



COUNTY OF PLACER
Community Development Resource Agency

John Marin, Agency Director

PLANNING

Michael J. Johnson
Planning Director

MEMORANDUM

TO: Honorable Board of Supervisors

FROM: Michael J. Johnson, Planning Director

DATE: July 16, 2007

SUBJECT: Placer Vineyards Specific Plan (PSPA T20060679)
Amendments to the Placer County General Plan, Amendments to the Dry Creek /
West Placer Community Plan, Rezoning, Development Agreements, Final
Environmental Impact Report (SCH No.1999062020)

REQUESTED ACTIONS

The Board is being asked to consider the Placer Vineyards Specific Plan project. The Board will consider the following actions regarding the Placer Vineyards project:

- Certification of the project's environmental document;
- Approval of the Specific Plan and Development and Land Use Standards;
- Approval of amendments to the Placer County General Plan and Dry Creek / West Placer Community Plan;
- Rezoning portions of the Specific Plan area; and
- Approval of the Project Development Agreement(s).

In association with the foregoing, the Board is being asked to consider the Final Public Facilities Financing Plan and the Final Urban Services Plan prepared for this project.

BACKGROUND

At its June 12, 2007 and June 26, 2007 meetings, the Board of Supervisors held two workshops on the Placer Vineyards project. The first workshop provided an overview of the project, including the history of the project; discussed the requested entitlements; and presented the proposed Specific Plan land uses and infrastructure needed to serve the project. In addition, the first workshop provided information about the project's traffic-related issues. The second workshop focused on the project's environmental impact report; project financing and services plan, and the Development Agreement.

LOCATION

The Placer Vineyards Specific Plan (PVSP) area is located in unincorporated southwestern Placer County, bounded on the north by Base Line Road, on the south by the Sacramento/Placer County line, on the west by the Sutter/Placer County line and Pleasant Grove Road, and on the east by Dry Creek and Walerga Road. The PVSP project area contains approximately 5,230 gross acres, with an east-west length of approximately six miles. The project area encompasses approximately eight square miles of land area. Exhibit 1 shows the location of the proposed Placer Vineyards project area in the southwest corner of the County.

COMMUNITY PLAN AREA

Dry Creek / West Placer Community Plan

GENERAL PLAN DESIGNATION

The area of the proposed Placer Vineyards Specific Plan (PVSP) is currently designated “Urban” on the General Plan Land Use Diagram. When the Placer County General Plan was updated in 1994, the PVSP area was designated as the “West Placer Specific Plan,” and up to 14,132 residential units and associated commercial/industrial development were allocated to the project area.

ZONING

The current zoning designation for the proposed PVSP project area are predominantly F (Farm) with combining designations. The northwest and southwest portions of the proposed PVSP area are zoned RA (Residential-Agriculture) with a 10-acre minimum parcel size. One property located at the northwest corner of the proposed PVSP area is zoned C1 (Neighborhood Commercial) and is currently developed with a general store. Another property located at the southwest corner of the proposed PVSP area is zoned IN (Industrial) and currently developed with a self-storage facility. The eastern corner of the PVSP area adjacent to Dry Creek is zoned O (Open Space). The -DR (Combining Development Reserve) designation has been applied over the entire PVSP area with the exception of the open space area by Dry Creek (refer to Exhibit 1, Placer Vineyards Specific Plan: Rezoning Exhibit).

APPLICANT

The Placer Vineyards Property Owners Group is the applicant and consists of the owners of 21 separate properties within the Specific Plan. There are seven property owners within the Specific Plan area (outside of the Special Planning Area) that are not members of the Group. If and when a non-participating property owner decides to develop its property, the property owner will be required to rezone their property and enter into a Development Agreement with the County similar to that being entered into by the participating property owners.

PROJECT BACKGROUND

On August 16, 1994, the County adopted the Placer County General Plan and took several related actions, including the adoption of Resolution 94-238 which amended the Dry Creek / West Placer Community Plan to create the “West Placer Specific Plan Area.” The County also established standards for urbanization within the Specific Plan area.

Various development groups/consultants have been working on a specific plan for the West Placer Specific Plan area since the early 1990s. The Placer Vineyards Property Owners Group (21 property owners) controls approximately 3,736 acres (71 percent) of the 5,230-acre Plan area and initiated this Specific Plan process. In 1996, the first draft of the Placer Vineyards Specific Plan was submitted to Placer County. In May 2003, a second draft of the Specific Plan was prepared and submitted to the County for review. In September 2004, the County published the first Draft Environmental Impact Report (EIR) for the Placer Vineyards Specific Plan.

Based on comments received during the review of the September 2004 Draft EIR, the project applicants modified the Specific Plan to address specific concerns, as well as to include a "Blueprint-type" Specific Plan. In March 2006, the applicant submitted two versions of the Placer Vineyards Specific Plan (the Placer Vineyards Specific Plan and the Placer Vineyards Blueprint Specific Plan). Based upon these two Specific Plans, in March 2006 a revised draft EIR was circulated for public comment.

PROJECT DESCRIPTION

The applicant is requesting approval of a Specific Plan for the development of a mixed-use planned community, including 14,132 residential units, 274 acres of commercial uses (with an estimated 3.5 million square feet of floor area), 919 acres of park and open space land, and 851 acres of quasi-public (i.e., public facilities/services, religious facilities, schools and major roadways) land uses. To implement this expansive development project, the Specific Plan defines a comprehensive set of rules and policies to govern future urban development within the 5,230-acre Placer Vineyards Specific Plan area.

The Plan area has two components. The larger component is the 4,251 acres that are subject to the proposed land uses in the Placer Vineyards Specific Plan. The remaining 979 acres are designated as a Special Planning Area (SPA) and would remain under existing land use designations and zoning. Each of these components is discussed in detail below.

The Specific Plan includes a Land Use Diagram (Exhibit 2) for the 4,251-acre portion of the Plan area which shows specific land uses, the location and density/intensity of future residential, commercial, office and business park, schools, parks, open space and other necessary public facilities. Land Use and Developments Standards have also been developed and upon adoption will govern all future development within the Placer Vineyards Specific Plan. In addition, the Specific Plan identifies the major infrastructure (roads, water, sewer, drainage systems) and public services needed to accommodate the new development. The overall residential density will be 5.7 units per acre, exclusive of the SPA and major roadways. The average density in and around the Town Center is 14 units per acre. Implementation of the proposed project will result in a build-out population of approximately 32,800 persons over a 20- to 30-year period.

PROPOSED PLACER VINEYARDS SPECIFIC PLAN

Land Uses

The Placer Vineyards Specific Plan proposes a mixture of land uses on 5,230 acres (including the 979 acres within the SPA) which are depicted on the Land Use Diagram (Exhibit 2) and includes:

- 14,132 Residential Dwelling Units(including the SPA), including:
 - 65 percent of the Specific Plan land area is dedicated to residential uses
 - 3,519 units Low Density Residential, 25 percent of all residential units with an average density of 3.5 units per acre
 - 6,474 units Medium Density Residential, 45 percent of all residential units with an average density of 5.5 units per acre
 - 3,092 units High Density Residential, 22 percent of all residential units with an average density of 15 units per acre
 - 636 units Commercial Mixed-Use, 5 percent of all residential units with an average density of 18 units per acre
 - 411 units Rural Residential, 3 percent of all residential units

- 273 acres of Commercial Land Uses:
 - 5 percent of the Specific Plan area is dedicated to commercial land uses
 - 166 acres Retail / Commercial, 60 percent of commercial acreage with floor area ratios ranging from 0.20 to 2.0
 - 107 acres Office / Business Park, 40 percent of commercial acreage with floor area ratios ranging from 0.20 to 0.45
 - Includes C/MU, O, BP, PC and TCC

- 1,560 acres of Public/Quasi-Public Land Uses:
 - 30 percent of the Specific Plan area is dedicated to public/quasi-public land uses
 - 51 acres of Public Facilities/Services (government offices/facilities, sheriff and fire stations, library, transit station, utility substation, and cemetery)
 - 91 acres of Religious Facilities
 - 167 acres of Schools (6 elementary, 2 middle, and 1 high school)
 - 211 acres of Parks (community, neighborhood, mini, recreation center)
 - 709 acres of Open Space
 - 331 acres of Major Roadways (thoroughfares, arterials, collectors)

Low Density Residential (2 to 6 du/ac)

The Low Density Residential (LDR) areas are intended for single-family detached and half-plex units. Residential density will range from two to six dwelling units per acre. The PVSP Land Use Diagram designates 1,001 acres of LDR which is generally located along the south, east and west edges of the Specific Plan area.

Medium Density Residential (4 to 8 du/ac)

The Medium Density Residential (MDR) areas are intended for a range of housing types, including standard-lot single-family residences, small-lot single family residences, and half-plex units. Residential densities will range from four to eight dwelling units per acre. The PVSP Land Use Diagram provides 1,176 acres of MDR which is dispersed in various locations through the Specific Plan area, with the majority of the MDR sites proposed to be located around the Town Center.

High Density Residential (7 to 21 du/ac)

The High Density Residential (HDR) areas are intended for a range of housing types, including small-lot single family residences, cluster housing and motor courts, townhouses, condominiums, attached units, and a variety of detached multi-family apartment units. Residential densities will range from seven to 21 dwelling units per acre. The PVSP Land Use Diagram provides 205 acres of HDR which are generally located around the Town Center and around the other Village Centers within the Specific Plan.

Special Planning Area (SPA)

The Special Planning Area (SPA) land use designation is located on approximately 979 acres at the western end of the Plan area and includes the existing Riego area. There are approximately 150 existing residences within the SPA. Approximately 200 (or 87 percent) of the existing parcels within the SPA are five acres or less in size, with the majority of the parcels being less than two acres in size. The remaining parcels range in size from 5 to 96 acres in area.

Of the 14,132 units proposed for the Specific Plan area, a total of 411 total units are reserved for properties within the SPA for the eventual build-out of that area. These 411 units include the 150 existing residences, leaving an additional 261 new residences allocated for development in the SPA without amending the current maximum allowed in the Specific Plan area. The 261 additional units reserved for the potential build-out of parcels within the SPA area are predicated upon 63 new units allowed to develop consistent with the current zoning, plus an additional 198 units for potential future development, assuming some future rezoning to increase the allowable dwelling units per acre.

The Placer Vineyards Specific Plan proposes that the SPA remain as a rural residential area for the westerly edge of the County. The Plan does not propose any new land use designations or rezoning of the SPA, nor does the project assign ownership to the potential 198 units. The main trunk lines of the Placer Vineyards infrastructure system (i.e., sewer, water, and storm drainage) will be sized to serve the additional units in the SPA. Should property owners within the SPA desire to develop at densities greater than allowed under current zoning in the SPA, additional project-level environmental analysis and an amendment to the Placer Vineyards Specific Plan will be required. For additional information about the SPA, refer to Exhibit 3.

Commercial (COM)

The PVSP designates two sites (34 acres) for commercial (Com) land uses. The first site is located on the southeast corner of Watt Avenue and Base Line Road. The second site is located at the southwest corner of Watt Avenue at its intersection with the future East Town Center Drive. The floor area ratio (FAR) applicable to the Commercial land use designation range from 0.20 to 0.30. The Commercial land use allows for a variety of retail uses and services, including small convenience stores and centers, neighborhood-serving shopping centers, and community-scale retail centers.

Town Center Commercial (TCC)

The PVSP designates 43 acres as Town Center Commercial (TCC) with the assumption that 80 percent of the area will be retail uses and 20 percent will be office. The TCC is located south of Base Line Road, between the future 14th and 16th Streets. The FAR applicable to the TCC land

use designation ranges from 0.35 to 2.0. The Town Center is envisioned to create a pedestrian-oriented, easily accessible, mixed-use retail core in the heart of the Placer Vineyards community. The Town Center supports a mix of uses, with office or residential uses located above ground-floor retail shops. Ground-floor retail uses with mid-rise buildings (five to six stories), placed at the back of sidewalks, are envisioned to open onto wide pedestrian sidewalks, allowing for outdoor dining and retail displays. A variety of uses are allowed in the TCC, including all types of office uses (e.g., banks and medical offices); a variety of retail stores and services (furniture stores, clothing and household goods, music stores and video outlets, hotels, motels, restaurants, bars); a variety of entertainment uses (movie theaters, nightclubs); and public and quasi-public uses (community recreation center, library, fire station, sheriff's substation, and religious facilities); along with public parks, an amphitheater, and plazas. The development of residential uses within the TCC designation is encouraged.

Commercial/Mixed-Use (C/MU)

The PVSP designates 11 sites (50 acres) as Commercial/Mixed-Use (C/MU). The C/MU sites are generally located on the corners of collector and arterial streets within the Specific Plan area. The C/MU land use designation allows for a residential density range of 14 to 22 dwelling units per acre. The FARs applicable to the C/MU land use designation range from 0.35 to 2.0. The C/MU designation is intended to encourage a variety of projects with a mix of uses, including high-density residential, retail and office uses within a single development. The C/MU designation allows for mixed-use neighborhood nodes of office and commercial uses on smaller sites that are integrated into the surrounding residential neighborhoods. The C/MU may include both vertical mixed-use/ ground-floor commercial uses with residential and office above, or horizontal mixed-use/ commercial and residential development located on the same site with shared open space and direct pedestrian connections. The C/MU designation also envisions and provides for uses such as live-work residential loft spaces with living units integrated into office spaces, commercial store fronts and artist studios.

Office (O)

The PVSP designates two sites (33 acres) for Office (O) land uses. Both sites are located along the south side of Base Line Road. The FARs applicable to the Office land use designation range from 0.25 to 0.45. The Office land use is intended for professional and administrative office uses, including: finance, insurance, and banking offices; office parks for research and development; light manufacturing uses; medical and dental facilities; and related incidental office supporting commercial uses such as copy centers, cafes, communication retail sales and services, and office supplies.

Business Park (BP)

The PVSP designates two sites (58 acres) located along Base Line Road as Business Park (BP). The BP land use designation allows for a variety of development with a FAR range from 0.20 to 0.45. The Business Park (BP) land use provides for a wide range of large-scale office, commercial, and light industrial land uses on large parcels. BP land uses are intended to provide employment, commercial, and regional uses that will foster a balance of jobs and housing. The BP designation allows for: a mix of office park uses (light industrial, "high-tech" manufacturing and assembly, distribution, warehousing, research and development; medical and dental facilities), and supporting retail commercial uses (business services and office support services).

Power Center (PC)

The PVSP designates two sites (60 acres) located near the southwest corner of Base Line Road and Watt Avenue as Power Center (PC). The FARs applicable to the PC land use designation range from 0.20 to 0.35. The PC land use is envisioned for large-scale retail stores (i.e., big-box retail) providing goods and services for the regional market. Stores may include, but are not limited to, home improvement and large-scale gardening centers, large-scale discount centers, furniture, computers, household goods and groceries, automobile sales and services, automobile service stations, tire stores, and large-scale clothing outlets. PC uses may also include restaurants and drinking establishments, and fast-food restaurants (including drive-through facilities).

Business Park/Power Center (BP/PC)

The PVSP designates one site (31 acres) located at the southwest corner of Base Line Road and Watt Avenue as Business Park/Power Center (BP/PC). This designation allows for both the BP and PC land uses. The FAR range from 0.25 to 0.45 for BP and 0.20 to 0.35 for PC.

Religious Sites (REL)

The PVSP designates 11 sites, encompassing 91 acres, as Religious sites (REL). Religious sites are designated for houses of worship. These sites will be made available for religious facility development within the Plan area without the requirement for a conditional use permit. Similar to the School and Park site land use designations, the Religious site land use designations provide an upfront location disclosure to neighboring property owners the locations of future religious uses with the Plan area.

Parks and Open Space

The Placer Vineyards project includes a comprehensive park and open space plan. The project proposes active recreation park facilities at a minimum rate of five acres of park /open space land for every 1,000 residents. The park and open space plan provides 210 acres of parks, 709 acres of open space, and 22 acres of private parks. The public park facilities include two large community parks, 22 neighborhood parks, and 29 mini-parks. Each of the commercial areas (the Town Center, and the East and West Villages) includes a public park/plaza area. The Town Center green is located in the heart of the Town Center and will function as both an active and passive recreation area. The park/plaza will serve the community as a civic/cultural focal point and gathering area. It is anticipated that this park will include facilities such as a small amphitheater, turf, fountains or water features, and playgrounds.

To meet the anticipated needs of future residents, the Placer Vineyards project proposes to provide urban-level recreational programming. The anticipated recreation facilities include a recreation center, a community center, a gymnasium, a youth center, a senior center, and an aquatic center. The project also includes 46 miles of Class 1 bike trails that run throughout the project, as well as along the Dry Creek corridor frontage. The trail within the Dry Creek corridor will be part of a large regional trail system that is anticipated to run from Sacramento to Folsom Lake. The park maintenance and recreational programming costs for the project are intended to

be paid for through a Community Facilities District or similar district assessed through property taxes.

Affordable Housing

Consistent with the SACOG Regional Housing Compact, the Placer Vineyards Specific Plan proposes ten percent of the total residential units, exclusive of the SPA, will be constructed as affordable housing units (as defined by the State of California). Of the total of 1,372 affordable units to be constructed within the Specific Plan area, two percent (274 units) of the units are being set aside for moderate income households, four percent (549 units) are being set aside for low income households and four percent (549 units) are being set aside for very low income households. Affordable units may be for-sale or rental units and will be distributed throughout the Plan area. The Development Agreements specify additional details for providing affordable units, including income range definitions, affordable unit transfers and credits, construction timing and Affordable Housing Development Agreement requirements.

Transportation Network

The Placer Vineyards project proposes to provide for a diverse range of transportation facilities, allowing for the safe and efficient movement of people and goods throughout the Specific Plan area. The circulation network is designed to accommodate the expected Specific Plan area traffic as well as provide logical connections and extensions of pedestrian, bikeway, and transit facilities, both within the project and regionally. The proposed circulation system is presented in the Circulation Diagram (Exhibit 4). The Specific Plan also proposes to provide a system of on-street bikeways, off-street bicycle/pedestrian trails, equestrian linkages, and street-side pedestrian walkways.

Roadway Circulation

The Specific Plan area is proposed to be served by a network of public and private roadways organized as a system of thoroughfares, arterials, major collectors, collectors, and local streets. The roadway circulation system is based on an interconnected system of streets that organizes and provides access into the Plan area.

Thoroughfares: Base Line Road and Watt Avenue

Thoroughfares are major arterial roadways designed to carry high volumes of through-traffic with limited intersections and restricted driveway access, reducing travel delay. Base Line Road and Watt Avenue have been designated as the primary thoroughfares within the Plan area. Base Line Road is projected to accommodate six travel lanes, and Watt Avenue is anticipated to provide six-lanes with right-of-way for two additional lanes dedicated for bus rapid transit (BRT) right-of-way. Thoroughfares are designed to be divided by a raised landscape median (20-foot in width), have on-street bike lanes, and 50-foot-wide landscape corridors with a 10-foot-wide meandering multi-use trail.

Arterials: Dyer Lane and 16th Street

Arterial streets are high-volume roadways with limited access and intersection spacing at approximately every one-quarter mile (1,200 feet). Local and collector streets typically feed onto arterial streets to provide linkages between neighborhoods. Within the Specific Plan area, Dyer Lane and 16th Street are identified as arterial streets. Arterial streets are proposed to be

designed with four traffic lanes divided with landscaped medians (14-foot in width), on-street bike lanes, and landscape corridors (35-foot in width), with a separated, 10-foot-wide multi-use trail.

Collector Streets

Collector streets are designed to carry light to moderate traffic volumes that provide access to individual development areas, neighborhoods, schools, parks, and other community amenities. Collector streets will provide the major circulation routes within individual developments. Collector streets are generally characterized as two-lane roadways with on-street bike lanes, parallel parking, and separated tree-lined six-foot wide sidewalks. Collector streets will include Palladay Road, 12th Street, West and South Town Center Drive.

Commercial Streets

The project includes several commercial streets to serve parcels within the Commercial, Business Park, Power Center, and Town Center areas. Commercial streets are similar to Collector streets, but typically do not include bike lanes. Commercial streets include A Street, Town Center Drive, and the two-lane streets serving the Town Center commercial area, bounded between 14th Street and 16th Street and Base Line Road and Town Center Drive. A Street is designed as a parallel access road to Base Line Road to serve the commercial development south of Base Line Road. At project build-out, Town Center Drive will be a two-lane roadway with bike lanes, a 35-foot-wide promenade down the center of the street, and a street car lane on the north side.

Local Streets

Local streets are not depicted or specifically located on the PVSP Circulation Diagram. Generally, these roads have not been laid out, and will be developed as individual projects within the Specific Plan proceed. Local streets provide access to, and circulation within, neighborhoods in the Plan area, and include non-residential and residential streets. Local streets are designed as low traffic volume, two-lane roadways with parallel parking, and tree-lined landscape parkways with 4-foot-wide, separated sidewalks. Traffic-calming features such as bulb-outs, traffic circles, or narrow road widths will be integrated into the roadway designs to ensure that traffic speeds remain low and the streets are pedestrian-friendly.

Residential Alleys

To accommodate a variety of residential products, the Placer Vineyards project includes private residential alleys which are encouraged to be designed such that they are continuous through a block and provide visibility from one end of the alley to the other. In addition, landscaping (where appropriate) will be provided along alleyways to break up the expanse of pavement.

Transit System

The Specific Plan envisions that the project will be served by a multi-faceted transit system, and includes facilities to promote public transportation use including a transit center, bus turnouts, bike lockers, park-and-ride lots and conveniently spaced, covered bus stops. The Plan area will ultimately be served by a local bus system, providing routes within the Specific Plan area; a regional system, providing connections to Roseville, Rocklin and Sacramento County; a commuter system, providing connections to Light Rail and Sacramento; and Dial-a-Ride service. A Transportation

System Management (TSM) Plan will be prepared by the applicant and approved by the County for the Specific Plan area. This Plan may include transportation programs such as: ridesharing/carpooling/vanpooling; preferred parking for carpooling; preferred transit access; transit use incentives; and telecommuting/satellite work centers.

Public Utilities and Services

Water Supply and Distribution Facilities

The Placer Vineyards project proposes that the Placer County Water Agency (PCWA) will provide potable water for the project area, with either PCWA or California American Water Company providing the retail service. PCWA recently completed a detailed analysis of long-term demands in its service area, as well as the Agency's available supplies under three separate conditions. PCWA examined its available supply in normal, multiple dry years, and the single-driest year. The study concluded that PCWA has adequate supplies in all three hydrologic conditions to provide for all current, planned, and proposed growth in western Placer County, including the Placer Vineyards project.

PCWA anticipates that the long-term water supply for Western Placer County, including the Placer Vineyards project, will most likely be provided from a newly developed source on the Sacramento River. PCWA anticipates constructing new diversion and treatment plant facilities as well as transmission pipelines to provide this supply. The Sacramento River diversion project is not anticipated to be completed until after the Placer Vineyards project is under construction. Therefore, an initial surface water supply from existing PCWA facilities will serve the Placer Vineyards Specific Plan until the Sacramento River supply is available.

The proposed initial supply consists of available surface water from a portion of the 35,500 acre feet per year (AFA) of PCWA's unused American River Middle Fork project water, to be diverted at PCWA's new permanent American River Pump Station (ARPS), conveyed to, and treated at the existing Foothill Water Treatment Plant. Treated water will be delivered through PCWA's existing transmission pipeline system to the City of Roseville's water system in the vicinity of Industrial Avenue under a cooperative agreement between the City of Roseville and PCWA. Under the terms of the agreement, PCWA can convey approximately 10 million gallons per day through the City's pipeline system to a location near the intersection of Base Line Road and Fiddymont Road. The initial water supply system will be extended from this location along Base Line Road to the northeast corner of the Placer Vineyards Plan Area.

A second initial water supply is the same source described above, the 35,500 AFA of PCWA's unused American River Middle Fork project water, diverted at the ARPS, but treated at the Ophir Water Treatment Plant, instead of the Foothill Water Treatment Plant. This secondary initial water supply would complement the first initial water supply and would be transmitted to the project site through a new pipeline that would not rely on the City of Roseville water conveyance system. This second initial supply alternative would be needed if and when the Roseville conveyance system reaches the 10 MGD capacity, and would provide an alternative delivery system to the project site.

If the Sacramento River diversion project becomes infeasible, an alternative long-term water supply from the Ophir Water Treatment Plant will be pursued. This alternative long-term supply

would not come from the 35,500 AFA described above. Instead, it would come from an additional 35,000 AFA from either the Middle Fork project or from PCWA's Central Valley Project (CVP) contract with the United States Bureau of Reclamation. Implementation of this alternative long-term supply would require an enlargement of the American River Pump Station and construction of additional pipeline infrastructure. Regardless of the delivery system, PCWA has concluded there are adequate surface water sources to serve the proposed project.

Groundwater resources are currently used to meet existing water demand, primarily for agricultural operations and rural residences, within the Placer Vineyards area. Most of the existing groundwater use will be gradually displaced by future surface water as the Placer Vineyards Specific Plan builds out. Although the Placer Vineyards area would not typically rely on groundwater as a water supply, PCWA has considered using groundwater only as a part of its conjunctive use strategy, consistent with the Agency's Integrated Water Resources Plan.

Wastewater Collection, Treatment and Disposal

Sewer services in Placer County are provided by the Placer County Facilities Services Department, Special Districts Division. This Division maintains and repairs the sewer collection systems, and operates and maintains wastewater treatment plants within its jurisdiction. Areas served include North Auburn, Granite Bay, Sabre City, the Sunset Industrial area, Sheridan, Applegate and Blue Canyon. Wastewater from Granite Bay, Sunset Industrial area and the Dry Creek Communities area (which includes Sabre City) is treated by the City of Roseville under an operations agreement between the participants of the South Placer Wastewater Authority (SPWA). New development in the Placer Vineyards area would be served by a wastewater collection system owned and operated by the Special Districts Division.

The project has proposed that wastewater treatment for the Placer Vineyards area will occur at the Dry Creek Wastewater Treatment Plant (DCWWTP), which is owned and operated by the City of Roseville, on behalf of the SPWA (of which Placer County is a member). Recent studies have shown that there is sufficient availability of treatment capacity at the DCWWTP to serve the Placer Vineyards project; however, the service area boundary will need to be expanded.

Recycled Water

The Placer Vineyards project proposes to utilize recycled water to meet a portion of the irrigation demands for the development. The City of Roseville will be the wholesale provider of recycled water and will provide a recycled water supply in a volume up to the average daily dry weather wastewater flow for the project. Supply may not meet the daily demand during the months of July and August, and a supplemental supply may be required from PCWA. Placer County will be the retailer for the recycled water and will be responsible for compliance with State laws.

Solid Waste

Solid waste generated in Placer County is collected and hauled by the Auburn-Placer Disposal Service from County Franchise Areas One and Four, which include the western and southern portions of Placer County. Solid waste is hauled to the Western Placer Waste Management Authority's Materials Recovery Facility at the southeast corner of Athens Avenue and Fiddyment Road in the Sunset Industrial area, approximately seven miles north of the Placer

Vineyards project area. Additional solid waste generated by the Specific Plan area would have potential to reduce the life of the landfill by one to two years.

Fire Protection

Fire protection services for the Placer Vineyards project area are provided by Placer County Fire Department and the Sacramento Metropolitan Fire District. Placer County Fire Department provides fire protection for 83 percent of the Placer Vineyards project area. Fire protection service for the remaining portion on the western side of the Placer Vineyards project area (Riego area) is provided by the Sacramento Metropolitan Fire District, which also serves the Sacramento County area. The Placer Vineyards project proposes two new Placer County Fire Department stations. It is anticipated that an administrative center will be necessary to serve the Specific Plan area at build-out.

Government/Sheriff

The Placer Vineyards project includes a government office facility which will be located in the Town Center of the Specific Plan. The government offices will house County administrative offices. The Placer County Sheriff's Department provides general law enforcement services to the Placer Vineyards area. The Placer Vineyards project would increase the demand for additional sworn and non-sworn officers and support staff to adequately serve the Placer Vineyards area. The project proposes to co-locate a Sheriff's substation with other County administrative offices.

Public Schools

The Placer Vineyards area is served by three school districts. The Center Unified School District covers the eastern three-quarters of the Specific Plan area. The Elverta Joint Elementary School District and the Grant Joint Union High School District cover the balance of the Specific Plan area. Six elementary schools, two middle schools and one high school are proposed within the Placer Vineyards area. Approximately 80 percent of the Placer Vineyards project is within the Center School District and five of the six elementary schools, the two middle schools and the high school are all proposed to be located in the Center District. The number of schools required in the Plan area is based on the Center Unified School District's student generation rates.

The schools have been situated adjacent to park sites and open space to allow for joint use of facilities, trail access and maximized land use. Joint school/ park sites are centrally placed within each neighborhood to provide a focus for neighborhood interaction and to allow children to walk to school. School sites have been evenly distributed throughout the Plan area. It should be noted that each school site has been sized as a "stand-alone" facility thereby allowing the schools to develop independently of parks.

Other Public / Quasi-Public Facilities

Other public/quasi-public facilities are proposed in the Placer Vineyards Specific Plan and include a library, cemetery, corporation yard and utility substation. The library is proposed to be located in the Town Center. The cemetery and corporation yard are proposed to be located beneath high-power transmission lines, west of Palladay Road and south of West Town Center Drive. The substation utility will be located at the southeast corner of A Street and Palladay Road.

Initial Project Infrastructure Improvements

The applicant is proposing to commence construction of the following “Core Backbone Improvements” for the Placer Vineyards project prior to any commercial or residential development, and these “Core Backbone Improvements” will be completed prior to the issuance of the 1,501th building permit for the Plan area. The “Core Backbone Improvements” include:

1. Widen Base Line Road to four lanes from Sutter County line at Pleasant Grove Road and to the Roseville city limits at Walerga Road;
2. Widen Watt Avenue to four lanes and reconstruct portions of Watt Avenue, including a new bridge over Dry Creek, from Base Line Road south to the Sacramento County line;
3. Construct Dyer Lane; 16th Street, 18th Street, and Palladay Road;
4. Install and/or reconstruct traffic signals at the following intersections:
 - i. The intersections of Base Line Road at Walerga Road, Watt Avenue, 16th Street, West Dyer Lane, Locust Road and Pleasant Grove Road (East).
 - ii. In Sutter County, the intersections of Riego Road at Pleasant Grove Road (West) and Natomas Road.
 - iii. The intersections of Watt Avenue at Dyer Lane and PFE Road.
5. Sanitary sewer improvements to serve the project, including but not limited to off-site connection to the Dry Creek Wastewater Treatment Plant;
6. Water improvements necessary to serve the project, including water pipelines, transmission pipelines, water storage tanks and backup drought water wells as required by the Placer County Water Agency;
7. Drainage improvements necessary to collect and transfer local storm drainage, including detention as necessary to mitigate off-site impacts per requirements of the environmental document and Drainage Master Plan for the project;
8. Recycled water improvements, including water pipelines, recycled water storage tanks, booster pumps and appurtenances; and
9. Dry utility improvements including but not limited to, electric, telephone, gas, cable, television and streetlight systems, including removal and relocation of existing facilities.

In addition to the obligation to construct the “Core Backbone Infrastructure” at the outset of the project, the property owner/developers will be required under the provisions of the Development Agreement to construct additional and associated sewer, water and road infrastructure identified as “Remaining Backbone Infrastructure” and “Secondary Roads,” as development proceeds within different geographical areas of the Plan. Other improvements required to serve specific properties will be constructed by individual property owners as development moves forward.

REQUESTED ENTITLEMENTS

Specific Plan Adoption

As part of the requested actions, the Applicant will be seeking approval of the Placer Vineyards Specific Plan and the Placer Vineyards Land Use and Development Standards. The Specific Plan establishes a development framework for the area and addresses aspects of land use, housing, circulation, resource management, public utilities, public services, phasing, and implementation. The Land Use and Development Standards have been included within the Specific Plan (Appendix A of the Specific Plan) for the purpose of addressing the uses and

standards within the Placer Vineyards Plan area. The Specific Plan and the Land Use and Development Standards will be adopted by separate actions.

Placer County General Plan Text Amendments

The applicant is proposing amendments to the text of the Placer County General Plan. Listed below are the requested text amendments.

General Plan Page Number	Policy	General Plan language proposed for amendment. (Additional text is shown as <u>underlined</u> , deleted text is shown as strikeout)
Part I – Land Use/Circulation Diagrams and Standards		
21	Land Use Buffer Zone Standards	Amend 2 nd paragraph as follows: This <i>General Plan</i> requires the use of buffer zones in several types of development. While the exact dimensions of the buffer zones and specific uses allowed in buffer zones will be determined through the County's specific plan, land use permit, and/or subdivision review process, buffer zones must conform to the following standards (as illustrated conceptually in Figures I-2 through I-7); <u>provided, however, different buffer zone standards may be established within a Specific Plan as part of the Specific Plan approval.</u>
28	Circulation Diagram	Circulation Diagram – Amend diagram to include Specific Plan roadways, including 16th Street and Dyer Lane. Change the designation for Watt Avenue to “Thoroughfare.”
30	Table I-7	Table I-7 – Amend table to include Specific Plan roadways.
Part II – Goals, Policies, and Implementation		
Section 1 - Land Use		
40	1.H.5.	The County shall require development within or adjacent to designated agricultural areas to incorporate design, construction, and maintenance techniques that protect agriculture and minimize conflicts with adjacent agricultural uses, <u>except as may be determined to be unnecessary or inappropriate within a Specific Plan as part of the Specific Plan approval.</u>
40	1.H.6	The County shall require new non-agricultural development immediately adjacent to agricultural lands to be designed to provide a buffer in the form of a setback of sufficient distance to avoid land use conflicts between the agricultural uses and the non-agricultural uses <u>except as it may be determined to be unnecessary or inappropriate within a Specific Plan as part of the Specific Plan approval.</u> Such setback or buffer areas shall be established by recorded easement or other instrument, subject to the approval of County Counsel. A method and mechanism (e.g., a homeowners association or easement dedication to a non-profit organization or public entity) for guaranteeing the maintenance of this land in a safe and orderly manner shall be also established at the time of development approval.

47	1.O.1.	<p><u>Except as otherwise provided in the Design Guidelines of an approved Specific Plan, t</u>The County shall require all new development to be designed in compliance with applicable provisions of the <i>Placer County Design Guidelines Manual</i>.</p>
Section 3 – Transportation and Circulation		
69	3.A.7.	<p>The County shall develop and manage its roadway system to maintain the following minimum levels of service (LOS), or as otherwise specified in a Community or Specific Plan.</p> <ol style="list-style-type: none"> a. LOS "C" on rural roadways, except within one-half mile of state highways where the standard shall be LOS "D." b. LOS "C" on urban/suburban roadways except within one-half mile of state highways where the standard shall be LOS "D." c. <u>An LOS no worse than specified in the Placer County Congestion Management Program (CMP) for the state highway system.</u> <p>The County may allow exceptions to these levels of service standards where it finds that the improvements or other measures required to achieve the LOS standards are unacceptable based on established criteria. In allowing any exception to the standards, the County shall consider the following factors:</p> <ul style="list-style-type: none"> • The number of hours per day that the intersection or roadway segment would operate at conditions worse than the standard. • The ability of the required improvement to significantly reduce peak hour delay and improve traffic operations. • The right-of-way needs and the physical impacts on surrounding properties. • The visual aesthetics of the required improvement and its impact on community identity and character. • Environmental impacts including air quality and noise impacts. • Construction and right-of-way acquisition costs. • The impacts on general safety. • The impacts of the required construction phasing and traffic maintenance. • The impacts on quality of life as perceived by residents. • Consideration of other environmental, social, or economic factors on which the County may base findings to allow an exceedance of the standards. <p>Exceptions to the standards will only be allowed after all feasible measures and options are explored, including alternative forms of transportation.</p>

70	3.A.8.	The County's level of service standards for the State highway system shall be no worse than those adopted in the Placer County Congestion Management Program (CMP).
70	3.A.12.	The County shall require an analysis of the effects of traffic from all land development projects. Each such project shall construct or fund improvements necessary to mitigate the effects of traffic from the project <u>consistent with Policy 3.A.7.</u> Such improvements may include a fair share of improvements that provide benefits to others.
Section 5 - Recreational and Cultural Resources		
98	5.A.16	<u>Except as otherwise provided in an approved Specific Plan,</u> t The County should not become involved in the operation of organized, activity-oriented recreation programs, especially where a local park or recreation district has been established.
99	5.A.25.	The County shall encourage the establishment of activity-oriented recreation programs for all urban and suburban areas of the County. <u>Except as otherwise provided in an approved Specific Plan,</u> s Such programs shall be provided by jurisdictions other than Placer County including special districts, recreation districts or public utility districts.
Section 7 - Agricultural and Forestry Resources		
123	7.B.1.	The County shall identify and maintain clear boundaries between urban/suburban and agricultural areas and require land use buffers between such uses where feasible, <u>except as may be determined to be unnecessary or inappropriate within a Specific Plan as part of the Specific Plan approval.</u> These buffers shall occur on the parcel for which the development permit is sought and shall favor protection of the maximum amount of farmland.

Dry Creek / West Placer Community Plan Amendments

The Applicant is proposing amendments to the text of the Dry Creek West Placer Community Plan. Listed below are the requested text amendments.

Community Plan Page Number	Goal/ Policy	Community Plan language proposed to be revised. (Additional text is shown as <u>underlined</u> , deleted text is shown as strikeout)
Section IV– Transportation/Circulation		
122	6	The Capital Improvement Program (CIP) shall <u>strive to maintain</u> be sufficient to ensure a minimum level of service (LOS) “C” on the Community Plan area’s road network – Given the projected build-out of the Community Plan area and implementation of the CIP.

124	9	<p>The level of service (LOS) on roadways and intersections identified on the Capital Improvement Program (CIP) shall be a Level C or better. The first priority for available funding shall be the correction of potential hazards. Land development projects shall be approved only if LOS C can be sustained on the CIP roads and intersection after:</p> <p>a. Traffic from approved projects has been added to the system. b. Improvements funded by this program have been constructed.</p> <p><u>The County may allow exceptions to this level of service standard where it finds that the improvements or other measures required to achieve the LOS standard are unacceptable based on established criteria. In allowing any exception to the standard, the County shall consider the following factors:</u></p> <ul style="list-style-type: none"> • <u>The number of hours per day that the intersection or roadway segment would operate at conditions worse than the standard.</u> • <u>The ability of the required improvement to significantly reduce peak hour delay and improve traffic operations.</u> • <u>The right-of-way needs and the physical impacts on surrounding properties.</u> • <u>The visual aesthetics of the required improvement and its impact on community identity and character.</u> • <u>Environmental impacts including air quality and noise impacts.</u> • <u>Construction and right-of-way acquisition costs.</u> • <u>The impacts on general safety.</u> • <u>The impacts of the required construction phasing and traffic maintenance.</u> • <u>The impacts on quality of life as perceived by residents.</u> • <u>Consideration of other environmental, social, or economic factors on which the County may base findings to allow an exceedance of the standards.</u> <p><u>Exceptions to the standard will only be allowed after all feasible measures and options are explored, including alternative forms of transportation.</u></p>
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Rezoning

With the adoption of the County’s General Plan in 1994, the entire Placer Vineyards area, with the exception of the open space area along Dry Creek, was zoned with a Combining Development Reserve (-DR) overlay designation. As part of this current application, the applicant is proposing to rezone all participating properties within the Specific Plan area to the “Specific Plan” (SPL) zoning district (Article 17.51 of the Zoning Ordinance). This SPL designation will implement all of the requirements of the current –DR designation. Non-participating properties within the Specific Plan area, as well as properties located within the Special Planning Area (SPA), are not proposed to be rezoned, although zoning designations for properties within the Plan Area have been identified for their respective properties in anticipation of future rezoning. The non-participating properties will remain in their current zoning

classifications (including the -DR overlay designation). Exhibit 1 depicts the proposed rezoning for the site.

Development Agreements

Development Agreements are authorized by California Government Code Section 65864 et seq. and Section 17.58.210 of the Placer County Zoning Ordinance. A Development Agreement sets forth individual property owners' specific obligations relating to: infrastructure construction, financing, and timing; financial contributions for infrastructure maintenance and public services; and other obligations that may be imposed by the County as conditions of approval. A Development Agreement also provides the property owner with certain vested development rights. Development Agreements are recorded documents that obligate future property owners to the terms of the agreement. Development Agreements will be executed by each of the individual property owners within the Placer Vineyards Property Owners Group.

The Development Agreements address issues relating to the development of the project area (i.e., permitted uses, affordable housing requirements), the obligations of the property owners and the County (i.e., dedications, improvements, financing), as well as the general provisions of the Agreements (i.e., term, annual review, default).

OTHER SUPPORTING DOCUMENTS

To aid in the understanding of the details relating to the public facilities financing and the types/costs of urban level of services associated with the Placer Vineyards project, the Board of Supervisors has been provided a Public Facilities Financing Plan and Urban Services Plan for review and consideration. These documents are further detailed and analyzed in this staff report.

Public Facilities Financing Plan

The Financing Plan defines the specific mechanisms that will be required to fund the capital costs of all infrastructure necessary to accomplish Specific Plan build-out.

Urban Services Plan

The Placer Vineyards Specific Plan Urban Services Plan (Services Plan) describes the standards, delivery, costs, and funding mechanisms for the following types of public services in the Plan area: County-wide services (e.g., probation, health services); fire protection; Sheriff protection; library services; transit services; local parks operations and maintenance; regional park facilities operations and maintenance; recreation services; open space maintenance; landscape corridors maintenance; and local roads maintenance.

The Services Plan describes a financing strategy to fund an urban level of public services that will be provided to Placer Vineyard's future residents, businesses and employees commensurate with surrounding jurisdictions. The financing strategy includes existing revenues, as well as newly created funding sources paid by future development in Placer Vineyards.

Future Project-Related Plans

The Development Agreement requires additional Master Plans be approved by the Board of Supervisors before the approval of the first small-lot tentative subdivision map. These approvals include:

- Landscape Master Plan: This Master Plan will address the design of the streetscape, landscape corridors adjacent to streets, landscaped buffer areas, other open space areas, community entries, street lights, and other image features that help establish the landscape and streetscape character of the community.
- Parks and Recreation Master Plan: This Master Plan will identify the facilities for each park site or recreation facility, and will include a detailed development plan for the type of equipment and updated cost estimates for each park site. The Master Plan will also establish the design themes for the parks that complement the designs of the Landscape Master Plan.
- Update of the Sewer and Drainage Master Plans: Both the Sewer Master Plan and Drainage Master Plan will need to be updated (preliminary plans have been reviewed by the County) and finalized during the Improvement Plan review process. The Sewer Master Plan will include information on the sizing of facilities, the mapping of sewer systems, and updated cost estimates. The Drainage Master Plan will include information on the size of and location of drainage facilities, the mapping of drainage systems, and updated cost estimates.
- County Facilities Master Plan: This Master Plan will set forth the detailed specifications and standards for the design, construction, and equipment for County Facilities (i.e., Corporation Yard, Fire Stations, Sheriff ’s Substation, Government Center, Library, and Transit Center) that are planned to be owned and operated by the County.
- Transit Master Plan: This Master Plan will address public transit service to the Specific Plan area. The Transit Master Plan will identify routes, service times, fares, vehicle requirements, service levels, staffing and administrative costs, capital requirements, and any other information necessary to provide a complete transit service.
- Establishment of Urban Services Financing Mechanisms: The Urban Services Plan will be used to determine mechanisms for urban services through a Community Facilities District (CFD) or County Service Area (CSA). Cost estimates may be updated, final project taxes and assessments will be defined, and any necessary CFD or CSA will be formed.
- Development and Implementation Policies and Procedures Manual: This manual will provide the County a comprehensive approach for processing approvals, roles and responsibilities of the County and Development Group, and issuing permits for development within the Plan area.

PROJECT ANALYSIS

General Plan Consistency

When the Dry Creek /West Placer Community Plan was adopted in 1990, a large portion of the area west of Dry Creek and Walerga Road was retained in agricultural land uses so that it could be the subject of further study and review as the County undertook a County-wide update of the Placer County General Plan. On August 16, 1994, the County adopted the Placer County General Plan (Resolution 94-238) and took several actions in conjunction with the approval, including the adoption of “Exhibit 1”, which established “standards for development in the specific plan area”. Resolution 94-238 amended the Dry Creek / West Placer Community Plan

to include the “West Placer Specific Plan area” and made “changes to the text as well as amendment to all of the exhibits and the community plan land use diagram.”

In conjunction with the adoption of the General Plan, the Board of Supervisors rezoned the “West Placer Specific Plan Area” (i.e., the Placer Vineyards Specific Plan area) to include a Combining Development Reserve (-DR) designation which requires the preparation of a Specific Plan for any new development proposed beyond those uses permitted by the base zoning. Exhibit 1 includes explicit development standards for the West Placer Specific Plan area, design elements for transit, urban design criteria (urban form, town center, village core area, public gathering areas, community open space areas, pedestrian-oriented design, commercial areas, residential areas, open space and roadway corridors), and special provisions covering phasing, agricultural water supply and noise. These development standards have been incorporated into the requirements of this Specific Plan.

The intent of the special requirements set forth in the General Plan was to provide for a comprehensive overall plan for the West Placer Specific Plan area and to apply planning criteria that are distinct and separate from the remainder of the Dry Creek/West Placer Community Plan and which supersedes the goals and policies of the Community Plan. Based upon Resolution 94-238, the Dry Creek / West Placer Community Plan was amended to provide for the future “West Placer Specific Plan.” As such, this proposed project is considered to be consistent with the Community Plan, and the proposed project has been analyzed for consistency with goals and policies set forth in the Placer County General Plan.

While there continues to be opposition from some of the residents to this proposed project as not being consistent with the Dry Creek/West Placer Community Plan, the decision to develop a Specific Plan, including the allocation of up to 14,132 new residential units, was set in 1994. While some existing residents would prefer to see this portion of the County remain as a rural residential area, this proposal is consistent with the actions that the Board of Supervisors established for this project area in 1994, including the development of urban-level commercial and residential projects.

An analysis of the proposed Placer Vineyards Specific Plan project’s consistency with the Placer County General Plan Development Standards (Exhibit 1 to the General Plan) is provided in Exhibit 5 (Placer Vineyards Exhibit 1 Consistency). The project is consistent with uses (residential, commercial and open space) as outlined in the General Plan. The proposed project also includes: landscape buffers and design techniques to provide transitions between uses, a public transit system, an urban design that provides for public facilities and social focal points in the community, and community open space. As discussed in the consistency analysis, the applicant is proposing text amendments to the General Plan and Dry Creek / West Placer Community Plan to clarify transportation levels of service exceptions, land use buffers, compliance with the Design Guidelines Manual, and recreation policies. The amendments are briefly summarized below.

- Changes to the Transportation and Circulation Element of the General Plan and the Dry Creek / West Placer Community Plan which will provide clarity regarding the extent to “exception” language. These amendments will set forth acceptable levels of service

(LOS) for various types of roadways in the County and will permit project transportation improvements to be considered for “exceptions” to the LOS.

- Changes to the Land Use and Agricultural and Forestry Resources Elements of the General Plan which will deal with buffers and the need to minimize urban/rural conflicts. This amendment will allow for specific plan buffers to be tailored to the unique circumstances and/or land use types contemplated in a specific plan.
- Changes to the Land Use and Agricultural and Forestry Resources Elements of the General Plan which deal with compliance with the Placer County Design Guidelines Manual. This amendment will allow for Specific Plans to provide Design Guidelines.
- Changes to the Recreation and Cultural Resources Element of the General Plan for policies dealing with “activity-oriented recreation programs.” This amendment will allow the County to be involved in activity-oriented recreation programs.

A complete list of the proposed amendments, with proposed amendment language, is included in the “Requested Entitlement” section of this report. Staff supports the requested General Plan and the Dry Creek / West Placer Community Plan text amendments. These amendments clarify policy language for Specific Plans and further implements the approvals set in place by the Board in 1994 for the West Placer Specific Plan. Staff has concluded that the project, with the proposed General Plan amendments, is consistent with the Placer County General Plan and the accompanying development standards.

Land Use and Community Design

The Placer Vineyards Specific Plan project is proposed to be developed as a compact, self-contained community. The Placer Vineyards land use plan includes a mix of higher density residential neighborhoods, a central mixed-use Town Center, two mixed-use Village Centers, a commercial/employment corridor, parks, recreation facilities, schools, religious facilities, and a network of open space and protected riparian corridors. The land uses for the Specific Plan are divided as follows:

- Urban residential - 46 percent;
- Rural residential (SPA area) - 19 percent;
- Commercial - 5 percent (including C/MU, O, BP, PC and TCC); and
- Public/quasi-public - 30 percent.

Consistency with “Smart Growth” Principles

For the Sacramento region, the Sacramento Area Council of Governments (SACOG) has developed and promoted seven principles of “smart growth”. The smart growth concept identifies a set of policies governing transportation and land use planning for urban areas that benefits communities and preserves the natural environment. Smart growth encourages land use patterns that are compact, transit-oriented, walkable, bicycle-friendly, and include mixed-use development with a range of housing choices. The seven principles of smart growth include:

- 1) Transportation choices;
- 2) Mixed-use development;

- 3) Compact development;
- 4) Housing choice and diversity;
- 5) Use of existing assets;
- 6) Quality design; and
- 7) Natural resources conservation.

Provided below is an analysis of the Placer Vineyards Specific Plan project's consistency with SACOG's seven principles of smart growth.

1. *Transportation Choices: Developments should be designed to encourage people to sometimes walk, ride bicycles, ride the bus, ride light rail, take the train or carpool. Use of smart growth concepts for land use and right-of-way design will encourage use of these modes of travel and the remaining auto trips will be, on average, shorter.*

The Placer Vineyards project provides land use and right-of-way design concepts that encourage and allow for use of all modes of travel (i.e., BRT, buses and bicycles) to reduce vehicle trips. The circulation network is designed to accommodate the expected Specific Plan area and regional traffic, as well as to provide logical connections and extensions of pedestrian, bikeway and transit facilities. The Specific Plan includes a system and facilities to promote public transportation use including one transit center located on Town Center Drive to serve as a transfer point for regional and local transit services, bus turnouts, shelters, park-and-ride lots, bike lockers and incentives to use public transit. Also proposed is a network of Class 1 bicycle trails that connect the villages to the neighborhoods as well as bicycle lanes are provided on key thoroughfares.

The project proposes to reserve right-of-way along Watt Avenue for a regional Bus Rapid Transit (BRT) system that will connect this community to a future region-wide system. Dedication of right-of-way for a future streetcar system has also been reserved along the north side of Town Center Drive, extending from the transit center on Watt Avenue to the Town Center, ending at 16th Street.

2. *Mixed-Use Developments: Buildings, residences, shops, entertainment, office and even light industrial uses near each other can create active, vibrant neighborhoods. This mixture of uses can be either in a vertical arrangement (mixed in one building) or horizontal (with a combination of uses in proximity to each other). These types of projects function as local activity centers, contributing to a sense of community, where people tend to walk or bike to destinations and interact more with each other. Separated land uses, on the other hand, lead to the need to travel more by automobile because of the distance between uses. Mixed land uses can occur at many scales. Examples include: a housing project located near an employment center, a small shopping center located within a residential neighborhood, and a building with ground floor retail and apartments or condominiums on the upper floor(s).*

Consistent with this smart growth principle, the Placer Vineyards project proposes residences, shops, entertainment, office and light industrial uses in proximity to each other. The Town Center is envisioned to create a pedestrian-oriented, easily accessible, mixed-use

retail core in the heart of the Placer Vineyards community. The Town Center will support a mix of uses with office or residential uses located above ground-floor retail shops. Ground-floor retail uses with mid-rise buildings (the height limitation is 75 feet for the TCC), placed at the back of sidewalks, will open onto wide pedestrian sidewalks, allowing for outdoor dining and retail displays. The uses allowed in the Town Center include a variety of retail stores and services, entertainment uses, and public and quasi-public uses, along with public parks, an amphitheater, and plazas. This combination of uses will help create active, vital neighborhoods.

3. *Compact Development: Creating environments that are more compactly built and use space in an efficient but aesthetic manner can encourage more walking, biking, and public transit use, and shorten auto trips.*

The overall design and land use plan of Placer Vineyards creates a compact development pattern by establishing a series of concentrated urban centers and a mix of residential neighborhood developments. The project proposes higher intensity mixed-uses clustered around the Town Center and the two neighborhood village centers which will be connected through a regional bus transit system. A transit center is proposed to be located on Watt Avenue within the commercial center, and a system of on-off-street trails will link into a regional trail system. The Specific Plan encourages buildings to grow vertically rather than horizontally by increasing floor area ratios and increasing the building height limitations (proposed heights of 65-75 feet). In addition, the Specific Plan encourages structured rather than surface parking. These approaches encourage more efficient land use by requiring less land for construction.

4. *Housing Choice and Diversity: Providing a variety of places where people can live – apartments, condominiums, townhouses, and single-family detached homes on varying lot sizes (including for sale and rental products) – creates opportunities for the variety of people who need them: families, singles, seniors, and people with special needs. This issue is of special concern for the people with very low-, low-, and moderate-incomes, including retail employees, service workers and other people for whom finding housing close to work is challenging. By providing a diversity of housing options, more people have a choice.*

The Placer Vineyards project proposes three residential land use designations, Low Density Residential (LDR), Medium Density Residential (MDR), and High Density Residential (HDR), ranging from 2 to 22 units per acre. The project proposes a Commercial/Mixed Use (CMU) land designation which is intended to encourage a variety of projects with a mix of uses, including high density residential, retail and office uses within one development. The Town Center Commercial (TCC) also encourages residential uses. Because no single type of housing can serve the varied needs of today's diverse households, the Placer Vineyards project provides land use designations that will increase housing choices for the region. In addition, the Plan proposes to integrate single- and multi-family developments which can support a more diverse population and allow a more equitable distribution of households for all income levels.

5. *Use of Existing Assets: In urbanized areas, development on infill parcels, and intensification of uses of underutilized parcels, makes better use of existing public infrastructure. This can also include rehabilitation and reuse of historic buildings, denser clustering of buildings in suburban office parks, and joint use of existing public facilities such as schools and parking garages.*

As the Placer Vineyards project is located on the edges of existing urbanized areas, the project has been designed to create links with these surrounding communities. In addition, the project is located in southwest Placer County which provides opportunities for this urban area to utilize the existing assets of the region, including the transportation network and the location of major employment centers.

6. *Quality Design: The design details of land use development - such as the relationship to the street, setbacks, placement of garages, sidewalks, landscaping, the aesthetics of building design, and the design of the public right-of-way (the sidewalks, connected streets and paths, bike lanes, the width of streets) - are all factors that can influence the attractiveness of living in a compact development and facilitate the ease of walking and biking to work or neighborhood services. Good site and architectural design is an important factor in creating a sense of community and a sense of place.*

The Placer Vineyards project incorporates a comprehensive set of design guidelines and development standards that promote an attractive, livable community with a sense of place. The design guidelines and development standards specifically detail the design of the “public realm” (the character of the streets, sidewalks, and front yards) to create a strong pedestrian-oriented environment. Residences are encouraged to front onto pedestrian sidewalks; retail areas are encouraged to extend into the sidewalks to create space for community interaction. In addition, to ensure the Specific Plan build-out is consistent with the design goals and policies within the Specific Plan, all projects within the Plan area will be subject to a staff-level design review process.

7. *Natural Resources Conservation: This principle encourages the incorporation of public use open space (such as parks, town squares, trails, and greenbelts) within development projects, over-and-above local requirements, along with wildlife and plant habitat preservation, agricultural preservation and promotion of environment-friendly practices (such as energy efficient design, water conservation and stormwater management). In addition to conserving resources and protecting species, this principle improves the overall quality of life by providing places for everyone to enjoy the outdoors with family outings and by creating a sense of open space.*

A key planning concept of the Placer Vineyards project is the incorporation of public use open space (such as parks, town squares, trails, and greenbelts) within the development. Neighborhoods have been organized to provide an interconnected system of parks and open spaces. In addition, the Specific Plan proposed to preserve some sensitive habitat areas, vernal pools, oak woodlands, and the existing Dry Creek corridor within the Plan area. These open space areas will be an integral part of the open space within the Plan area.

Staff has determined that the Placer Vineyards Specific Plan project has been designed in a manner consistent with, and achieves land use and transportation policies that are consistent with, SACOG's principles of smart growth.

Consistency with Surrounding Urban Developments

The entire Specific Plan area is 5,230 acres in size, which is approximately eight square miles of land area. In comparison to other urban areas in Placer County, the Placer Vineyards area is about 2.5 times smaller than the existing cities of Lincoln (19 square miles) and Rocklin (19 square miles), and about 4.5 times smaller than the City of Roseville (36 square miles). The estimated population at the build-out of the Placer Vineyards Specific Plan is 32,800 people. The existing population for the City of Lincoln is 27,400 people, population for the City of Rocklin is 50,500 people, and the population for the City of Roseville is 102,200.

While the overall residential density proposed in the Placer Vineyards Specific Plan is 5.7 units per acre, the proposed project, at 4,100 persons per square mile, will be denser than the City of Rocklin (2,736 persons per square mile) and the City of Roseville (2,838 persons per square mile). Accordingly, the Placer Vineyards project will implement smart growth principles through the densification of population.

Consistency with Regional Planning Efforts

The Sacramento Area Council of Governments (SACOG) Board of Directors adopted the Preferred Blueprint Scenario ("Blueprint Plan") in December 2004. The "Blueprint Plan" is one alternative vision to accommodate the anticipated longer-term growth needs of the SACOG region, which includes Placer County. The "Blueprint Plan" proposes a compact urban development pattern with a balance of employment, residential, shopping and recreational uses linked to transportation system improvements. SACOG's vision is intended to help guide land use and transportation choices over the next 50 years as the region's population grows from its current population of 2 million people to include more than 3.8 million people.

As part of the "Blueprint Plan", SACOG developed a Blueprint Concept Map which depicts one way for the region to grow through the year 2050. The growth pattern depicted in the Blueprint Concept Map implements the SACOG principles of smart growth and illustrates on a regional scale the amounts and locations needed for the anticipated future growth. The "Blueprint Plan" Concept Map envisions the surrounding cities and unincorporated southwest Placer County becoming an integrated component of the region's core urban area. This area would be comprised of mostly residential units which would serve the existing and proposed employment centers of Roseville, Rocklin, Sacramento, and South Sutter County.

Other jurisdictions in the region have taken steps to implement SACOG's "Blueprint Plan". For example, the City of Roseville adopted its "Smart Choices for Roseville's Future" (Implementation Strategies to Achieve Blueprint Project Objectives), and the City of Sacramento adopted a resolution that specifies its Blueprint Implementation activities. Rancho Cordova incorporated the Blueprint principles into its general plan, and the same is proposed by the City of Lincoln's General Plan update (currently under review). Similarly, Sacramento County's general plan update supports the principles of the Preferred Scenario. Generally, most

jurisdictions, with the exception of Yuba County, are undergoing planning that is strongly influenced by the blueprint principles.

In terms of local land use planning, the "Blueprint Plan" does play an advisory role and is intended to guide the region's land use and transportation planning. The proposed Placer Vineyards Specific Plan is generally consistent with the overall distribution of land uses as depicted in the SACOG Blueprint Concept Map. The Specific Plan provides a range of higher intensity uses, clustered around a Town Center and along the major transit corridor (Base Line and Watt Avenue). However, the total number of residential units proposed in the proposed project (14,132 dwelling units) is less than the SACOG's "Blueprint Plan" Concept Map.

CALIFORNIA ENVIRONMENTAL QUALITY ACT COMPLIANCE

Consistent with the requirements of the California Environmental Quality Act, the County in September 2004 published the first Draft EIR for the Placer Vineyards Specific Plan and circulated the document for public review and comment. Following receipt of written comments on that Draft EIR, the project proponent (Placer Vineyards Property Owners Group) modified the project to address concerns raised in the comments and to include as an alternative in the CEQA document a SACOG density "Blueprint Alternative." In April 2006, a Revised Draft EIR was recirculated in its entirety to provide the public with a meaningful opportunity to comment on the additional data available as a result of modifications to the project. In August 2006, a Partially Recirculated Revised Draft EIR was released for public comment on a partially revised traffic analysis for the project and new information on special-status species not previously thought to occur in the project area. In addition, the County made the Draft Public Facilities Financing Plans available for review and shared information provided by the applicants on the estimated cost of cumulative off-site traffic mitigation measures. In April 2007, a Second Partially Recirculated Revised Draft EIR was circulated for public comment to respond to environmental issues that have arisen since the publication of the Placer Vineyards Specific Plan Final EIR in October 2006. The new information included a discussion of an additional special status species, a presentation of a supplemental water supply analysis, and additional traffic analysis, and an analysis of the impact of the project on global climate change.

In June 2007, the County released a Supplement to the Final EIR which includes responses to comments received on the Second Partially Recirculated Revised Draft EIR. The Draft EIR, the Revised Draft EIR, the Partially Recirculated Revised Draft EIR, the Second Partially Recirculated Revised Draft EIR, the Final EIR and the Supplement to the Final EIR together constitute the Final EIR for the project. The Board of Supervisors is responsible for certifying the Placer Vineyards Final EIR prior to acting on the proposed project. Written findings have been prepared pursuant to State and local requirements to certify the Final EIR by the Board should it approve the "Base Plan" project. Because there remain significant unmitigated impacts even after all feasible mitigation measures have been imposed, if the proposed project is approved, a Statement of Overriding Considerations has been prepared to explain how the project's benefits outweigh the unavoidable adverse environmental impacts of the proposed project.

ENVIRONMENTAL IMPACT ANALYSIS

Provided below is a summary analysis of environmental topics address in the Final Environmental Impact Report.

Transportation and Circulation

The Placer Vineyards project traffic study analyzed traffic impacts under existing, cumulative (2025) and “super cumulative” conditions (i.e., full build-out of adopted General Plans and yet-to-be-defined development, such as the Curry Creek Community Plan area). The cumulative analysis allowed the project’s impacts to be evaluated in context with surrounding projects and anticipated regional growth.

Level of Service Impact Evaluation

The study area included portions of five jurisdictions: Placer County, Sutter County, Sacramento County and the cities of Roseville and Rocklin. For all but the City of Roseville, the Placer County traffic model was used to evaluate project impacts. The Placer County model is based on a model created by SACOG, which models a large region. The project analysis focused on the areas where Placer Vineyards could substantially alter traffic levels and distribution, such as Base Line Road, Watt Avenue, Walerga Road, Elverta Road, Pleasant Grove Road and the surrounding vicinity.

The study also included an impacts analysis on roadways within the City of Roseville using the same assumptions used by the City of Roseville for its Capital Improvement Program (CIP).

In order to determine the project’s impacts, the data produced by the model was processed to show how intersections and roadway segments will be affected. Different intersection configurations and travel lanes were input into the model to evaluate the effects of adding project traffic to the existing and projected (cumulative) roadways networks. The significance of project impacts on roads and intersections was based on “level of service” (LOS) standards.

Level of service is a qualitative measure of a number of factors including speed and travel time, traffic interruptions, safety, driving comfort and convenience and operation costs and range from “A”, best, to “F”, worst. Different jurisdictions consider different LOS standards acceptable.

Placer County’s current LOS standard is level “C”, with exceptions if the improvements or other measures required to achieve the LOS “C” standard, are found to be unacceptable, based on criteria provided in the General Plan. The Placer Vineyards project is proposing a standard of LOS D within the Plan area, while striving to maintain LOS C on the intersections and roadways outside the Plan area. Staff supports the LOS D standard within the Plan area, as this level of service is consistent with the proposed urban densities. In comparison, Sacramento County has adopted a policy of LOS E on its urban roadways and LOS D in rural areas; the City of Roseville requires that development not reduce the level of service at 70 percent of its intersections to less than LOS C thereby allowing Levels of Service D and E at up to 30 percent of its intersections; and Sutter County has set a standard of LOS D for the South Sutter development area.

When the model shows that the proposed project would cause a road or intersection to degrade below the LOS considered acceptable by the relevant jurisdiction, the impact is considered significant. Mitigation measures are identified for all traffic impacts that are considered significant, if feasible mitigation can in fact be developed. The applicant may satisfy part, or all,

of its regional traffic mitigation obligations, set forth in the mitigation measures, by paying its fair share fees into a comprehensive region-wide fee program or making other project related improvements. However, since the adoption of a region-wide fee program is beyond the authority of Placer County, there is no guarantee that such a program would be established. Therefore, increased traffic on local and regional roads and at intersections in Placer County, Sacramento County, Sutter County and the City of Roseville are considered significant and unavoidable.

The Placer Vineyards project will be required to construct extensive local improvements which can be divided into three categories. These improvements are proposed as part of the project, and assumed in the traffic analysis. The first category includes improvements that affect major arterials such as Base Line Road, and Watt Avenue. Many of these improvements must be constructed prior to the start of any building within the Specific Plan area. Significant project improvements include widening Base Line Road and Watt Avenue to four lanes, constructing West Dyer Lane, and installing traffic signals where warranted. The second improvement category is those collector roads that will provide the major circulation routes within the Specific Plan area. These include Palladay Road, 16th Street, East Dyer Lane, West and South Town Center Drive. The third improvement category includes those improvements that are necessary to provide internal circulation to specific projects within the Specific Plan area. Generally, these roads have not been specifically designed, and will be developed as individual projects proceed.

Assuming the above improvements would be implemented as part of the project, the EIR evaluation of the Placer Vineyards traffic impacts, found that impacts on Placer County could be mitigated to less than significant levels under existing conditions. Impacts outside of Placer County under existing conditions could also be mitigated, but because other jurisdictions would be responsible for implementing improvements identified in mitigation measures, the impacts are considered significant and unavoidable.

The EIR analysis indicates that when project traffic is considered in the context of cumulative growth within the region, impacts would remain significant even after implementation of the identified mitigation measures. Whether Placer Vineyards is adopted or not, cumulative development will result in unacceptable service levels on some roads and at intersections within Placer County, Sacramento County, the City of Roseville and Sutter County and on State Route 65, State Route 70/99 and Interstate 80. Cumulative development will trigger the need for extensive improvements to existing roads, as well as the construction of new roads such as Placer Parkway and the Watt Avenue extension to provide a regional roadway network with adequate capacity. The analysis also showed that local highways serving the area (Interstate 80, State Routes 99/70, and State Route 65) will require further widening and interchange improvements. Even with these extensive proposed regional improvements and project mitigation, it is projected that there are sections of roadways and the highways that will operate at LOS F during the p.m. peak hour at full project build-out, such as segments of Walerga Road and Watt Avenue, and most of the studied highway segments. Several intersections would also continue to operate at unacceptable service levels, such as Watt Avenue/Base Line Road, Fiddymont Road/Base Line Road, Cook-Riolo Road/PFE Road, Walegra Road/PFE Road, East Dyer Lane/Base Line Road, Walerga Road/Town Center Road, and Watt Avenue/Dyer Lane. In addition, the construction of many identified improvements is not entirely within the County's jurisdiction. For these reasons,

the project contribution to these cumulative impacts on roadways, intersections and highways is considered significant and unavoidable.

Most cumulative traffic mitigation measures for the project can be addressed through the payment of traffic impact fees. Regional impact fees include City of Roseville/County fees, South Placer Regional Transportation Authority (SPRTA) fees and the proposed Tier II fees, all of which will be used to fund roadway improvements within Placer County that cross jurisdictions. Regional roadways include Base Line Road, Watt Avenue, Placer Parkway, State Route 65, Interstate 80 and State Route 99/70 interchange at Riego Road. Traffic fee payment will be required at the time of building permit issuance. Currently, the participating cities, counties and other agencies are discussing existing fee and proposed fee structures and roadway improvement project costs to ensure that adequate funding will be generated to construct proposed improvements. If the fee is adopted by all the jurisdictions and agencies, fees would be collected for all new development over the projected build-out period.

The EIR also identified impacts to specific intersections and roadway segments within adjacent jurisdictions. While the County has identified these impacts, and the Placer Vineyards project can be conditioned to construct necessary improvements or pay traffic fees as mitigations, neither the County nor the developer can ensure that the affected jurisdiction will allow the improvements to be constructed or accept the traffic fees as mitigation. In addition, many of the affected agencies are currently reviewing development projects within their jurisdictions that are projected to have impacts within Placer County. Therefore, the County is currently discussing the implications of these impacts with the affected agencies with the intent of reaching agreement as to construction of necessary improvements, fair-share distribution of costs and payment of impact fees. The County is currently meeting with Caltrans, Sutter County, Sacramento County and the City of Roseville to discuss traffic impacts to Placer County that will be generated from new development projects in their respective jurisdictions. Once agreements are reached, the agreements will be presented to the Board for approval and adoption.

Traffic-Related Entitlements and Amendments

The entitlements requested for the Placer Vineyards project include language for the exceptions to the LOS "C" standards (as discussed above), which would be added to Transportation Policy 9 of the Dry Creek / West Placer Community Plan. Staff supports this amendment and has determined this exception language is consistent with the County General Plan and all other Community Plans in the County. This amendment will allow for the intersections of PFE Road at Cook-Riolo Road and Walerga Road, which were identified in the project's cumulative conditions traffic analysis, to have a LOS less than C. These intersections are outside the Specific Plan area, but within the Dry Creek / West Placer Community Plan. The EIR identified mitigation measures that would reduce the impact and provide a LOS C; however, the proposed mitigation measures are inconsistent with other traffic goals and policies described in the Dry Creek / West Placer Community Plan, and could be intrusive to the existing semi-rural development. For instance, Cook-Riolo Road could be widened to four lanes, but the community has expressed its desire that the roadway remain at two lanes.

Transit

Additional mitigation identified for the project requires that the development provide transit alternatives for residents to mitigate traffic impacts. As part of the project impact analysis, a study was prepared that compared different levels of transit service, both within the Specific Plan area, and relative to Roseville and Sacramento. The agreed upon level of service to be provided within the Specific Plan area would include inter-regional, commuter, dial-a-ride and a high level of suburban local bus service. Inter-regional routes would provide service to destinations such as the Roseville Galleria, the City of Lincoln and the Watt Avenue corridor. Service would be provided at 30-minute or hourly headways, as appropriate. The commuter routes would provide service to downtown Sacramento or light rail stations. The suburban routes would be designed to provide a bus stop within one quarter-mile of a large majority of all residences, and buses would operate at 15-minute headways during peak hours and 30-minute headways the remainder of the day. Buses would run 16 hours a day Monday through Saturday, and 12 hours on Sundays. In addition, a park-and-ride lot and transit center would be located on Watt Avenue between “A” Street and East Town Center Drive, and project will be required to dedicate roadway right-of-way along Watt Avenue to provide for future Bus Rapid Transit (BRT) lanes. A feasibility study for BRT service was completed that shows that the necessary population density to justify such a system won’t be reached until the majority of projects in the region (Placer Vineyards, Sierra Vista, Placer Ranch, Regional University, Creekside) are built out in 20 years.

Sacramento Regional Transit has analyzed extending Light Rail to Roseville, and an extension is included in its 20-year vision plan, but no funding has been identified by either Roseville, the County or RT. Light rail service to the Placer Vineyards Specific Plan area is not economically feasible at this time.

The Specific Plan includes a conceptual plan for a bus/street car system within the project, running along Town Center Drive, from the Town Center to the transit center on Watt Avenue. While right-of-way provisions are included in this proposed project, no funding for construction or operations has been committed or identified.

Transit facilities (i.e., bus stops, transit centers) will be constructed as development proceeds and transit services will be implemented commensurate with the needs and level of development. As an alternative, the County may contract with Roseville to extend service to the area on a temporary basis.

Hydrology, Water Resources, Water Quality

The Placer Vineyards area contains three major watersheds: Dry Creek, Curry Creek and Steelhead Creek. The Steelhead Creek drainage shed is further divided into seven smaller drainage sheds. Generally, the Steelhead Creek drainage shed drains from east-to-west to Sutter County and terminates at Steelhead Creek.

The project proposes to collect runoff from the project area within storm drainage systems which would discharge into existing channels, newly expanded and enhanced channels and detention retention facilities. Post-development run-off at the project boundaries would be restricted to the

same level as pre-development run-off through the use of constructed detention/retention facilities.

Storm drainage improvements include modifying undersized existing drainage channels (where required) to convey flows. In cases where existing channels contain valuable natural resources, such as trees, parallel drainage channels will be constructed to adequately convey flows while still preserving natural features. In other cases, proposed drainage channel improvements will replace the existing conditions creating adequate flow capacity and restoring vegetative and lost biological values. The proposed drainage channels vary in width from 125 feet to more than 600 feet and, in addition to providing flood protection, serve as a component of the interconnected open space network for the larger Specific Plan area.

The existing project area includes Federal Emergency Management Agency (FEMA) delineated flood hazard areas along Dry Creek and at the west end at Steelhead Creek. The majority of the watersheds, creeks and tributaries within the project area have not yet been delineated by FEMA. In order to identify the floodplain limits within the Placer Vineyards project area, a Master Project Drainage Study was prepared. The Master Project Drainage Study used the Army Corps of Engineers HEC-RAS software to develop floodplain parameters. Floodplain limits and elevations within the project area were determined for the 10-year and 100-year events for the pre-project, post-project, and post-project mitigated conditions and are included in the Master Project Drainage Study. As discussed above, portions of the existing floodplain within the project area will be altered to construct storm drainage improvements for the project. The flooding limits would be confined within the proposed channels, generally providing three feet of 100-year freeboard to adjacent proposed structures. The project would be required to submit CLOMR and LOMR documents to FEMA for proposed Base Flood Elevation data where changes are proposed to any FEMA-designated 100-year floodplain. Essentially, the proposed floodway improvements will provide a higher level of flood protection than currently existing for the existing residents.

Open Space / Agricultural Lands

The Placer Vineyards project area contains approximately 5,230 gross acres, of which 4,251 acres are considered existing open space that may be converted under the Specific Plan project. (5,230-acres total area minus 979-acres in the SPA). The EIR analysis concluded that development of the Placer Vineyards project will result in the conversion of approximately 3,542 acres of open space (4,251 acres of existing open space minus 709 acres of open space to be provided in the Plan area) which are designated for urban development in the General Plan.

The Placer Vineyards project area contains approximately 4,225 acres (not including the SPA area) of agricultural land. The EIR analysis concluded that development of the Placer Vineyards project will result in the conversion of these agricultural lands to non-agricultural uses.

The mitigation proposed requires that one acre of open space be preserved for each acre of open space impacted within the Specific Plan area. It is expected both open space and agricultural mitigation requirements may be satisfied simultaneously by the preservation of open space containing agricultural land. The applicants have developed a strategy to mitigate the loss of open space, agricultural land and biological resources resulting from the development of the

Specific Plan. The mitigation strategy is discussed in the “Wetland Resources, Special-Status Species and Oak and Riparian Woodlands” section below.

Wetland Resources, Special-Status Species and Oak and Riparian Woodlands

Vegetation in the Specific Plan area is dominated by a mixture of cultivated agricultural land and non-native annual grassland (some of which is grazed), with scattered vernal pools, other seasonal wetlands, stock ponds, drainage swales, and some riparian habitat (see table below). Existing watercourses support aquatic plant/ marsh vegetation and scattered stands of scrub riparian habitat.

Biological Resource Impacts		
	Total Resources (acres)	Impacted Resources (acres)
Wetlands	172.6	102.7
Riparian Habitat (Native)	42.0	14.3
Riparian Habitat (Non-Native)	0.6	0.6
Oak Woodland	44.3	3.4
Oak Savannah	23.1	21.6
Grassland	3,472.8	2,150.3
Agricultural Land	1,447.7	1,206.8
Roads and Other Surfaces	27.3	97.1
Total	5,230.4	3,596.8

Development of the Placer Vineyards project will result in the conversion of approximately 3,597 acres of natural habitat / agricultural lands which are designated for urban development in the General Plan. The remaining acreage will be incorporated into the proposed lands use plan as on-site open space and avoidance areas. To mitigate for identified impacts, the applicant proposes to mitigate through off-site (but in-County) land purchases or easements. Approximately 3,597 acres of land will be mitigated at a 1:1 replacement ratio of impact to open space. The intent is to provide a single, all-inclusive mitigation area that can simultaneously mitigate for all biological resources of concern, while also mitigating impacts on open space and agricultural lands. This mitigation strategy attempts to establish a feasible mitigation program to satisfy the myriad federal, state, and local statutes, regulations, and policies affecting open space,

agricultural lands, and biological resources. The proposed mitigation is intended to be compatible with the proposed Placer County Conservation Plan (PCCP), should the PCCP subsequently be approved by the Board of Supervisors. The mitigation strategy will allow the Placer Vineyards project to move forward without the PCCP program in place, and also provides the opportunity for the Placer Vineyards project to take advantage of the PCCP program, if adopted in the future.

In addition, other mitigation for the impacts on ecological communities and/or special status species is proposed as follows:

- Swainson's Hawk Foraging Impacts: Swainson's hawk foraging habitat will be mitigated according to California Department of Fish and Game Guidelines: one acre for each acre lost within one mile of a nest; 0.75 acres for each acre lost within one to five miles of a nest; and 0.5 acres for each acre lost within five to ten miles of a nest, unless otherwise addressed through the PCCP. Additionally, the applicant will be required to obtain a California Endangered Species Act take permit for any nest tree that may be removed as part of any proposed construction under the Specific Plan. Additional mitigation measures for the loss of active nest trees will include planting of suitable nest trees at a 15:1 ratio on suitable foraging habitat areas within west Placer County, which is consistent with the California Department of Fish and Game Guidelines.
- Vernal Pool Habitat Impacts: Impacts to vernal pool (fairy shrimp and tadpole shrimp) habitat will be mitigated through preservation or restoration of acreage based on each acre directly impacted. In this context, restoration is intended to include the construction of vernal pools at densities within the range of historical levels as identified on 1937 aerial photos, or other valid historical evidence, for the proposed preserve site to be restored.
- Wetland (Non-Vernal Pool) Impacts: Impacts to "Waters of the United States" (not including vernal pools) and other non-jurisdictional wetlands identified in the Placer County General Plan will be mitigated to provide "no net loss" through avoidance, minimization and/or compensatory mitigation techniques.
- Blue Oak Woodland and Heritage Oaks: The Placer Vineyards project is proposing to avoid approximately 44-acres of oak woodland habitat. The areas to be avoided are located adjacent to the Dry Creek corridor as well as two sites within the Plan area, one located along Dryer Lane and the other located at the southeast corner of the Plan area. In addition, many of the heritage oaks identified on-site will be avoided.
- Riparian Habitat: Four riparian sites within the project are proposed to be avoided. These sites include: a portion of Curry Creek south of Base Line Road along the eastern edge of the of the Plan area; two tributaries to Steelhead Creek, one immediately west of Palladay Road at the southern edge of the Plan area, the other south of Base Line Road in the center of the Plan area; and the Dry Creek corridor along the eastern edge of the Plan area. For the riparian habitat that the project will

affect, mitigation measures proposed require replacement tree plantings, and similar off-site habitat conservation and restoration.

Placer Vineyards Project Mitigation Strategy

To address the need for replacement habitat, agriculture and open space areas, six potential off-site mitigation sites have been identified for the project. The applicant is proposing that Placer Vineyards property owners may either choose to acquire land located in the six mitigation areas, or propose comparable alternate mitigation sites. All off-site mitigation must be in accordance with the terms of the PCCP (if approved), or as permitted by the U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, and California Department of Fish and Game.

The Placer Vineyards project mitigation strategy requires that a combination of one or more mitigation sites establish a core preserve area of approximately 1,000 acres which will be protected by permanent conservation easements before ground-disturbing activities begin within the Specific Plan area. The remaining mitigation requirements will be addressed on a project-by-project basis as the development of individual properties proceeds. One of the goals of the mitigation strategy is to locate additional preserve areas adjacent to the core preserve or other existing preserve sites to create a contiguous preserve area; however, this may not be feasible. Therefore, if additional preserve sites are proposed to be discontinuous to the core preserve or other existing preserve sites, such sites should meet a minimum size (200 acres) and location (within an area designated as Agricultural and Open Space in the General Plan) requirement. These minimum preserve area and location requirements are based on recommendations from the Report of the Science Advisors for the Placer County Natural Community Conservation Plan / Habitat Conservation Plan (January 2004).

In addition to the establishment of the preserves, an Open Space Mitigation and Management Plan will need to be approved by the County. Funding for the management and maintenance of the preserve area will be provided by future Plan area residents and businesses through a Community Facilities District or other funding mechanism established at the time the preserve is acquired.

Noise

The Placer Vineyards project is located in proximity to Watt Avenue, Base Line Road, Walerga Road, and other existing sources of existing or anticipated future transportation noise. On-site noise impacts to the project were identified both from these existing sources and the proposed larger project roads. Site-specific acoustical analyses will be conducted, and mitigation measures provided, at such time that each property is developed (i.e., site-specific Tentative Subdivision Maps).

The proposed Plan would also increase traffic noise outside the Plan area, particularly in unincorporated Placer County and the City of Roseville. For the most part, these increases would not be great enough to be noticeable to residents and others sensitive to noise. However, there could be roadway segments where noise levels increases would be noticeable. Noise-reducing paving material (such as rubberized asphalt) will be used along Base Line Road along the entire length of the SPA to further reduce traffic-related noise. No mitigation is available for off-site increases in traffic noise, so the impact is considered significant and unavoidable.

Cultural Resources

There are six known unique archaeological sites, one historic archaeological site and two existing historic buildings within the Specific Plan area. There are also known cultural resources in the off-site infrastructure area, including two unique archaeological sites, one historic cemetery, two historic sites and one historic district. The cultural resources study conducted by professional archaeologists and an architectural historian concluded that the Placer Vineyards area is marginal for the presence of prehistoric cultures and marginal with respect to historic development of western Placer County. The analysis did conclude that the Plan area as a whole did potentially include some cultural resources that could be eligible for the California Register of Historical Resources or qualified as “unique archaeological resources” under State law. Mitigation measures have been included where feasible to reduce the impacts however, impacts to some historical and archaeological resources are considered significant and unavoidable.

The County began the consultation process as required by Senate Bill 18 (SB 18) with the United Auburn Indian Community in April 2006 for all four Specific Plan proposals in western Placer County. As part of that consultation process, the County provided information to the Tribe about the potential cultural resources impacts associated with the Placer Vineyards project. In response, the Tribe provided comments on the project. Based on comments received, Policy 9.1 has been included in the Specific Plan which requires all properties to be inspected by a qualified archaeologist for Native American Cultural Places and provides mitigation measures to preserve the integrity or minimize the impact if any sites are discovered in the future.

Visual Quality and Aesthetics

The aesthetics impact assessment for the Placer Vineyards project focused on the conversion of the Plan area from rural to urban and suburban development patterns, increases in night lighting and light and glare that could be generated by new development. The land adjacent to the Plan area on the west is within the South Sutter County Commercial/ Industrial Reserve. To the east is the Dry Creek community and scattered rural residential uses. To the south is the Sacramento County urbanized area; however, open land areas remains, including Sacramento County’s Gibson Ranch Park and open space areas along the Dry Creek Corridor. Southeast of the Specific Plan area is the unincorporated community of Antelope, and west of Watt Avenue is the unincorporated community of Elverta.

The EIR identified mitigation measures to reduce the impacts to visual resources. The primary mitigation concept to reduce visual and aesthetics impacts is to provide guidelines and policies within the Specific Plan area that promote good urban and landscape design. In addition, the Specific Plan includes policies to require illumination standards to control light and glare, and all projects within the Specific Plan area are required to a complete design/site review process. Although the urban environment that is ultimately built will be implementing actions previously taken by the Board, development will, nevertheless, change the existing visual character and quality of the Plan area. This was determined to be an unmitigatable impact of the project.

Air Quality

The project site is located in western Placer County, which lies within the Sacramento Valley Air Basin. Implementation of the proposed Specific Plan will affect air quality during both

construction and operation phases. Exhaust and fugitive dust emissions will be generated in the Specific Plan area by construction activities such as excavation and grading, construction vehicle traffic, and wind blowing over exposed earth. Implementation of mitigation measures such as submitting a construction emission/dust control plan to the Placer County Air Pollution Control District (PCAPCD), and reducing NO_x and ROG from construction vehicles will substantially reduce construction-related air quality impacts, but not to a level that is less than significant.

Build-out of the Specific Plan area would result in the generation of both mobile and stationary source air pollutants, increasing total air pollution emissions. Implementation of mitigation measures such as exceeding Title 24 requirements, the prohibition of wood-burning fireplaces, promoting transportation alternatives and promoting passive solar building design will reduce the operational emissions of the project, but not to a level that is less than significant. In addition, the Specific Plan will have a negligible effect on CO concentrations in the project area and would not cause or substantially contribute to projected violations of the state/federal ambient air quality standards.

Sewer lift station operations within the Specific Plan area could cause odors and the potential for odor complaints. Wastewater treatment plant expansions may occur at both the Dry Creek Wastewater Treatment Plant and Sacramento Regional Wastewater Treatment Plant. These plant expansions could potentially cause odor and air quality concerns. Implementation of the mitigation measure to obtain an Authority to Construct/Operate permit and implementing an odor control program would assist in reducing this impact to a less than significant level.

Cumulative air quality impacts would result from Specific Plan development. The proposed Specific Plan would contribute to cumulative air emissions by allowing for substantially greater development in the Specific Plan area than currently exists. Implementation of the mitigation measures to participate in an off-site mitigation program co-coordinated by the PCAPCD would substantially lessen the project's incremental contribution to significant cumulative impacts, but not to a level that is less than cumulatively considerable.

Global Climate Change

A Global Climate Changes section was added to the Draft EIR in response to recent heightened interest in the subject of global warming and climate change and, specifically, the State legislature's passage and the Governor's signing of AB 32. The legislation is intended to control and reduce the emission of global warming gases in California. Although it did not amend CEQA or create any explicit mandate that CEQA documents address climate change issues, AB32 requires both the reporting of greenhouse gas emissions and their reduction according to a schedule, including a reduction of carbon dioxide (CO₂) emissions to 1990 levels by 2020. Because the State of California views global warming as a serious environmental threat in California, the EIR addresses the issue and provides full environmental disclosure of the possible effects of the project on greenhouse gas emissions, and proposes mitigation measures that would assist in reducing the project's effects.

The Placer Vineyards project will contribute to the cumulative increase in atmospheric greenhouse gas (GHG) concentrations; however, a great deal of uncertainty exists regarding what the net CO₂ emissions would actually be, and how current and future regulations might

affect CO₂ emissions attributable to the project and cumulative CO₂ emissions from other sources in the state. Also, it cannot be determined how CO₂ emissions associated with the Placer Vineyards project might or might not influence actual physical effects of global climate change. For these reasons, it is uncertain whether the Placer Vineyards project would generate a substantial increase in GHG emissions relative to existing conditions, and whether emissions from the Placer Vineyards project would make a cumulatively considerable incremental contribution to the significant cumulative impact of global climate change.

Notwithstanding such uncertainty, the Placer Vineyards Specific Plan is a large project, which if evaluated at either a local or regional scale, would emit CO₂ and other GHGs at much higher volumes than other types of development. Therefore, a conservative approach was taken in the Second Partially Recirculated Revised Draft EIR and the Placer Vineyards project was found to potentially make a cumulatively considerable incremental contribution to the significant cumulative impact of global climate change.

The Placer Vineyards Specific Plan project incorporates guidelines, strategies and mitigation measures that minimize the human and spatial environmental footprint of the Specific Plan, including transportation and energy use-related impacts. Implementation of these measures will help reduce potential GHG emissions resulting from the development of the Project.

Also, considerable uncertainty remains with respect to the overall impact of global climate change on future water supply in California. It is unknown to what degree global climate change will impact future Placer County water supply and availability. However, based on consideration of the recent regional and local climate change studies described in the Second Partially Recirculated Revised Draft EIR and based on an assessment of the water supply for the Placer Vineyards project, it is reasonably expected that the impacts of global climate change on water supply would be less than significant.

Unmitigable Environmental Impacts

The Placer Vineyards Specific Plan and associated infrastructure would have impacts in the following areas that would be significant, even if feasible mitigation is available:

- Conversion of agricultural land, including Important Farmland, and open space to urban uses;
- Alteration of off-site land uses resulting from roadway widening(s);
- Impacts on the environment resulting from compliance with Standard 8 (Agricultural Water Supply) of Exhibit 1 of the Dry Creek West Placer Community Plan.
- Alteration of views of the Plan area;
- Reduction in long-term surface water supplies leading to a curtailment of project development;
- Loss of habitat for special-status species, including wetlands and foraging and nesting habitat for Swainson's hawk;
- Loss of oak trees;
- Loss of special-status species habitat resulting from off-site infrastructure construction. Potentially affected species include vernal pool crustaceans, Swainson's hawk (nesting), other nesting raptors (e.g., red-tailed hawk and great horned owl) Valley longhorn

elderberry beetle, western pond turtle, burrowing owl, tri-colored blackbird, California black rail, California horned lizard, bat species, giant garter snake and loggerhead shrike;

- Destruction and/or alteration of historic and archaeological resources;
- Increased traffic on local and regional roads and at intersections in Placer County, Sacramento County, Sutter County and the City of Roseville;
- Degradation of air quality resulting from exhaust emissions and fugitive dust during construction as well as from mobile (vehicular) and stationary sources;
- Increased odor and air quality degradation due to pump station and WWTP operation;
- Increased off-site traffic noise;
- Imbalance in jobs/housing balance;
- Increased waste to be processed and disposed of at the Materials Recycling Facility and Western Regional Landfill;
- Increased demand for recycled water.

Cumulative Impacts

The Placer Vineyards Specific Plan would contribute to the following significant and unavoidable cumulative impacts:

- Loss of agricultural land and open space;
- Alteration of views in rural western Placer County;
- Increased light and glare;
- Degradation of surface water quality;
- Loss of habitat for special-status species;
- Loss or alteration of historic and prehistoric resources;
- Increased traffic congestion;
- Degradation of air quality;
- Increased traffic noise (off-site);
- Increased solid waste generation; and
- Increased emissions of greenhouse gasses that contribute to global climate change.

Project Alternatives

Consistent with State and local law, the Revised Draft EIR document considered a range of alternatives. The range of alternatives selected was guided primarily by the need both to reduce and eliminate project impacts, and to achieve project objectives. Alternatives are intended to assist decision-makers in the assessment of appropriate uses of the project site by analyzing the potential environmental impacts that would result from alternative designs or intensity of development of the project site. The alternatives evaluated for the proposed Placer Vineyards project are listed below:

- No Project Alternative, which provides that no additional development will occur on the project site.
- Reduced Density Alternative, which would reduce the amount of development by approximately 50 percent. This alternative would allow a maximum of 7,500 dwelling units.

- Rural Density Alternative, which consists of development of the Specific Plan area with approximately 500 new single family residential lots with a minimum parcel size of 10 acres. Because there are approximately 150 existing residences in the Specific Plan area, the total number of dwelling units would be 650.
- “Blueprint Alternative”, which would increase the number of residential dwelling units from 14,132 to 21,631 (a 53 percent increase).

ALTERNATIVE “BLUEPRINT PLAN”

In December 2004, the SACOG Board of Directors adopted the Sacramento Region Blueprint, which looked at how the region might grow over the next 30 to 50 years. The anticipated development was based upon SACOG’s growth projections which show that, within the next 50 years, up to 1.7 million people will be moving into the greater Sacramento Region. With this anticipated growth, one of the challenges is where to locate future growth areas that would be in proximity to major roadways and job centers. Because of its generally level terrain, access to highways, and suitability to accept development, South Placer County was identified as one of the primary growth areas for the Sacramento Region.

In response to direction from the Board of Supervisors, the applicant has provided for the Board’s consideration an alternative version of the Placer Vineyards project, known as the “Blueprint Plan” Specific Plan. Like the proposed project, the Blueprint Plan is built on the SACOG smart growth principles, and proposes the construction of up to 21,631 residential dwelling units and more intensive commercial/mixed-uses areas.

The Blueprint Plan project proposes development of approximately 5,230 acres (same area as the proposed project) with a mixture of land uses (Exhibit 6) which include:

- 21,631 Residential Dwelling Units -
 - 3,647 units Low Density Residential, 17 percent of all residential units with an average density of 5.0 units per acre
 - 9,873 units Medium Density Residential, 46 percent of all residential units with an average density of 8.5 units per acre
 - 6,244 units High Density Residential, 29 percent of all residential units with an average density of 18.2 units per acre
 - 1,456 units Commercial Mixed-Use 5 percent of all residential units with an average density of 22 units per acre
 - 411 units Rural Residential (7 percent of residential units)
- 275 acres Commercial -
 - 164 acres Retail / Commercial (59 percent of commercial acreage)
 - 111 acres Office / Business Park (40 percent of commercial acreage)
- 1,669 acres Public/Quasi-Public
 - 51 acres Public Facilities/Services (government offices, fire stations, library, etc.)
 - 115 acres Religious Facilities

- 199 acres Schools (7 elementary, 2 middle, and 1 high school)
- 284 acres Parks (community, neighborhood, mini, recreation center)
- 698 acres Open Space
- 321 Major Roadways (thoroughfares, arterials, collectors)

Residential Land Uses

The table below compares the proposed project and the Blueprint Plan in terms of densities, acreages and number of units for residential-only development. Under the Blueprint Plan, density in residential-only areas (excluding the SPA) is proposed to increase from 5.7 units per acre (proposed project) to 9.2 units per acre. The Blueprint Plan would increase density under all three categories of residential development – Low-Density, Medium-Density, and High-Density as well as under Commercial/Mixed-use. The “Blueprint Plan” would also substantially increase the acreage for Medium- and High-Density residential development, while reducing the amount of land designated Low-Density residential. Consequently, it is expected that the types of housing would change, with far fewer single-family residences, and more attached units, such as duplexes, townhomes and condominiums. In addition, the Blueprint Plan nearly doubles the number of residential units within C/MU land use designations from 636 units to 1,456 units. Another difference is that the Blueprint Plan increases the number of acres of C/MU from 50 acres to 94 acres.

Proposed Project Compared with Blueprint Alternative: Land Use Summary - Residential and Commercial/Mixed-Use									
Placer Vineyards Specific Plan					Blueprint Alternative				
Density/Intensity Standards			Area Size	#	Density/Intensity Standards			Area Size	#
Residential (RES)	Density Range DU/AC	Calc. Density DU/AC	Acres	Units	Residential (RES)	Density Range DU/AC	Calc. Density - DU/AC	Acres	Units
LDR	2-6	3.5	1,001	3,519	LDR	2-7	5	729	3,647
MDR	4-8	5.24	1,176	6,474	MDR	6-15	7.7	1,170	9,873
HDR	7-21	15	205	3,092	HDR	12-35	18	341	6,244
C/MU	14-22	18	35	636	C/MU	15-35	22	67	1,456
SPA	—	—	979	411	SPA	—	—	979	411
Subtotal Residential	—	—	3,396	14,132	Subtotal Residential	—	—	3,286	21,631

LDR=Low-Density Residential; MDR=Medium-Density Residential; HDR=High-Density Residential; CMU=Commercial Mixed-use Residential (70% of total area); DU=Dwelling Units; AC=Acres; Calc=Calculated

Commercial Land Uses

Comparing the Blueprint Plan with the proposed project for Commercial land uses, retail and office uses would also increase in the C/MU, resulting from an increase in the number of acres of C/MU (the FARs would be the same as the proposed project). The number of acres of commercial-only development would also increase, from 273 acres to 275 acres.

The jobs/housing ratio under the Blueprint Plan would be 0.45, compared with 0.68 under the proposed project. The lower ratio for the Blueprint Plan is because of the substantial increase in housing with only a slight increase in employment-generating uses. The job/housing balance is an objective that promotes development that locates housing and employment opportunities in reasonable proximity to each other. The ideal job/housing balance is 1.0.

Although the Blueprint Plan would have a relatively low jobs/housing ratio, the Plan area itself is in proximity to external jobs. According to SACOG, a distinct advantage of increasing densities in the Specific Plan area is its proximity to several major current and emerging employment centers, including Roseville, Rocklin, the former McClellan Air Force Base, the International Airport/Metro Air Park, and development proposed in south Sutter County. By providing residences in proximity to these areas, the Blueprint Plan (and the proposed project to a lesser extent) is expected to result in shorter average commute distances than would occur if housing were spread throughout the region. Therefore, on a regional level, the jobs/housing ratio may be more balanced under the Blueprint Plan than it would be under the proposed project.

Public/Quasi-Public Land Uses

For Public/Quasi-Public land uses, the Blueprint Plan would provide 74 more acres of parks, including an additional large 50-acre central community park, one additional elementary school, an additional 20 acres for the high school site, and four additional designated religious sites. It should be noted that these increases are necessary to serve the higher population, and would not increase per capita services. For example, there would be an additional 3,735 school children under the Blueprint Plan; so more schools/ park facilities are needed.

Consistency with Smart Growth Principles

As might be expected, the increased residential density for the Blueprint Plan, as well as the intensification of the commercial land uses within the project area, addresses SACOG's smart growth principles to a greater extent than the proposed Base Plan project:

1. Transportation choices. Both the proposed project and the Blueprint Plan provide bicycle and pedestrian facilities throughout the Specific Plan area, linking parks, residences, schools and other uses. Both also provide right-of-way for Bus Rapid Transit on Watt Avenue, a multi-modal transit center, bus service and park-and-ride lots. Therefore, both the proposed project and the Blueprint Plan would be designed to encourage people to sometimes walk, ride bicycles, ride the bus, ride light rail, take the train, or carpool as a way to reduce the number and length of auto trips. However, the Blueprint Plan would likely result in higher transit use because it provides for higher densities in proximity to the Transit Center and other potential transit hubs such as the Town Center. According to SACOG, the minimum residential density needed to support infrequent bus service is seven dwelling units per acre. Almost one-third of the housing proposed in the Blueprint Plan would be at or near this density, compared to less than 5 percent under the proposed project. Therefore, bus service and ridership would likely be increased under the Blueprint Plan.
2. Mixed-use development. Both the proposed project and the Blueprint Plan provide for a wide range of residential and non-residential development. The "Blueprint Plan" would increase the population near the Town Center and Village Centers relative to the proposed project.

3. Compact development. Both the proposed project and the Blueprint Plan provide for higher densities at the Town and Village Centers, with medium and lower density residential development occurring at greater distances from the centers. The Blueprint Plan would be more compact because it would provide for more units per acre at every density and have more acreage designated Medium- and High-Density residential than the proposed project. Approximately one-third of residential development under the Blueprint Plan would be at densities approaching or exceeding 10 units per acre, compared to less than 5 percent under the proposed project.
4. Housing choice and diversity. Both the proposed project and the Blueprint Plan would provide for a wide range of densities and housing types and an age-restricted component. However, the Blueprint Plan would have more variety, with densities ranging from 2 to 35 units per acre, compared to 2 to 22 units per acre under the proposed project.
5. Use of existing assets. Both the proposed project and the Blueprint Plan would be located on the edges of existing urbanized areas and is designed to create links with these surrounding communities. This project is located in southwest Placer County which provides opportunities for this urban area to utilize the existing assets of the region, including the transportation network and the location of major employment centers.
6. Quality design. The Blueprint Plan, like the proposed project, would be subject to design guidelines and development standards intended to ensure that new development would be of high quality and compatible with surrounding land uses.
7. Natural resources conservation. The same areas would be preserved as Open Space under either the proposed project or Blueprint Plan, including the Dry Creek and other drainage corridors and the oak woodland. Natural resources within these Open Space areas would be conserved and protected. The Blueprint Plan has the potential to further protect natural resources by absorbing more demand for residential development. If, for example, the additional 7,499 units in the Blueprint Plan were developed elsewhere in the region at average densities of 5.7 (like the proposed project) to 9.2 (like the Blueprint Plan), an additional 882 to 1,389 acres would need to be converted to residential uses elsewhere in the region. Additional land would be needed for schools and parks for this population. Depending on the location of such development, additional agricultural and biological resources could be lost to urbanization. However, implementation of the Blueprint growth vision is completely voluntary by each jurisdiction. Therefore there is no guarantee that if additional dwelling units are built in the Placer Vineyards project that another jurisdiction would abstain from developing elsewhere in the region.

Both the proposed project and the Blueprint Plan also provide for a network of parks and trails throughout the Specific Plan area, a town square, stormwater facilities, and landscaping that would provide shade. Because of its increased densities and smaller lots, per capita water use and stormwater runoff would be lower under the Blueprint “Blueprint Plan”.

Other differences between the Blueprint Plan and the proposed project include the following:

- The Blueprint Plan is designed for an anticipated population of approximately 51,983 residents compared to approximately 34,762 under the proposed project, increase of almost 50 percent.
- The Blueprint Plan proposes a roadway network that is similar to the proposed project, but the traffic volumes would be incrementally greater in and near the Specific Plan area because of the increased density.
- The Blueprint Plan would have higher density concentrations along the Watt Avenue transit corridor and surrounding the Village Centers and commercial developments, which will facilitate the expanded use of public transportation.
- The Town and Village Centers would be designed at higher densities that may require development of parking garages. In general, there would be less surface parking and more strategically located parking structures.
- Public infrastructure such as water distribution, sewers, drainage systems and retention basins would be resized and added to accommodate the increase in population. For example, the force mains from the lift station at the far west side of the project to the Dry Creek Waste Water Treatment Plant would be increased from 16 inches to 20 / 24 inches.

Since the Planning Commission meeting, and based upon comments raised by members of the Board during the public workshops, staff has dedicated a significant amount of resources analyzing the proposed Blueprint Plan and its relationship to the Base Plan project proposed by the applicant. As noted during the previous workshops on this Specific Plan, a lot has changed in the project area and the County since the adoption of the General Plan in 1994.

While staff initially had concerns with the proposed 53 percent increase in residential units for the Placer Vineyards areas as suggested in the Blueprint Plan and the impact that increase in density might have on local roadways, additional studies have shown that, as articulated above, the actual traffic impacts associated with the project would not be significantly different from the traffic impacts resulting from the Base Plan. Also, consistent with the SACOG Board's desire, the Blueprint Plan would place more residences in proximity to local job centers. Also, by allowing for higher densities, especially along the transit corridors, a critical mass of population is formed that would increase the probability of mass transit use.

As described above, the EIR prepared for the Placer Vineyards project analyzed the Blueprint Plan as a co-equal alternative. Should it be the desire of the Board to consider the approval of the Blueprint Plan, the environmental analysis prepared for this project has analyzed the impacts associated with the implementation of the Blueprint Plan, and mitigation measures are included to reduce the identified impacts to less than significant levels, or Statements of Overriding Consideration have been prepared to address those impacts that cannot be reduced to less than significant levels.

Public Facilities Financing Plan

The Placer Vineyards Financing Plan includes the estimates necessary to construct the infrastructure and public facilities required for this project. The Financing Plan also describes the proposed financing strategy and mechanisms to fund these costs to serve the residential and commercial uses planned. Backbone infrastructure costs include major roadways, sewer, water and recycled water, storm drainage, open space/detention, and dry utilities. Public facilities costs include schools, parks, library, government center, transit, corporation yard, fire, and sheriff facilities and equipment. School districts have been consulted over the project review period, and funding for schools is discussed in the Public Facilities Financing Plan.

At build-out, the estimated total cost to fund infrastructure and public facilities administration is \$841.5 million (in 2006 dollars):

- \$235.5 million for Core Backbone Improvement costs,
- \$70 million for the remaining Backbone Improvement costs,
- \$515.3 million for the Public Facility improvements, and
- \$20.7 million for Drainage Shed Improvements.

Additional administration, fee formation and regular fee program updates are anticipated to total \$12.3 million. The project will be required to fund and construct the “Core Backbone Infrastructure” at the initial development, and this infrastructure must be completed prior to the issuance of the 1,501th building permit. Subsequent development within the Plan is required to build Remaining Backbone Infrastructure and secondary roadway improvements as described in the Development Agreements. Notable aspects of the Financing Plan relating to infrastructure and public facilities financing include:

- The applicant’s proposed project is to be developed as a single phase project, which requires a significant amount of upfront funding (\$235.5 million dollars) and construction of the “Core Backbone Infrastructure”.
- Opportunities for public financing for infrastructure and public facilities are limited, priority is established for public financing of services.

As part of the funding strategy to cover costs, the property owner/developers will be obligated through the Development Agreement to participate in existing and new fee programs. The Placer Vineyards Specific Plan Fee will be paid at building permit to fund public facilities that will serve the Placer Vineyards area (such as government center, sheriff substation, trails, parks, corporation yard). The Southwest Placer Fee, also paid at building permit, will fund regional public facilities, (library and regional fire training facility) with Placer Vineyards paying its proportionate share. These fees are currently estimated as follows:

- Development Mitigation Fees - \$9,776 to \$11,347 per residential unit; \$80,505-\$127,926 per non-residential acre.
- Project Development Fees - \$12,638 to \$15,365 per residential unit; \$36,193 to \$43,321 per non-residential acre.
- Placer Vineyards Specific Plan Fee -\$11,238 to \$16,062 per residential unit; \$36,132 to \$41,857 dollars per non-residential acre.

- Southwest Placer Fee - \$1,491 to \$1,759 dollars per residential unit; \$655 to \$763 dollars per non-residential acre.

The developer will be required to construct infrastructure and public facilities consistent with the timing specified in the Development Agreement, and can receive reimbursement or credit for the fees as they are collected at building permit.

There are other fees unrelated to the County that will be paid by any new development within the Plan area. These fees, including a PCWA fee and schools fees, are payable prior to the issuance of a building permit.

Urban Services Plan

The Placer Vineyards Specific Plan Urban Services Plan (Urban Services Plan) describes the service levels, delivery, costs, and funding mechanisms for the following types of public services in the Plan area: County-wide services (e.g., probation, health services); fire protection; Sheriff protection; library services; transit services; local parks operations and maintenance; regional park facilities operations and maintenance; recreation services; open space maintenance; landscape corridors maintenance; and local roads maintenance.

The Urban Services Plan describes a financing strategy to fund an urban level of public services that will be provided to Placer Vineyard's future residents, businesses and employees commensurate with surrounding jurisdictions. These sources include existing revenues as well as newly created funding sources paid by future development in Placer Vineyards.

The estimated costs of providing the urban services to the Plan area are based on a fiscal impact report prepared by Hausrath Economics Group and service level ranges identified in the project Environmental Impact Report. Service level ranges were derived from a series of consultant studies and program planning estimates provided by County staff who will be responsible for ensuring delivery of urban services. Total annual services costs at build-out are \$62.5 million (in 2006 dollars). Net costs after considering off-setting revenues is \$28.3 million dollars and is proposed to be funded by special taxes and assessments on a per residential unit or non-residential per acre basis which include:

- \$2,410 dollars per unit annually for single family dwelling units,
- \$1,250 dollars per unit for multifamily,
- \$500 dollars per unit for affordable housing units, and
- \$3,780-\$4,530 dollars per non-residential acre.

A concern regarding the Services Plan is the relatively high annual special taxes and assessment projected for the project, primarily resulting from the extremely low property tax share the County receives from the project area and the overall costs associated with delivering urban service levels. Property tax is the most significant source of discretionary revenue in Placer County, accounting for 85 percent of discretionary General Fund dollars. County-wide services such as detention, District Attorney, Health and Human Services are dependent on revenue from this level of funding. The property tax share from Placer Vineyards is about 35 percent less than that which is currently received in the unincorporated area overall. This dynamic, combined

with lower projected sales tax opportunity within the plan area and the need for urban level services, results in significant special taxes and assessments.

Funding for the net services costs is planned to be provided through Services Community Facilities District(s) (CFD), a County Service Area(s) (CSA), and a one time \$7,200/ residential unit fee known as the Urban Services Shortfall Fee. Service costs that are distributed to both residential and non-residential development include fire, sheriff, roads, landscape corridors, countywide services, and traffic. Trails, parks, recreation, open space, and library are distributed to residential alone in that they are considered the user population for those services. A per-unit and per-1,000 building square feet special tax/assessment is derived based on the proportional share of costs for each service category. The Urban Services Shortfall Fee will provide a contingency fund to pay for urban service costs in years when total costs exceed the amount of special taxes and assessments collected for developed property. This fee also provides funding to support a reasonable annual levy on affordable housing units for services.

The urban service cost estimates will be refined when Master Plans are completed and as part of the process of forming the CFD(s) and CSA(s).

Development Agreements

Counties are authorized to enter into Development Agreements by California Government Code Section 65864 et seq., as embodied into Section 17.58.210 of the Placer County Zoning Ordinance. A Development Agreement is a recorded document that sets forth a property owner's specific obligations relating to infrastructure construction, financing, and timing; financial contributions for infrastructure maintenance and public services and other obligations that may be imposed by the County as conditions of approval. In exchange, the Development Agreement provides the property owner with vested development rights, including protection against future changes in laws or regulations that might prevent the development from occurring.

Individual, but identical, Development Agreements that implement the requirements of the "Base Plan" have been executed by each of the 21 separate property owners within the non-SPA Placer Vineyards Specific Plan area who are members of the applicant Placer Vineyards Property Owners Group. The Development Agreements for the Placer Vineyards project will enable the property owners to proceed with the development of the Plan area with certainty as to their entitlements for a minimum of 20 years, during which time the County will assured that it will have public facilities and services in place when needed to serve the new residents. The property of any property owner who does not execute a Development Agreement when the Specific Plan is approved will not be rezoned as part of this approval process. When each of these property owners seeks to develop his or her property, a rezoning will be required and execution of a Development Agreement will be necessary to ensure that property develops in a consistent manner with the rest of the properties within the Specific Plan.

A representative copy of the Development Agreement which has been executed by each of the property owners, is attached to Attachment 7 of the Memo of County Counsel. The Property Owners Group has represented to the County that many of them will be entering into a new private agreement to create a Development Group that will assume responsibility for compliance with many of the requirements of the individual property owners under the terms of the

development agreements, such as the construction of the Backbone Infrastructure. The following is a summary of the major provisions of the development agreement.

1. Project Fees and Costs - The developer is required to pay all fees and costs for the following:
 - a. County's administration and implementation of the Placer Vineyards Specific Plan, Finance Plan and Urban Services Plan.
 - b. Project mitigation fees, as well as any new mitigation fees adopted by the County pursuant to Government Code section 66000. Project mitigation fees typically include sewer, traffic, drainage, and parks fees. The developer will be entitled to fee credit to the extent it constructs a facility that is included within an existing fee program.
 - c. "Project Development Fees," which include agricultural water supply enhancement fees which will provide funding for additional recycled water storage and conveyance facilities to assist with the provisions of affordable agricultural water supply, Walerga Road Bridge fees, regional traffic fees ("Tier II Fees"), Highway 99/70 Riego Road Interchange Fee and a supplemental traffic fee. These fees are in addition to the project mitigation fees and provide additional public benefit.
 - d. "Project Implementation Fees," which consist of several different types of project-specific fees, including the Urban Services Shortfall Fee, which both equalize the costs of County public facilities development cost under the Plan and establish a stable source of funding to assure that variations in the long-term costs of public services are adequately provided for over the term of the Agreement.
2. Affordable Housing - Each property owner agrees to develop ten percent of the total residential units on its property as affordable units, with two percent of the units for moderate income households, four percent of the units for low income households, and four percent of the units for very low income households. The units may be provided either as purchase units or rentals, and there is flexibility to allow for the transfer of affordable housing units within the Specific Plan area.
3. Improvement Cost and Construction Timing - The developer will be required to provide and construct the entire infrastructure required for the project at its own cost. The infrastructure includes all roadways that are defined as roads, sewer, water, recycled water and applicable drainage improvements necessary to serve the project. The "Core Backbone Infrastructure" must be substantially complete prior to the issuance of the first building permit within the Plan area, and must be completed and accepted by the County before the issuance of the 1,501th residential building permit within the Plan area. The "Remaining Backbone Infrastructure" will be installed by the Developer in accordance with specified triggers as needed to serve areas of the project depending upon how development progresses.
4. Public Facilities – The developer will dedicate the land for, finance, construct and equip County facilities within the project necessary to serve the Plan area at its own cost. These facilities include the government center, two fire stations, sheriff facilities, a library, and a

corporation yard. The developer will also be required to dedicate land for and construct at its expense all parks within the project. The developer will make a monetary contribution towards transit facilities and a regional fire training facility, and will offer to dedicate a parcel to the Roseville Cemetery District.

5. Specific Plan Utility and Service Master Plans - The developer will prepare a County Facilities Master Plan, Parks Master Plan, Transit Master Plan, and Landscape Master Plan, and update the Sewer and Drainage Master Plans.
6. Schools - The developer will be required to enter into school mitigation agreements with the applicable school districts prior to the issuance of any residential building permits.
7. Services Funding – The developer will be required to establish one or more Community Facilities Districts and/or County Service Areas to provide the annual funding needed to allow the County to provide required services to the Plan area at an urban level of service, including sheriff, fire protection, recreation programming, library, parks and road maintenance, landscaping and open space, including off-site open space and habitat mitigation lands, and transit. Special taxes, assessments and charges will be imposed in accordance with an update of the Urban Services Plan to be presented to the Board of Supervisors.
8. Developer Group Formation - The developers will form a Developer Group which will construct the infrastructure, manage aspects of the funding, and enforce, as between the developers, Development Agreement obligations of the individual developers. The Development Group will act as a single point of contact for the County.
9. Developer Entitlements: In exchange for the foregoing, the developer receives the right from the County to develop over a 20-year term in accordance with the Specific Plan and Development Standards approved by the Board of Supervisors, and is protected from changes that might serve to restrict the development rights obtained, including new ordinances such as a “slow growth” initiative. The agreements may be extended for two additional 5-year terms unless the County determines that an extension is not in the best interests of the County.
10. Other provisions, such as an annual review, including an annual review of the status of the water supply, will allow the County to monitor the progress of the project.

PUBLIC NOTICING

Public notices were mailed to 1,445 property owners of record within 300 feet of the project site and any property owner who might be affected by any off-site improvements, including properties within Sacramento and Sutter counties. Other public interest groups and citizens were sent copies of the public hearing notice including all those who submitted letters regarding the EIR and/or requested notification. A public hearing notice was also published in the *Roseville Press Tribune* newspaper. The Community Development Resource Agency staff and the Department of Public Works, Environmental Health, Air Pollution Control District and West Placer Municipal Advisory Council (MAC) were transmitted copies of the project plans and application for review and comment.

The County also provided additional public noticing for the Placer Vineyards workshop series which were held on September 14, and 28, 2006 as well as October 12, and 26, 2006 at the

Planning Commission and June 16, 2007 and June 26, 2007 at the Board of Supervisors. An opportunity for public comment on the project was provided at the workshops. In addition, the County provided a letter to property owners in the Special Planning Area (SPA) on April 24, 2006 regarding the availability of the project's EIR and provided additional information and answers to potential questions about the SPA (refer to Exhibit 3, Special Planning Area Letter).

Planning Commission Review

At its January 25, 2007 meeting, the Planning Commission considered the proposed Placer Vineyards project. After receiving public testimony, the Planning Commission voted unanimously (6:0, with Commissioner Denio recused) to recommend approval of the "Base Plan" Placer Vineyards Specific Plan. At that meeting, the Planning Commission discussed the following concerns related to the Placer Vineyards project:

- The conversion of Religious Sites back to their underlying land use designation should be at a public hearing before the Planning Commission, not an administrative modification.
- The affordable housing policies should provide for flexibility based on market demands and conditions, not necessarily a strict 10 percent requirement, but determined at the time of development.
- Additional environmental studies might be needed on PCWA Conjunctive Water Use program to determine the environmental effect of municipal wells on existing well users.
- The Placer Vineyards project should not be precedent setting for County policies and fees.

SPA Residents' Recommendation

In early May 2007, Supervisor Rockholm's Office, County staff, and the project applicant were contacted by a property owners group that resides within the area designated as the Special Planning Area (SPA) of the Specific Plan. This group requested that County staff and the applicant attend a community meeting in order to discuss issues relating to the SPA's interface with the remainder of the Specific Plan.

On May 15, 2007, Supervisor Rockholm, County staff, and the applicant met with the SPA property owners group to discuss their concerns. At that meeting, the group concluded that their main concerns with the existing Specific Plan proposal were the inadequate buffering between the SPA and developing areas of the Specific Plan area; the lack of an equestrian trail that connected from the SPA to Gibson Ranch Park, an existing park with equestrian facilities located at the southeast corner of the Specific Plan; the location of Town Center Drive adjacent to the SPA; and the traffic congestion on Locust Road and the group's desire to close the road.

Based on the concerns identified by the group, as well as information and comments gathered at a follow-up meeting on May 30, 2007, the applicant revised the Specific Plan in order to address some of the communities concerns. The changes to the Specific Plan include:

- Modifying the existing buffer figure (Exhibit 7) to increase buffer widths and adding berms between the SPA and the remainder of the Specific Plan area. Adding to the buffer figure an equestrian trail along the edge of the SPA and the remainder of the Specific Plan area and including a policy regarding the trail's eventual connection to Gibson Ranch Park.

- Revising Specific Plan figures to show the relocation of Town Center Drive away from the SPA edge to the interior of the Specific Plan.
- Adding a policy to the Specific Plan and a provision in the development agreements requiring a study to be undertaken to identify and review the feasibility of alternatives to retaining Locust Road as a through roadway between Baseline Road and West Town Center Drive.

On June 14, 2007, County staff, the applicant, and representatives from the SPA property owners group attended a West Placer Municipal Advisory Council (MAC) meeting and reported the changes made to the Specific Plan. The MAC was generally pleased with the changes made to the Specific Plan as a result of the coordinated efforts between the property owners group, the applicant, and County staff.

Locust Road Circulation Study

As noted above, one of the main concerns noted by the SPA property owners group was the existing traffic congestion on Locust Road and the residents' desire to close this road. Locust Road is a north-south two lane rural roadway that begins north of Base Line Road in Sutter County, continues through Placer County and ends in Sacramento County. The PVSP includes urban development along a middle section of Locust Road with SPA area to the north and south. This roadway was studied in the EIR including future traffic forecasts. The roadway just south of Base Line Road is of particular interest with future projected traffic at 5500 vehicles per day. This level of usage is compatible with a two lane road of collector road status. It is projected to operate at Level of Service A.

At meetings with the SPA residents, concerns were raised about current volumes and speeds of vehicles along Locust Road and future increases of traffic due to development in the area, including Placer Vineyards. The residents repeatedly asserted that Locust Road must be closed to through traffic to protect their quality of life. The closure of Locust Road was not studied in the EIR.

In order for the Board of Supervisors to consider closing Locust Road, a detailed analysis and environmental review would be required, in addition to possible General Plan/ Community/ Specific Plan amendments. The County would need to coordinate closely with Sacramento and Sutter counties, as Locust Road continues north and south into these jurisdictions. Collection of this information and coordination with the adjacent jurisdictions would result in a delay in the consideration of the proposed Placer Vineyards Specific Plan. In order to allow the Placer Vineyards project to continue to move forward in the entitlement process and address the community's request to consider the closure of Locust Road, the following policy was added to the Specific Plan which provides for a circulation study (specific to Locust Road) prior to the approval of improvement plans for the Core Backbone Infrastructure:

Policy 5.6A- Prior to approval of improvement plans for the Core Backbone Infrastructure as described in Section 9.3.1 herein, a study shall be undertaken by the County to identify and review the feasibility of alternatives to retaining Locust Road as a through roadway between Baseline Road and West Town Center Drive. The study shall be funded by developers as provided in the Development Agreement. Any such study

shall (1) review the impacts upon the roadway systems in the Specific Plan and in adjacent jurisdictions, and identify the need for new or additional infrastructure, if any; (2) examine the application of strategies contained in the County's Neighborhood Traffic Management Program and evaluate their effectiveness at addressing residents' concerns (3) include an analysis of the necessary amendments to the Specific Plan, the County General Plan and/or the Dry Creek / West Placer Community Plan to implement any such alternatives; (4) identify the costs associated with any such alternatives, and; (5) specify compliance with the California Environmental Quality Act and any other applicable legal requirements. The County shall utilize the study to determine whether modifications to Locust Road are in the best interests of the County. The developers acknowledge that modifications to this Plan, the Plan Area roadway system and required infrastructure, including the Backbone Infrastructure, as the County may determine is necessary to effectuate the intent of this Policy may be required.

It is anticipated that the study will identify and review the feasibility of alternatives to retaining Locust Road as a through roadway. The study will also examine whether utilizing strategies contained in the County's Neighborhood Traffic Management Program will accomplish the same goals of reducing vehicular speeds and volumes and improving their quality of life.

Coordination with the City of Roseville/ 1995 Settlement Agreement

The Placer Vineyards project is located within an area subject to a Settlement Agreement by and between the City of Roseville and Placer County, entered into in 1995. The Settlement Agreement was approved by the Roseville City Council and the County Board of Supervisors in order to avoid the time, expense, and uncertainty of further litigation between both parties relating directly or indirectly to the legal adequacy of the 1994 EIR prepared for the purposes of the County's adoption of the County General Plan. The Settlement Agreement covers "major land development projects" within the "West Placer Specific Plan Area" and the "Future Study Area" and collectively identified as the "Subject Areas". The purpose of the Settlement Agreement is to promote interagency communication and foster cooperative land use planning between the City and Placer County. It requires that a "comprehensive stand-alone EIR" be prepared by the County prior to approving any major land development project within the Subject Areas and establishes procedures for City-County CEQA consultation for project applications within the Subject Areas.

Pursuant to the Settlement Agreement, Placer County consulted with the City regarding the models, assumptions, methodologies, and projections to be used in analyzing traffic and reported in the Draft EIR. The County also made available and solicited comments from the City on administrative draft environmental documents which typically fall outside the normal public input process. This included allowing the City the opportunity to review and comment on the first administrative Draft EIR. The comments that were provided by the City were responded to in writing by the County (February 23, 2006). The response outlined how the City's comments would be addressed in the public Draft EIR. The County also allowed the City the opportunity to comment on the second Administrative Draft EIR as well as the screen-check Draft EIR, prior to release of the public Draft EIR.

Pursuant to the Settlement Agreement, on March 23, 2006 the County met with the City to discuss the final mitigation measures prior to the release of the Draft EIR. There was only one additional mitigation measure that the City wanted to add, and it related to the tracking of water that PCWA passes through the City of Roseville's system. That proposed mitigation measure was incorporated into the Draft EIR (MM 4.11.7-1c) per the City's request.

The City also discussed additional coordination efforts relating to cross jurisdictional traffic impacts. It was indicated that this may be in the form of a traffic impact fee similar to what the City and County implemented when the West Roseville Specific Plan was adopted. The County is participating with the City in discussing existing and expanded fee structures as well as alternate methods to address this issue. It is important to note that the City is currently reviewing development projects (i.e. Sierra Vista and Creekview Specific Plans) that are projected to have impacts within Placer County. Therefore, the City and County are also discussing the implications of these impacts with the intent of reaching agreement on a comprehensive approach to the mitigation of cross-jurisdictional traffic impacts. The County will continue to work cooperatively with the City of Roseville to develop a program that would be applied to new development within both jurisdictions.

The City was provided copies of the Notice of Preparation, Revised Draft EIR, Partially Recirculated Revised Draft EIR, and Final EIR which are part of the typical CEQA public review process. The County has also solicited and received input from the City on the administrative draft of the Specific Plan.

In addition to the coordination of efforts between the City and County relating to the EIR, the County also solicited input from the City on several draft versions of the Water, Recycled Water, and Sewer Master Plans. Monthly meetings were held with the City, County, and PCWA in order to understand and exchange data relating to available water supply versus project demand, timing of infrastructure improvements, available recycled water supply versus project demand, proposed infrastructure improvements and alignments, and wastewater treatment plant capacities and future expansions.

Lastly, the City and County Department heads and staff continue to meet monthly to provide updates on their respective major projects, discuss cross-jurisdictional planning and common development issues. It is the County's position that the terms of the Settlement Agreement have been fulfilled based on coordination efforts described above relating to the City's participation and extensive review and comment on the Placer Vineyards Specific Plan project.

West Placer Municipal Advisory Committee Review

The applicant presented the proposed project to the West Placer MAC at multiple meetings. At the October 12, 2006 meeting, staff and the applicant presented an overview of the July 2006 Placer Vineyards Specific Plan as well as responses to the MAC's previous comments on the Revised Draft EIR. At that meeting, the MAC discussed the following concerns related to the Placer Vineyards project:

1. The MAC expressed concerns that road improvements outside the plan area (such as Watt Avenue in Sacramento County) do not address project impacts. In addition, traffic

noise mitigation and the overall impacts to the SPA area residents have not been addressed;

2. The MAC stated that using “building setbacks” and “roadways” to provide adequate open space between urban and rural land uses, or requiring off-site properties to provide buffers on these properties is not appropriate for this area.
3. The MAC was unclear on how the number of school facilities was determined for the entire project. In addition, the MAC expressed concern for the high school located on Base Line Road, stating that such a facility in that location would increase traffic on a main transportation corridor;
4. The MAC expressed concerns about the water supply and the use of groundwater, as well as having two sewer alternatives;
5. The MAC expressed concerns about the project phasing, but understood that all the infrastructure will be complete before units are constructed;
6. The MAC stated that the 1994 General Plan allows for 14,132 units on the entire area and expressed concern over the inequality in the disbursement of units between the SPA area and the Plan area. The MAC expressed concerns that the units should be evenly distributed; and
7. The MAC felt the "Blueprint Plan", with considerably higher density, only increases exponentially the problems the MAC envisions.

Ultimately, the MAC adopted a 4:1 motion to recommend denial of the Placer Vineyards Plan, stating “The Placer Vineyards Plan does not reflect what the General Plan requires and does not represent the existing Community Plan. Exhibit 1 of the General Plan does not say to reject the community and not follow the spirit of the West Placer Community Plan.” MAC members Brown, Aller, Webb and Stillman voted to not support the project and Mitchell-Wisemantle voted in favor of the project. In addition, the MAC stated it had a level of discomfort being asked to take action on the project without having a copy of the Final EIR which would reflect the corrections to the Revised Draft EIR.

Staff does not agree with the MAC’s conclusion that the Specific Plan does not meet the General Plan (Exhibit 1) requirements (refer to Exhibit 5, which provides a project consistency review with the General Plan). Staff has determined that Resolution 94-238 amended the Dry Creek / West Placer Community Plan to include the “West Placer Specific Plan Area” and established “standards for development in the Specific Plan area and changes to the text as well as amendment to all of the exhibits and the community plan land use diagram.” Exhibit 1 includes explicit development standards for the West Placer Specific Plan area, design elements for transit, urban design criteria (urban form, town center, village core area, public gathering areas, community open space areas, pedestrian-oriented design, commercial areas, residential areas, open space and roadway corridors), and special provisions covering phasing, agricultural water supply and noise. The intent of the special requirements set forth in Exhibit 1 is to provide for a comprehensive overall plan for the West Placer Specific Plan area and to apply planning criteria that are distinct and separate from the remainder of the Dry Creek / West Placer Community Plan and which supersede the goals and policies of the Community Plan. As such, the staff has concluded the Specific Plan is subject to conformity only with the goals and policies of the General Plan and Exhibit 1.

Placer County Agricultural Commission Review

The applicant presented the proposed Specific Plan to the Agricultural Commission at multiple meetings. The Agricultural Commission formally considered the proposed project at its October 9, 2006 meeting. The Commission's concerns related to water supply for agricultural uses, and mitigating the loss of agricultural land. The Commission adopted a motion to require the proposed impact fee of \$1,000 per unit for water conveyance infrastructure construction to be paid to Placer County, rather than the Placer County Water Agency. The Agricultural Commission recommended the monies be placed in a special fund administered by Placer County and used toward the construction of a proposed reclaimed wastewater treatment plant in the City of Lincoln. The Commission recommended that the Open Space Mitigation Plan require that off-site mitigation lands be located within Placer County. The applicant is proposing to purchase approximately 4,300 acres for off-site habitat, open space and agricultural mitigation purposes.

Changes to the December 2006 Specific Plan

Since the publication of the December 2006 Placer Vineyards Specific Plan, some modification/changes to the document have occurred. These changes resulted from property owner 5C withdrawing from active participation in the planning process, recommendations from the Planning Commission, and SPA area residents' recommendations. Changes to the Specific Plan are summarized below.

- The Land Use Plan was revised to relocate the middle school site originally located on 5C to properties 7 and 10; in exchange, a religious site from property 7 and 10 was relocated to property 5.
- The Land Use/ Circulation Plans were revised to relocate west section of West Town Center Drive internal to the development and away from the SPA area.
- Policy 3.13 was deleted and Religious Sites are simply designated as such. Density bonus units are no longer assigned to religious sites, but are still included in the total unit count for the development.
- Policy 5.27 was revised and Policy 5.28 was added to address the equestrian trail.
- Figure 5.6, Off-site Trail Diagram, was revised to include an equestrian trail along the edge of the SPA area, connecting to Gibson Park in Sacramento County.
- Policy 5.6A was added to address circulation study for Locust Road prior to the approval of improvement plans for the Core Backbone Infrastructure.
- Figure 7.10, Special Planning Area Open Space Buffer and Trial Diagram, was revised to reflect the proposed buffer/berm proposed along the SPA area.
- Section 8.2.1, Water Supply and Distribution and Figure 8.1, were revised to include the second alternative water supply infrastructure discussion and diagram (as analyzed in the Second Partially Recirculated Revised Draft EIR).
- Policy 9.3 was added to the Specific Plan to addresses potential property land use exchange, when property 5C develops.
- All applicable Specific Plan diagrams and tables associated with the above land use changes have been modified to reflect changes.

CONCLUSION / STAFF RECOMMENDATION

In considering taking action on the Placer Vineyards Specific Plan project, the Board may consider the following actions regarding the Placer Vineyards project which include: certification of the

project's environmental document; approval of the Specific Plan and Development and Land Use Standards; approval of amendments to the Placer County General Plan and Dry Creek / West Placer Community Plan; rezoning portions of the Specific Plan area and approval of the Project Development Agreement(s). In association with these actions, the Board should consider accepting the Final Public Facilities Financing Plan and the Final Urban Services Plan. As discussed in detail above, there are a multitude of options available to the Board in its consideration of this project. Based upon the level of environmental and project analysis that has or has not been done, some of the options available to the Board may require additional staff time and analysis to assure that the documents and actions taken by the Board are consistent with State planning and environmental laws. Outlined below are some of the possible options available to the Board regarding actions on the Placer Vineyards project:

Approval of Project Applicant's Request / Base Plan

Should it be the desire of the Board to approve the Placer Vineyards Specific Plan project as proposed by the applicant, the Board should (a) accept the Final Public Facilities Financing Plan and the Final Urban Services Plan and (b) take the following actions as described in the accompanying County Counsel Memorandum to the Board of Supervisors dated July 6, 2007:

- (1) Adopt the Resolution Certifying the Final Environmental Impact Report, including adopting a Statement of Findings, a Statement of Overriding Considerations and a Mitigation Monitoring Plan for the Placer Vineyards Specific Plan, Related Entitlements and Development Agreements.
- (2) Adopt the Resolution Approving Amendments to the Placer County General Plan.
- (3) Adopt the Resolution Approving Amendments to the Dry Creek/West Placer Community Plan.
- (4) Adopt the Resolution Adopting the Placer Vineyards Specific Plan.
- (5) Adopt the Ordinance Approving the Placer Vineyards Land Use and Development Standards.
- (6) Adopt the Ordinance Rezoning Participating Properties Within Placer Vineyards Specific Plan to SPL-PVSP.
- (7) Adopt the Ordinance Adopting Development Agreements for Participating Properties Within Placer Vineyards Specific Plan.

Approval of the Blueprint Alternative

While the EIR for the project has been prepared in a manner to address issues associated with the Blueprint Plan, staff has not yet prepared the necessary findings and associated documents to allow for the approval of the Blueprint Plan. Should it be the desire of the Board to approve the Blueprint Plan for the Placer Vineyards Specific Plan, staff recommends the Board take the following actions:

- (1) Direct staff to modify the Financing and Urban Services Plans for the Placer Vineyards project to reflect and be consistent with the Blueprint Plan.
- (2) Direct staff to prepare a Resolution for the certification of the Final Environmental Impact Report, including adopting a Statement of Findings, a Statement of Overriding Considerations and a Mitigation Monitoring Plan for the Placer Vineyards Specific Plan, Related Entitlements and Development Agreements in a manner consistent with the Blueprint Plan.
- (3) Direct staff to prepare a Resolution for Amendments to the Placer County General Plan in a manner consistent with the Blueprint Plan.
- (4) Direct staff to prepare a Resolution Approving Amendments to the Dry Creek/West Placer Community Plan in a manner consistent with the Blueprint Plan.
- (5) Direct staff to prepare a Resolution Adopting the Placer Vineyards Specific Plan.
- (6) Direct staff to prepare an Ordinance Approving the Placer Vineyards Land Use and Development Standards.
- (7) Direct staff to prepare an Ordinance Rezoning Participating Properties Within Placer Vineyards Specific Plan to SPL-PVSP.
- (8) Direct staff to prepare an Ordinance Adopting Development Agreements for Participating Properties Within Placer Vineyards Specific Plan.

To accomplish the tasks identified above, staff anticipates that it will take from 60 to 90 days to complete the necessary documents and prepare the appropriate resolutions and ordinances.

Approval of a Mid-Range Density (17,000 Residential Units) Alternative

Because the environmental analysis prepared for the Placer Vineyards Specific Plan did not consider a mid-range alternative, a recommendation to provide for a mid-range density project (17,000 residential units) would require the preparation of a new environmental document, as well as a new land plan, finance/urban services plan and infrastructure plan.

To accomplish this alternative, staff anticipates that it would take approximately 18 to 24 months time to complete the environmental document and associated project-related documents.

Respectfully submitted,

MICHAEL J. JOHNSON, AICP
Planning Director

EXHIBITS

- Exhibit 1, Placer Vineyards Specific Plan: Rezoning Exhibit
- Exhibit 2, Draft Placer Vineyards Specific Plan Land Use Diagram and Land Use Summary (July 2007)
- Exhibit 3, Special Planning Area Letter, dated April 24, 2006
- Exhibit 4, Placer Vineyards Specific Plan Proposed Circulation Diagram
- Exhibit 5, Placer Vineyards Exhibit 1 Consistency
- Exhibit 6, Draft Blueprint Specific Plan Land Use Diagram and Land Use Summary (July 2007)
- Exhibit 7, Conceptual Berm and Buffer Plan

PROVIDED UNDER SEPARATE COVER

County Counsel Memorandum to Board of Supervisors dated July 6, 2007 – Subject : Actions for Approval of the “Base Plan” Placer Vineyards Specific Plan and Related Entitlements

OTHER DOCUMENTS (previously distributed)

- 1A) Draft Placer Vineyards Specific Plan (July 2007)
- 1B) Appendix A Land Use and Development Standards
- 1C) Appendix D Mitigation Monitoring and Reporting Program
- 2A) Draft Blueprint Placer Vineyards Specific Plan(July 2007)
- 2B) Appendix A Land Use and Development Standards
- 3) Revised Draft EIR Executive Summary, Volume I, II, III (March 2006)
- 4) Revised Draft EIR Appendices A-I and J-K (March 2006)
- 5) Partially Recirculated Revised Draft EIR (July 2006)
- 6) Second Partially Recirculated Revised Draft EIR (March 2007)
- 7) Final EIR Volume I and II (October 2006)
- 8) Supplement to Final Environmental Impact Report (June 2007)
- 9) Final Report Placer Vineyards Specific Plan Public Facilities Financing Plan (July 2007)
- 10) Final Report Placer Vineyards Urban Services Plan (June 2007)

cc:

Kent MacDiarmid, Project Applicant
Adrienne Graham, Consultant
Gene Smith, Consultant

Copies Sent by Planning:

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Holly Heinzen County Executive Office
Allison Carlos, County Executive Office
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Anthony La Bouff, County Counsel
John Marin, CDRA Director
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