



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: June 12, 2007

SUBJECT: Placer Vineyards Specific Plan Public Workshop No. 1
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#1999062020)

OBJECTIVE OF THE WORKSHOPS:

This is the first of two workshops on the Placer Vineyards Specific Plan (PVSP) project. The purpose of the workshops is to provide the Board with information about the Placer Vineyards development plan and answer questions. *No formal action will be taken at these workshops on the project applications.* An opportunity for public comment on the project will be provided at the end of each workshop.

Workshop Schedule and Tentative Presentation Topics:

June 12, 2007 – Project History; Requested Entitlements; Specific Plan Overview: Land Use Plan and Infrastructure, and Traffic

June 26, 2007 – Environmental Impact Report; Finance Plan; Services Plan; and Development Agreement

BACKGROUND:

LOCATION: The 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 Placer Vineyards 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 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, this area was designated as the "West Placer Specific Plan," and up to 14,132 residential units and associated commercial/residential development were allocated to the project area.

ZONING: The current zoning designations for the proposed PVSP project area is 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 mini-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, consisting of 20 individual property owners. There are seven property owners within the Specific Plan area, but outside of the Special Planning Area, that are not members of the Group. If and when non-participating properties decide to develop their properties, the property owner/developer will be required to rezone their property and enter into a Development Agreement with the County in a manner 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 (20 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 that were raised, 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) and, based upon these proposed plans. Based upon these two Specific Plans, in March 2006 a completely revised draft EIR was circulated for public comment.

PUBLIC NOTICING: Public notices were mailed to 1,445 property owners of record within 300 feet of the project site and interested parties and a public notice of the workshops was also published in the *Roseville Press Tribune* newspaper.

REQUESTED ENTITLEMENTS

Specific Plan Adoption: As part of the requested actions, the Applicant will be seeking approval of the Placer Vineyards Specific Plan, including 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 Land Use and Development Standards will be adopted by a separate action.

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	I.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.	<u>Except as otherwise provided in the Design Guidelines of an approved Specific Plan,</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> .
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.

		<ul style="list-style-type: none"> • 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> (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> sSuch 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 strive to maintain <u>be sufficient to ensure</u> 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> <ul style="list-style-type: none"> a. Traffic from approved projects has been added to the system. b. Improvements funded by this program have been constructed. <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>

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 and 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. 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). Additional information about the specifics of the project development agreement will be provided at the second Board of Supervisors workshop.

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 641 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 provides a Land Use Diagram and Land Use Ownership Summary (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. Included in the Specific Plan are Land Use and Developments Standards that 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. 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 which are depicted on the Land Use Diagram (Exhibit 2) and include:

- 14,132 Residential Dwelling Units(including the SPA), including:
 - 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 12.5 units per acre
 - 411 units Rural Residential, 3 percent of all residential units
- 274 acres of Commercial Land Uses:
 - 166 acres Retail / Commercial, 61 percent of commercial acreage with floor area ratios ranging from 0.20 to 2.0
 - 107 acres Office / Business Park, 39 percent of commercial acreage with floor area ratios ranging from 0.20 to 0.45
- 1,561 acres of 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
 - 332 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 this area. These 411 units include the 150 existing residences, leaving an additional 261 new residences allowed 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. The Plan does not propose any new land use designations or rezoning of the SPA area, 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.

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

In accordance with the SACOG Regional Housing Compact, the Placer Vineyards Specific Plan proposes to provide ten percent of the total residential units as affordable housing units (as defined by the State of California), exclusive of the SPA. As proposed, 1,372 affordable units will be constructed within the Specific Plan area with two percent (274 units) of the units being set aside for moderate income, four percent (549 units) being set aside for low income residents and four percent (549 units) 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 3). 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), 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. The project proposes Dyer Lane and 16th Street as arterial streets. Arterial streets are proposed to be designed with four traffic lanes divided with landscaped medians (14-foot), on-street bike lanes, and landscape corridors (35-foot), 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, but will be developed as specific projects 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.

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 Placer County Water Agency (PCWA) will provide potable water for the project area although the retailer of water may ultimately be the California American Water Company with PCWA supplying wholesale of water. 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 ultimately most likely be provided from a newly developed source on the Sacramento River. PCWA will construct 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 is proposed to serve the Placer Vineyards Specific Plan until the Sacramento River supply is available.

The proposed initial supply consists of available 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 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. Rather, 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.

Groundwater resources are currently used to meet existing water demand, primarily from 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 anticipates using groundwater only as a part of its conjunctive use strategy, consistent with PCWA'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 means of a wastewater collection system owned and operated by the Special Districts Division.

The project has proposed 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 39.9-acre Western Placer Waste Management Authority's Materials Recovery Facility at the southeast corner of Athens Avenue and Fiddymont Road in the Sunset Industrial area, approximately seven miles north of the Placer

Vineyards project area. Solid waste generated by existing residents of the Placer Vineyards area is collected and disposed of by the Auburn-Placer Disposal Service.

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 northern Sacramento County area. The 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 proposes 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 share a common boundary within the Placer Vineyards area. Six elementary schools, two middle schools and one high school are proposed within the Placer Vineyards area. 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. Schools are sized for "stand-alone" facilities, which may develop independently of parks.

Other Public / Quasi-Public Facilities

Other public/quasi-public facilities are proposed in the Placer Vineyards Specific Plan which includes 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 underneath the power lines, west of Palladay Road and south of West Town Center Drive. The substation 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 complete these “Core Backbone Improvements” prior to the issuance of the 1,501th building permit for the Plan area. These 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 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.

ALTERNATIVE “BLUEPRINT PLAN”

Consistent with State and local law, the Revised Draft EIR document for the project considered a range of development alternatives. The range of alternatives selected was guided primarily by the need both to reduce or eliminate project impacts, and to achieve project objectives. The “Blueprint Alternative”, described below, would increase the number of residential dwelling units from 14,132 to 21,631 (a 53 percent increase).

The “Blueprint Plan” project proposes development of approximately 5,230 acres (same area as the proposed project) with a mixture of land uses (Exhibit 4).

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 35 acres to 66 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 I (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	983	3,426	LDR	2-7	5	686.5	3,432
MDR	4-8	5.24	1,196	6,277	MDR	6-15	7.7	1,213	9,390
HDR	7-21	15	205	3,074	HDR	12-35	18	341.5	6,157
C/MU	14-22	18	35.5	636	C/MU	15-35	22	66.15	1456
Subtotal Residential	—		2,418	13,413	Subtotal Residential	—		2,306	20,435

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
 Note: Units allocated to Religious sites are not included in this table.
 Source: EDAW, 2006.

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.

200

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. However, because of economic factors, personal choice and other factors that are involved, the job / housing balance ratio is by nature imprecise and there is no guarantee that residents within the Placer Vineyards area will be employed in the Plan area.

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, one additional middle 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.

ENVIRONMENTAL IMPACT ANALYSIS:

Provided below is a summary analysis of the Transportation and Circulation addressed in the Environmental Impact Report. Additional environmental topics will be discussed at the second Board of Supervisors workshop.

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 more speculative development, such as the Curry Creek Community Plan area). The cumulative analysis allowed the projects 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 and 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 were 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; 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 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 identified mitigation. 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, Highway 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 are not entirely within the County's jurisdiction. For these reasons, the project contribution to these significant 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, 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. 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 affect 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. 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 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 the desire that the roadway remain 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 to be located on Watt Avenue between "A" Street and East Town Center Drive, and 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.

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. 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

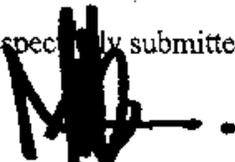
an alternative, the County may contract with Roseville to extend service to the area on a temporary basis.

FISCAL IMPACT: Fiscal impacts and will be presented and discussed at the Placer Vineyards Board of Supervisors Workshop #2 scheduled for June 26, 2007.

CONCLUSION: Workshop #1 is intended to provide a PVSP project overview, highlighting the project history; requested entitlements; and proposed specific plan land uses and infrastructure to server the project. In addition, provide information about the project traffic related issues. Workshop #2 will focus on the project's environmental impact report; financing and services plan as well as the development agreement.

RECOMMENDED ACTION: This is the first of two workshops on the Placer Vineyards Specific Plan project. *No formal action is required at these workshops.* Staff recommends the Board of Supervisors allow an opportunity for public comment on the project and continue the workshop to the June 26, 2007 Board of Supervisors agenda.

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 (December 2006)

Exhibit 3, Placer Vineyards Specific Plan Proposed Circulation Diagram

Exhibit 4, Draft Blueprint Specific Plan Land Use Diagram and Land Use Summary (December 2006)

OTHER EXHIBITS (previously distributed)

Draft Placer Vineyards Specific Plan (December 2006)

Appendix A Land Use and Development Standards

Appendix D Mitigation Monitoring and Reporting Program

Draft Blueprint Placer Vineyards Specific Plan(December 2006)

Appendix A Land Use and Development Standards

Appendix D Mitigation Monitoring and Reporting Program

Second Partially Recirculated Revised Draft EIR (March 2007)

Partially Recirculated Revised Draft EIR (July 2006)

Final EIR Volume I (October 2006)

Final EIR Volume II (October 2006)

Revised Draft EIR Executive Summary (March 2006)

Revised Draft EIR Volume I (March 2006)

Revised Draft EIR Volume II (March 2006)

Revised Draft EIR Volume III (March 2006)

Revised Draft EIR Appendices A-I (March 2006)

Revised Draft EIR Appendices J-V (March 2006)

Draft Report Placer Vineyards Specific Plan Public Facilities Financing Plan (July 2006)

Draft Report Placer Vineyards Blueprint Specific Plan Public Facilities Financing Plan (June 2006)

cc:

Kent MacDiarmid, Project Applicant

Adrienne Graham, Consultant

Gene Smith, Consultant

Copies Sent by Planning:

Tom Miller, County Executive Office

Holly Heinzen County Executive Office

Allison Carlos, County Executive Office

Scott Finley, County Counsel

Anthony La Bouff, County Counsel

John Marin, CDRA Director

Michael Johnson, Planning Director

Melanie Heckel, Assistant Planning Director

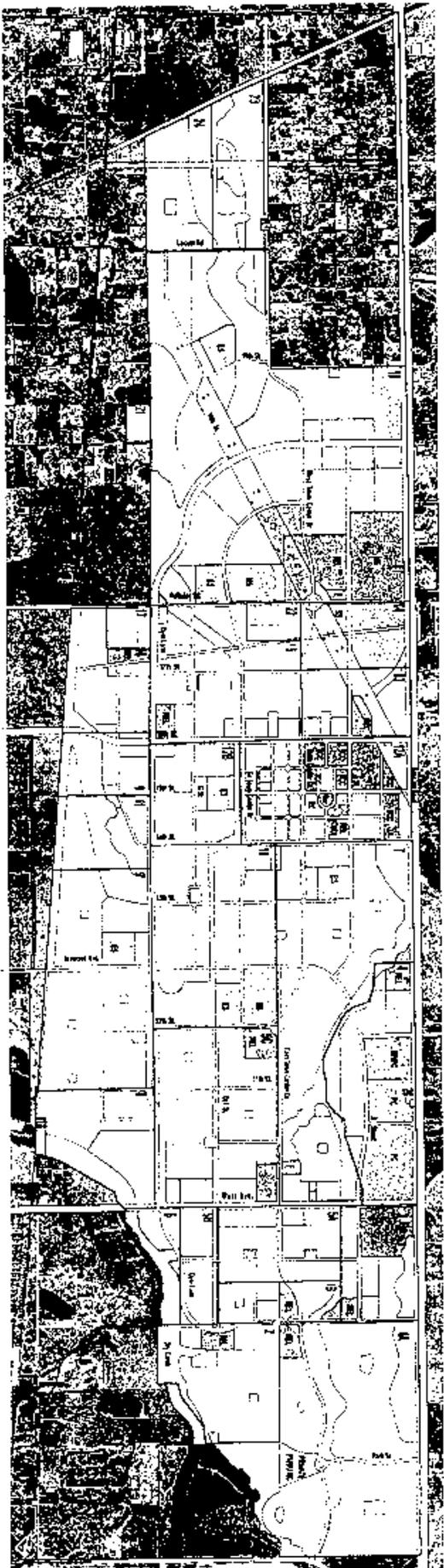
Loren Clark, Assistant Planning Director

Gina Langford, Environmental Coordinator
Joanne Auerbach, Redevelopment
Wes Zicker, Engineering & Surveying Division
Phil Frantz, Engineering & Surveying Division
Rick Dondro, DPW Transportation
Andrew Gaber, DPW Transportation
Dana Wyingner, Environmental Health Services
Brent Backus, Air Pollution Control District
Andrew Darrow, Flood Control District
Ed Wydra, Facility Services-Special Districts
Vance Kimbrell, Facility Services-Parks Division
Jim Durfee, Facility Services
Greg Guyan, CDF/Placer County Fire
Bob Eicholtz, CDF/Placer County Fire
Christine Turner, Agricultural Commissioner
City of Roseville, Community Development
Placer County Water Agency

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PLACER VINEYARDS
EXHIBITS AVAILABLE FOR
REVIEW AT THE CLERK OF THE
BOARD OF SUPERVISOR'S
OFFICE

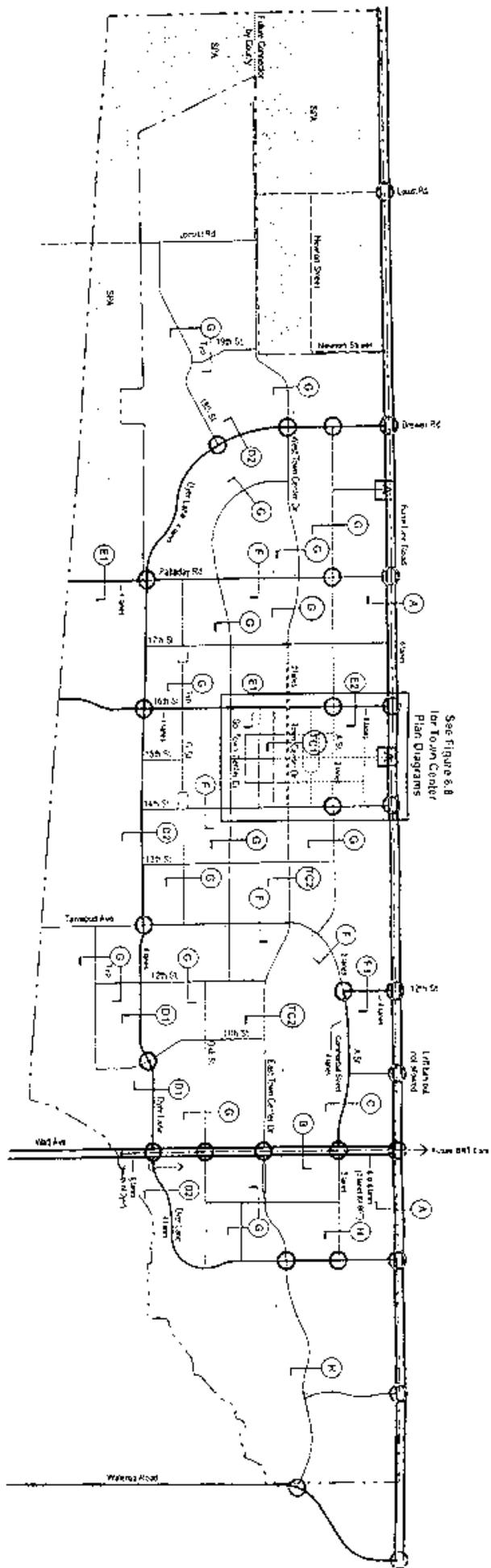
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Placer Vineyards Ownership Land Use Plan

LEGEND

	COMMERCIAL, INDUSTRIAL, OFFICE, WAREHOUSE, DISTRIBUTION		SINGLE-FAMILY RESIDENTIAL
	MEDIUM-DENSITY RESIDENTIAL		HIGH-DENSITY RESIDENTIAL
	COMMUNITY CENTER		SCHOOL
	PARK		UTILITY
	ROAD		CANAL
	EASEMENT		RIGHT-OF-WAY
	WETLAND		FLOODPLAIN
	OTHER		OTHER

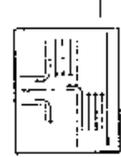


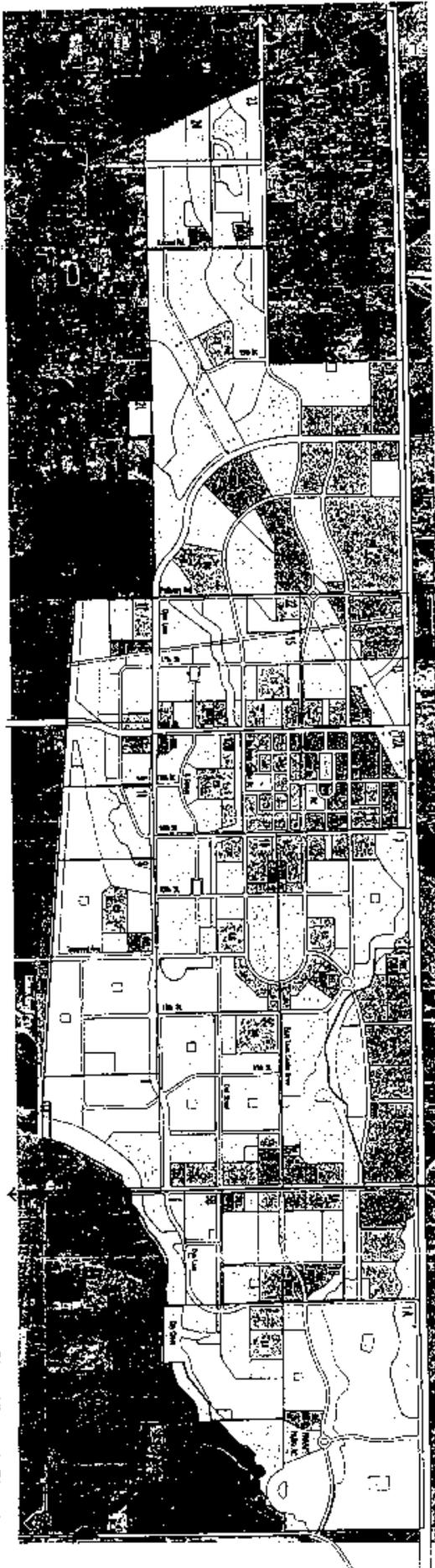
See Figure 8.8
for Town Center
Plan Diagrams

EDAW

LEGEND

- Thoroughfare
- Major Arterial (4 lanes)
- Collector (2 lanes)
- Existing Road
- Future Road
- Town Center Drive
- Town Center Street
- Future BRT Lanes
- Roundabouts
- Traffic Signals
- Existing Traffic Signals
- Section Cuts





BLOCK 1 BLOCK 2 BLOCK 3 BLOCK 4 BLOCK 5

ETWAVE
2014.06.01

LEGEND

COMMERCIAL/INDUSTRIAL	RESIDENTIAL	AGRICULTURAL	FOREST
OPEN SPACE	WETLAND	WATER	ROAD
UTILITY	OTHER	BOUNDARY	EASEMENT

**Placer Vineyard's Blueprint
Ownership Land Use Plan**

PLACER VINEYARD'S BLUEPRINT OWNERSHIP LAND USE PLAN

