uses allowed by the Zoning Code. A full discussion of consistency with such plans and policies, as well as Placer County LAFCO policies, is included in Chapter 7 of this EIR. This is considered a **less than significant** impact.

Placer Parkway

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

Four alternative alignments are currently being considered. One of the alignments (Alternative 1) is proposed in the area of the proposed Watt Avenue extension north of the Project area (see Figure 4.1-5). This alignment would be adjacent to the western boundary of the Richland Urban Reserve parcel. None of the alignments would impact land use within the SVSP area. This is a **less than significant** impact.

Blueprint Consistency

As described earlier in this chapter, SACOG conducted a land use study in 2002 that examined how transportation and land use planning could be better linked to accommodate future growth and at the same time reduce transportation congestion. In support of this regional effort and to help foster development patterns that incorporate Blueprint Objectives, in May 2005, the City of Roseville adopted a set of Implementation Strategies to guide development projects in Roseville. These implementation strategies give the City a means to implement the “smart growth” principles derived via the Blueprint effort into newly developing areas.

To this end, the SVSP incorporates smart growth elements, consistent with the Blueprint Objectives and the City’s Blueprint Implementation Strategies. In addition to density, other objectives include connectivity of neighborhoods, adjacencies of uses and opportunities for alternative modes of travel. The SVSP meets these objectives with the following features:

specifically, the plan provides for the creation of higher-density neighborhoods with a mix of uses in Village Nodes, fosters transportation choices with provisions for bikeways and commercial corridors that will support transit, and promotes more compact development that will offer a variety of housing choices for multiple market segments. In addition, the project area is in an area identified for future growth on the SACOG Preferred Scenario land use map. Early on in the project, staff contacted SACOG and shared the land use plan to make sure it was compatible with the Blueprint. SACOG provided feedback that the plan is consistent.² The various elements incorporated into the SVSP that make it consistent with the Blueprint Objectives are outlined below:

- **Compact development.** The SVSP land use plan provides a mix of residential land uses that emphasize creating neighborhoods with small-lot or attached single family homes. 75% of the units within the SVSP are either high density residential (18-30 units per acre) or medium density residential (9 units per acre) units. Only 25% of the units are proposed for low density residential (LDR), and the LDR that is proposed would allow smaller lots than the development standards currently permit. These densities will support a development pattern that is more efficient by creating neighborhoods that are more compactly built, thereby reducing reliance on the automobile and encouraging walking, biking, and use of public transit.
- **Housing Choices.** The medium and high-density residential areas will support a variety of housing types: apartments, condominiums, townhouses, and single-family detached homes on varying lot sizes, which addresses multiple demographic, pricing, and market segments. In addition, in LDR areas, carriage units are allowed as an incentive to create alley-loaded residential housing types. A second unit would be allowed above garages on qualifying lots. The development standards incorporated into the SVSP, in addition to the City's Zoning Ordinance, would allow these types of housing to be developed and, collectively, this range of housing would provide residents with a mix of housing choices.
- **Mixed-Use Developments.** The Village Node is intended to place higher density residential uses adjacent to commercial in order to provide access to shopping and services without the use of a vehicle. This establishes places where mixed-use development can occur in

² Personal communication with Kacey Lizon, September 2007.

- an effort to provide a variety of goods and services in proximity to residential uses, which also supports alternative transportation modes such as walking and bicycling.
- **Transportation Choices.** A variety of transportation modes are planned in the SVSP that will reduce reliance on automobiles. Specifically, two-lanes have been reserved for a future potential Bus Rapid Transit corridor on Watt Avenue, giving the SVSP direct regional access to downtown Sacramento's employment centers and other destinations. Park and ride lots are also located throughout the SVSP to encourage carpooling. Collectively, these elements provide alternatives to the automobile by providing opportunities for public transit and car pooling. A comprehensive system of street-separated multi-use pathways is planned within the paseos, open space corridors and landscape corridors. The SVSP includes approximately 9 miles of pathways in the paseos, approximately 8 miles of pathways in the open space corridors and approximately 13 miles of pathways in landscape corridors providing many off-street connections between residential neighborhoods and open space areas, schools, parks, and commercial centers. Collectively, these elements increase transportation choices, provide alternatives to the automobile, and create land use patterns that encourage people to walk and ride bicycles
 - **Natural Resource Conservation.** Open Space areas are a significant component of the SVSP, which provide areas for habitat preserves or passive recreation. These land areas protect several prominent drainages and swales that pass through the project area. These include Curry Creek, a perennial swale that meanders through the southern portion of the SVSP, and an intermittent drainage meanders along or through the WAPA corridor. The SVSP's Open Space parcels were identified in cooperation with federal resource agencies as part of the City's Resource Agency Early Consultation Process. All open space and public uses have been designated and are sized consistent with General Plan policies and standards. Consistent with

**FIGURE 4.1-5
PROPOSED PLACER PARKWAY MAP**



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this Blueprint Objective, the SVSP's Open Space plan conserves and preserves natural resource areas, including prominent vernal pool concentrations and drainages, through the designation of permanent open space. The Sierra Vista Specific Plan is consistent with plans and policies and development of the plan would result in a **less than significant** impact.

URBAN RESERVE

As part of the project, the non-participating properties would be given an Urban Reserve land use designation as part of the annexation and sphere expansion. This would be consistent with General Plan policies. In the future, the City may receive development applications that propose new land use designations. It is assumed that land uses would be consistent with the City's plans and policies. Therefore, the impact is considered **Less Than Significant**.

While no specific development is proposed at this time, it is likely that annexation and sphere of influence amendments will make it more likely that the Urban Reserve areas will develop sooner, than if they were not annexed to the city. Extension of Westside Drive would bring not only transportation facilities closer, but also bring the extension of wastewater, water, recycled water infrastructure lines through the Urban Reserve area. It is likely that development will occur at levels similar to the SVSP. As discussed above, while development in the future may differ, for purposes of this analysis, a conceptual land use plan with potential buildout of the Urban Reserve is shown in Figure 4.1-4.

Placer Parkway

The annexation would not preclude this alternative. It is not anticipated that urban land uses would be incompatible with Placer Parkway.

Alignment 5 which is north of the project area is the preferred alternative by PCTPA and the local jurisdictions. Alignment 5 would have no impact on future land uses within the Urban Reserve.

Alignment 1 which would be immediately adjacent to the Urban Reserve/future Watt Avenue alignment is not supported by Sutter County, which controls the western terminus of the Placer Parkway. It has stated that it only would support the more northerly alignments (Alternatives 4 and 5) that terminate at the point where Sankey Road meets State Route 70/99. Sutter County's

reasons for taking this position have to do with well-advanced plans for a new interchange that will be built to the south of Sankey Road where Riego Road meets SR 99/70. Such an interchange would preclude a Placer Parkway terminus at or near what is now the intersection of Riego Road and SR 70/99, as would be required by Placer Parkway Alternatives 3, 4, and 5. The Placer County Board of Supervisors noted these sentiments from Sutter County in approving the Regional University Specific Plan in December 2008, in response to concerns that the specific plan might preclude the use of the southerly alignments in Placer Parkway Alternatives 1 and 2, which Sutter County opposed. However, there are no identified incompatibilities that would arise from the adjacent use. Placer Parkway would be outside of the plan area. This is a **less than significant** impact.

Blueprint Consistency

The Urban Reserve area is within the area identified in SACOG's Preferred Blueprint Scenario. It is anticipated that development in the City would be consistent with this policy. The project would be subject to the City's *Smart Choices, Strategies to Implement the Blueprint* project adopted by the City Council in March 2005. This would be a **less than significant** impact.

IMPACT 4.1-2	POTENTIAL INCOMPATIBILITY OF INTERNAL LAND USES	
Applicable Policies and Regulations	City of Roseville Community Design Guidelines City of Roseville General Plan (Community Design Goals and Policies, Community Form Goals and Policies) City of Roseville Zoning Ordinance (allowed uses)	
	SVSP	Urban Reserve
Significance with Policies and Regulations	Less Than Significant for potential sensitive use adjacencies to commercial and parks, Significant for agricultural compatibility and temporary construction impacts	Less Than Significant for potential sensitive use adjacencies to commercial and parks, Significant for agricultural compatibility and temporary construction impacts
Mitigation Measures:	Condition of Approval Deed Disclosure (Agricultural); MM 4.6-1 Construction Noise measures and MM 4.6-2 Commercial Noise Controls; MM 4.14-1 Site Lighting to Minimize Nuisance	WMM ³ 4.1-2 Policies to Minimize Agricultural Impacts;
Significance after Mitigation:	Less Than Significant	Less Than Significant

SIERRA VISTA SPECIFIC PLAN

Development of the SVSP would change the character of the project area, replacing seasonal grazing land and open space with urban, developed uses. In general, activities and traffic within the SVSP would increase. The construction phase of the SVSP would involve significant noise, truck trips, and dust over a period of several years. Such activities could affect uses in the

³ Mitigation measures identified in the WRSP FEIR are identified as WMM, with the original numbering from that EIR.

surrounding area outside of the WRSP, in particular land uses immediately adjacent to the SVSP project area, east of Fiddymont Road (NRSP) and north of the project area (WRSP). The project would be required to comply with the City's noise and grading ordinances to ensure that impacts to surrounding neighborhoods would be less than significant.

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

One of the key features of the SVSP is providing a mix of uses in proximity to each other to reduce the reliance on the automobile, consistent with the Blueprint. However, locating residential uses immediately adjacent to commercial uses can cause conflicts such as noise from equipment, operations, music, parking, and traffic etc. Refer to Chapter 4.6, *Noise* for a discussion of noise impacts. Activity associated fire stations or parks can also produce noise and overflow night lighting, which could be incompatible with nearby with residential uses. Measures would be incorporated into the new development such, as compliance with Title 24 building code standards, to reduce noise impacts. The SVSP is planned to avoid internal land use inconsistencies. Therefore, the impact would be considered **less than significant**.

School and Park Uses

As shown in Figure 2.1, the SVSP includes two elementary schools, one middle school, 12 neighborhood parks, and one Citywide Park. The proposed schools and parks would be adjacent to residential areas. The placement of residential uses adjacent to neighborhood parks and elementary schools would be considered compatible, because elementary schools and neighborhood parks generally do not include any activities or uses that would be considered a significant nuisance or hazard to residents. There would be times when there would be traffic before and after school at pick up and drop off times, and during recreational sports activities, but generally school and park traffic it would not substantially interfere with surrounding residential uses. Outdoor activities at schools and parks may generate noise from children playing or engaging in sports or band practice, but such noise is temporary in character, and generally is tolerated by residents because it is temporary in nature, contributes to a sound education, and is

generally thought be part of the fabric of urban life. The City of Roseville encourages locating parks and schools together to promote shared uses of facilities (General Plan Policy FA-2). Center School District has expressed an interest in keeping the elementary school sites at 12 acres, which is larger than is needed for shared facilities. While shared uses are not proposed at this time, they are not precluded.

Schools are a permitted use in residential zoning districts, and school noise is exempt from the City's Noise Ordinance. Additionally noise from children playing during daytime hours would be consistent with the character of a residential neighborhood and, therefore, is also considered compatible.

One middle-school is proposed in the central portion of the project site, west of Market Avenue, north of Road "B". Similar to the elementary schools, the proposed middle school would be considered an important component of the residential neighborhood.

The location of school sites in the SVSP was planned carefully to place them in proximity to residential neighborhoods, while avoiding areas that could create potential health or safety issues for future students. Although there are no hazardous materials in the project area, the SVSP contains features that are regulated by the school siting criteria provided in the California Education Code. The primary features affecting the location of school sites is an existing high-voltage power transmission line corridor (WAPA corridor) that bisects the project area, and a planned high pressure natural gas line in Baseline Road. In addition, the project area adjoins major roadways that will carry high traffic volumes. To this end, all school sites would be located in the central portion of the SVSP area and would maintain the minimum distances from these features, pursuant to the state's school siting criteria outlined previously in this section.

To address potential lighting issues associated with schools or parks, MM 4.14-1 in Section 4.14, *Aesthetics and Visual Resources*, requires siting of light producing uses to minimize impacts on adjacent uses and the use of shielded fixtures, which would reduce lighting impacts on adjacent properties. However, the City cannot compel the school districts to adopt these mitigation measures because the City does not have jurisdiction over school projects. Nonetheless, lighting associated with the elementary and middle-school uses is not expected to significantly impact surrounding residential uses. According to the traffic analysis found in chapter 4.3 *Traffic*, of this

document, traffic volumes on all roadways that serve the three proposed schools would have traffic volumes well below the threshold of 100,000 trips per day, which meets the state criteria for air quality. There are no railroad tracks within the project area. The school sites shall be free and clear of wetlands or other constraints at the time schools are proposed. Therefore, the proposed locations are compatible for school uses.

The SVSP includes a citywide park in the southwest corner of the site, adjacent to Baseline Road. It will be separated from residential uses by a commercial center, and by Curry Creek. Activities that could occur at the park would be regional in nature and could include bright lighting and noise generating uses such as announcements over a public address system, and cheering crowds associated with baseball/commercial-type of recreation facility. There could be times when substantial numbers of visitors are at the facility. Impacts from this facility could result in impacts to the low density residential neighborhood north of Curry Creek (LDR-16) and residential uses expected in the adjacent commercial mixed use center (CMU-3) on Baseline Road. The park uses would be required to comply with the City's noise ordinance. Compliance with the City's Noise Ordinance and implementation of the mitigation measures identified in Chapter 4.14 Aesthetics (MM 4.14-1) would ensure that noise is maintained at acceptable levels and lighting is contained within the parks sites and that impacts are reduced to a **less than significant** level. For the reasons stated above, potential conflicts between residences and schools and schools and parks would be **less than significant**.

Open Space and Residential Uses

Generally, residential uses are considered compatible with adjacent open space areas. The proximity to open space and easy access to trails is often considered an amenity for residents. However, there is the potential for conflict if uses in the open space area create conflict with the maintenance of the open space areas. Human activities can also impact wildlife and habitat. Section 4.8, *Vegetation and Wildlife* discusses the management measures included in the Section 404 permit and Streambed Alteration Agreements designed to minimize impacts to the open space areas and to protect the resources present.

The SVSP includes bicycle paths, pedestrian paths, and other multi-use trails throughout the parks, paseos, and open space areas on the site. Numerous trails are located either in open space areas

adjacent to the backyards of residences or across the street in open space areas that abut roadways. The Design Guidelines require that all backyards or side yards adjacent to open space areas be enclosed with either an open fence or a wood fence. Backyards adjacent to parks would include wood fencing. This would ensure a separation from residences, as well as minimizing any potential incompatibilities with the adjacent bike trail or users of the open space. It is not anticipated that users of the bike trail would create substantial noise, present a safety hazard, or result in any activities that would be considered incompatible with residential areas.

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

Fire Station

Because fire stations respond to emergencies at all times of the day or night, residents could be disturbed by sirens. As shown in Figure 2.1, a fire station would be located on Westside Drive, north of a low density residential neighborhood (FD-9) and across the street from low density residential (FD-8), and south of an open space area. While noise levels associated with emergency vehicles could be annoying to residential uses, these types of noise sources are exempt under the City's Noise Ordinance (Section 9.24.020 c.), are temporary in nature, and are generally tolerated as they are associated in citizens' minds with a valuable public service that saves lives and property. Such noise, from time to time, is part of the fabric of urban life. Therefore, this impact is **less than significant**.

Commercial and Office Uses

Approximately 215-acres of community commercial and business professional uses are proposed within the SVSP area. Although a majority of the commercial uses would be located on Baseline Road, some of the community commercial uses would be located adjacent to residential uses. The City of Roseville Community Design Guidelines include specific requirements for commercial development, multi-family residential and compact residential development. Commercial development adjacent to residential areas must include side and rear setbacks with a sufficient planter area to screen views and/or for the placement of sound barriers or fencing.⁴ The

⁴ City of Roseville Community Design Guidelines, March 2008.

Guidelines also require that lighting sources include cut-off lenses to avoid light spillage and glare on adjacent properties. In addition, the Design Guidelines prepared for the SVSP include specific requirements to ensure that landscaping, building setbacks, and berming would be appropriate to screen noise and other visual intrusions from commercial and office uses on nearby residential areas. Further, the SVSP would be required to comply with the Zoning Ordinance, which mandates proper screening, building setbacks, landscaping requirements, and light intensities, which would promote compatibility between residential and adjacent businesses. Section 4.6, *Noise*, also recommends MM-4.6-2, which requires that any commercial development demonstrate that it meets the City noise standards. Therefore, this impact would be **less than significant**.

Temporary Disturbances During Construction

The SVSP would be constructed in phases. Therefore, residents that move into early phases may be subject to construction related impacts such as noise, dust, and truck traffic over a period of time. In addition, two groundwater wells are proposed in the SVSP as shown on the Land Use Map. Noise from well drilling in several areas (parcels JM-60 and KT-60), may require short periods of 24-hour work, which would create potential disturbance to residents and adjacent developed areas. Potential short-term disturbances associated with SVSP construction, including well drilling are addressed in Section 4.4 (*Air Quality*) and Section 4.6 (*Noise*). MM 4.6-1 would reduce construction noise to a **less than significant** level by placing loud equipment away from residential areas.

URBAN RESERVE

Land use assumptions for this area include residential development of a density and type similar to the SVSP, along with commercial uses. The placement of sensitive land uses such as residences adjacent to parks and commercial areas, could lead to incompatibility issues such as noise from equipment, activity associated with parks, and overflow night lighting. Residential next to commercial can result in noise and light intrusion. It is expected that standard design features would reduce impacts from parks and commercial adjacencies to a **less than significant** level.

Land use assumptions for this area include residential development of a density and type similar to the SVSP, along with commercial uses. The placement of sensitive land uses such as residences adjacent to parks and commercial areas, could lead to incompatibility issues such as noise from equipment used by businesses, activities associated with parks, and overflow nighttime lighting. It

is expected that standard design features would reduce impacts from parks and commercial near residences to a **less than significant** level.

Because the Project area will be developed in phases, agricultural uses, which may create noise, dust and odors, could continue in locations adjacent to sensitive uses. Because it is not known where specific land uses would be located within the Urban Reserve, the impact would be **significant**. Previously adopted Mitigation Measure WMM 4.1-2, identified in the WRSP EIR, would continue to apply to the Urban Reserve area and would require separation of residences from agricultural uses with setbacks (minimum 50-foot). This measure would reduce the impact to a **less than significant** level.

IMPACT 4.1-3	POTENTIAL INCOMPATIBILITY WITH EXISTING AGRICULTURAL AND OTHER LAND USES IN THE URBAN RESERVE PARCELS, THE COUNTY, AND THE CITY OF ROSEVILLE	
Applicable Policies and Regulations	General Plan Policies (Community Form- Relationship of New Development) Zoning Ordinance (allowed uses) Placer County General Plan (agricultural policies).	
	SVSP	Urban Reserve
Significance with Policies and Regulations	Significant	Significant
Mitigation Measures:	Condition of Approval for Deed Disclosure and WMM 4.1-2 Policies to Minimize Agricultural Impacts	Condition of Approval for Deed Disclosure and WMM 4.1-2 Policies to Minimize Agricultural Impacts, WMM 4.5-2 Construction Noise Policies, WMM 4.4-3 Reduction of Construction Emissions
Significance after Mitigation:	Less Than Significant	Less Than Significant

SIERRA VISTA SPECIFIC PLAN

Development of the proposed project will change the character of the project site. It will replace fallow land with residential, commercial, parks, open space, schools, public streets, infrastructure such as electric substations, and other utility facilities. Activities on site will increase traffic. The construction phase of the proposed development will involve significant noise, activity and dust over a period of several years. Such activities could impact uses in the surrounding area outside of the SVSP, in particular portions of the West Roseville Specific Plan to the north and the existing residential use to the east in the North Roseville Specific Plan area. As described in the Noise Section of this EIR, traffic associated with the project will increase noise levels along Fiddymment and Baseline Roads.

Most of the land that could remain in agricultural use after development of the project is located to the west and south of the project area. These properties are also designated for urban uses and will likely develop in the future.

Approximately four houses would be demolished as a result of the project. This would not result in a significant displacement of housing units or people. Nor would the Project divide or disrupt the physical arrangement of an established community since rural uses are dominate in the area. The residences could remain for an indefinite period of time, but are likely to be replaced in the future.

Compatibility with Surrounding Uses

Fiddymment Road, a two-lane roadway to be expanded to six lanes adjacent to the SVSP area, runs along the western boundary of the City, adjacent to the western boundaries of the NRSP. The NRSP is a mixed-use residential development with limited office and commercial development. A sound wall separates the existing residential uses along Fiddymment Road. Baseline Road is on the southern boundary and is a two-lane roadway, also proposed to be expanded to six-lanes in the future. The WRSP is located on the northern boundary, and is currently under construction.

The eastern portion of the project, adjacent to the NRSP proposes a mix of low-density residential, medium-density residential, commercial and open space uses, similar in density and type as

development in the NRSP. An existing 35-foot landscape setback from the edge of the curb to a six-foot sound wall on Fiddymment Road would provide a buffer to the new development. Development of the SVSP would require a corresponding 35-foot landscape setback and sound wall on its frontage on Fiddymment Road. Because residential uses are not considered nuisance generating uses, it is anticipated that the SVSP development would be considered compatible with the residential areas in the adjacent NRSP, so the impact would be considered **less than significant**.

Traffic noise associated with the increase in traffic on the area roadways is discussed in Section 4.6 *Noise*. Public Safety issues related to the WAPA electric transmission corridor and the proposed PG&E high pressure gas line in Baseline Road are addressed in Section 4.10, *Hazardous Materials and Public Safety*. It is recommended that a deed disclosure notify future residents of proximity to these facilities.

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

Compatibility With Agricultural Uses

Portions of the project area would be adjacent to undeveloped land to the north (Richland Urban Reserve) and west (Chan Urban Reserve and County land). It is assumed that these lands would be urbanized in the future; therefore, in the long-term, no incompatibilities with agricultural land are likely to occur. However, in the short-term, land to the west of the project boundary is currently used for agricultural activities. It is expected that seasonal grazing could occur as the primary

agricultural activity. Seasonal grazing activities can produce dust, noise, and odor at levels that are considered a nuisance when close to residential areas. It is not expected that heavy agricultural uses, such as growing row crops that would require spraying of pesticides or herbicides, would be conducted. No residential uses would be located immediately adjacent to the County land (see land use plan). Potential agricultural uses may occur on the Urban Reserve parcels which would be adjacent to planned low-density, medium-density, and high density residential uses of the project. There are also existing rural residential/agricultural uses to the south. It should be noted that the area to the south is in the proposed Placer Vineyards Specific Plan area, which is planned for urban uses.

Seasonal grazing activities can produce dust, noise, and odor at levels that can cause a nuisance when close to residential areas. However, residential uses will contain fences and separation from the agricultural activities. Therefore, this impact is considered **less than significant**. While not required, WMM 4.1-2 requires that any residential unit located within 100-feet of an agricultural use be provided with a deed disclosure informing potential buyers or renters that there is a potential for agricultural activity in proximity to the residence.

It should be noted that Placer County is more restrictive of residential uses near agriculture than the City. The County General Plan requires buffers between agricultural and non-agricultural uses to minimize incompatibilities. These policies would not apply to development in the SVSP because the SVSP would be under City jurisdiction. Due to the City of Roseville's urban nature the City of Roseville does not have such policies. In addition, no residential portion of the SVSP, would be located immediately adjacent to agricultural uses (see Land Use Plan). The active agricultural areas are expected to be located west of the project area, and land uses proposed on the western boundary are Urban Reserve, Parks, and Open Space.

URBAN RESERVE

In the short-term, development of the SVSP is not anticipated to result in incompatible uses with the proposed Urban Reserve designation. Urban Reserve uses would allow the existing uses to continue which includes fallow land, and potential grazing activities. Should the properties develop in the future, it is expected that the urban uses would be similar in nature to the proposed SVSP.

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

Most of the land that could remain in agricultural use after development of the project is located to the west. These properties in the County are also either designated for urban uses (Regional University Specific Plan west of the Richland parcels) or within a future study area (Curry Creek) and will likely develop in the future.

WMM 4.1-2 Policies to Minimize Agricultural Impacts would require appropriate setbacks. Further, as a condition of approval, deed disclosures or similar notice approved by the City Attorney regarding the proximity and nature of neighboring agricultural uses would be required. This disclosure shall be applied at the tentative map stage to the affected properties.

WMM 4.5-2 Construction Noise Policies discussed in Chapter 4.6 Noise, and WMM 4.4-3 Reduction of Construction Emissions, discussed in Chapter 4.4 Air Quality, would reduce construction impacts.

IMPACT 4.1-4	POTENTIAL INCOMPATIBILITY FROM OVERFLIGHT OPERATIONS AT MCCLELLAN AIRFIELD	
Applicable Policies and Regulations	CALTRANS Airport Land Use Handbook McClellan Land Use Compatibility Plan	
	SVSP	Urban Reserve
Significance with Policies and Regulations	Significant	Potentially Significant
Mitigation Measures:	Condition of approval for Deed Disclosure of Overflights	Condition of approval for Deed Disclosure of Overflights
Significance after Mitigation:	Significant and Unavoidable	Significant and Unavoidable

SIERRA VISTA SPECIFIC PLAN

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

While the SVSP area is outside the boundary of the 60 CNEL (Community Noise Equivalent Level) and the safety hazards area for airports under the jurisdiction of both SACOG (McClellan) and PCTPA (Lincoln), the SVSP area may be subject to frequent large aircraft (over 75,000 pounds) from McClellan Air Field, operating under 3,000 feet above ground level (AGL). While average noise impacts are not expected to be significant (see 4.6 *Noise*), single event noise levels could be loud and be of nuisance to noise sensitive uses. Over-flights could cause occasional annoyance to speech and sleep disturbance. There is no adopted state or local standards for single event noise such as would occur with a plane flying overhead. The adopted federal, state, and local noise

standards are expressed as community noise equivalent levels (CNEL) or average noise exposure (again see Section 4.6 Noise of this EIR for a description on noise standards and impacts). The SVSP is several miles from the 60 db CNEL McClellan airport noise contour, which is the accepted noise standard for residential use. The project site is also outside any adopted safety hazards area associated with proximity to the runways. Therefore, noise and safety impacts related to compatibility would be less than significant. However, because future residents could find over-flights annoying, this could cause a **significant** compatibility impact. A deed disclosure that notifies future residents and other sensitive uses to the potential for over-flights from McClellan is included as a condition of the project, but would not reduce the impact due to overflights to a less than significant level.

URBAN RESERVE

The Urban Reserve parcels would be subject to the same potential for over-flights from McClellan Field Airport. It is anticipated that similar levels of development would be proposed in the future. The Urban Reserve is located on the northerly end of the project area; therefore, over flights are expected to affect sensitive uses incrementally less than uses located at Watt Avenue and Baseline Road. A condition of approval would require deed notification of future residents of potential incompatibility issues. However, because notification would not reduce the impact to a less than significant level, this impact is considered **significant and unavoidable**.

IMPACT 4.1-5	CONVERSION OF AGRICULTURAL LAND TO DEVELOPED USES	
Applicable Policies and Regulations	None Applicable	
	SVSP	Urban Reserve
Significance with Policies and Regulations	Significant	Significant
Mitigation Measures:	MM 4.1-2 Agricultural Compensation and MM 4.8-4 Off-site and On-site Preservation of Grassland Habitat	MM 4.1-3 Agricultural Conversion Policies
Significance after Mitigation:	Less Than Significant	Less Than Significant

SIERRA VISTA SPECIFIC PLAN

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

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

A total of 1,381 acres of agricultural land within the SVSP area, which is primarily grazing land, would be developed with urban uses. A total of 256 acres would remain in open space.

No land within the project area is under a Williamson Act Contract. The CDC Farmland Mapping and Monitoring Program classify the site as “Farmland of Local Importance”. The soils are generally unsuitable for many agricultural uses beyond grazing for the following reasons: (1) relatively low value of the property for agricultural purposes as defined by the Farmland Mapping and Monitoring Program, and (2) its historically poor ability to produce agricultural crops. The soil’s slow permeability might be conducive to rice production, however, the high water consumption needed to grow this crop makes it infeasible and contrary to the City’s water management goals.

While the project site does not provide opportunities for prime agricultural production, the proposed land use designation would preclude any agricultural use of the land in the future. The loss of approximately 1,300 acres of grazing land would be **significant**.

Mitigation is included in the project (MM 4.1-2 Agricultural Compensation and MM-4.8-4 Off-site and On-site Preservation of Grassland habitat discussed in Section 4.8 Vegetation and Wildlife) would provide 1:1 open space preservation that will ensure that grazing opportunities remain in the region. The project would preserve 1,300 acres of agricultural/grazing land either onsite or offsite to reduce impacts.

URBAN RESERVE

All of the land within the Urban Reserve is classified as Farmland of Local Importance. Assuming development would occur in the future similar to the SVSP, it is anticipated that development in this area could convert approximately 435.7 acres to developed uses. The loss of grassland available for grazing would be **significant**.

MM 4.1-3 Agricultural Conversion Policies, would ensure that future development provide preservation opportunities to minimize the loss of grassland.

4.1.5 MITIGATION MEASURES

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

The following mitigation measures are proposed for the Urban Reserve:

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

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

Mitigation measures not identified in the WRSP EIR or are new to this project will be denoted with "MM".

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

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

MM 4.1-2 ***Agricultural Compensation (Impact 4.1-1 and 4.1-5 SVSP)***

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

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

MM 4.1-3***Agricultural Conversion Policies (Impact 4.8-5 Urban Reserve)***

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

The following measures will be incorporated as conditions of approval to ensure that residents are adequately notified regarding uses.

Condition of***Approval 4.1-3a:******Deed Disclosure Agricultural Use (Impact 4.1-2 SVSP)***

In order to reduce potential conflicts between sensitive uses and agricultural uses, residential units within 100-feet of undeveloped parcels to the west of the SVSP area where agricultural uses exist shall be provided with a deed disclosure or similar notice approved by the City Attorney regarding the proximity and nature of neighboring potential agricultural uses. This disclosure shall be applied at the tentative map stage to the affected properties. A written disclosure shall be supplied to the property purchaser or renter by the vendor prior to the completion of the purchase or rental agreement, until such time, the uses are converted to urban development. The text of the disclosure language shall be approved by the City Attorney.

To ensure that residents are made aware of other land uses in proximity to their respective neighborhoods, the developers shall also provide through deed disclosure or other similar notice approved by the City Attorney; proximity to the WAPA corridor and overhead power lines, high pressure gas lines in Baseline Road and Fiddymment Road, use of recycled water, and proximity to parks and schools that may generate noise and light.

Condition of**Approval 4.1-3b:*****Deed Disclosure McClellan (Impact 4.1-4- SVSP and Urban Reserve)***

McClellan Airport is located approximately four miles from the southern boundary of the project area. In order to notify residents or other sensitive uses, that aircraft on approach or departure, under 3,000 feet could occur over the project area, a deed disclosure or similar notice approved by the City Attorney regarding the proximity and nature of aircraft in the vicinity will be provided.

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