2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION AND SUMMARY

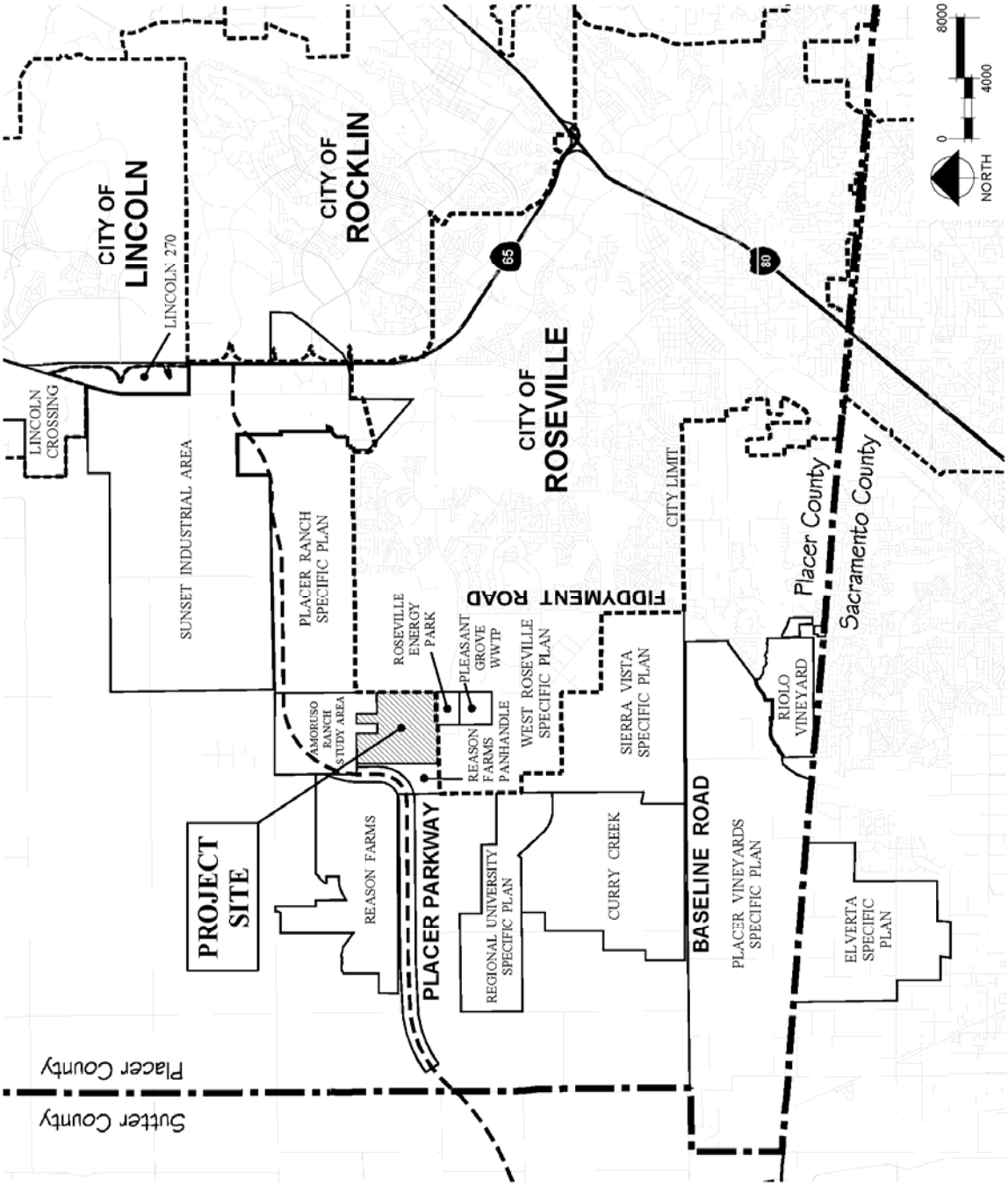
The proposed Creekview Specific Plan (CSP) and annexation area ("Project Area", "Plan Area" or "project site") is approximately 501 acres located in unincorporated Placer County, immediately northwest of the City of Roseville's existing City limits (see Figure 2-1, Location Map). The project site is located approximately 6 miles west of Interstate 80 and State Route 65, 10 miles northeast of the City of Sacramento, 10 miles east of State Route 99, 5 miles west of downtown Roseville, and four miles east of the Sutter County line. The proposed project site is west of Blue Oaks Road, north of the proposed terminus of the future Westbrook Boulevard.

This Environmental Impact Report (EIR) examines the potential significant environmental effects ("impacts") of a proposed project that includes approvals by the City of Roseville, as lead agency, and the Placer County Local Agency Formation Commission, as responsible agency, that would:

1. Annex a 501-acre area, immediately west of the City of Roseville (City) corporate boundaries; (Figure 2-4)
2. Adopt the Creekview Specific Plan (CSP)
3. Approve General Plan land use designations and text amendments
4. Approve Pre-zoning
5. Approve Large Lot tentative map
6. Approve a Development Agreement between the City and Granite Bay Development II, LLC, which covers 461.4 acres of the 501-acre specific plan area (minus the Urban Reserve Area).

The CSP is a proposed specific plan for development of a mix of land uses, including: 2,011 residential units, approximately 19.3 acres of commercial and business professional uses, approximately 9.5 acres of public/quasi-public uses, 136.2 acres of open space uses, and 15.7 acres of parks. The proposed project

FIGURE 2-1
REGIONAL DEVELOPMENT



site is within the City's Sphere of Influence (SOI), which was expanded in 2004, as part of the West Roseville Specific Plan (WRSP) annexation.

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

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

2.2 PROJECT AREA CHARACTERISTICS

The project site is characterized by gently rolling topography and large, open annual grassland areas with valley oak riparian woodland habitat. The site's natural features include Pleasant Grove Creek, which traverses the southern portion of the site in a westerly direction, to the western edge of the project site. Pleasant Grove Creek connects with the City's Reason Farms property, the site of the future Pleasant Grove Retention Basin Project.

University Creek, a small tributary to Pleasant Grove Creek is located in the northern portion of the site and runs in an east-west direction. Seasonal wetlands, including vernal pools and seasonal drainages, are scattered throughout the site, but are concentrated in the northern.

Approximately 500 trees are present on the project site. The majority of the trees are located along the Pleasant Grove corridor through the middle of the Project Area, with a few scattered trees near the northern portion of the site. Most of the trees along Pleasant Grove Creek are cottonwoods, oaks and willows. Existing conditions are shown in Figure 2-2.

Land south of the creek is generally flat grassland areas. North of the creek the topography includes more rolling hills. Land north of the creek has been used for cattle grazing and agricultural enterprises. Most of the land located south of the creek has been idle since 1989. The site elevation ranges from approximately 75 to 95 feet above mean sea level.

OWNERSHIP

The proposed project applicant (Applicant) is Granite Bay Development II, LLC. The 501.3 acre CSP (On-site Improvement Area) property consists of properties held under six ownerships, as shown in Figure 2-3. Of these, five properties are controlled by the Applicant. The remaining 39.9-acre property in the southeast corner of the site is owned by a non-participating landowner (Harris), and is not controlled by the Applicant. Although this parcel does not have specific development proposed at this time, it is designated as Urban Reserve (UR) and will be included in the City's annexation application to LAFCO. The EIR analyzes the Urban Reserve parcel at a program-level. Additional entitlements and environmental review would be required at the time future development is proposed.

The assessor parcel numbers for the development portion of the project site are:

017-101-007	Phillip Road Land, LLC
017-101-009	BD Properties, LLC
017-101-012	Phillips Road 160 Investors
017-101-013	Chi Partnership
017-101-014	Chuang

The assessor parcel number for the non-participating property that would be Urban Reserve is:

017-101-015	Harris

FIGURE 2-2

EXISTING CONDITIONS

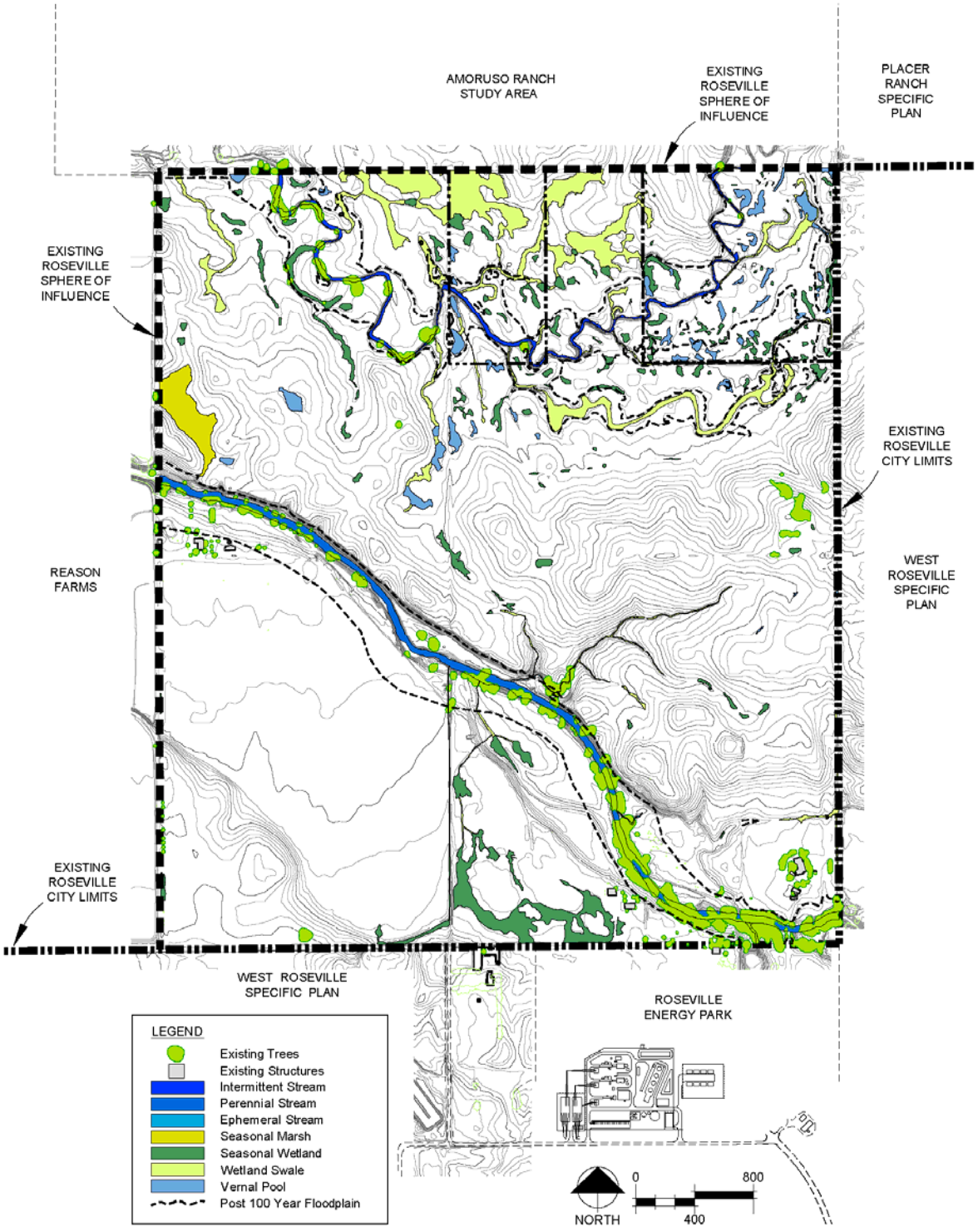
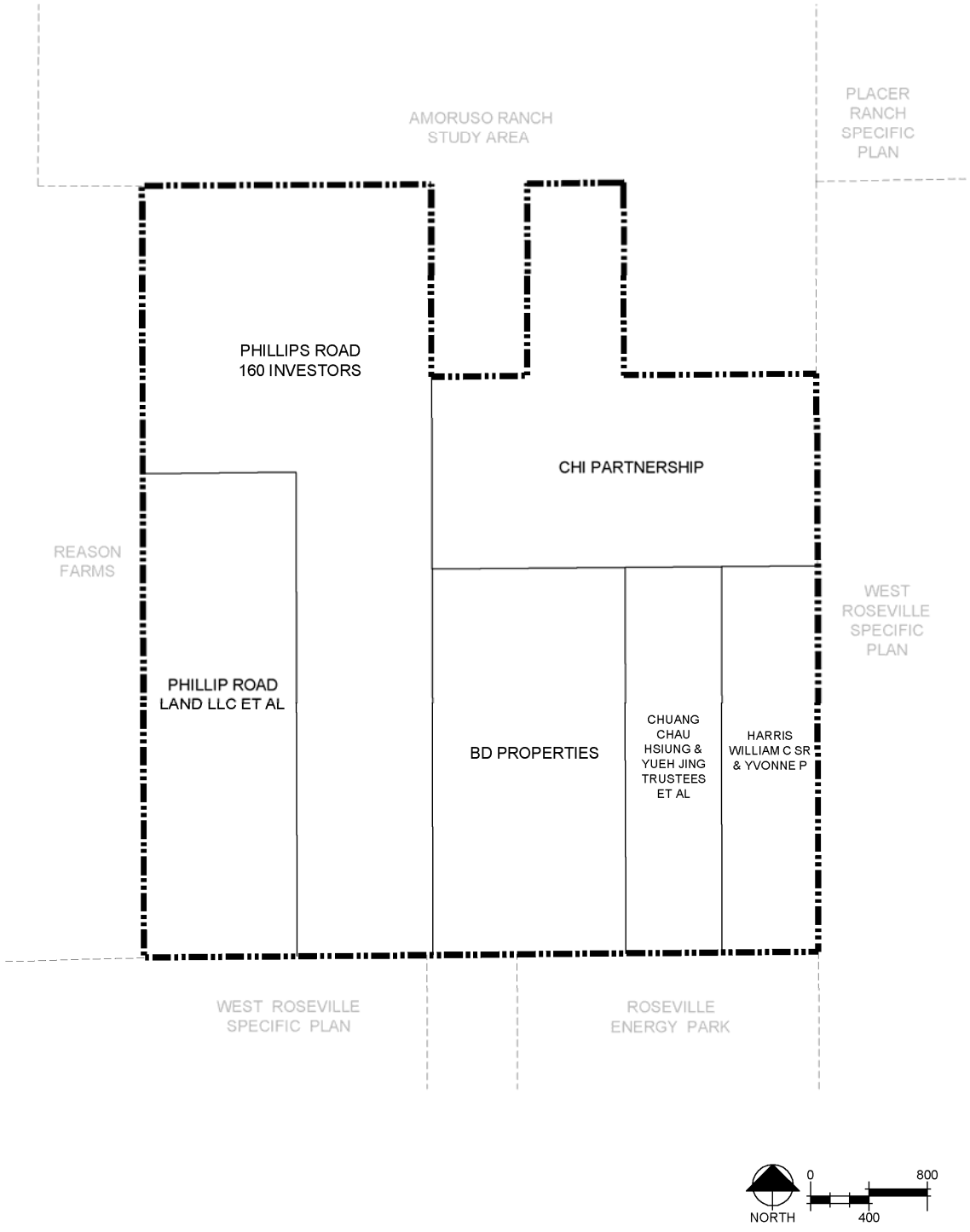


FIGURE 2-3

PROPERTY OWNERSHIP



EXISTING USES

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

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

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

A pole mounted 12 kV electrical line traverses the site diagonally and provides power to the Urban Reserve parcel.

Existing General Plan Designations

The Placer County General Plan currently designates the project site as Agriculture/Timberland, 80-acre minimum.

Existing Zoning

The existing Placer County zoning designation of the project site is Farm Combining Building Site, 80 acre (FB-X-80).

Farmland Classification

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

2.3 PROJECT OBJECTIVES

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

- **Complete Comprehensive Planning for the CSP Area:** Formulate a specific plan and related land use planning documents and regulatory approvals for the CSP as a means of expanding the City in an orderly manner, accommodates Roseville's share of future regional population growth, compatible with surrounding land uses, complements the pattern and intensity of existing development in the City, and provide new benefits to the City.
- **Mix of Land Uses:** Design a comprehensively planned, residential-based community with a mix of land uses within the CSP to create a balanced community with approximately 2,100 residential units, commercial and business professional uses, parks and open space, and supporting public/quasi-public uses.
- **Existing Policies:** Satisfy the City policies, regulations and expectations as defined in the General Plan, City/Placer County Memorandum of Understanding (MOU), City/U.S. Fish and Wildlife Service (USFWS) MOU, Growth Management Visioning Committee recommendations, Council Edge Policy, Zoning Ordinance, Improvement Standards, and other applicable plans, documents, and programs adopted by the City.

- **Blueprint Consistency:** Provide for development which meets the City's nine identified Blueprint implementation strategies to achieve the Blueprint Principles adopted by the City Council in June 2005. Achieve project design characteristics reflective of the general policy direction embodied in the City's adopted General Plan and Blueprint Implementation Strategies, including connectivity among neighborhoods, commercial uses, and schools and parks.
- **Housing Opportunities:** Plan for approximately 2,100 residential units to provide housing choices in varying densities to respond to a range of market segments, including opportunities for rental units and affordable housing consistent with the City's General Plan.
- **Regional Housing Needs Allocation:** Aid the City in meeting its obligation to accommodate a percentage of future population growth in the region (as embodied in the Regional Housing Needs Allocation [RHNA] identified by the Sacramento Council of Governments [SACOG] and the California Department of Housing and Community Development [HCD]) by increasing the residential holding capacity in an area identified as appropriate for such development in the City/County MOU, the SACOG Blueprint Project Preferred Alternative (December 2005), and the Creekview Specific Plan Feasibility Analysis (2007).
- **Community Form:** Shape the physical form and character of development that is functional and creates a sense of place in order to:
  - Create a land use transition and connection from the existing City of Roseville westerly to Reason Farms.
  - Organize neighborhoods to be identifiable and walkable, and to incorporate gathering places such as commercial areas, parks, and schools; and
  - Provide adequate school services to students generated in the CSP area.
- **Area Roadways:** Provide a safe and efficient circulation system which interconnects uses and promotes pedestrian circulation and alternative transportation options. Create a circulation network which complements north/south and east/west circulation routes.

- **Pedestrian and Bicycle Connections:** Provide connections via a system of open space, creek crossings, paseos, and Class IA bikeways. Develop a system of Class I and II bikeway facilities to provide an alternative transportation mode and connect with planned City bikeway facilities on adjacent lands.
- **Public Transportation Options:** Through implementation of City arterial and collector street improvement standards, provide the opportunity to install fixed-route bus stops and transit facilities in support of the City's overall transit planning efforts.
- **Resource Avoidance:** Design a land use plan in which the development footprint avoids impacts to wetland resources to the extent feasible. In consultation with resource agencies, develop a plan that avoids and preserves the highest quality wetland resources on-site.
- **Resource Management:** Append the CSP to the City's Open Space Preserve Overarching Management Plan to ensure open space preserve areas are managed consistent with the City's strategy.
- **Contribute to Regional Preserve Planning:** Create open space preserves which provide regional benefit for habitat, resources, and open space amenities
- **Habitat Conservation & Creation:** Balance development with resource protection, including preservation of the creek corridors, sensitive habitat and wetland resources in an inter-connected, permanent open space. Create multi-functional habitat within the open space corridors which provide on-site habitat and contribute to water quality. Develop the CSP and associated on- and off-site mitigation to complement the Placer County Conservation Plan (PCCP).
- **Pleasant Grove Creek Enhancement:** Design improvements to the Pleasant Grove Creek corridor to minimize the potential for flood damage by providing for the safe movement of floodwaters through the City, and preserve, protect and enhance the natural habitat, open space and recreational values found along the City's floodplain and creek environments.

- **Fiscal Contribution:** Include a mix of land uses and facilities which are fiscally feasible and implement funding mechanisms to maintain a neutral/positive fiscal impact to the City's General Fund.
- **Long Term Growth:** Plan for long-term growth to be positioned to react to market demand. The CSP is intended to guide development over a 20-year horizon.
- **Roseville Energy Park:** Orient land uses in the plan to be compatible with the Roseville Energy Park facilities and other intensive public uses located adjacent to the Roseville Energy Park.
- **Program-Level Objectives for Urban Reserve Parcel:** The objective for the Urban Reserve (Harris) parcel is to provide a platform for orderly and systematic future development consistent with General Plan policies, Guiding Principles and the natural features of the land. The property is a logical location for future growth as identified in the City of Roseville and Placer County MOU. The program-level analysis in the EIR will provide a basis for the City to carry out a comprehensive planning process to ensure the area ultimately develops to City of Roseville standards. In addition, the inclusion of the Urban Reserve parcel in the CSP will allow the City to adequately plan for and size future infrastructure appropriately. No additional or specific project objectives have been identified for the parcel because there are no specific development plans or proposals for the parcel at this time.

2.4 PROPOSED PROJECT

Changes to the Project since circulation of the Notice of Preparation

There have been several minor changes to the Project since circulation of the NOP in July 2011. The project unit count has been reduced by 87 units (2,098 units to 2,011 units). The development footprint was reduced from 368 acres to 365 acres due to minor increases in open space. Open space (Parcel C-50) now extends to the northwest corner of the project boundary. The open space boundaries have been extended to reflect floodplain and surveyed riparian areas. The commercial center was adjusted and no longer includes 80 residential units.

Land Use Plan

As shown on Figure 2-4, the proposed CSP land use plan consist of low, medium, and high density residential uses; community commercial/business professional uses; public/quasi-public; parks and recreation areas, open space, paseos, landscape corridors, urban reserve area, and roadways. At buildout, the proposed project would provide approximately 2,011 dwelling units, and housing a population of approximately 5,108 persons, based on the City of Roseville's General Plan assumption of 2.54 persons per household. The project could add as much as approximately 190,000 square feet of commercial and employment uses, resulting in approximately 445 jobs. The components of the CSP are described in detail below.

Acreage

The CSP planned land use acreages include approximately 155.8 acres of low-, 64.3 acres of medium-, and 17.1 acres of high-density residential designated land; 19.3 acres of community commercial /business professional uses, 9.6 acres of public/quasi-public uses; 136.2 acres of open space; 15.7 acres of parks and recreation uses; a 39.9-acre urban reserve parcel in the southeastern portion of the project site; and roadways and landscape corridors that would encompass approximately 43.4 acres (Table 2-1). The zoning districts are defined in the City's Zoning Ordinance that can be viewed at the Civic Center Permit Center or online at www.roseville.ca.us.

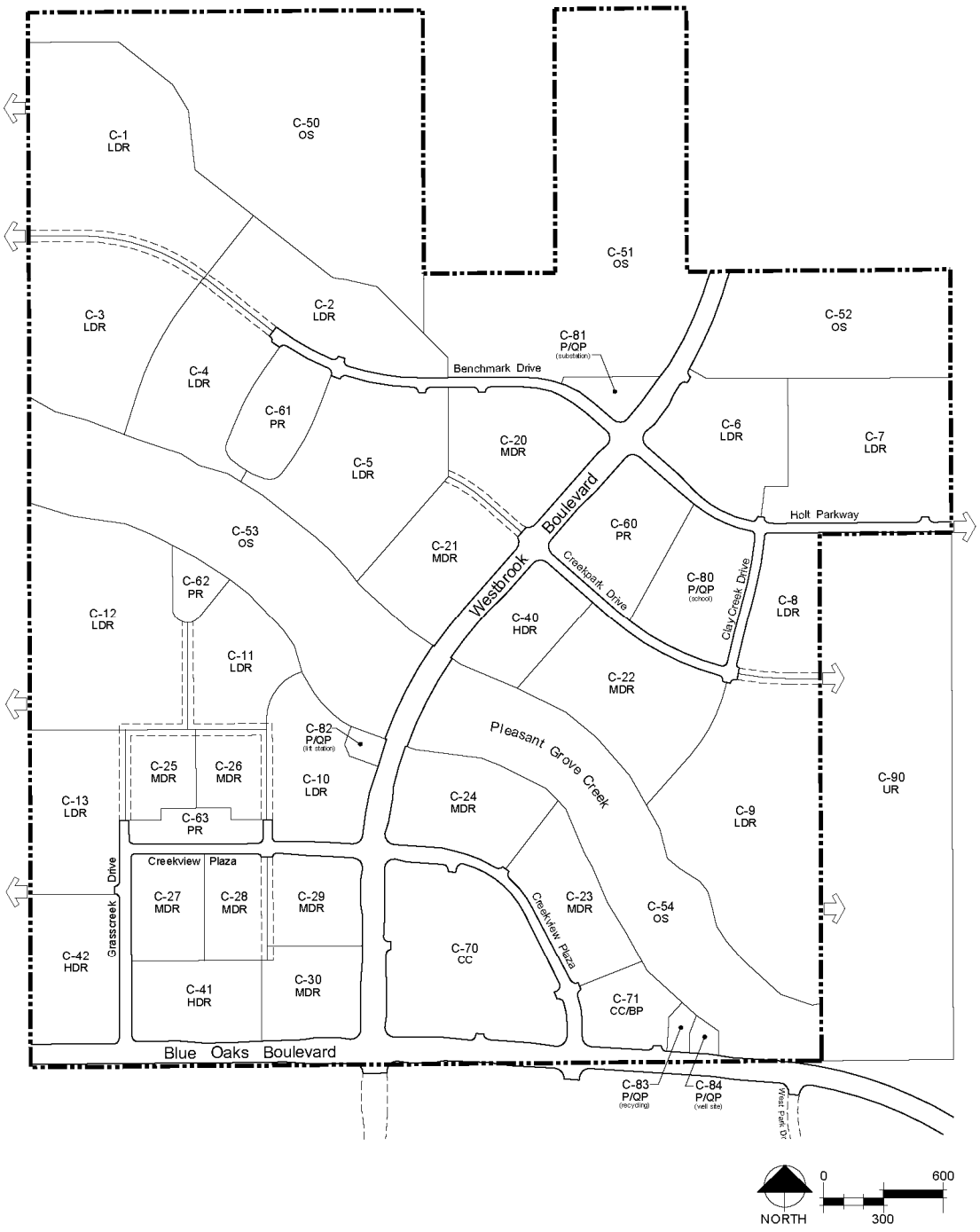
Residential Neighborhoods

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

TABLE 2-1
CSP LAND USE SUMMARY

Land Use Designation		Applied Zoning Districts	Acres	Units
Residential Neighborhoods				
LDR	Low Density Residential	R1/DS and RS/DS	155.8	836
MDR	Medium Density Residential	RS/DS	64.4	655
HDR	High Density Residential	R3	17.1	520
	Subtotal		*237.2*	*2,011*
Commercial and Office				
CC	Commercial	CC	15.5	0
CC/BP	Community Commercial/ Business Professional	CC/BP	3.8	0
	Subtotal		*19.3*	*0*
Parks and Open Space				
OS	Open Space	OS	136.2	--
P/R	Parks and Recreation	P/R	15.7	--
	Subtotal		*151.9*	
Public/Quasi-Public				
P/QP	Elementary School	P/QP	7.0	--
P/QP	Electric Substation, Well, Lift Station, Recycling Center	P/QP	2.6	--
	Subtotal		*9.6*	
Other				
UR	Urban Reserve	UR	39.9	--
	Right of Way		43.4	--
TOTAL			**501.3**	**2,011**

FIGURE 2-4
LAND USE PLAN



Low Density Residential

Approximately 155.8 acres of the CP's land uses are proposed as Low Density Residential (LDR), which accounts for 836 dwelling units. The LDR units are an average density of 5.4 dwelling units per acre (du/ac), although each LDR parcel may develop within a range of 0.5 to 6.9 du/ac consistent with the General Plan. Standard single-family detached housing on conventional lots (average lot size of 4,500 to 6,000 square feet) is the primary housing type, although homes on larger lots (up to or exceeding 10,000 square feet) are possible. LDR parcels are concentrated north of the creek, especially in the northwest quadrant of the Plan Area.

Medium Density Residential

Approximately 64.3 acres of the project site are proposed as Medium Density Residential (MDR), which accounts for 655 dwelling units. The number of MDR units assumes an average density of approximately ten dwelling units per acre (du/ac), although each MDR parcel may develop within a range of 7.0 to 12.9 du/ac, consistent with the General Plan. The MDR land use provides an opportunity to accommodate a variety of attached and detached housing types, which could include single-family homes on small lots, cluster housing, zero lot line/zipper lot housing, duet housing, town homes, and other housing types. The incorporation of innovative housing types is encouraged in order to provide a variety of housing alternatives, to maximize communitywide open space/recreation opportunities, and to enhance the neighborhood environment. MDR areas are located south of the creek and north of the creek near Westbrook Boulevard.

High Density Residential

Approximately 17.1 acres of the project site are proposed as High Density Residential (HDR), which accounts for 520 dwelling units. The number of HDR units assumes an average density of 30 dwelling units per acre (du/ac), although each HDR parcel may develop within a range of 13.0 to 30 du/ac. In this density range, HDR areas would typically accommodate attached multi-family buildings such as town homes, apartments, and condominiums, but could also include some detached housing product types. In addition, this type of multi-family housing provides for a mix of both for-sale and for-rent units. HDR parcels are primarily located in the southwest quadrant of the Plan Area, in proximity to the local-serving retail and service center.

Commercial

The proposed project includes two commercial parcels on the northeast corner of Blue Oaks and Westbrook Drive accounting for approximately 19.3 acres of the project site. A 3.8 acre parcel will be designated community commercial/business professional (CC/BP). The CC/BP site is intended to be developed as community commercial center that could include a combination of commercial and business professional uses. To foster this type of development pattern, the site's CC/BP zoning designation is combined with a Special Area (SA) zoning overlay, which permits flexibility in how the commercial and office uses are mixed on each site. This approach would allow permitted uses on these parcels to be mixed in either a horizontal or vertical manner. A 15.5 acre Commercial (CC) center is also proposed at this location.

Buildout of the commercial sites could be entirely commercial or business professional or a mix of both types of uses. For the commercial/office component of these sites, a maximum of approximately 477,417 square feet of non-residential uses could be generated, which assumes an FAR of up to 0.4. With a typical FAR of approximately 0.25, approximately 190,000 square feet would be developed. Uses may include retail commercial shops, grocery, drug, restaurants, professional offices, medical and dental offices, financial institutions, etc.

Schools

As shown in Figure 2-5, one site in the CSP is proposed for an elementary school (parcel C-80) in the Roseville City School District on approximately seven acres of the project site. The school is planned as a two-story facility.

Parks and Open Space

A combination of active and passive parkland would be provided for the community within two categories: neighborhood parks and open space.

Neighborhood Parks

Four sites in the CSP are proposed as neighborhood parks, accounting for approximately 15.7 acres of the project site. The four neighborhood parks are distributed throughout the CSP in residential neighborhoods. A 7.3-acre park site is planned adjacent to the elementary school,

creating the potential for joint-use opportunities with the outdoor recreation facilities. Park facilities range from approximately 1.5 to 7.6 acres in size. CSP's neighborhood parks would be linked to a system of paseos, providing a comprehensive network of pedestrian and bikeway connections to the CSP's parks and open space system. Neighborhood parks typically include a mix of active play fields such as soccer and baseball fields as well as tot lots, playgrounds, picnic area, and hard surface game courts. None of the playfields will be lighted.

Open Space

Approximately 136.2 acres of the CSP are proposed as Open Space (OS), comprising nearly 30 percent of the total project site acreage. OS land use and zoning are generally applied to lands that are environmentally sensitive or otherwise significant due to habitat, natural features, or man-made features. Open space corridors provide for passive recreation opportunities, preservation of significant resources, viewsheds, potential flood water conveyance and retention, and resource mitigation, wildlife movement corridors, and can function to improve the interface between uses. In many locations, the preserve area accommodates a dedicated Class I pedestrian pathway to be shared with a vehicle maintenance road for maintenance activities. In addition, open space areas could accommodate utility lines and provide the conduit for drainage and space for storm water treatment and detention facilities within the CSP area. Any disturbance or construction within open space preserve areas of the CSP would comply with the provisions of the U.S. Army Corps of Engineers (USACE) approved Open Space Management Plan and Section 404 permit requirements. At this time it is expected that the CSP would be appended to the City of Roseville Open Space Preserve Overarching Management Plan (Overarching Plan or Overarching Management Plan) and that CSP preserve areas would be managed, monitored and maintained according to the City's Overarching Plan. This is discussed in greater detail in Chapter 4.8, Vegetation and Wildlife.

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

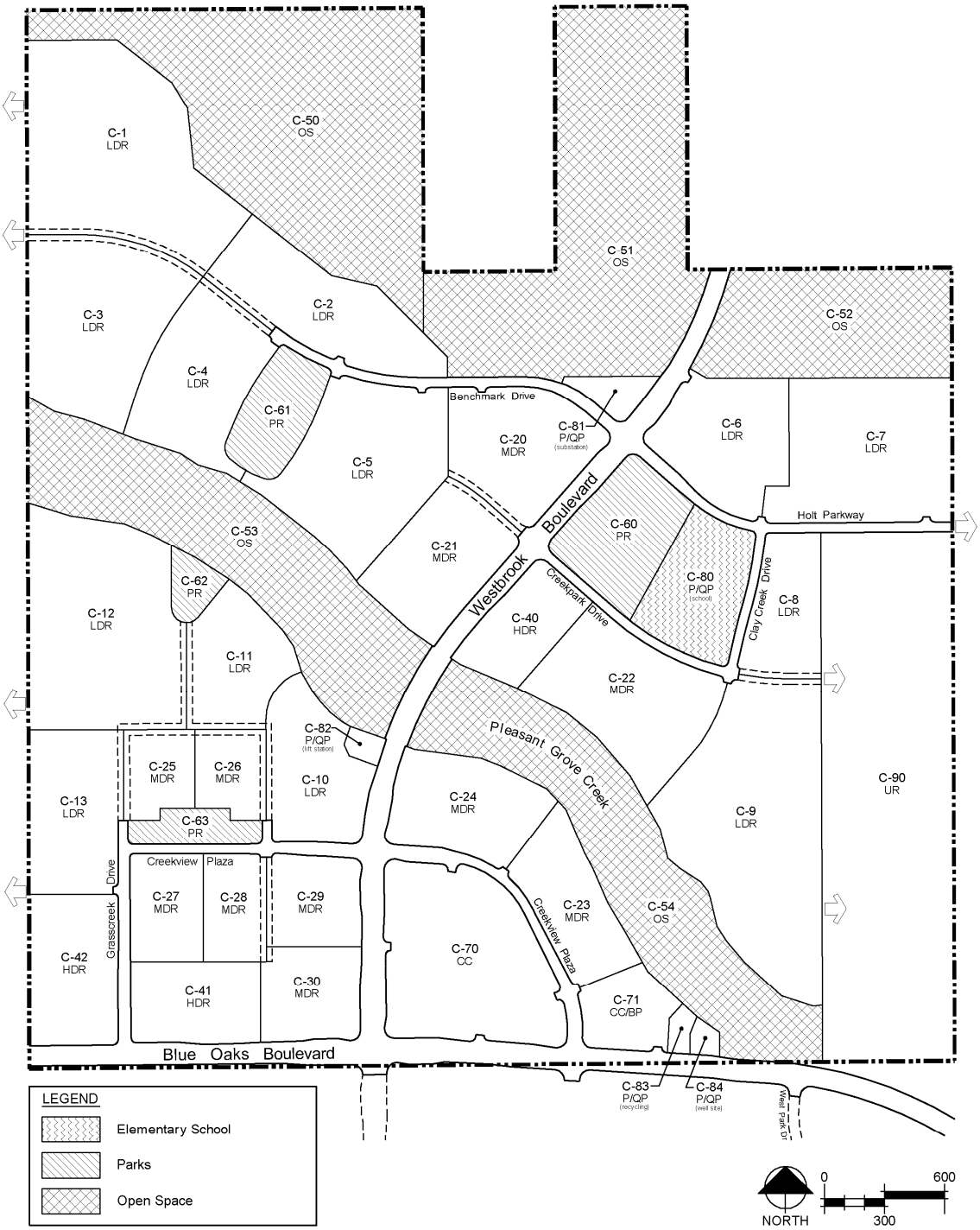
The proposed CSP open space system has two components:

- **Pleasant Grove Creek Corridor.** Pleasant Grove Creek traverses the site diagonally, through the center of the Plan Area, in an east-west direction. The creek corridors (Parcels

C-53 and C-54) provide an opportunity to create a linear open space amenity that functions as a natural feature and connection for a bicycle/pedestrian pathway through the CSP. In addition to the vehicular crossing of Pleasant Grove Creek at Westbrook Boulevard, two pedestrian/bicycle creek crossings are planned across the open space corridor, one upstream

FIGURE 2-5

SCHOOL, PARKS, AND OPEN SPACE



and the other downstream of the Westbrook Boulevard bridge. The creek is planned for permanent preservation as open space. Improvements to the Pleasant Grove Creek corridor are proposed as part of the project in order to facilitate creek restoration, wetland creation, stormwater management, and water quality low impact development (LID) features.

- **Northern Preserve.** The most significant and highest-quality wetland resources are located in the northern portion of the CSP. The Northern Preserve is an 75.6-acre (Parcels C-50, C-51 and C-52) open space preserve created to avoid impacts to the highest quality wetland features. The Northern Preserve creates a natural edge to the CSP and a transition from the agricultural land uses north of the Plan Area. The Northern Preserve is planned for permanent preservation as open space.

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

- Weed abatement
- Sediment removal
- Planting and maintenance of native vegetation
- Maintenance of native vegetation in the low flow channel
- Application of agricultural chemicals including, but not limited to, the application of fertilizers, pesticides, herbicides to control weeds and other vegetation
- Weed control to reduce thatch and reduce fire hazards
- Construction of bike and pedestrian trails
- Trails and related improvements
- Public access and education
- Drainage improvements and outfalls, including BMPS for stormwater quality.
- Construction/repair/replacement of fencing and signage
- Inspections for vandalism (i.e., four-wheel drive damage)

- Access for fire prevention and control (Roseville Fire Department or other fire fighting agencies
- Access for utility and infrastructure improvements and maintenance.
- Access for preserve area monitoring and reporting.
- Authorized access for purposes of maintenance or construction, which do not impact natural resources (vernal pools, drainage swales, oak tree mitigation, etc.)

URBAN RESERVE

The 39.9-acre parcel located in the southeast portion of the Plan Area would be designated Urban Reserve in the proposed CSP. The Urban Reserve land use designation is applied to lands that are anticipated to receive urban land use entitlements at some time in the future, but are constrained by growth management policies or other limitations. At this time, the owner of the parcel, the owner of the 39.9 acre parcel, the Harris family, is not interested in pursuing development of the property and has not submitted an application.

The EIR evaluates the effects of annexing the Urban Reserve at a programmatic level. Because no specific development is proposed at this time, the exact use, intensity or nature of development is not known. While no development is proposed, it is assumed for purposes of this EIR that that the 39.9 acre parcel will ultimately be developed with a mix and density of land uses similar to that in the balance of the Plan Area. If development is proposed in the future, it would require general plan and specific plan amendments, additional environmental review, and applicable Federal approvals/permits.

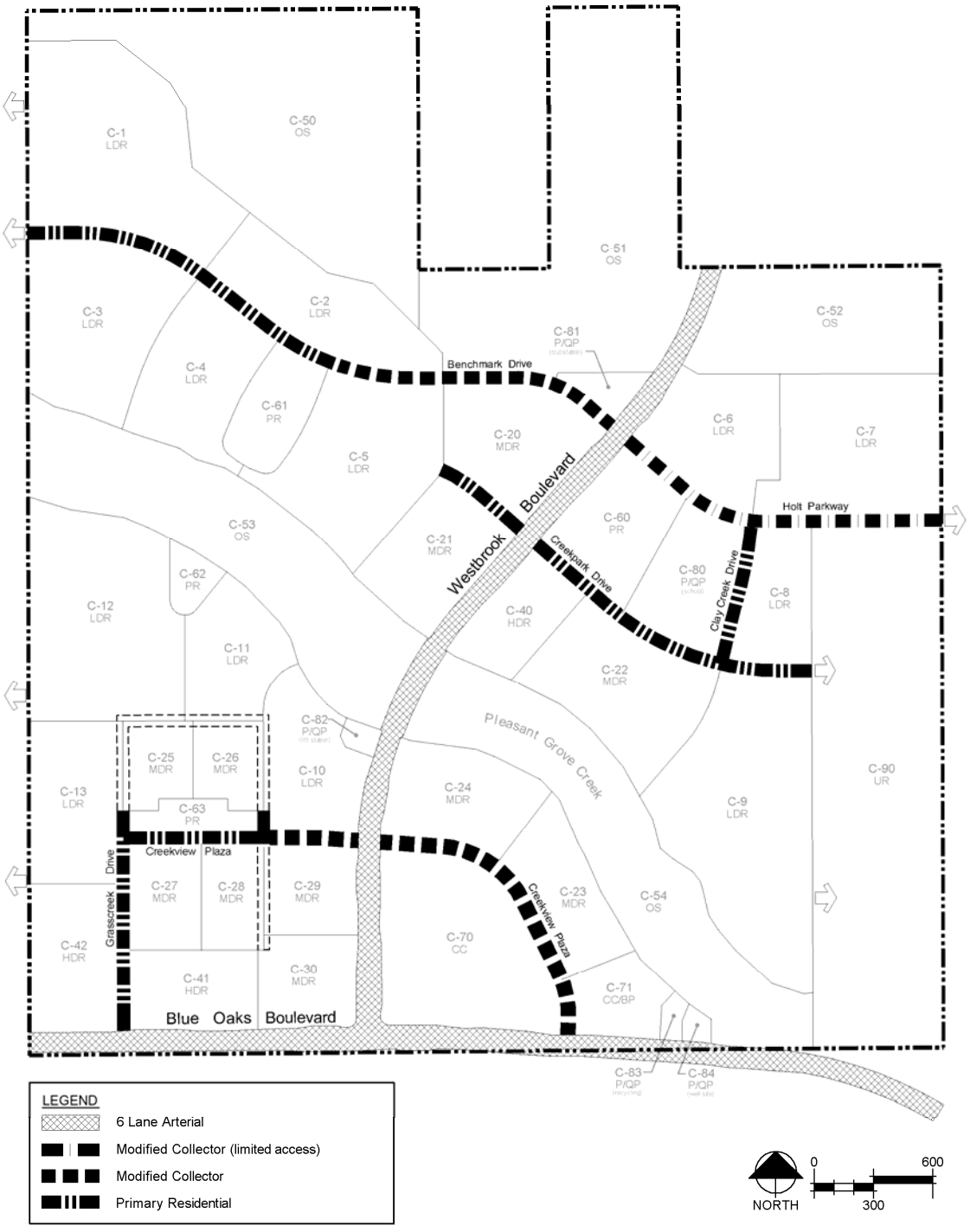
2.5 CIRCULATION

The proposed circulation system consists of a hierarchy of roadways, a pedestrian and bikeway network, and public transit linkages that are designed to connect with existing city and regional systems. Traffic signals within the site would be located and installed as specified in the CSP Development Agreement, and as warranted by the City. The circulation plan is shown on Figure 2-6.

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

FIGURE 2-6

CIRCULATION PLAN



The CSP planned circulation system provides for connectivity of streets to adjacent land uses within, as well as outside, the CSP. Blue Oaks Boulevard (a west/east arterial designed to accommodate a potential future connection to Watt Avenue/Placer Parkway in Placer County), would be extended along the southern boundary of the Plan Area, and Westbrook Drive (a north/south roadway that will connect to the West Roseville Specific Plan area) would cross the center of the site (see Figure 2-6).

Arterial Roadways

Arterial roadways are primary circulation routes that provide linkages to the regional circulation system, generally carrying large volumes of traffic within and through the City. The arterial roadways in the CSP are six lanes, and include landscape medians and corridors with Class IA bikeways and on street Class II bike lanes. On-street parking on arterials would be prohibited. The planned arterial roadways within the CSP are Blue Oaks Boulevard and Westbrook Boulevard, which are described below. The project would include the design standards for the ultimate improvement of the CSP arterial roadways.

Westbrook Boulevard

Westbrook Boulevard will be constructed from its planned intersection with Blue Oaks Boulevard at the southern Project boundary, through the central portion of the Plan Area to the north. It would be improved in phases, with an ultimate section of six lanes (100-foot right-of-way). Westbrook Boulevard includes a 14-foot landscaped median, portions of which can be used for left turn pockets, where appropriate. Landscape corridors are located on both sides of the right of way. To accommodate 60kV power lines, the landscape corridor on the east side of Westbrook Boulevard, north of the Pleasant Grove Creek crossing will be 50 feet for all land uses, which varies from the City's standard arterial design.

At the Pleasant Grove Creek crossing, there would be no landscape corridor and an 8-foot (8') walkway is proposed on the bridge structure. The 60kV power lines would be within open space. At the creek crossing, the landscape median is replaced by an opening mid-way on the bridge structure.

Westbrook Boulevard would extend north between open space parcels C-51 and C-52. The Westbrook Boulevard right-of-way between the open space parcels would be reduced in width to minimize encroachment on the Northern Preserve. In this location, the right-of-way would be 94 feet and the landscape corridors would be reduced to 23 feet and 18 feet to accommodate the public utility easement (PUE), sidewalks, and landscaping that transition to the open space.

Blue Oaks Boulevard

Blue Oaks Boulevard would be constructed and improved in phases, from the southeast side of the Project boundary, to the western boundary (replacing and renaming a portion of existing Phillip Road). It would have an ultimate cross-section of six lanes (100-foot right-of-way). Blue Oaks Boulevard includes a 14-foot landscaped median, portions of which would be used for left turn pockets where appropriate. On the north side of Blue Oaks Boulevard, the landscape corridor width would be 50 feet. On the south side of Blue Oaks Boulevard, the landscape corridor is 50 feet east of Westbrook Boulevard. On the west side of Westbrook Boulevard, the landscape corridor on the south side of Blue Oaks Boulevard would vary from approximately 21 to 40 feet. The southern edge of the landscape corridor corresponds to the southern edge of the existing paved section of Phillip Road.

Signals

Where arterial roadways intersect with other arterial roadways or collector roadways, signals will be installed for traffic control. A total of four new signals are anticipated within the Plan Area at the following intersections:

- Blue Oaks Blvd. and Creekview Plaza
- Blue Oaks Blvd. and Westbrook Blvd.
- Westbrook Blvd. and Creekview Plaza
- Westbrook Blvd. and Holt Parkway

FIGURE 2-7

ARTERIAL STREET SECTIONS

Westbrook Boulevard

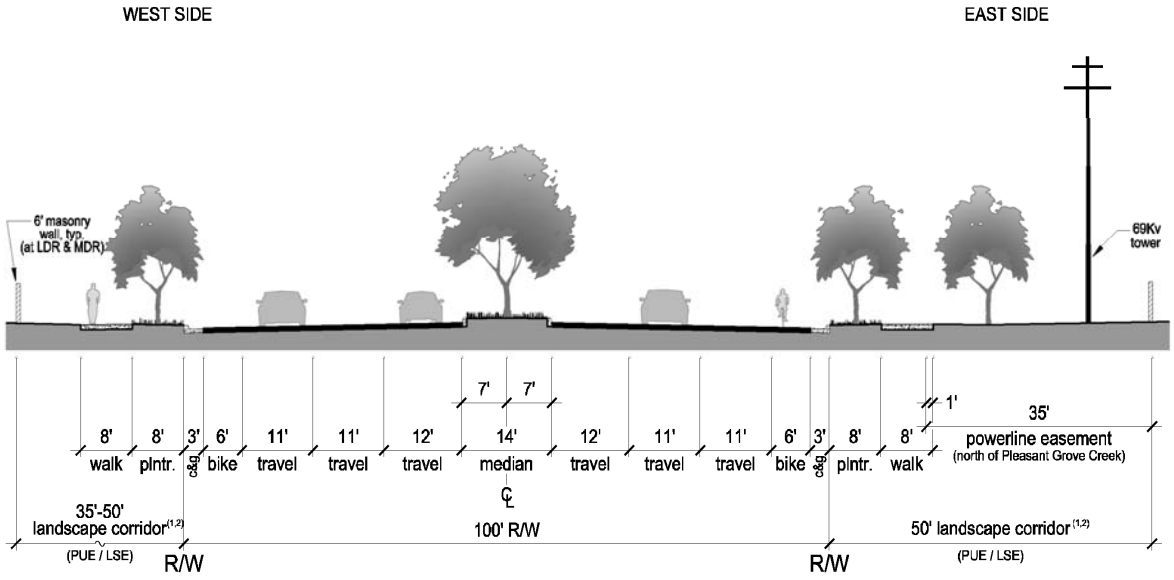
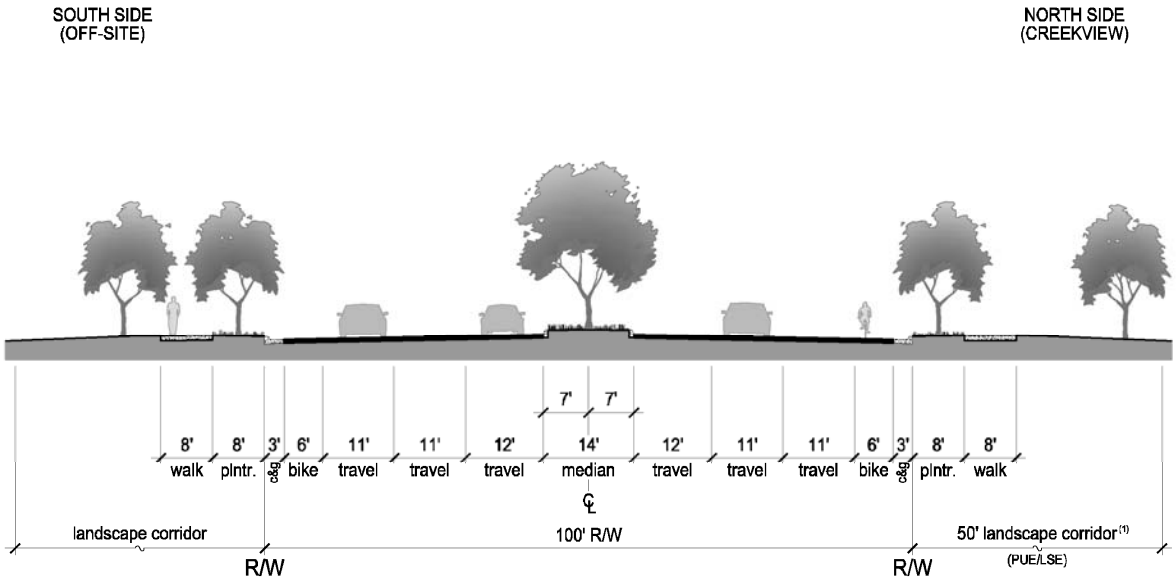


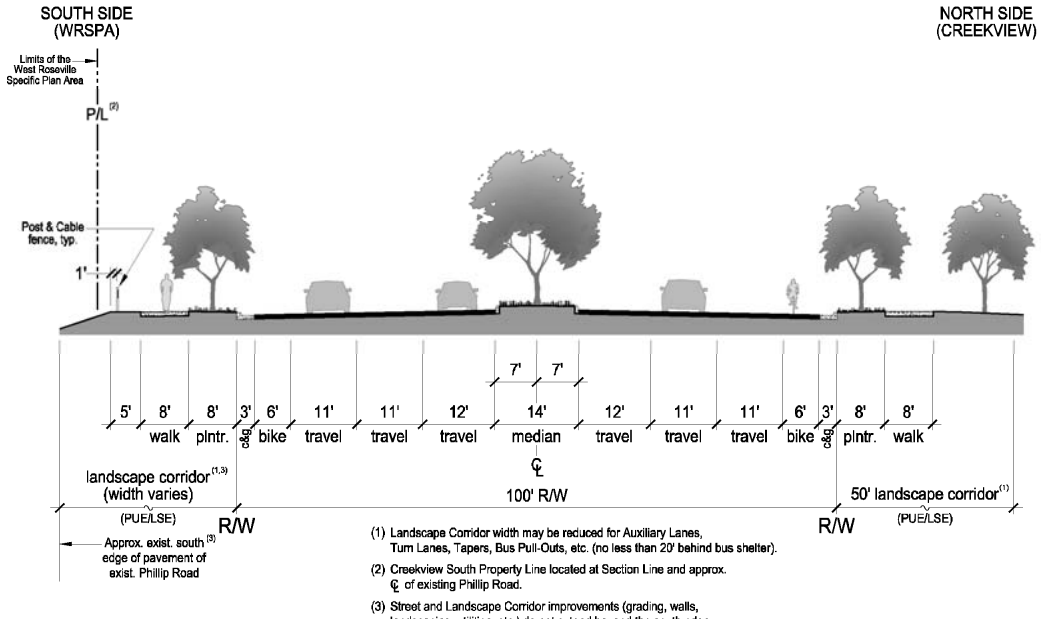
FIGURE 2-7 (continued)

ARTERIAL STREET SECTIONS

Blue Oaks Boulevard – East of Westbrook Boulevard



Blue Oaks Boulevard – West of Westbrook Boulevard



Collector Streets

Collector streets are secondary circulation routes that generally distribute trips from the arterial street system to the local street system. Consistent with the City's improvements standards, collector streets have two travel lanes and on-street Class II bike lanes. A modification to the City's standard collector street design is incorporated in the CSP, which reduces the pavement and travel lane widths by fourteen feet (14') and increases the adjacent landscape corridors. This modification is intended to reduce travel speeds and create more walkable street corridors for pedestrians.

Collector streets include Holt Parkway from the eastern edge of the plan area to Westbrook Boulevard and Benchmark Drive from Westbrook Boulevard, west to Park C-61, and Creekview Plaza from Park C-63 to Blue Oaks Boulevard. These roadways include two travel lanes, 48-foot right of way, 14-foot median, and landscape corridors and paseo treatments that range from 20 to 45 feet, which incorporate enhanced bicycle and pedestrian mobility elements.

Roadway and Pedestrian Crossings of Open Space Corridor

Construction of Westbrook Boulevard includes construction of a roadway overcrossing of Pleasant Grove Creek near the center of the site. The overcrossing would consist of a 118-foot wide bridge structure which would include two separate culverts with spans of 60 feet over the bypass channel and 100 feet over the main channel. The two separate culverts would be separated by a 140-foot embankment.

In addition, two smaller pedestrian/bicycle crossings of the creek are planned upstream and downstream of the Westbrook Boulevard would cross Pleasant Grove Creek. The pedestrian/bicycle creek crossings would be approximately 16 feet wide and would span approximately 70 feet across Pleasant Grove Creek. Crossings would likely consist of culverts designed to regulate stormwater flows, consistent with the CSP Stormwater Management Plan.

Pedestrians and Bikeways

As shown in Figure 2-8, a comprehensive system of pedestrian and bikeway paths is proposed throughout the CSP. This system of pedestrian paths and bikeways provides off-street linkages

throughout the community, connecting to Roseville's existing and planned facilities to the north and east of the CSP. The pedestrian and bikeway network includes a combination of Class I and

Class IA bike paths, and Class II bike lanes. Class I bikeways are off-street, uninterrupted, and are typically located within the project site's open space areas. Within the Pleasant Grove Creek open space the Class-I trail will cross under the Westbrook Blvd bridge structure.

Class IA bikeways are typically located in the landscape corridors along arterial roadways and within paseos. Class II bike lanes are typically provided along the street edge of arterial and collector roads.

Paseos

Implementation of the CSP would create approximately 5.2 miles of paseos. The paseos are a network of multi-use pathways throughout the project site, which are intended to augment and facilitate pedestrian and bicycle movement throughout the plan area and de-emphasize the importance of automobile travel. Their primary purpose is to encourage pedestrians and bicyclists to use alternative modes of transportation that are off-street, by creating wider corridors with more extensive walks and landscaping. These facilities are located throughout the plan connecting various destinations. Paseos within the plan vary in width, depending on where they are located but all of them would have paved pathways of approximately 10-feet. Two primary design concepts for the paseos are planned in the CSP. One design would add the paseo to the required landscape corridor to create a wider corridor than required by a typical landscape setback that is designed to be more attractive to the pedestrian. The second design would weave the paseo through residential neighborhoods and would not necessarily be adjacent to streets.

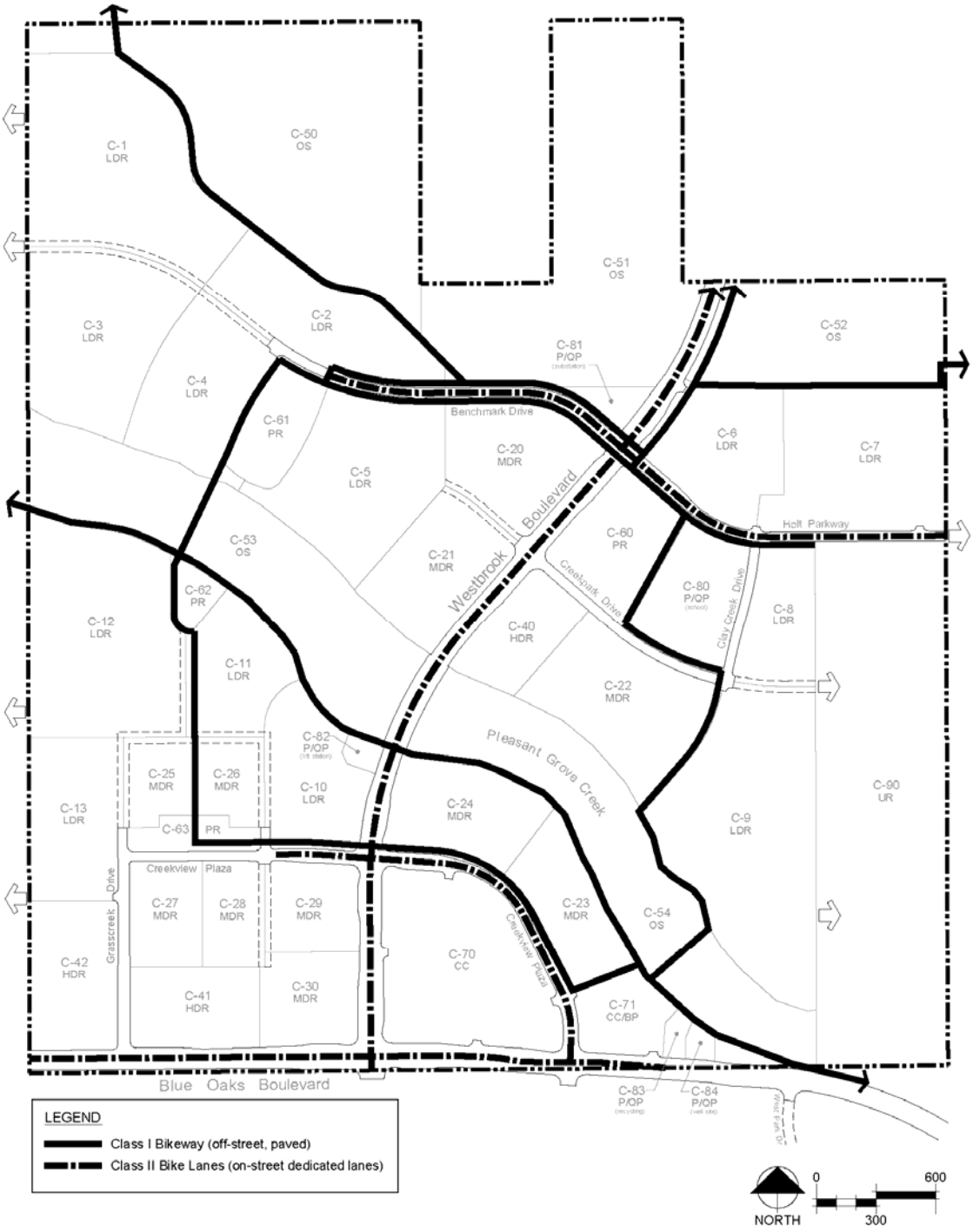
Transit

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

Bus turnouts and shelters would be located and constructed in accordance with City Improvements Standards and as otherwise required by the Public Works Director for specific projects. A Transit Transfer Station is planned as part of commercial center at the northeast corner of Blue Oaks and Westbrook Boulevards. In addition, Blue Oaks Boulevard and Westbrook Boulevard are planned to accommodate a future route for bus rapid transit (BRT). The CSP would be designed to support BRT along the proposed Blue Oaks Boulevard and Westbrook Boulevard rights-of-way. BRT would provide an express bus commuter service throughout west Placer County and to downtown Sacramento employment centers. This service would also provide connections to other transit hubs, including light rail facilities, in Sacramento County.

FIGURE 2-8

BIKEWAY NETWORKS



2.6 PUBLIC FACILITIES AND SERVICES

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

Water Service and Potable Water

The City of Roseville is responsible for the acquisition, development, treatment, conveyance, transmission, and delivery of potable and irrigation water supplies within the City. Once annexed, the CSP would become part of the City's retail service area. Potable surface water supply would be delivered to the CSP through existing City transmission mains. Onsite components would consist of distribution pipe networks and a groundwater well to meet back up project demands in drier conditions. All water improvements will be constructed to City standards using a phased approach. The primary source of water supply for the project would be surface water. However, there are several water supply sources to serve the proposed project, which include:

- Surface water supplies from existing contracts
- Recycled water supplies for non-potable use (recycled water for commercial and multi-family landscaping, medians, and parks); and/or
- Groundwater to supplement water supplies during dry years, when the City's contracted surface water supplies are limited per the City's Water Forum Agreement.

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

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

Water Demands

The City has estimated the project's water demands based on information derived from the City's unit water demand factors and the land uses shown on the CSP Land Use Map (Figure 2-4). Land use designations, associated acreages and dwelling unit counts, unit demand factors, and peaking factors were used to calculate the project's annual potable water demands. These were calculated based on either the number of dwelling units in residential parcels or the total acreage for each type of land use. Unit per acre demand factors and peaking factors were then applied to each individual parcel's potable water demands. Based on these calculations, it is estimated that the water demand for the CSP area is approximately 1,005 acre-feet per year (AFY) (including Urban Reserve areas) after implementing water conservation measures. This demand would be satisfied with a combination of both potable and non-potable (recycled) water sources. The recycled water component would be utilized for non-residential irrigation purposes.

Aquifer Storage and Recovery

Aquifer storage and recovery is a process in which water is injected by specially designed groundwater wells into the groundwater aquifer for storage and then later recovered for municipal use. The City's Environmental Utilities Department is currently pursuing regulatory approval for a City of Roseville Aquifer Storage and Recovery Program (ASR Program). It is important to note the ASR Program currently under development is not a component of the CSP project. Rather this separate project is being pursued consistent with City General Plan Public Facilities Element Policy 11, which calls for development and implementation of an ASR program. Such program is also needed to meet regional conjunctive use goals outlined in the City's General Plan, Water Forum Purveyor Specific Agreement, and components of the Western Placer County Groundwater Management Plan.

The purpose of the proposed ASR Program is to improve the City's water supply reliability by enhancing potable water supply storage capabilities, maintaining groundwater as a sustainable resource, and meet regional conjunctive use program goals.

As stated above, CSP water demand can be satisfied with a combination of existing City potable and non-potable (recycled) water sources. Accordingly, the ASR Program is not a necessary component of the CSP water supply strategy although if implemented it would increase reliability

of existing supply sources through development of new large-scale storage capabilities. A separate project level EIR for the City's proposed ASR Program is currently under preparation and scheduled for public circulation in winter 2011.

Water Transmission

The CSP would connect to the City's existing Pressure Zone 4 for potable water. Zone 4 includes the Del Webb/Sun City area, the West Roseville Specific Plan, Sierra Vista Specific Plan and areas west of the pressure reducing valves, connecting Pressure Zones 1 and 4. Zone 4 has an approximate elevation range of 75-140 feet, and includes the CSP. The City distribution system will supply water to the CSP through system inter-ties with Pressure Zone 4 on Blue Oaks Boulevard and Westbrook Boulevard. These include planned 24-inch mains in Blue Oaks Boulevard and Westbrook Boulevard immediately south of the site and a planned 12-inch main in Holt Parkway on the east edge of the CSP site.

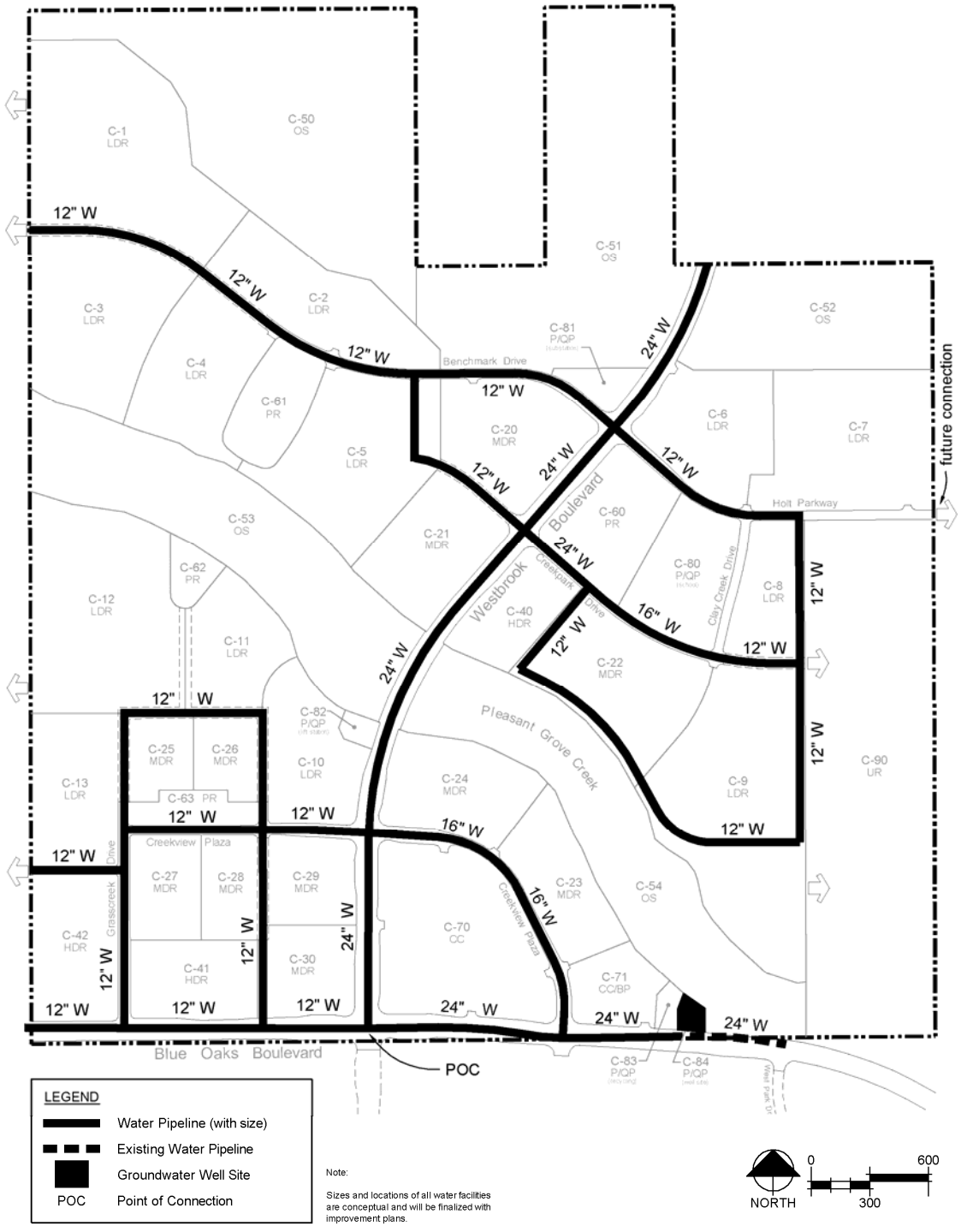
Water would be distributed within the CSP via a looped distribution system that parallels collector and arterial roadways. The transmission and distribution system would consist of 12-inch to 24-inch diameter mains. The distribution system would include one onsite groundwater well that would be used to augment water supplies during "dry" years. The well could also be used as part of the City's proposed Aquifer Storage and Recovery Program. The well would be designed for both injection and extraction. The planned water distribution system and groundwater well, is shown on Figure 2-9.

Water Storage

Water storage for the CSP would be provided by expanding the City's West Side Tank and Pump Station Facility. This site is located within the WRSP immediately south of the Pleasant Grove Wastewater Treatment Plant. This site was sized to accommodate up to 10 million gallons of storage and pumping capacity inclusive of the CSP area, 6 million gallons for the WRSP area, and up to 4 million gallons for other growth areas. The CSP will require 2 million gallons of storage capacity at this site.

FIGURE 2-9

WATER DISTRIBUTION SYSTEM



Wastewater

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

Wastewater Treatment Capacity and Demand

Wastewater flows from the CSP area would be conveyed to the PGWWTP. This facility is located south of the CSP and north of the West Roseville Specific Plan area. The current dry weather flow capacity in the PGWWTP is 12.0 million gallons per day (MGD) and the wet weather treatment capacity is 30 MGD. The measured dry weather flow in 2007 was 7.1 MGD. The ultimate buildout dry weather flow projection as presented in the Systems Evaluation Report for PGWWTP is 24 MGD. At buildout, the CSP area wastewater generational flow (including Urban Reserve areas) is estimated to be approximately 0.48 MGD average daily wastewater flow.

Wastewater Collection and Transmission

Wastewater flows from the CSP would be directed to the PGWWTP by a network of pipes installed within street rights of way or easements. Sewer collection pipes would range in size from 8-inches to 21-inches. The sanitary sewer system would require one lift station in the southwestern portion of the Plan Area, southwest of the Westbrook Boulevard crossing of Pleasant Grove Creek. Interim lift stations may be allowed on a case-by-case basis, as approved by the City. The backbone wastewater collection system is illustrated on Figure 2-10. All sewer improvements would be consistent with the Systems Evaluation Report and will be constructed to the City's standards using a phased approach. As stated above, the PGWWTP would serve the project site following expansion of the Roseville Wastewater Service Area to include the project site. Revised NPDES

permits from the Regional Water Quality Control Board may be required to include the ability of the PGWWTP and the expansion to meet treatment requirements prior to buildout of the CSP (see discussion in Section 4.12 Wastewater of this EIR).

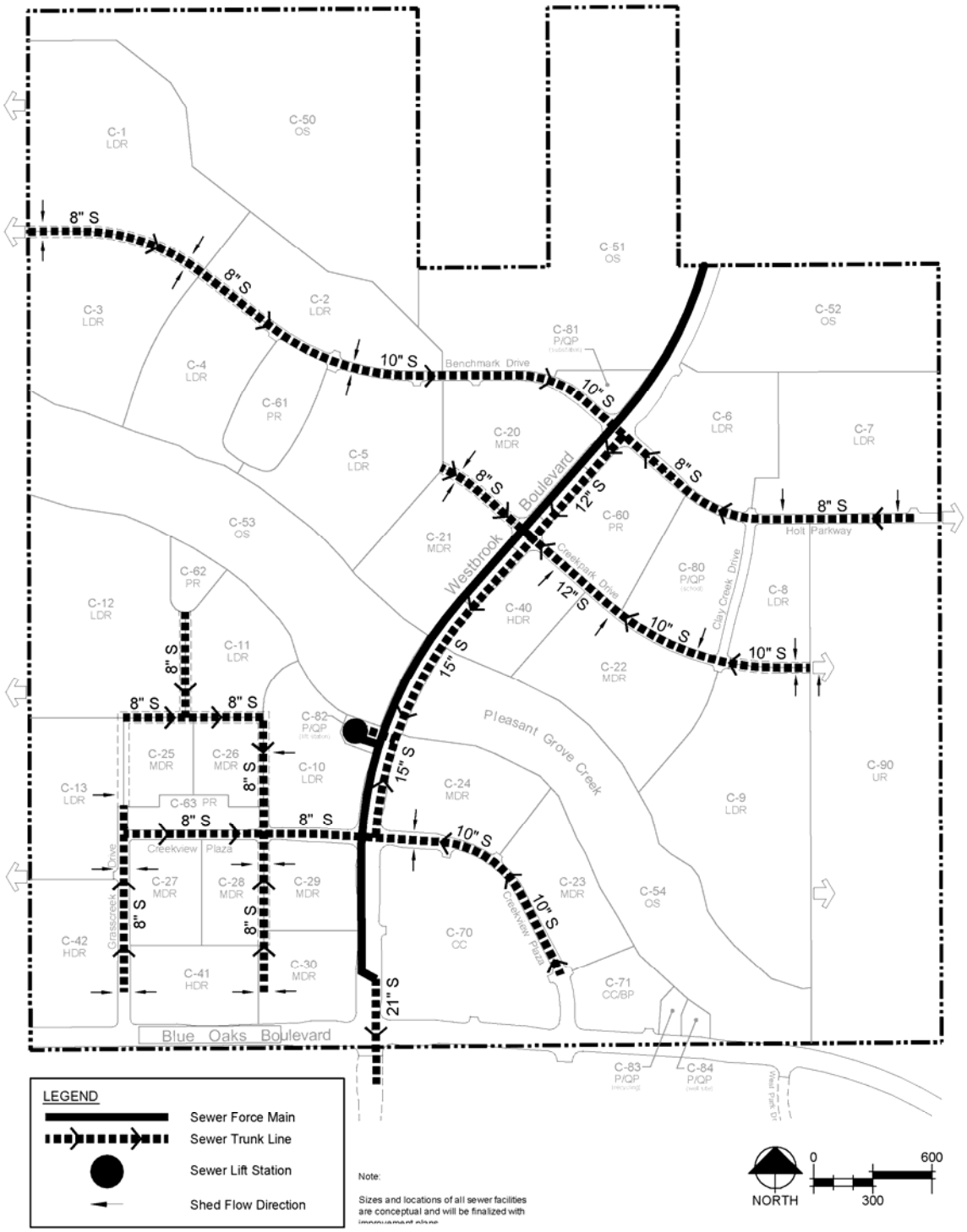
As part of the previously approved West Roseville Specific Plan (WRSP), a 15-20 acre site immediately south of and contiguous to the PGWWTP is planned for future expansion of the PGWWTP. This expansion was analyzed in the WRSP EIR. The expansion area will be used for additional wastewater treatment facilities such as storage ponds, secondary treatment facilities, and advanced treatment facilities.

Recycled Water

The City would be the service provider to the CSP for recycled water from the PGWWTP. The CSP would use recycled water to irrigate landscaping at parks, schools, commercial, business professional (office) and multi-family projects, as well as publicly landscaped areas (including roadway landscape corridors and medians). The use of recycled water would offset potable water demand and is an important component of the CSP's overall water supply. The City would supply recycled water to the CSP through infrastructure constructed as part of the WRSP. The primary connection point would be to a future 24-inch main transmission main located in Blue Oaks Boulevard. During the initial phases of CSP's development, and with the City's approval, potable water may be used on an interim basis for irrigation. The planned distribution system within the CSP would be a looped.

FIGURE 2-10

WASTEWATER COLLECTION



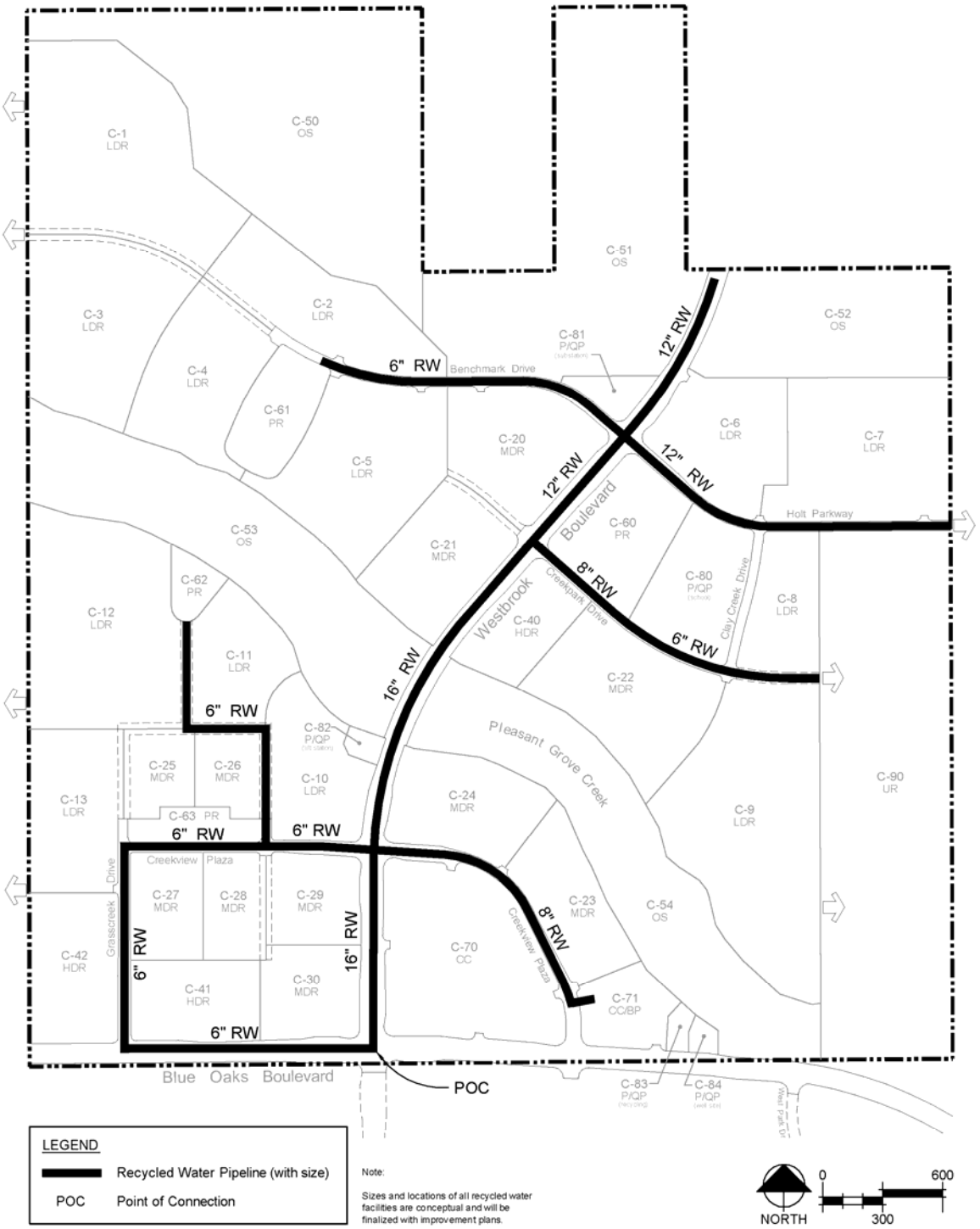
system, which will also include inter-ties to the recycled water system within the WRSP. Recycled water facilities are shown on Figure 2-11. Pipelines in the CSP, ranging in size from 6 to 16 inches, will be located primarily in planned roadways with pipes extending to parcels that need recycled water service.

Recycled Water Storage

The CSP's recycled water storage needs would be accommodated by expanding the City's recycled water storage and pumping facilities located south of the CSP and immediately east of the Roseville Energy Park. An additional 0.6 million gallons of recycled water storage will need to be added at this facility which was included in both the WRSP Final EIR and the SVSP Final EIR. The additional volume from CSP is equivalent to one peak day of storage plus a 20 percent safety factor. This tank size would provide the City with the flexibility to provide recycled water at any time of the day without having to maintain flows at a constant rate for any specified amount of time. Including the recently approved Sierra Vista Specific Plan total storage at this site would be 3.4 million gallons.

FIGURE 2-11

RECYCLED WATER DISTRIBUTION



Solid Waste

The City of Roseville would provide solid waste services to the CSP. Solid waste would be collected and delivered to the Western Placer Waste Management Authority (WPWMA) facility, northwest of the city, at Athens and Fiddyment Roads. The WPWMA owns a Material Recovery Facility that receives, separates, processes, and markets recyclable materials removed from the waste stream. Residual waste is transferred to the WPWMA's Western Regional Sanitary Landfill on the same site. A 0.6-acre solid waste recycling area is proposed on parcel C-83, on Blue Oaks Boulevard. This site would provide receptacles for various recycling materials such as cardboard, glass, and aluminum. Residents would be able to gain vehicle access to this proposed facility from Blue Oaks Boulevard to off-load recyclable materials.

Electrical Service

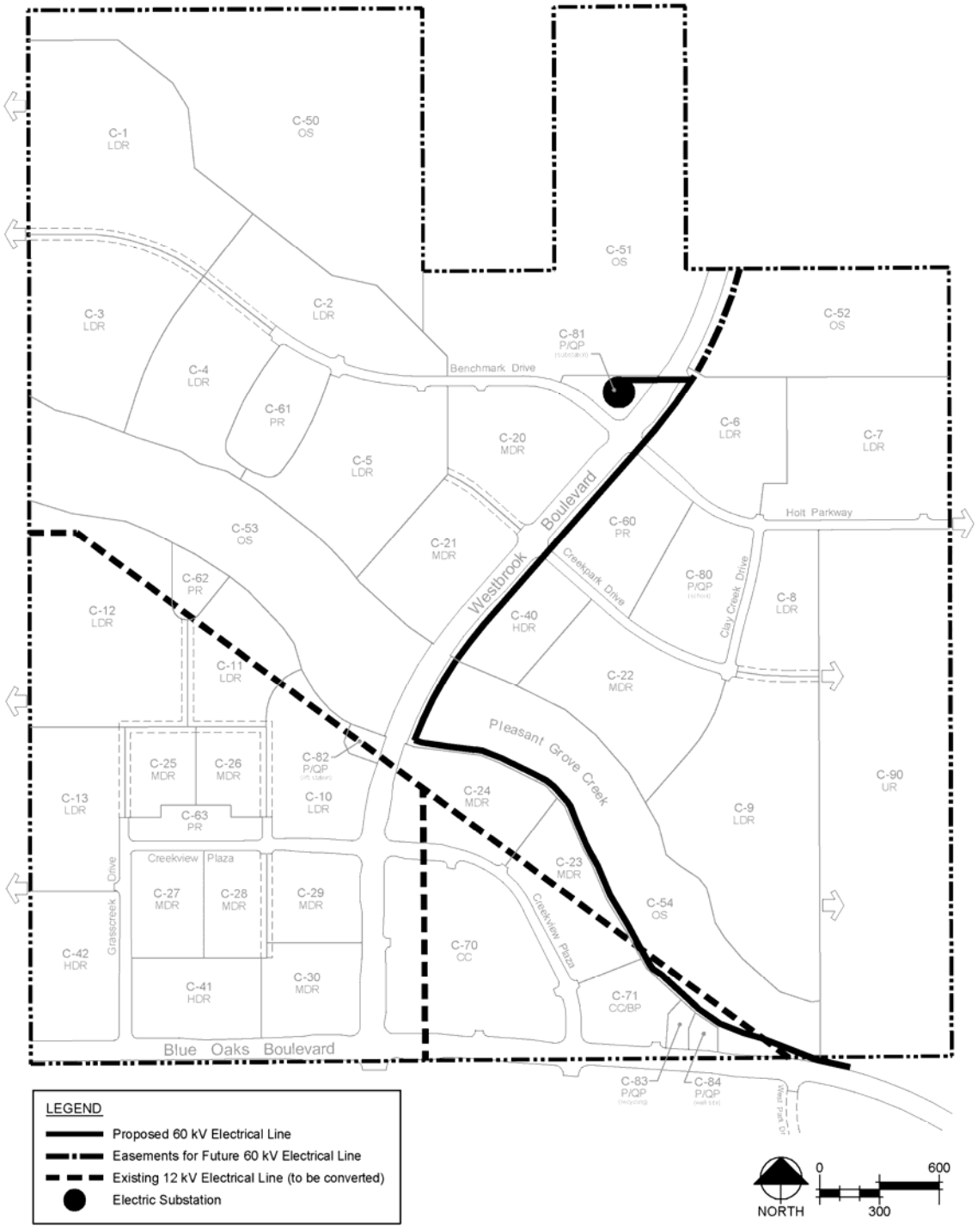
The Project Area currently is within the service area of Pacific Gas & Electric (PG&E). If it is annexed to the City, Roseville Electric would provide electric service to the CSP area. Demand for electrical service in the CSP is estimated to average 5.6 megavolt amperes (MVA) per day, with a peak day demand of 11.5 MVA.

Electricity would be supplied to the CSP through existing and/or proposed facilities as shown in Figure 2-12. Planned backbone facilities include an electric substation and a 60kV transmission line corridor that would be extended west from the West Roseville Specific Plan area.

A new electric substation is proposed on a planned 0.9-acre site (C-81), located in the northern portion of CSP area on the west side of Westbrook Boulevard, immediately south of the open space preserve. The substation would be built with a 12-foot high fence surrounded by a landscape buffer.

FIGURE 2-12

ELECTRIC FACILITIES



Electrical structures associated with the substation would range in height from 10- to 40-feet. Approximately two 60-foot tall, 60-kv tubular steel poles also would be installed in order to connect the substation to the proposed power lines along Westbrook Boulevard. A paved driveway would be installed with the substation for internal circulation of vehicles.

The substation would contain equipment to switch, transform, and regulate voltage for electrical transmission and distribution. Electrical power would enter the substation through 60 kV lines and leave the substation via distribution lines at 12 KV. Transformer banks, breakers, switches, and other electrical equipment would be used to transform the voltage. This substation would connect with Roseville Electric's existing 60kV overhead transmission lines that extend through the Plan Area in a 35-foot-wide easement. The 60kV line completes a loop in West Roseville and provides connections to the WRSP substation to the east and facilities in the project site. These transmission lines extend along the east side of planned Westbrook Boulevard between Pleasant Grove Creek and the substation site, and would extend along the southern edge of the open space (parcel C-54) from Westbrook Boulevard southeast to Blue Oaks Boulevard and along Blue Oaks Boulevard east to the project boundary. Natural Gas

PG&E would provide natural gas upon request and in accordance with the rules and tariffs of the California Public Utilities Commission. PG&E's long-range plans provide for availability of gas service to accommodate increased demand. Delivery of gas service to individual projects in the CSP would be reviewed by PG&E when such individual proposals are made. Service would be provided to the Plan Area from existing and planned infrastructure adjacent to the project site.

A 30-inch high-pressure gas line (referred to as Line 407-East) is currently proposed to be extended on Baseline Road from the west, to Fiddyment Road where it would connect to existing Line 123. The project is part of a regional extension that spans several counties (Sacramento, Sutter, Yolo, and Placer Counties) over a 40-mile area.[1] A six-inch high pressure plastic gas line is located along the south side of Blue Oaks Boulevard, east of the project in the WRSP. Gas lines would be extended west to the project site from the WRSP. A regulator station, valves, and maintenance facilities are also planned along the frontage of the CSP within PG&E's easement.

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

Communications

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

Street Lighting

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

Police and Fire Protection

The Roseville Police Department would serve the Plan Area. The Roseville Police Department provides all operations and patrols out of its central station on Junction Boulevard, approximately 3 miles from the eastern boundary of the project site. The CSP would comply with Roseville Police Department recommendations regarding safety and security, including design features for well lit visible paseos, and emergency access.

The Roseville Fire Department would provide fire protection, fire suppression, emergency medical, and hazardous materials management services to the CSP.

Future fire station #9 on Hayden Parkway, planned south of the project site within the WRSP, would provide primary emergency response. Existing Fire Station #5, located east of the project site in Mahany Park on Pleasant Grove Boulevard and future permanent Fire Station #8, planned for the area of Blue Oaks Boulevard and Woodcreek Oaks Boulevard would provide secondary response.

Schools

The Plan Area is within the boundaries of two school districts: Roseville City School District (RCSD) (K-8), and Roseville Joint Union High School District (RJUHSD) (9-12). The proposed project would include one 7.0-acre school site (C-80) within the RCSD boundary to accommodate the future demand for new elementary schools that would be generated by residential development in this area. The planned elementary school site is adjacent to a neighborhood park to maximize opportunities for joint use recreation facilities.

Middle school students living within the Project Area would be served by existing schools in the district, including the middle school in the WRSP. High school students would attend the planned high school located in the WRSP to the south.

Libraries

The City operates a public library system that currently has three branches. With locations in the downtown Roseville area, Maidu Regional Park, and Mahany Park, these branches provide traditional library services to City residents. The Martha Riley Community Library in Mahany Park is coupled with a utility exploration center (educational center providing information on recycling, utilities, and ways to reduce waste), provides services to the western portion of the City, which would include the CSP area.

2.7 STORMWATER DRAINAGE AND FLOOD CONTROL

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

Pleasant Grove Creek, a perennial stream, traverses the site diagonally, entering in the southeast corner and extended northwesterly to the western edge of the project site. The reach of Pleasant Grove Creek within the project site flows year-round. Most of the site drains to Pleasant Grove Creek by overland flow or through the few wetland swales and ephemeral drainages on the site.

The floodplain for Pleasant Grove Creek is expansive south of the creek, especially in the southwest portion of the Plan Area where the floodplain extends nearly 1,500 feet to the south. Within the Plan Area, the main channel of Pleasant Grove Creek is within proposed open space parcels C-53 and C-54.The northern bank of Pleasant Grove Creek through the Plan Area is steep and extends well above the 100-year floodplain through most of the project site reach. The southern bank is laid back at a gentler slope, allowing floodplain to extend in a southerly direction in several areas.

University Creek, an intermittent stream tributary to Pleasant Grove Creek, enters the site in the northeast corner and extends westerly through the northern portion of the Plan Area and joins the main branch of Pleasant Grove Creek west of the project site. University Creek is currently channelized and has little riparian vegetation. The floodplain of University Creek is shallow and extends approximately 100 feet. The northern one-third of the Plan Area drains toward University Creek. Within the site, University Creek is within proposed open space parcels C-50, C-51 and C-52.

In the pre-project condition, immediately downstream of the Plan Area on the Reason Farms property, the Pleasant Grove Creek and University Creek channels narrow abruptly as a result of past farming practices and land leveling from decades ago.

This constriction creates a bottleneck in the conveyance of floodwaters resulting in an unnaturally expanded 100-year floodplain with water surface elevations higher than under pre-constriction conditions on the project site. This condition restricts downstream conveyance and affects flooding conditions on the site.

Pleasant Grove Creek Bypass Channel

The CSP project includes construction of a bypass channel adjacent to Pleasant Grove Creek to provide additional conveyance and floodplain storage capacity through the Plan Area. This system, created by the bypass channel and Pleasant Grove Creek together, will function to reclaim the historic floodplain of the Pleasant Grove Creek within the CSP area and remove developable lands from the 100-year floodplain. The bypass channel will divert a portion of the high water flows from Pleasant Grove Creek upstream of the major channel constriction, and re-introduce the flows back into the existing channel downstream of the constriction.

The bypass channel would be constructed generally parallel to, and south of the southern bank of the main channel of Pleasant Grove Creek. In the CSP, the bypass channel would be located within the proposed open space corridor (parcels C-53 and C-54). The bypass channel would begin at a point east of the Westbrook Boulevard crossing of Pleasant Grove Creek (north of parcel C-23) and continue west, off-site, onto the Reason Farms property where it will rejoin Pleasant Grove Creek downstream, as shown on Figure 2-13. The proposed bypass channel improvement would modify the bypass channel easterly from its original planned location at the westerly boundary of the CSP to a location east of the Westbrook Boulevard crossing of the Pleasant Grove Creek.

The bypass channel improvements include construction of a low flow channel, inlet and outlet structures at the ends of the bypass channel, and berms adjacent to the bypass channel. Six weir connections will connect the bypass channel with the main Pleasant Grove Creek channel and will enable transfer of storm waters from the main channel into the bypass channel.

Once established with natural vegetation, minimal on-going maintenance of the bypass channel is anticipated to be required but would involve routine removal of sediment that may have accumulated over time. Ramps would be designed in to the contours of the channel to allow maintenance vehicles access to the channel.

The western pedestrian bridge and outlet structure (see Figure 2-13) would be designed to throttle flood flows and detain peak flows within the project site, within the bypass channel. The existing floodplain within the Reason Farms property will remain. The incremental 100-year peak flows created by the development of the proposed project will be mitigated by the impounded back-water within the bypass channel and within the remaining floodplain on the Reason Farms property, until flood events subside. Downstream releases for 100-year and greater events will overspill along the berm between the main channel and the by-pass channel which will be contoured and soft armored for this purpose.

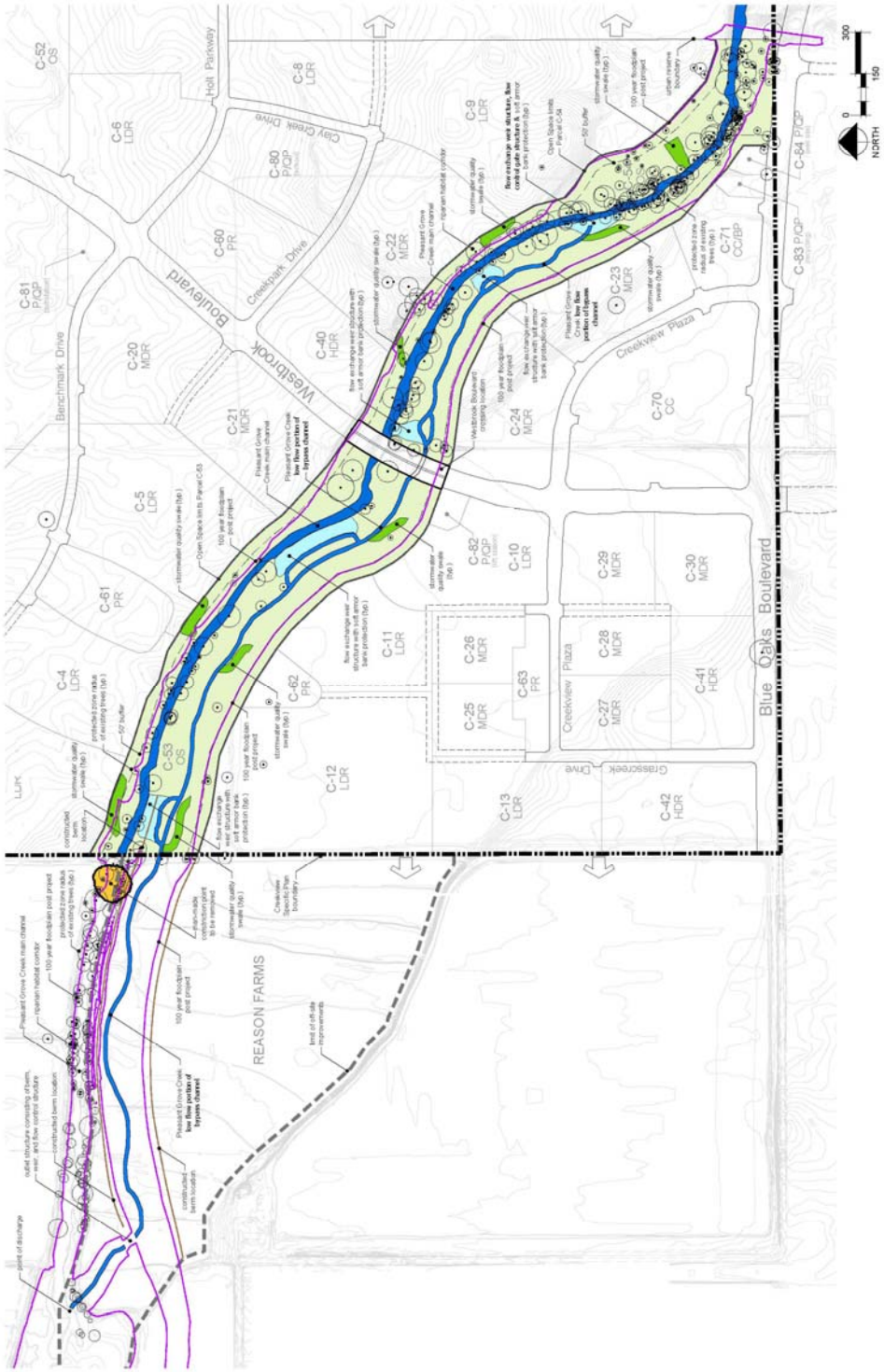
The floodplain improvements, including construction of the bypass channel and associated improvements will not adversely impact the proposed operation of the Pleasant Grove Retention Basin or reduce the available storage within the basin.

Inlet Weir Structures

The bypass channel design includes seven engineered inlet weir connections to the main PGC channel. These weir connections would enable transfers of storm waters from the main channel into the bypass channel. The first inlet structure is planned at the beginning of the bypass channel, at a point east of the Westbrook Boulevard crossing of Pleasant Grove Creek (north of Parcel C-23), shown on Figure 2-13. The first inlet structure will be constructed with concrete

FIGURE 2-13

PROPOSED PLEASANT GROVE CREEK BYPASS CHANNEL



and consist of three gated structures (each 3 feet high and 6 feet wide) (or pipes of equivalent capacity with flap gates) placed within a concrete frame, excavated into the existing earthen berm separating the main creek from the overbank floodplain. The weirs would be passive transfer points located along the southern bank of the natural Pleasant Grove Creek channel and will avoid impacts to existing trees and riparian vegetation. To reduce sediment transfer and deposition into the bypass channel, the transfer of storm waters into the channel would be dispersed among six other inlet weirs located along the expanse of the bypass channel. The design of the inlet weirs will incorporate soft armoring with the use of geo-textile products designed to prevent erosion and allow vegetative growth. This slope protection will allow flows to move between the channels and maintain the integrity of the channel banks.

Outlet/Flow Control Structure

One outlet/flow control structure will be located approximately 2,000 feet west of the CSP boundary, on the Reason Farms property, within the 58.6-acre Off-Site Improvement Area.

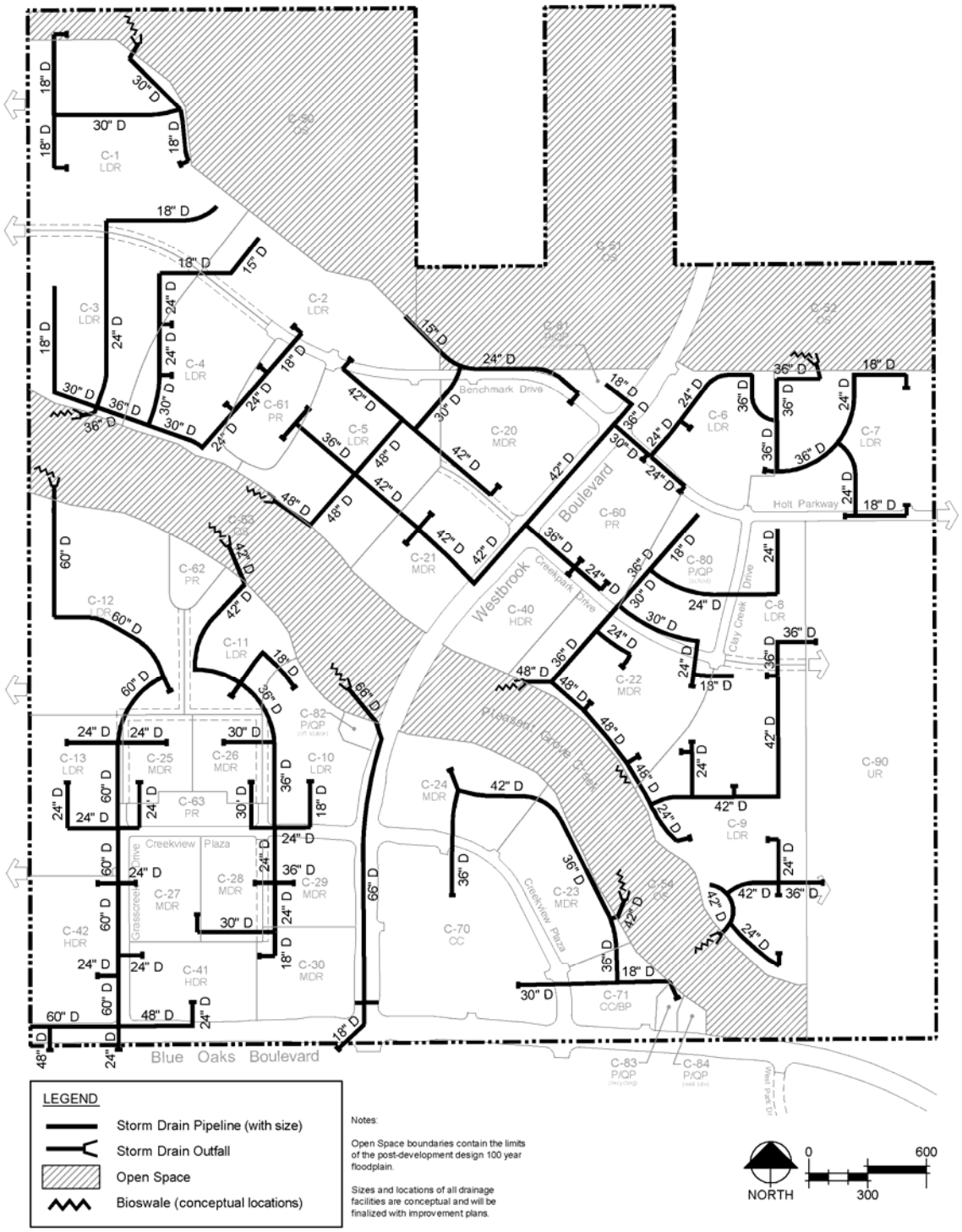
The outlet/flow control structure will consist of a concrete weir and two 36-inch low flow culverts with sluice gate valves that will be used to direct flows traversing through the bypass channel. During high-flow events, the outlet/flow control structure will control peak flows, which will be impounded (stored) within the by-pass channel and the existing floodplain on the Reason Farms property. From there, flows will be either directed into the future Reason Farms flood control basin, or directed from the bypass channel into existing open channels to rejoin Pleasant Grove Creek. The open channels would be oriented to allow discharged flows to gently merge with the flows in Pleasant Grove Creek.

Low Flow Channel

The bypass channel includes a meandering low flow channel to provide positive drainage. The low flow channel would be split into two paths near weir locations to provide a linear, natural-function energy dissipation effect. The splits and the ground between them will provide more area near the weirs and within the channel where dense vegetation will be allowed to establish, to provide filtering of flows entering the bypass channel at the weirs, and to slow these flows to velocities consistent with the rest of the bypass channel. The low flow channel would be roughly trapezoidal, have a depth of one foot, a bottom width of approximately 10- feet, and side slopes of

FIGURE 2-14

STORMWATER CONVEYANCE



four feet. The low flow channel would be constructed by excavation and be designed so low flows would meander through a naturally vegetated channel.

University Creek Channel

Similar to Pleasant Grove Creek, in the pre-project condition, the University Creek channel narrows abruptly, immediately downstream of the Plan Area on the Reason Farms property. This narrowing is the result of past farming practices and has resulted in a man-made constriction that restricts downstream conveyance and affects flooding conditions on the CSP site.

To address this condition on University Creek, the CSP will create a modified channel within proposed open space parcel C-50. The area around the channel will include riparian plantings which will result in an enhanced environment in excess of the pre-project condition. In the northwest portion of the project site, University Creek would be restored to a more natural sinuous stream course within the adjacent floodplain.

Drainage System Improvements

Peak flow rate increases that would result from proposed development will be mitigated through attenuation features including the excavation of wetland creation areas, vegetated treatment swales and creation of additional conveyance with the overbank areas of Pleasant Grove Creek created by the bypass channel improvements. The westerly bicycle bridge crossings of Pleasant Grove Creek will be utilized to constrict peak flows and increase the storage characteristics of the creek by metering downstream flows. Traditional permanent detention basins for peak stormwater flow attenuation are not planned.

The proposed project attenuation enhancement features will provide adequate mitigation to reduce peak runoff rates exiting in the Project without increasing the 100-year hydraulic grade line elevations at the Plan boundaries and offsite. Onsite drainage improvements and open space corridors are shown on Figure 2-14.

City of Roseville Pleasant Grove Retention Basin (Reason Farms)

In addition to detention of peak flood flows within the Pleasant Grove Creek watershed, the CSP will contribute toward construction of the Pleasant Grove Retention Basin project through

payment of the Pleasant Grove Watershed Mitigation Fee. This regional stormwater retention facility is located within the Pleasant Grove watershed and is planned at the City's Reason Farms site located immediately west of the CSP.

Drainage System and Volumetric Storage Facilities

On-site drainage improvements consist of a combination of conventional subsurface and surface drainage systems, construction of pipe conveyance systems, and construction of culverts and bridges at roadway and trail crossings of creeks and tributaries. Stormwater will be discharged through outfalls into open space corridors. Vegetated swales, soft armoring, mechanical storm filters, structural interceptors and other best management practices will be utilized at pipe outfalls or other appropriate locations for water quality management, and to convey stormwater runoff to receiving waters while minimizing impacts to open space resources. Where applicable, outfall structures will be extended past any planned bikeways alignments in the open space areas.

Urban Runoff Water Quality Best Management Practices (BMPs)

The CSP drainage system would include water quality BMPs to reduce the types and amounts of pollutants that may be carried in stormwater runoff. These features may include locating detention basins in the open space parcels, grassy swales and vegetated channels that can be used to remove pollutants by filtration, drainage filtration improvements, and onsite low impact development (LID) features.

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

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

2.8 OFF-SITE IMPROVEMENTS

The following off-site improvements (shown on Figure 2-15) are proposed as part of the project and are covered by this EIR:

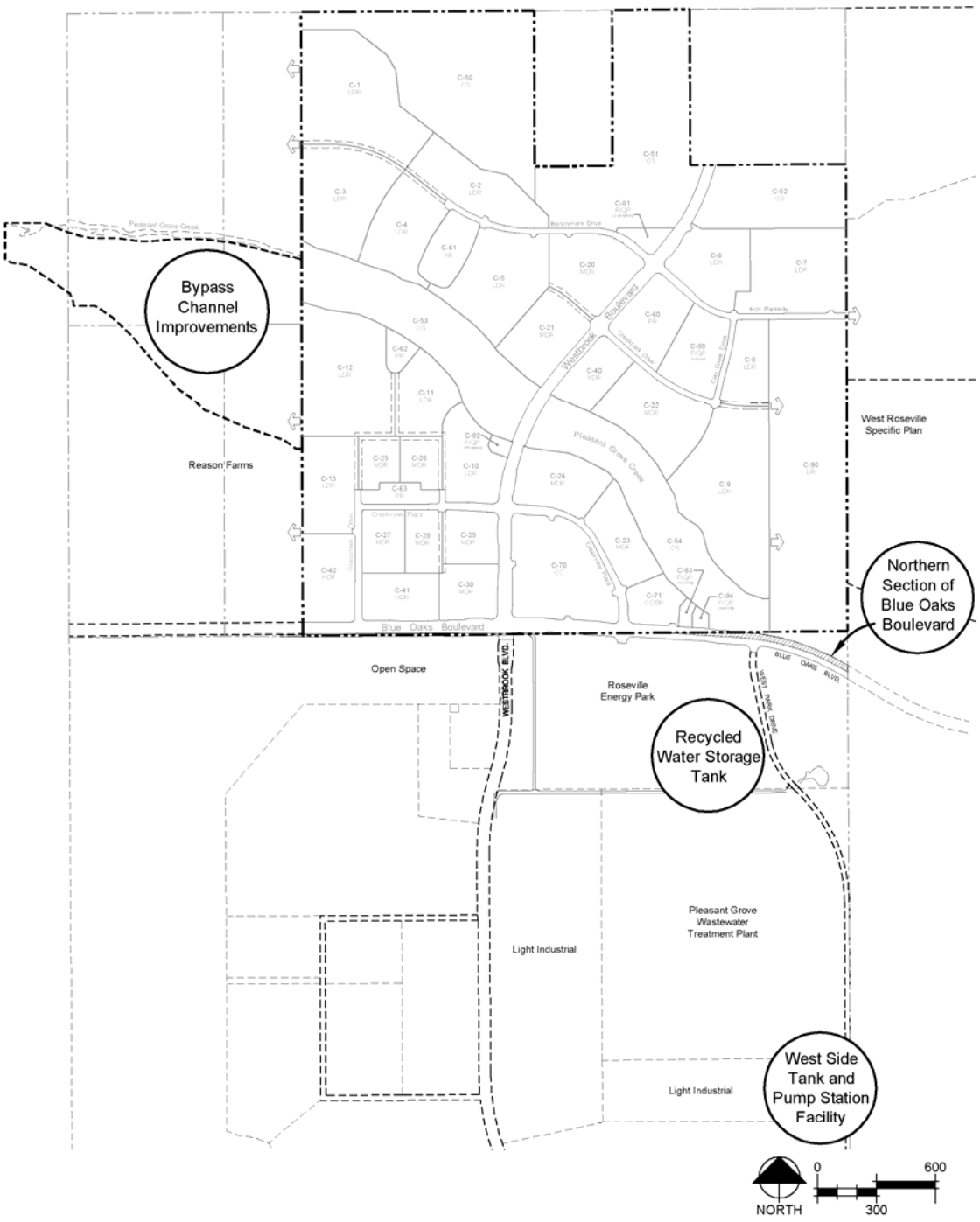
- **Construct Recycled Water Storage Tank in the WRSP**. An additional 0.6 million gallons of storage capacity will need to be added to the City's recycled water storage tank site within the WRSP area, on a parcel north of the PGWWTP, to provide service to the Plan Area. This will also include the expansion of associated pumping facilities to serve the CSP area. The City will be responsible for tank and pump station construction.
- **Construct Water Storage Tank at the West Side Tank and Pump Station Facility.** An additional 2.0 million gallons of water storage capacity will need to be added to the City's West Side Tank and Pump Station Facility. This will also include the expansion of pumping facilities to serve the CSP area.
- **Construct Northern Section of Blue Oaks Boulevard over Pleasant Grove Creek (Coyote Creek) East of Future Westpark Drive to WRSP.** The northern portion of a bridge on Blue Oaks Boulevard would be constructed over Pleasant Grove Creek (and Coyote Creek) south of the proposed Urban Reserve parcel on land owned by the City of Roseville. The West Roseville Specific Plan is responsible for the southern half of Blue Oaks Boulevard[2]. The bridge would extend from the western edge of Parcel F-55 in the West Roseville Specific Plan area. The northern portion of the bridge would include three travel lanes, Class II bike lanes, curbs, gutters, sidewalks, handrails, barriers, streetlights, joint trench and all-in street utilities on the north side of Blue Oaks Boulevard.
- **Construct Pleasant Grove Creek Bypass Channel Improvements in Off-Site Improvement Area.** Pleasant Grove Creek bypass channel and related improvements would be constructed in a westerly direction from the edge of CSP area for a distance of approximately 2,500 feet, immediately south of the main channel of Pleasant Grove Creek. Improvements to be constructed in association with the bypass channel include a low flow channel, weir structures, an outlet structure and earthen berms on the north and south sides of the channel to isolate flows in the bypass channel from flows in the main channel, and an enhanced floodplain detention area on the Off-Site Improvement area.

[2] WRSP Final EIR, February 2004 and WRSP Development Agreements.

Improvements would include cut and fill of approximately 124,700 cubic yards. Excavated soil would be used for construction of earthen berms and would be placed and compacted within the 58.6-acre Off-Site Improvement Area.

FIGURE 2-15

OFF-SITE IMPROVEMENTS



URBAN RESERVE

No off-site improvements are assumed for the Urban Reserve parcel because no development is proposed at this time. Offsite improvements may be required for future development of the Urban Reserve parcel that would be identified at the time of future specific plan processing.

2.9 RESOURCE MANAGEMENT

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

In addition, the resource management approach is designed to be consistent with the Pleasant Grove Wastewater Treatment Plant (PGWWTP) Memorandum of Understanding (MOU) between the City and U.S. Fish and Wildlife Service (USFWS) from May 2000. The City/USFWS MOU contains terms and conditions applicable to existing and future projects, including annexation areas, in areas covered by the MOU, which includes the Plan Area. The CSP and related off-site preservation and restoration efforts are intended to complement larger-scale regional conservation strategies, such as the proposed Placer County Conservation Plan, the County's proposed habitat conservation plan. Coordination with other agencies and conservation efforts would be a fundamental principle and key objective of the CSP resource management approach. Resources contained within on-site Open Space would be managed according to the City's Open Space Preserve Overarching Management Plan. This plan was prepared in accordance with the City/USFWS MOU and will bring a more consistent and efficient preserve management approach to the entire City-wide open space system, including the CSP area. The Overarching Management Plan's monitoring strategy will also produce more valuable city-wide data which will aid in the adaptive management of the overall preserve system. In addition to resource protection, the open space areas help define the visual character of Creekview and would provide for passive

recreation opportunities, pedestrian and bike access, storm drainage, flood water conveyance, utility infrastructure, and land use buffering.

2.10 IMPLEMENTATION

Development Agreement

The CSP would be implemented through a Development Agreement between the City of Roseville and Granite Bay Development II, LLC (Applicant) in accordance with Article V, Chapter 19.84 of Ordinance 3104 of the Roseville Municipal Code. A development agreement is a binding contract between the City and the Applicant and would set the terms, conditions, rules, regulations, entitlements, vested rights, and other provisions relating to development of the CSP area. Included within the Development Agreement would be conditions related to the provision of infrastructure improvements, public dedication requirements, landscaping amenities, and other obligations of the parties. The term of the Development Agreement would be 20 years. The Development Agreement would be tied to the property and may only be modified by mutual consent of the City of Roseville and the Applicant.

Zoning

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

Subsequent Entitlements

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

Dedications

All property to be conveyed to the City, including parks, open space, well site, electric substation site, lift station, solid waste recycling center site, groundwater well sites, and street rights-of-way,

would be free of any liens, monetary encumbrances, special taxes, hazardous materials, environmental constraints, or assessments not approved by the city.

Financing of Public Improvements

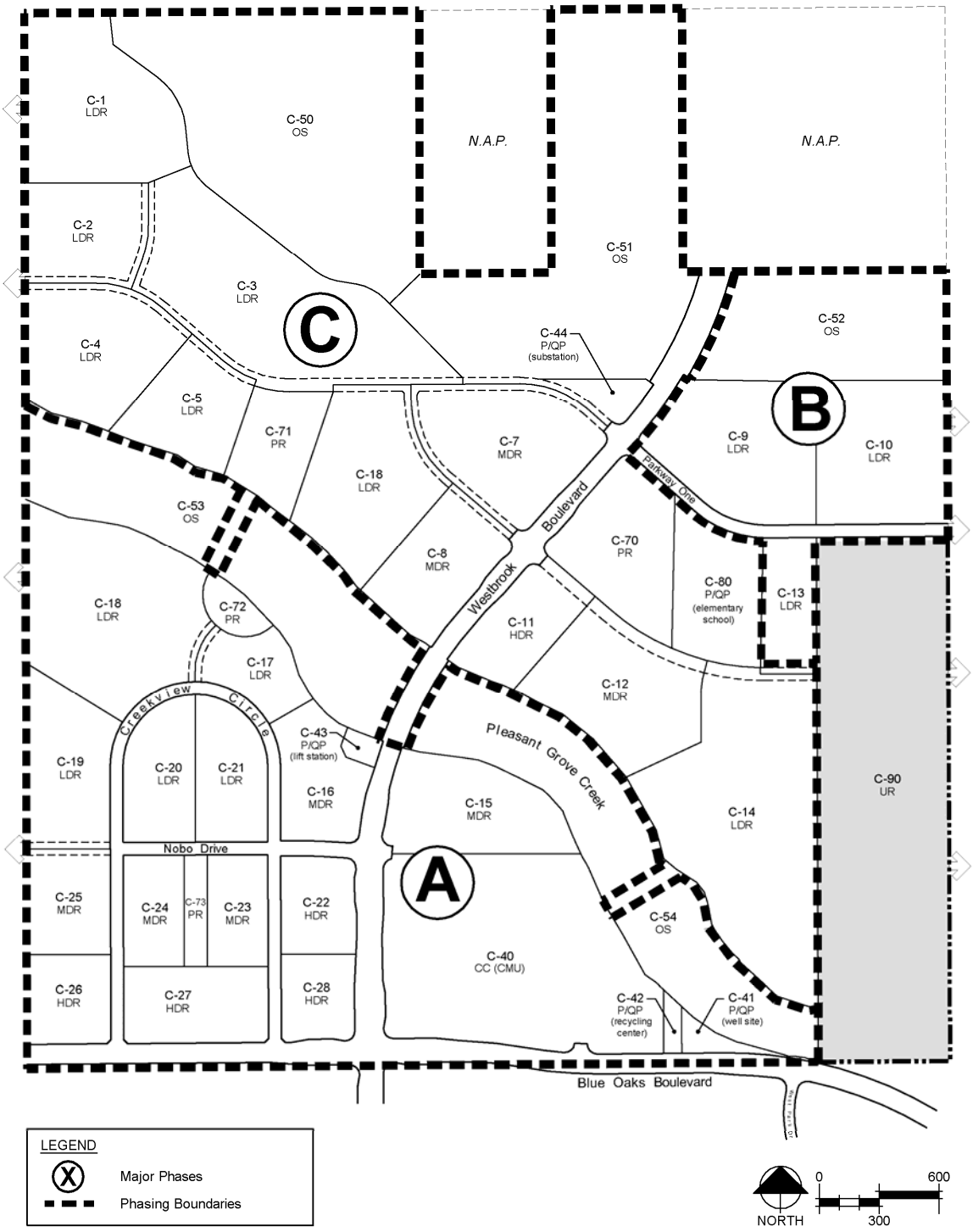
The development of the public improvements necessary to serve the residents within the CSP area would be funded through a variety of mechanisms, such as the levy of a special tax or fee, or the establishment of a Community Facilities District (CFD) and/or statutory assessment districts. The property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

Project Schedule and Construction Phasing

It is expected that construction of the proposed project would commence in 2013 and be complete by 2030, depending on market conditions. The development would be guided by a phasing plan, which would provide for a comprehensively planned infrastructure system with coordinated construction of

FIGURE 2-16

PHASING PLAN



backbone roadways, utilities, and related facilities. The proposed phasing plan consists of three phases (Phases A, B and C), as shown on Figure 2-16.

The major improvements needed to adequately serve each phase have been identified in the phasing plan, to ensure that the improvements in each phase can support associated development in compliance with City policies and standards, and that the development in each phase can support the costs of the required improvements. Existing infrastructure facilities in Blue Oaks Boulevard and Westbrook Boulevard would be extended in a westward and northward manner, consistent with the project development agreement. The infrastructure requirements for each phase of development include all on-site backbone infrastructure and off-site facilities necessary for each phase to proceed. These include roadways, sewer, water, recycled water, storm drainage, dry utilities, recreation, school, and other facilities and improvements. The opportunity exists for any parcel to move forward provided that the infrastructure needed to serve it is constructed to the satisfaction of the City. Once development is initiated, some project phases may have reduced infrastructure requirements if improvements are provided in an earlier phase. At the time development is proposed within a particular phase, if excess capacity is available, utility service improvements may be delayed to later phases, as determined by the City.

Major on-site improvements needed for each phase within the Plan Area include:

Phase A:

- Internal major roadways within phase boundary
- Improvements to Blue Oaks Boulevard along the southern boundary of the plan area.
- Improvements to Westbrook Boulevard from Blue Oaks Boulevard north to Pleasant Grove Creek and phased improvements to intersection of Blue Oaks Boulevard and Westbrook Boulevard.
- Pleasant Grove Creek bypass improvements and 100-year detention facility.
- Utility improvements within the roadway rights- of-way (water, recycled water and wastewater).
- Class I bike trails as funds become available from the collection of a Bike Trail Fee assessed at the time of building permit issuance.

- Backbone dry utilities including gas, electric, telephone, cable television, and signal interconnect, etc.
- Storm drain improvements, outfalls into the receiving waters, stormwater management facilities, and flood control devices as necessary.
- Well site improvements.
- Solid waste recycling site improvements.

Phase B:

- Internal major roadways within phase boundary.
- Improvements to Holt Parkway from the eastern project boundary to Westbrook Boulevard.
- Utility improvements within the roadway rights-of-ways (water, recycled water, and wastewater).
- Class I bike trails as funds become available from the collection of a Bike Trail Fee assessed at time of building permit issuance.
- Backbone dry utilities including gas, electric, telephone, cable television, and signal interconnect, etc.
- Storm drain improvements, outfalls into the receiving waters, storm water management facilities, and flood control devices as necessary.

Phase C:

- Internal major roadways within phase boundary
- Improvements to Blue Oaks Boulevard from the eastern project boundary to Westbrook Boulevard.
- Improvements to Benchmark Drive from Westbrook Boulevard west of to Project boundary.
- Improvements to Westbrook Boulevard from Blue Oaks Boulevard north to the northern limits of the roadway.
- Construction of Westbrook Boulevard bridge crossing of Pleasant Grove Creek.
- Construction of two pedestrian bridge crossings of Pleasant Grove Creek.

- Pleasant Grove Creek bypass improvements.
- Utility improvements within the road rights- of-way (water, recycled water, and wastewater).
- Class I Bike trails as funds become available from the collection of a Bike Trail Fee assessed at the time of building permit issuance.
- Backbone dry utilities including gas, electric, telephone, cable television, and signal interconnect, etc.
- Storm drain improvements, outfalls into the receiving waters, storm water management facilities, and flood control devices as necessary.

The timing of construction of offsite water and recycled water storage and pumping facilities, as described in section 2.8, will be determined by the City as parcel specific development proposals within the CSP are brought forward thorough the City's standard development review process.

Grading

Grading is proposed to be balanced on-site. Approximately 1.4 million cubic yards of cut and 1.2 million cubic yards of fill will be required for development of the CSP as shown on Table 2-2[3]. Of the total volume of cut, 232,000 cubic yards will be for the purpose of constructing the bypass channel (130,000 cubic yards on-site and 102,000 cubic yards off-site).

Grading operations will occur on and off-site. Materials will be excavated on-site for rough grading of the site and to create the bypass channel. Materials excavated on-site will be used on-site as fill. Material excavated to construct the bypass channel in the 58.6-acre Off-Site Improvement Area will be used to create a berm along the southern edge of the bypass channel for the length of the channel in the Off-Site Improvement Area. The remaining material excavated in the Off-Site Improvement Area will be placed as engineered fill in contours south of the bypass channel, within the limits of the Off-Site Improvement Area.

[3] The difference of 1.4 million cubic yards of cut versus approximately 1.2 million cubic yards of fill is due to soil shrinkage or compaction.

TABLE 2-2
PRELIMINARY GRADING SUMMARY

Area	Cut Cubic Yards	Fill Cubic Yards	Shrinkage
On-Site Area	1,300,000	1,100,000	15%
Off-Site Improvement Area	102,000	87,000	15%
Total	**1,402,000**	**1,187,000**	

Proposed General Plan Amendments

The following are the proposed General Plan Amendments, including conforming amendments, to incorporate the CSP into the City's General Plan following annexation of the Plan Area.

1. The City's Land Use Allocation policy in the General Plan would be increased to include the additional 2,011 dwelling units that would result from development of the CSP within the City's boundaries. The residential development in the CSP area would exceed the development assumed in the current General Plan and could not occur unless the dwelling unit cap were increased. The change in the General Plan polices does not include dwelling units for the non-participating properties, since no specific development is proposed at this time. If the City receives a request for development in the future, the City would consider additional amendments to the General Plan at that time.

2. As part of the CSP, the following General Plan policy would be amended by adding a new footnote to the table (shown in <u>underline</u>):

TABLE 2-3

Proposed revisions to: **Table IX-3 of the Roseville General Plan Noise Element**

Performance Standards for Non-Transportation Noise Sources or Projects Affected by NON-Transportation Noise Sources (as measured at the property line of noise-sensitive uses).

Noise Level Descriptor	Daytime (7 a.m. to 10 p.m.)	Nighttime (10 p.m. to 7 a.m.)
Hourly Leq[1], dB	50	45
Maximum Level, dB	70	65

[1] For municipal power plants consisting primarily of broadband, steady-state noise sources, the hourly (Leq) noise standard may be increased by up to 10 dB(A), but not exceeding 55 dB(A) Leq.

Each of the noise levels specified above should be lowered by five dB for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises. Such noises are generally considered by residents to be particularly annoying and are a primary source of noise complaints. These noise level standards do not apply to residential units established in conjunctions with industrial or commercial uses (e.g., caretaker dwellings).

No standards have been included for interior noise levels. Standard construction practices should, with exterior noise levels identified, result in acceptable interior noise levels.

2.11 PROJECT DISCLOSURES

As part of the Project, the following disclosures will be provided to buyers and occupants of residential property in the Plan Area to ensure that future residents are adequately notified regarding certain existing land uses.

1. ***Proximity to Agricultural Use*** 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 CSP 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 written disclosure also shall be made a condition of tentative map approval for the affected properties. A written disclosure shall be supplied to the property purchaser or renter by the vendor or lessor, prior to the

completion of the purchase or rental agreement, until such time as the agricultural uses are cease. The text of the disclosure language shall be approved by the City Attorney.

2. **Proximity to Certain Uses:** To ensure that residents and owners are made aware of certain other land uses in proximity to their respective neighborhoods, the Applicant shall provide through deed disclosure or other similar notice approved by the City Attorney information regarding the potential for use of recycled water, and proximity to parks and schools that may generate noise and light.

3. ***Aircraft Over-Flight Noise:*** The following airports operate in the vicinity of the Project Area: McClellan Airfield ~~is~~ located approximately 7.5 miles from the southern boundary of the project area, Sacramento International Airport located 12-13 miles to the west, and Mather Airport (MHR) located 17 miles to the south and Beale Air Force Base located approximately 22 miles to the north. In order to notify owners or other sensitive users, that due to the potential for aircraft approach or departure, under 3,000 feet could occur over the Project Area, conflicts due to noise from aircraft could occur on the Project site, all owners and occupants of residential property within the Plan Area shall be provided with a deed disclosure or similar notice approved by the City Attorney regarding the proximity and nature of overflight aircraft in the vicinity and the potential for over-flight noise.

4. **Disclosure of Proximity to the Roseville Energy Park and the Generation of Occasional Noise:** The REP is located approximately 1,000 feet from the southern boundary of the project area. In order to adequately inform future residents of the proximity of the noise source, all residential uses with the Project Area shall be provided with a deed disclosure or similar notice approved by the City Attorney regarding the proximity and nature of the REP in the vicinity and the potential for noise.

5. **Disclosure of Proximity to the Pleasant Grove Wastewater Treatment Plan and the potential for the Generation of Occasional Odors:** The PGWWTP is located south of the Project area. In order to acknowledge the potential for odors, all residential uses within the Project area shall be provided with a deed disclosure or similar notice approved by the City Attorney regarding the proximity and nature of the PGWWTP.

6. **Disclosure of Proximity to the Western Placer Waste Management Authority's Solid Waste and Material Recovery Facilities:** The facility is located northeast of the Project area. In order to acknowledge the potential for occasional odors, all residential uses within the Project area shall be provided with a deed disclosure or similar notice approved by the City Attorney regarding the proximity and nature of the PGWWTP.

2.12 REQUIRED PERMITS AND APPROVALS

The City of Roseville is the Lead Agency for the proposed project. Following staff analysis and public review of this EIR, the project application will be forwarded to various City commissions for comment, including; the Planning Commission, Transportation Commission, Public Utilities Commission, and Parks and Recreation Commission. Following review by the public and City commissions, the proposed CSP, CSP Development Agreement, General Plan and Zoning Amendments, amendment of the Urban Water Master Plan, and request for the annexation of the CSP Area will be considered by the City Council.

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

Agency Approvals: City of Roseville

The following approvals would apply to the entire annexation area:

- Certification of the Environmental Impact Report for the Creekview Specific Plan and adoption of the Mitigation Monitoring and Reporting Plan (MMRP)
- Approval of an annexation request to the Local Agency Formation Commission (LAFCO) to amend the City of Roseville corporate boundaries to include additional 501.3 acres. Of the 501.3 acres, 461.4-acres would be developed as set forth in the CSP and 39.9 acres would be designated Urban Reserve for potential future development.

- Approval of revised General Plan Land Use Plan to include the annexation area.

CREEKVIEW SPECIFIC PLAN

The following approvals would apply to the portion of the Plan Area that would be developed as described in the CSP:

- General Plan Amendments:
    - Amendment to City's Land Use Map and text
    - Increase in the Residential Unit Allocation from 66,673 to 68,684.
    - Various amendments to the text and figures to include the CSP
    - Amendments to General Plan Noise Table IX-3 Non-transportation Noise Sources
- Adoption of the Creekview Specific Plan and Creekview Design Guidelines
- Pre-zoning of property to be consistent with the Creekview Specific Plan land use exhibit
- Approval of Large Lot Tentative Subdivision Map
- Approval of Development Agreement between the City of Roseville and Granite Bay Development II, LLC
- Approval of Tree Permits
- Approval of Community Facilities Districts and/or other financing mechanisms
- Amendment of the City's Urban Water Master Plan
- Approval of the Water Supply Assessment
- Amendment to the City's Capital Improvement Program
- Amendment to the City's Bicycle Master Plan
- Allocation of 830 acre-feet per year of City surface water to the Creekview Specific Plan area
- Approval of infrastructure, utilities and other public improvements identified in the specific plan
- Acquisition/condemnation of property and right of way for City and public improvements
- Abandonment of a segment of existing Philip Road along the project boundary (to be renamed and improved as Blue Oaks Boulevard).

The following approvals would apply to the portion of the plan Area designated Urban Reserve in the CSP and identified for potential future development:

- General Plan Amendments:
    - Amendment to City's Land Use Map and text
- Pre-zoning of property to Urban Reserve to be consistent with the Creekview Specific Plan land use exhibit.

Existing uses would be allowed to continue following annexation and pre-zoning to Urban Reserve of the 39.9-acre parcel. Before any urban development could occur within on this property however, specific plan amendment(s), a development agreement, and General Plan amendments would be required, and appropriate project-specific environmental review would be conducted.

South Placer Wastewater Authority

- Expansion of the 2005 Service Area Boundary to include the CSP area.

Local Agency Formation Commission (LAFCO)

- Approval of a Municipal Services Review that analyzes services
- Annexation to the City of Roseville the entire Creekview Specific Plan area (501.3 acres)

Federal

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

- **Federal Clean Water Act Section 404 Permit** (U.S. Army Corps of Engineers [USACE] and U.S. Environmental Protection Agency [EPA]). The USACE regulates the placement of fill or dredged materials in waters of the United States (jurisdictional wetlands), which include stream courses and other wetland features. The USACE regulates these activities under the authority of Section 404 of the Clean Water Act. The EPA has authority to comment on and veto USACE decisions. The USACE would regulate development in the CSP area that affects jurisdictional wetlands.
- **Federal Endangered Species Act Section 7 Consultation** (U.S Fish and Wildlife Service [USFWS])

As part of the Section 404 permit process, the USACE has initiated consultation with the USFWS to determine whether any federally listed species could be adversely affected and to identify measures to avoid or minimize adverse impacts on listed species. The USFWS is responsible for preparing a biological opinion (BO) and incidental take permit.

State

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

- **Water Quality Certification** (Regional Water Quality Control Board, Central Valley Region)

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

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

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

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

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

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

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

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

  Construction would require Section 1602 Streambed Alteration Agreement(s) from the California Department of Fish and Game (CDFG) to evaluate the potential for impacts to aquatic habitat. CDFG has jurisdiction over construction activities affecting streambeds and banks within the 100-year floodplain. A 1602 Agreement between the Applicant and CDFG addresses methods to avoid or minimize aquatic or wetland losses in accordance with CDFG policies.

- **Permit to Operate** (Placer County Air Pollution Control District)

  Stationary sources of air emissions, such as certain commercial and office operations, may require a permit to operate from the Placer County Air Pollution Control District.

- **Hazardous Materials Environmental Oversight**

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

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

Any development proposed in the Urban Reserve will require additional project-level environmental review and may require a separate specific plan and/or amendment(s) to the Creekview Specific Plan, in addition to other development approvals.

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