

## 4.1 LAND USE AND AGRICULTURE

### 4.1.1 INTRODUCTION

This section describes the existing and planned land uses and agricultural resources within and adjacent to the project site. The discussion in this section focuses on the Proposed Project's compatibility with existing and planned land uses; changes in the type, intensity, and distribution of land uses; and the Proposed Project's potential effects on agriculture in the project site. **Section 7.0, Planning Considerations**, along with **Appendix L, Policy Analysis**, contains a thorough consistency analysis of the Amoruso Ranch Specific Plan (ARSP or Proposed Project) in relation to the City of Roseville (City) General Plan (General Plan), policies of the Placer County Local Agency Formation Commission (LAFCO), the Placer County (County) General Plan (County General Plan), and other relevant planning documents. The analyses in this Section are based on site visits to the ARSP project site, as well as from review of the documents described below. Reference materials include, in part, the following:

- *City of Roseville General Plan 2025*, as amended June 2015 (City of Roseville, 2015a)
- *City of Roseville Zoning Ordinance*, as amended 2014
- *City of Roseville Zoning Map*, as amended June 2015 (City of Roseville, 2015b)
- *Placer County General Plan*, as amended in May 2013 (Placer County, 2013a)
- *Natural Resource Conservation Service Custom Web Soil Survey Report*, 2014 (NRCS, 2015)
- *Draft Amoruso Ranch Specific Plan*, February 2016 (City of Roseville, 2016)
- *City of Roseville Community Design Guidelines*, 2008 (City of Roseville, 2008a)
- *Sacramento International Airport Master Plan*, 2004 (Placer County, 2004)
- *Creekside Specific Plan (CSP) Final EIR*, April 2011 (City of Roseville, 2011a)
- *Draft Placer County Conservation Plan*, 2011 (Placer County, 2011)
- *Sacramento Area Council of Governments (SACOG) Region Blueprint*, as amended 2004 (SACOG, 2004)
- *SACOG Metropolitan Transportation Plan/Sustainable Communities Strategies for 2035* (SACOG, 2012a)

The documents listed above are available for review during normal business hours (Monday through Friday, 8 a.m. to 5 p.m.) at:

**City of Roseville Permit Center**

311 Vernon Street  
Roseville, CA 95678

In response to the Notice of Preparation (NOP; **Appendix C**), the City received land use and agricultural related comments from the County Community Development/Resource Agency (CDRA) related to compatibility of proposed land uses with agricultural uses, the Sunset Industrial Planning Area, and the Western Regional Sanitary Landfill (WRSL). The County also noted that the zoning immediately adjacent to Placer Parkway is not consistent with the Tier 1 Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the parkway.

Other members of the public stated that the EIR should address whether Toad Hill Ranches will be incorporated into the City. Refer to **Appendix C** of this EIR to view the comments received on the Proposed Project in response to the NOP.

### 4.1.2 ENVIRONMENTAL SETTING

The project site is located within unincorporated County, adjacent to the northern boundary of the City. The Proposed Project is located outside of the City limits and except for approximately 40 acres in the southern portion of the project site, the majority of the project site is outside the City's Sphere of Influence (SOI). The project vicinity and regional land uses are shown in **Figures 4.1-1** and **4.1-2**, respectively.

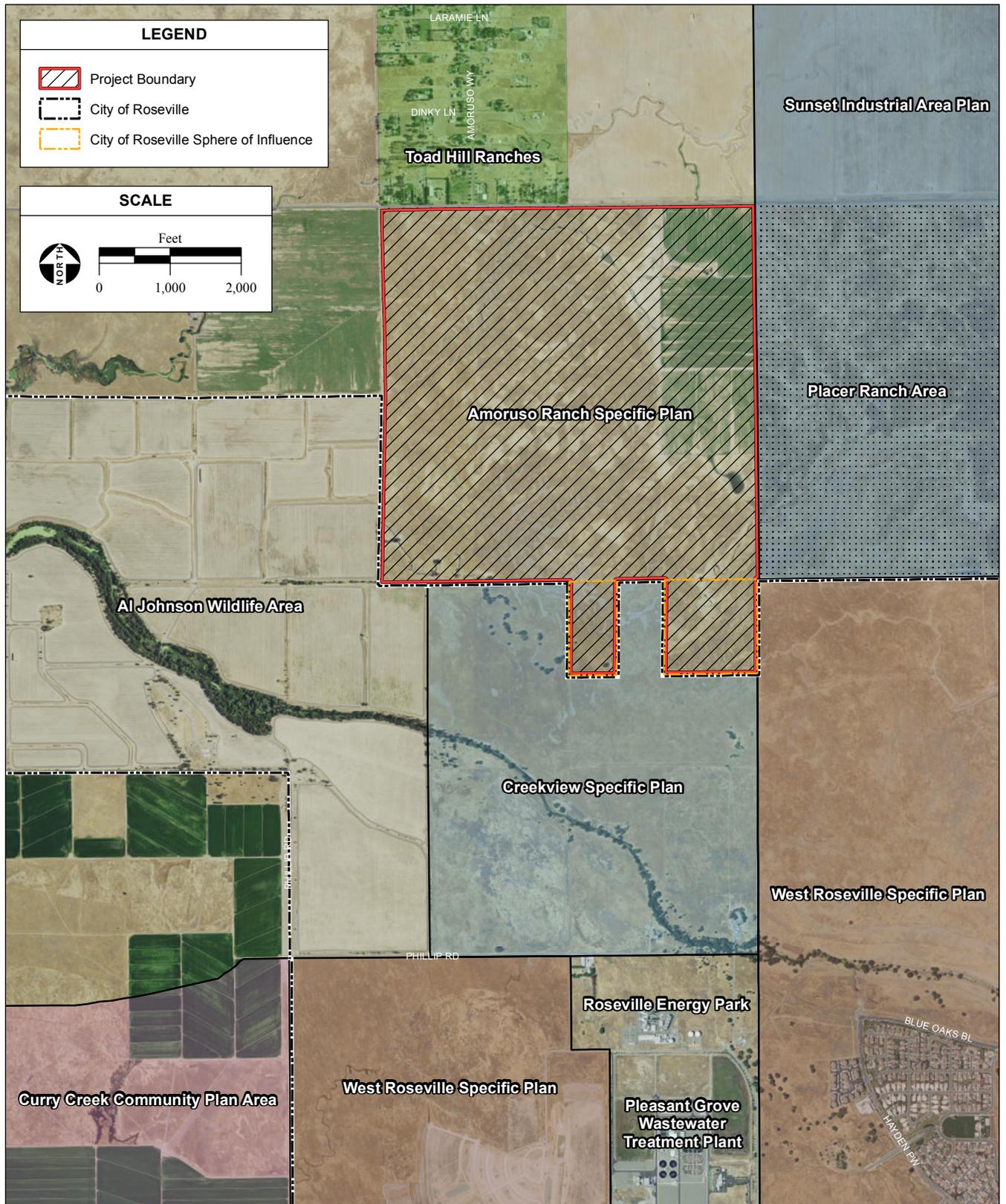
#### Existing Uses

The 694.4-acre project site is currently undeveloped. The vast majority of the project site consists of non-native annual grassland, with leveled irrigated pastures in the northeastern corner of the site. One rural residence and a dilapidated barn are located within the northeastern portion of the project site. The residence consists of a ranch-style house, garage, grain silo, barn/workshop, and wooden shed. The remainder of the site is annual grassland that is used as rangeland for between 50 and 100 head of cattle. Scattered ephemeral wetland and drainage features are located throughout the annual grassland. Two irrigation water supply wells are located on the project site. The first well is located in the northern portion of the project site approximately 1,500 feet south of the ranch-house. The other well is located near the southern boundary of the project site.

#### Adjacent Areas

##### *Placer County*

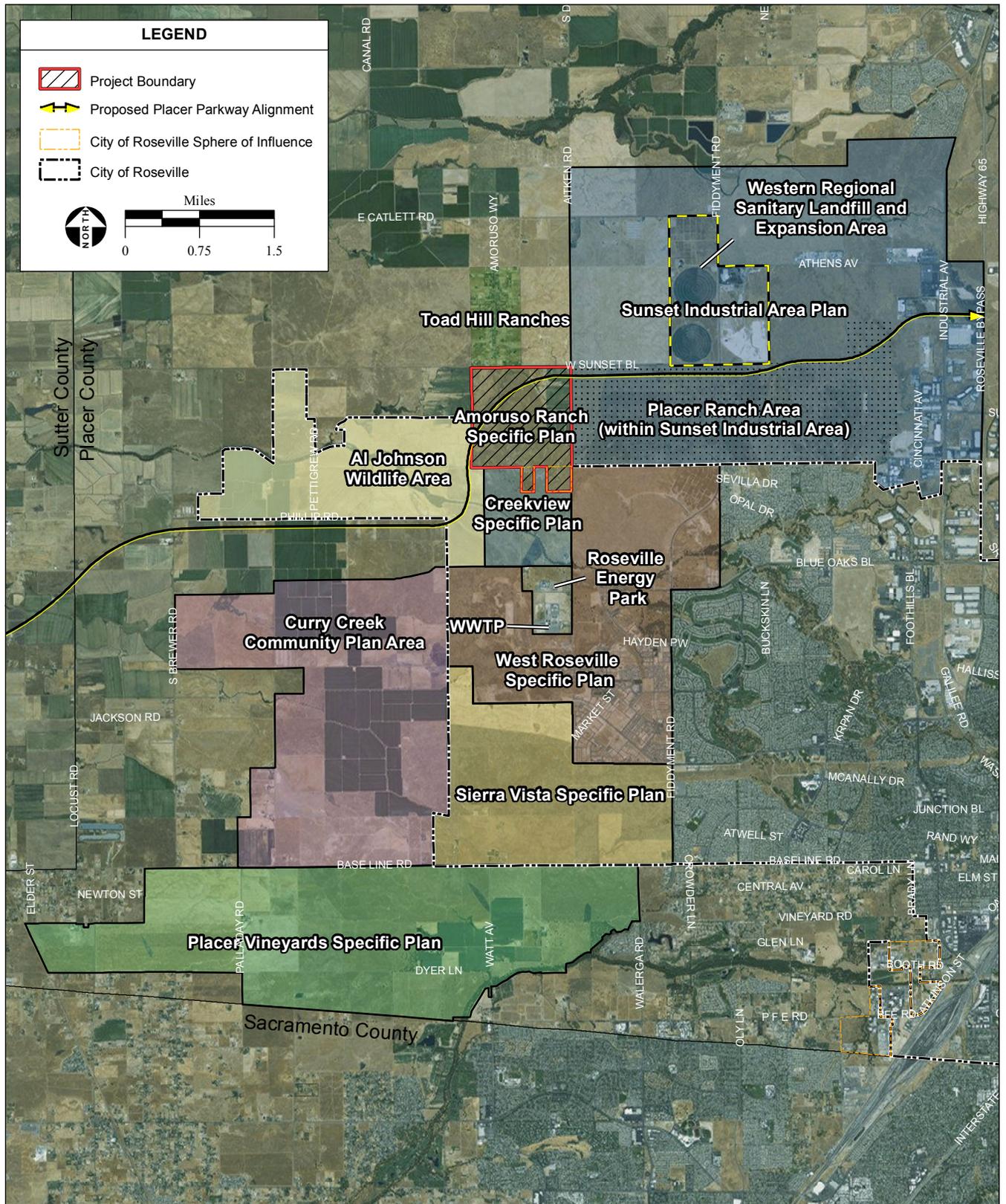
Land to the north, east, and west of the northern portion of the project site is located in unincorporated Placer County. To the north of the project site is agricultural land and the existing Toad Hill Ranches, a rural subdivision of two to five acre parcels. West of the northern portion of the project site is the Gleason property, which consists of agricultural land actively used for cattle. To the northeast, approximately 1.8 miles away is the WRSL. The City of Lincoln SOI extends south to approximately one mile north of the project site. Unincorporated County land directly east of the project site is currently used for cattle grazing and is located within the portion of the County's Sunset Industrial Area (SIA) designated as "Agriculture / Fairgrounds Relocation Area"; however, this land is also the site of the formerly proposed Placer Ranch Specific Plan (PRSP). Although the application for the PRSP and annexation into the City of Roseville has been withdrawn, Placer County is currently doing an update to their SIA and as part of that effort will be considering a land use plan for the Placer Ranch area. If a land use plan is approved by the County for the Placer Ranch area as previously proposed, the land east of the project site would be developed with a variety of residential, commercial, and light industrial uses, and would include a California State University site that could accommodate up to 30,000 students. As proposed, some infrastructure and roadway connections to the Placer Ranch area would extend from the project site.



SOURCE: Placer County, 7/2013; "Pleasant Grove, CA" USGS 7.5 Minute Topographic Quadrangle, T11N, R5E, Sections 11 and 14, Mt. Diablo Baseline & Meridian; AES, 2/19/2016

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**Figure 4.1-1**  
Land Use Vicinity Map



SOURCE: Placer County, 7/2013; "Pleasant Grove, CA" USGS 7.5 Minute Topographic Quadrangle, T11N, R5E, Sections 11 and 14, Mt. Diablo Baseline & Meridian; AES, 2/19/2016

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**Figure 4.1-2**  
Regional Land Use Map

### ***City of Roseville***

Land to the south, southwest, and west of the southern portion of the project site is within the City. To the southwest is the Al Johnson Wildlife Area project planned by the City, which has been referred to in the past as Reason Farms. The City will develop the Al Johnson Wildlife Area as a major retention facility and future open space recreation area. The 501-acre CSP planned development area lies directly south of the project site. At buildout, the CSP would include 2,011 residential units, neighborhood commercial development, parks and open spaces, an elementary school, electrical substation, and recycling center. The Roseville Energy Park (REP) and Pleasant Grove Wastewater Treatment Plant (PGWWTP) are located just south of the CSP Area, approximately 1.1 miles and 1.3 miles from the project site, respectively.

### ***Development Planned in the City of Roseville***

Land designated and zoned for residential development within the existing City boundaries is fully entitled for future development, and according to development projections is anticipated to be built out by 2035. Since the early 1980s the City has adopted 13 specific plans. These plans address growth issues and the unique constraints and opportunities found within each area, and provide a context within which implementation of the land use plan and associated public facilities can be successfully accomplished.

Approved master-planned development projects within the City that are in proximity to the ARSP include:

#### *CSP*

The project site is located adjacent to the CSP. The CSP was approved September 19, 2012 and the area was annexed into the City on April 17, 2013. A Development Agreement between the City and the CSP-applicant was subsequently signed on October 3, 2012. The CSP includes 2,011 residential units on 501.3 acres of land; composed of Low Density Residential (LDR), Medium Density Residential (MDR), High Density Residential (HDR), commercial, open space and other project components similar to the ARSP.

#### *West Roseville Specific Plan (WRSP)*

Approved in 2004, the West Roseville Specific Plan (WRSP) encompasses approximately 4,000 acres and approximately 8,600 residential units. A 100-acre planned Village District is proposed to include a mix of commercial, residential, parks, and a church use north of Pleasant Grove Boulevard. The first phase of the WRSP has been constructed and subsequent phases are currently under construction.

#### *Sierra Vista Specific Plan (SVSP)*

Approved in May 2010 and amended in June 2012, the Sierra Vista Specific Plan (SVSP) consists of approximately 2,064 acres and includes 8,679 residential units and approximately two million square feet of commercial uses, located on the northwest corner of Baseline and Fiddyment Road. The SVSP includes extensions of Santucci Boulevard (Watt Avenue) and Westbrook Avenue.

### **Air Facilities in the Region**

#### ***McClellan Airfield***

The McClellan Airfield is located approximately eight miles south of the project site. The airfield is administered by the County of Sacramento Department of Economic Development, is owned and operated by Sacramento County and is a former Air Force base. The now public airfield includes a 10,600-foot lighted runway that is utilized for day and night use. McClellan Airfield's Comprehensive Land Use Plan (CLUP) was last updated in 1987 when McClellan was still operated as an Air Force Base. The manner in which the airport is now operated is significantly different than when it was operated as an Air Force Base, and the fleet utilizing that facility has also significantly changed. These changes have resulted in a smaller area exposed to high levels of aircraft noise and reduced the area required for aircraft safety zones. Nonetheless, aircraft overflight operations could be 2,000 to 3,000 feet above ground over the project site. An Airport Land Use Compatibility Plan (ALUCP) is underway at the SACOG which acts as the Airport Land Use Commission (ALUC) for Sacramento, Sutter, Yolo, and Yuba Counties.

#### ***Sacramento International Airport Arrival Route***

Sacramento International Airport is approximately 12 miles southwest of the project site. According to Sacramento County, aircraft fly over the project site en route from locations east of California. Overflight operations could be 2,000 to 6,000 feet above ground by commercial turbojet aircraft, at all hours of the day and night. Total annual operations at the Sacramento International Airport in 2010 were 126,305, which is significantly less than the operational peak in 2006 of 174,938. Operational levels are not expected to return to the 2006 peak level until after 2026, with 256,800 total annual operations expected after 2040 (SACOG, 2013). The project site is outside of the Airport Influence Area as defined in the 2013 ALUCP for the Sacramento International Airport.

#### ***Lincoln Regional Airport/Karl Harder Field***

The Lincoln Airport is located approximately 5.1 miles north of the project site. The flight zone is approximately 2.9 miles from the project site. The airfield accommodates single-engine aircraft and a broad contingent of large and small business jet aircraft. The airport includes services for aircraft fuel, maintenance, aircraft refinishing and upholstery services, helicopter repair and maintenance and unique uses such as skydiving activities (Lincoln Airport, 2014).

#### ***Military Training Activity***

Two airports, the Sacramento Mather Airport and the Beale Air Force Base, located approximately 17 and 18 miles south and north of the project site respectively, are utilized in joint training activities that include direct overflight of the project site. These flights are likely to occur sporadically at altitudes between 2,000 and 6,000 feet above ground and primarily during the day.

### **Existing Land Use Designations/Zoning**

The Placer County General Plan serves as a guide for both land development and conservation in the unincorporated portions of the County. The Placer County General Plan (1994, updated in May 2013) designates the project site as Agricultural/80-acre minimum, and associated zoning in accordance with

the zoning map B-2 designates the project site as Farm-Building Site, 80 acres minimum (F-B-X 80 acre). The following uses are permitted in the F-B-X-80 zone, either by right or with the issuance of a conditional use permit:

- **Agricultural, Resource and Open Space Uses:** Some animal raising and keeping; animal sales yards, feed lots, stockyards; chicken, turkey and hog ranches; crop production, equestrian facilities; fertilizer plants; fisheries and game preserves; forestry; grazing; mining, surface and subsurface; oil and gas wells; plant production nurseries; and Water extraction and storage (commercial).
- **Manufacturing and Processing Uses:** Electric generating plants; explosives manufacturing and storage; food products; and slaughterhouses and rendering plants.
- **Recreation, Education and Public Assembly Uses:** Community centers; small agricultural event centers; intermediate agricultural event centers; large agricultural event centers; schools – college and university; and sports facilities and outdoor public assembly.
- **Residential Uses:** Farmworker dwelling units and farmworker housing complexes.
- **Service Uses:** Cemeteries, columbariums and mortuaries; correctional institutions; storage, accessory; and waste disposal sites.
- **Transportation and Communications:** Airfields and landing strips; some antennas, communications facilities; heliports; and pipelines and transmission lines.

### ***Agricultural Lands***

The California Department of Conservation (DOC) Farmland Mapping and Monitoring Program (FMMP) applies one of six farmland designations to land: Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, and Grazing Land. These classifications combine the actual farming use of the land with the technical soil ratings that determine a land area's suitability for farming. The DOC classifies the project site as *Farmland of Local Importance*. Land of importance to the local agricultural economy, as determined by each County's Board of Supervisors and local advisory committee, is given this designation. As defined by the County, *Farmlands of Local Importance* are lands that are not classified as Prime, Statewide, or Unique categories, and include lands zoned for agriculture by County Ordinance and the California Land Conservation Act, dry farmed lands, irrigated pasture lands, other agricultural lands of significant economic importance to the County, and lands that have the potential for irrigation from the County water supplies.

The DOC FMMP has established a "Soil Candidate Listing for Prime Farmland and Farmland of Statewide Importance"; this list indicates which soils may qualify an area as Prime or Statewide Importance Farmland, depending on the actual use of the land. As described in **Section 4.7, Geology, Soils, and Seismicity**, no soils within the project site qualify as Prime Farmland, although the Xerofluvents (which make up approximately 6.7 percent of the project site) qualify as Farmland of Statewide Importance. None of the land in the project site is actually designated as Farmland of Statewide Importance because although qualifying soils are present, the use of the land is not consistent with that farmland category.

**Table 4.1-1** shows the Natural Resources Conservation Service (NRCS) land capability classification, the California Revised Storie Index, and the soil permeability for soils within the project site. The NRCS Land

**TABLE 4.1-1**  
PROJECT SITE SOILS LAND CAPABILITY CLASSIFICATION AND CALIFORNIA REVISED STORIE INDEX RATING

Soil Type	Land Capability Classification	Storie Index Rating	Soil Permeability	Farmland Classification	Percentage of project site <sup>1</sup>
Alamo-Fiddymment complex (104)	Class IV	22 - Grade 4 (Poor)	Very Slow	N/A	18
Cometa-Fiddymment loam (141)	Class IV	34 - Grade 4 (Poor)	Very Slow	N/A	45
Fiddymment loam (146)	Class IV	27 - Grade 4 (Poor)	Moderate	N/A	3
Fiddymment-Kaseberg loams (147)	Class IV	24 - Grade 4 (Poor)	Moderate	N/A	27
Xerofluvents, hardpan substratum (195)	Class III	47 - Grade 3 (Fair)	Moderate Slow	Statewide Importance	6
<b>Total</b>					<b>100</b>
1. Rounded to nearest percent. Totals may not equal 100% because of rounding. Source: NRCS, 2015; USDA, 1980.					

Capability Classification System is based on the limitations of soils for irrigated field crops, the risk of damage if soils are used for crops, and the way soils respond to management. Land capability classes for irrigated lands are designated by the numbers I through VII, indicating progressively greater limitations and narrower choices for agricultural use. The land capability classes are defined as:

- Class I soils have slight limitations that restrict their use.
- Class II soils have moderate limitations that restrict the crop selection or that require moderate conservation practices.
- Class III soils have severe limitations that restrict the choice of plants or that require special conservation practices, or both.
- Class IV soils have very severe limitations that restrict the choice of plants or that require very careful management, or both.
- Class V soils are subject to little or no erosion but have other limitations, impractical to remove, that restrict their use mainly to pasture, rangeland, forestland and/or wildlife habitat.
- Class VI soils have severe limitations that make them generally unsuitable for cultivation and that restrict their use mainly to pasture, rangeland, forestland, or wildlife habitat.
- Class VII soils have very severe limitations that make them unsuitable for cultivation and that restrict their use mainly to grazing, forestland, and/or wildlife habitat.

As shown in **Table 4.1-1**, soils on the project site range from Class III to Class IV, indicating moderate to severe limitations that restrict the choice of crops and require moderate to careful management considerations.

The NRCS has rated the suitability of soils in Placer County for agriculture using the California Revised Storie Index. The Storie Index is a soil rating based on four soil characteristics that govern a soil's potential for cultivated agriculture in California (**Table 4.1-1**). These characteristics include: (1) degree of soil profile development, (2) texture of the surface layer, (3) slope, and (4) manageable features including

drainage, fertility, acidity, erosion, and salt content. The Storie Index rating is presented as a score ranging from 0 to 100. For simplification, the NRCS combines the Storie Index ratings into six grade classes as follows (NRCS, 2014):

- Grade 1 (excellent) – 100–81;
- Grade 2 (good) – 80–61;
- Grade 3 (fair) – 60–41;
- Grade 4 (poor) – 40–21;
- Grade 5 (very poor) – 20–11; and
- Grade 6 (nonagricultural) – 10 or less.

As shown in **Table 4.1-1**, the Storie Index rating for site soils is Grade 4 (poor) and Grade 3 (fair).

### ***Williamson Act Lands***

Neither the parcels within the project site nor any adjacent parcels are subject to California Land Conservation Act (Williamson Act) contracts restricting use of the land to agricultural uses. Under the Williamson Act, landowners may enter into contracts with local governments by which, in exchange for agreeing to keep land in agricultural use, the landowners gain a preferential assessment for tax purposes.

### ***Past Agricultural Use***

The project site has previously been used as a cattle ranch, and approximately 103 acres in the northeastern portion of the site is irrigated pasture land. Approximately 50 to 100 cattle currently graze on the project site.

## **4.1.3 REGULATORY SETTING**

The California Environmental Quality Act (CEQA) *Guidelines* Section 15125(d) states that an “EIR shall discuss any inconsistencies between the Proposed Project and applicable general plans and regional plans.” General plan amendments and rezoning proposed as part of the project would make the Proposed Project consistent with the City General Plan and zoning, and would create specific development policies to guide project development. Adopted land use plans and regulations relevant to existing conditions on the project site and implementation of the Proposed Project are described below.

### **State**

#### ***State Planning and Zoning Laws (Government Code Section 65000 et seq.)***

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

20-year period. Although the general plan serves as a blueprint for future development and identifies the overall vision for the planning area, it remains general enough to allow for flexibility in the approach taken to achieve the plan's goals. Government Code Section 65800 et seq. establishes that zoning ordinances, which are laws that define allowable land uses within a specific district, are required to be consistent with the general plan and any applicable specific plans. When amendments to the general plan are made, corresponding changes in the zoning ordinance may be required within a reasonable time to ensure that the land uses designated in the general plan would also be allowable by the zoning ordinance (Gov. Code §65860, subd. [c]).

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

### **Local Agency Formation Commissions**

In California, the county LAFCO is responsible for approving annexations and similar changes to municipal and district boundaries, consistent with the requirements of the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (CKH Act) (Gov. Code, §56000 et seq.). The role of the LAFCO is to encourage orderly growth and development essential to the social, fiscal, and economic well-being of the state (see Gov. Code, §56001). Specific policies established by the CKH Act promote orderly development patterns by discouraging urban sprawl and preserving open-space and prime agricultural lands<sup>1</sup>.

In order to implement the requirements listed above, LAFCOs have the specific authority to review the following actions:

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

Government Code Section 56300 provides that all LAFCOs must exercise their powers "in a manner that encourages and provides planned, well-ordered, efficient urban development patterns with appropriate consideration of preserving open space and agricultural lands within those patterns." Section 56377 states that, in reviewing "proposals" that "could reasonably be expected to induce, facilitate, or lead to the conversion of existing open-space lands to uses other than open-space uses," LAFCOs shall consider the

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<sup>1</sup> California Government Code, Section 56001

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following policies: “[d]evelopment or use of land for other than open space uses shall be guided away from existing prime agricultural lands, unless that action would not promote the planned, orderly, efficient development of an area”; and “[d]evelopment of existing vacant or nonprime agricultural lands for urban uses within the existing jurisdiction of a local agency or within the SOI of a local agency should be encouraged before any proposal is approved which would allow for or lead to the development of existing open space lands for non-open-space uses which are outside of the existing jurisdiction of the local agency or outside of the existing SOI of the local agency.” Section 56668 provides that, in reviewing a “proposal,” a LAFCO shall consider all of the following:

- A. Population and population density; land area and land use; per capita assessed valuation; topography, natural boundaries, and drainage basins; proximity to other populated areas; the likelihood of significant growth in the area, and in adjacent incorporated and unincorporated areas, during the next 10 years. Need for organized community services; the present cost and adequacy of governmental services and controls in the area; probable future needs for those services and controls; probable effect of the proposed incorporation, formation, annexation, or exclusion and of alternative courses of action on the cost and adequacy of services and controls in the area and adjacent areas.
- B. The effect of the proposed action and of alternative actions, on adjacent areas, on mutual social and economic interests, and on the local governmental structure of the county.
- C. The conformity of both the proposal and its anticipated effects with both the adopted LAFCO policies on providing planned, orderly, efficient patterns of urban development, and the policies and priorities set forth in Section 56377.
- D. The effect of the proposal on maintaining the physical and economic integrity of agricultural lands.
- E. The definiteness and certainty of the boundaries of the territory, the nonconformance of proposed boundaries with lines of assessment or ownership, the creation of islands or corridors of unincorporated territory, and other similar matters affecting the proposed boundaries.
- F. Consistency with city or county general and specific plans.
- G. The SOI of any local agency which may be applicable to the proposal being reviewed.
- H. The comments of any affected local agency.
- I. The ability of the newly formed or receiving entity to provide the services which are the subject of the application to the area, including the sufficiency of revenues for those services following the proposed boundary change.
- J. Timely availability of water supplies adequate for projected needs.
- K. The extent to which the proposal will affect a city or cities and the county in achieving their respective fair shares of regional housing needs.
- L. Any information or comments from the landowner or owners.
- M. Any information relating to existing land use designations.

This EIR is intended to be used by the Placer County LAFCO, as a responsible agency under CEQA, during its review of the proposed SOI amendment, annexation and municipal services review. The County LAFCO has adopted a comprehensive list of guidelines and policies to implement the statutory directives; however, some policies are intended to provide guidance to the Commission and are not directly applicable to actions by local jurisdictions. Therefore, only the LAFCO policies that apply to the Proposed Project are addressed in this EIR (see **Section 7.0** and **Appendix L, Policy Analysis**).

### **State Aeronautics Act (SAA)**

The State Aeronautics Act (SAA; Public Utilities Code [PUC], § 21001 et seq.) requires each county to establish an ALUC both to ensure that land uses near airports do not interfere with aviation operations and to protect public health, safety, and welfare (PUC, § 21670, subs. [a], [b]). PUC Section 21674 provides that the basic powers of an ALUC are, among other things: (a) to assist local agencies in ensuring compatible land uses in the vicinity of all new airports and in the vicinity of existing airports to the extent that the land in the vicinity of those airports is not already devoted to incompatible uses (PUC, § 21674, subd [a]); and (b) to coordinate planning at the state, regional, and local levels so as to provide for the orderly development of air transportation, while at the same time protecting the public health, safety, and welfare (PUC, § 21674, subd. [b]).

In Placer County, the Placer County Transportation Planning Agency (PCTPA) is the ALUC. It has adopted the Placer County ALUCP to promote compatibility between the airports in Placer County and the land uses that surround them. The plan is primarily concerned with land uses near the three public use airports in Placer County: the Auburn Municipal Airport; the Blue Canyon Airport; and the Lincoln Regional Airport. The Lincoln Regional Airport is the closest airport located in Placer County, approximately 5.1 miles north of the project site. Given the distance, no land use compatibility issues would affect the Proposed Project. SACOG serves as the ALUC for Sacramento and Sutter Counties. SACOG has jurisdiction over the former McClellan Air Force Base, and has adopted the McClellan Air Force Base CLUP. McClellan Airfield is approximately five miles south of the project site.

### **School Site Selection**

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

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

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

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

### ***School Siting Criteria***

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

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

CEQA Sections 21151.4 and 21151.8, the State CEQA Guidelines (CCR, §15186[c]), and Education Code Section 17213(b) identify environmental requirements for school projects in addition to the standard environmental analysis requirements of CEQA. These additional requirements are intended to ensure that, before a school district approves a school project at a given site, the site is evaluated to identify potential health effects that could result from exposure to hazardous materials, wastes, emissions, and substances. The school district as lead agency is required to consult with other agencies regarding these issues, before a school project is considered for approval.

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

### ***Hazardous Air Emissions and Facilities within One-Quarter Mile***

**Criteria:** A school district, in consultation with the local air pollution control district or air quality management district, must identify permitted and non-permitted facilities, including, but not limited to, freeways and other busy traffic corridors, large agricultural operations, and rail yards within a quarter mile of the Proposed Project site that might reasonably be anticipated to emit hazardous air emissions or handle hazardous materials, substances, or wastes. Additional information, evaluation, and cleanup may be required if such facilities are found to be present. These written determinations, as adopted by the school board, must be submitted to CDE as part of a site approval package. Often this information is included in a Phase 1 Environmental Site Assessment (ESA) and in a site-specific CEQA document.

Other factors to consider are as follows:

- If the proposed land has been designated a border zone property by the Department of Toxic Substances Control (DTSC), then a school may not be located on the site without a specific variance in writing by DTSC.

From a potential nuisance standpoint, the site selection committee for the school district should also consider whether a site is located near or downwind from a stockyard, fertilizer plant, soil-processing operation, auto dismantling facility, sewage treatment plant, or other potentially hazardous facility.

### ***Access/Streets***

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

### ***Wetlands***

**Criteria:** CDE regulations caution school districts against selecting school sites on or near existing wetlands (CCR, Title 5, §14010[s][5]). Specifically, the regulations instruct school districts to consider the cost and complications associated with selecting sites characterized by “the existence of any wildlife habitat that is on a protected or endangered species list maintained by any state or federal agency, existence of any wetlands, natural waterways, or areas that may support migratory species, or evidence of any environmentally sensitive vegetation.” If the selection of such a site would result in “undue delay” or “unreasonable costs consistent with State Allocation Board standards,” then the school district should not pursue the site.

### ***Land Use Plans***

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

## **Regional**

### ***SACOG Region Blueprint***

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

3.8 million, jobs are projected to increase from 921,000 to 1.9 million, and housing units are projected to increase from 713,000 to 1.5 million. These population and housing projections were developed by SACOG when the Blueprint was developed. These projections have been updated to reflect the changing economic conditions, and are summarized below under the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS).

The starting point for the Blueprint process was the “Base Case Scenario,” which shows how the region would develop through the year 2050 if growth patterns of the recent past continue. Under the Base Case Scenario, growth would continue outward into largely rural areas and on the fringes of current development. The model predicted that the average resident living in a version of a future typical of the Base Case Scenario in 2050 would probably live in a single-family house on a fairly large lot in a subdivision with similar houses. This resident would commute a longer distance to work than is typical today; trips to work and commercial areas would be lengthy and slow because of significant increases in congestion.

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

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

- **Transportation Choices:** Developments should be designed to encourage people to sometimes walk, ride bicycles, ride the bus, ride light rail, take the train, or carpool. Use of Blueprint growth concepts for land use and right-of-way design would encourage use of these modes of travel and the remaining auto trips would be, on average, shorter. In the Base Case Scenario, two percent of new housing and five percent of new jobs would be located within walking distance of 15-minute bus or train service, the number of vehicle miles traveled per day per household would be 47.2 miles, and the total time devoted to travel per household per day would be 81 minutes. The Preferred Blueprint Scenario reduces the number of trips taken by car by about 10 percent. These trips are shifted to transit, walking, or biking. In the Preferred Blueprint Scenario, 38 percent of new homes and 41 percent of new jobs would be located within walking distance of 15-minute bus or train service, the number of vehicle miles traveled per day per household would be

34.9 miles, and the total time devoted to travel per household per day would be 67 minutes. With the Preferred Blueprint Scenario, per capita, there would be 14 percent less carbon dioxide and particulates produced by car exhaust compared to the Base Case Scenario.

- **Mixed-Use Developments:** Building homes and shops, entertainment, office, and light industrial uses near each other can encourage active, vital neighborhoods. This mixture of uses can be either in a vertical arrangement (mixed in one building) or horizontal (with a combination of uses in close proximity). These types of projects function as local activity centers where people would tend to walk or bike to destinations. Separated land uses, on the other hand, lead to the need to travel more by auto because of the distance between uses. Under the Base Case Scenario, 26 percent of people would live in communities with a good, or balanced, mix of land uses by 2050. In the Preferred Blueprint Scenario, 53 percent of people would live in balanced land uses.
- **Compact Development:** Creating environments that are more compactly built and use space in an efficient but esthetic manner can encourage more walking, biking, and public-transit use and shorten auto trips. Under the Base Case Scenario, by 2050, new development would require the consumption of an additional 661 square miles of land. Under the Preferred Blueprint Scenario, 304 square miles of new land would be required for new development.
- **Housing Choice and Diversity:** Providing a variety of places where people can live: apartments, condominiums, townhouses, and single-family detached homes on varying lot sizes; creates opportunities for the variety of people who need them: families, singles, seniors, and people with special needs. This issue is of special concern for people with very low, low, and moderate incomes. By providing a diversity of housing options, more people would have a choice.
- **Use of Existing Assets:** In urbanized areas, development on infill or vacant lands, intensification of the use of underutilized parcels, or redevelopment can make better use of existing public infrastructure. This can also include rehabilitation and reuse of historic buildings; denser clustering of buildings in suburban office parks; and joint use of existing public facilities, such as schools and parking garages. Under the Base Case Scenario, all new development would be on vacant land. Under the Preferred Blueprint Scenario, it is suggested that 13 percent of all new housing and 10 percent of all new jobs would occur through reinvestment.
- **Quality Design:** The design details of any land use development—such as the relationship to the street, setbacks, placement of garages, sidewalks, landscaping, the aesthetics of building design, and the design of the public rights-of-way—are factors that can influence the attractiveness of living in a compact development and facilitate the ease of walking and biking to work or neighborhood services. Good site and architectural design is an important factor in creating a sense of community and a sense of place. Under the Base Case Scenario, 34 percent of people would live in pedestrian-friendly neighborhoods. Under the Preferred Blueprint Scenario, in 2050, pedestrian-friendly neighborhoods would rise to 69 percent.
- **Natural Resources Conservation:** This principle encourages the incorporation of public-use open space (such as parks, town squares, trails, and greenbelts) within development projects, in excess of state requirements; it also encourages wildlife and plant habitat preservation, agricultural preservation, and promotion of environmentally friendly practices, such as energy-efficient design, water conservation and stormwater management, and planting of shade trees. Under the Base Case Scenario, 166 square miles of agricultural land would be converted into urban uses. Under the Preferred Blueprint Scenario, 102 square miles of agricultural land would be converted to urban uses. When the Preferred Blueprint Scenario was developed, the authors included a calculated, predetermined “preservation factor” that was intended to account for a

certain amount of land that could be set aside in the future to preserve natural resources. However, the Preferred Blueprint Scenario did not attempt to map specific areas that could potentially be set aside as preserves. The only “preserve” areas that were mapped were those already designated as such that were in existence at the time the Preferred Blueprint Scenario was created.

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

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

The eastern half of the project site is identified as an appropriate area to accommodate urban growth within the Preferred Blueprint Scenario. Currently SACOG is developing a Transit Priority Area in conjunction with the MTP update, which indicates areas of future transit and higher density residential nodes. A Transit Priority Area is shown along Blue Oaks Boulevard and Westbrook Boulevard through the Creekview property south of the project site.

### ***MTP/SCS***

SACOG is the Metropolitan Planning Organization responsible for developing the federally required MTP and the new state-required SCS in coordination with the 22 cities, six counties, and other partner agencies in the greater Sacramento region. The MTP is a long-range plan for transportation in the region built on the Blueprint. Since the last MTP, California adopted Senate Bill 375 (SB 375), which requires a SCS be added to transportation plans across the state, similar to the Blueprint. SACOG adopted the MTP/SCS in April 2012, which is based on projections for growth in population, housing, and jobs, provided by the cities and counties that comprise SACOG.

The MTP/SCS identifies areas within the region sufficient to house all of the forecasted population of the region, including all economic segments of the population over the course of the MTP/SCS planning period. The 2035 growth forecast indicates that population in the Sacramento region is expected to grow by 871,000 people, an increase of about 39 percent, between 2008 and 2035. This forecast is lower than

the 1.3 million people forecasted in the 2008 MTP, which had the same 2035 planning horizon, but used 2005 as the base year. As a result of the lower population forecast, the housing and employment forecast for the region is also lower than the forecast in the previous plan, resulting in the need to accommodate approximately 361,000 new employees and 303,000 new housing units between 2008 and 2035. A decline in domestic in-migration is the principal cause of the declining population projections, although the recent recession also contributes to declining population growth in the early years.

To accommodate a projected increase of approximately 871,000 people, 303,000 new housing units and 361,000 new employees in the region through the year 2035, the MTP/SCS projects the development of an additional 53,266 acres of land. The plan accommodates a nearly 40 percent increase in population in the region on only a 7 percent increase in the development footprint of the region from 2008 to 2035, or less than 2 percent of the entire acreage of the Sacramento region.

The SCS is a plan to meet the region's greenhouse gas emissions reduction target, while taking into account regional housing needs, transportation demands, and protection of resource and farm lands based on the best forecast of likely land use patterns provided in coordination with SACOG's partner agencies. A 2016 update of the MTP/SCS, which uses 2036 growth projections was adopted by SACOG in February 2016.

### **Placer County Local Agency Formation Commission**

**Section 7.0** of this EIR, *Planning Considerations*, along with **Appendix L, Policy Analysis**, contains a detailed list of plans and policies applicable to the Proposed Project along with an analysis of plan consistency. The ARSP requires and proposes annexation to the City, which is an approval action that affects land use. Accordingly, the following LAFCO policies are applicable to the Proposed Project:

*The Placer County LAFCO has adopted policies intended to “encourage logical patterns of growth and discourage urban sprawl.” One of the primary mandates of LAFCO is to encourage orderly growth and development, yet LAFCO is prohibited from directly regulating land use. With varying effect LAFCO can fulfill its mandate through the determination of jurisdictional boundaries and the extension of local agency services. The Commission recognizes that under existing circumstances, such goals will only be completely successful when they are embraced by all the area’s local governments. While the statutes encourage orderly growth and discourage urban sprawl, they do not define or set standards to quantify these concepts. The parameters for these concepts must be made at the local level where we find that one person’s orderly growth is another’s urban sprawl. Spheres of influence play an important role in the process of encouraging orderly growth. Under law each local agency is required to have a sphere of influence. These spheres provide direction and growth for the planning of the affected local agency and all adjacent agencies. Spheres of influence can be critically important tools in the goal to establish logical boundaries, yet their value is often underestimated. As a result they are not used as effectively as they might be. Spheres of influence define the future boundaries of the entity. Once spheres of influence are established, the question of annexation within the sphere is primarily one of timing (Placer County LAFCO Policies III).*

The following are specific policies relating to “Ordered Growth” and “Annexations.”

Section III – Encourage Logical Patterns of Growth and Discourage Urban Sprawl

**A. Orderly Growth**

- Policy 1** The Commission encourages the urbanization of certain lands over others and hereby establishes a priority list for urbanization:
- a) Vacant or underdeveloped land within the existing boundaries of a city;
  - b) Vacant or underdeveloped land within the adopted sphere of influence of a city;
  - c) Vacant or underdeveloped land outside the adopted sphere of influence of a city.
- Policy 2** The commission will consider the following factors in determining logical growth patterns in reviewing proposals for annexation to a city or expansion of a city's sphere of influence:
- a) Adjacency with existing and planned growth pattern of the city;
  - b) Projected growth demand and relationship to remaining lands to be developed within the city and its existing sphere;
  - c) Ability of the city to provide and fund needed services (utilities, transportation, public safety, recreation, libraries) to the levels defined by the city's general plan;
  - d) Pending or anticipated development applications to the County for areas within a city's existing sphere.
- Policy 3** The Commission discourages urban level development in unincorporated areas adjacent to city boundaries.

**C. Annexations**

- Policy 1** To allow for the evaluation of projected growth demand and its relationship to remaining lands to be developed within the city, proposals for annexations to a city or reorganizations including annexation to a city (except unincorporated islands and minor adjustments) shall be accompanied by the following:
- a) A market absorption study analyzing proposed uses in relation to similar uses within the city. The study shall:
    - I. Cover a 15 to 20 year planning horizon;
    - II. Include all major land use categories proposed within annexation (residential, commercial, office and industrial);
    - III. Identify project and citywide buildout capacities for the proposed land uses;
    - IV. Provide an analysis of the competitive strength of the affected city land uses within the regional market, and the Proposed Project land uses within the anticipated city capture of that regional market;
    - V. Contain a breakdown of projected absorption and supply margins overtime by both land use and by geographic planning area within the

city. At a minimum, the analysis should distinguish projected absorption between the proposed annexation area and the existing (infill) portion of the city; and

VI. Include a summary of key assumptions and methodologies used in generating the absorption projections.

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

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

**Policy 3** Large development proposals that are proposed to be developed in phases may be annexed in phases, ensuring that growth occurs in a logical pattern.

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

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

Section I – Placer LAFCO Encourages the Orderly Formation of Local Governmental Agencies and the Efficient Provision of Governmental Services

**A. Service Provision**

Recognizing that the general purpose of government is to serve its citizens and that the purpose of LAFCO is to promote orderly and efficient forms of government, the consideration of service questions related to jurisdictional changes is paramount. Reflected in the following policies is the Commission's concern: (1) that thorough service information be made available, (2) that each affected agency be made aware of the impacts of a jurisdictional change, and (3) that as development occurs a complete range of necessary services is accessible.

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

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

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

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

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

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

**Policy 5** The following standards shall apply to the evaluation of plans for service:

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

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

### Section II – Placer LAFCO Encourages the Preservation of Agricultural Land and Open Space Resources

The following Placer County LAFCO policies relate to the orderly development of land in the County and to preserve prime agricultural land. While the Commission is prohibited from imposing any conditions “which would directly regulate land use density or intensity, property development, or subdivision requirements,” the Commission is required to consider land use and related data in their review. While pre-zoning is required, the Commission may not specify how a particular area should be zoned or developed.

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

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

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

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

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

### ***City of Roseville General Plan***

Goals and policies from the City of Roseville’s General Plan that are related to land use, growth and agriculture and are applicable to the Proposed Project are described below.

### Land Use Element – Growth Management Goals

The City of Roseville’s General Plan contains goals and policies for growth management referred to as the 13 Guiding Principles:

- Goal 1**            The City shall proactively manage and plan for growth.
- Goal 2**            The City shall encourage a pattern of development that promotes the efficient and timely provision of urban infrastructure and services, and preserve valuable natural and environmental resources.
- Goal 3**            Growth shall mitigate its impacts through consistency with the General Plan goals and policies and shall provide a positive benefit to the community.
- Goal 4**            The City shall continue a comprehensive, logical planning process, rather than an incremental, piecemeal approach.
- Goal 5**            The City shall encourage public participation in the development of a monitoring of growth management policies and programs.
- Goal 6**            The City shall manage and evaluate growth in a regional context, not in isolation.
- Goal 7**            Potential population growth in Roseville must be based on the long-term carrying capacities and limits of the roadway system, sewer and water treatment facilities, and electrical utility service, as defined in the Circulation Element and the Public Facilities Element.
- Goal 8**            Growth and development must occur at a rate corresponding to the availability of desired facilities capacity and the attainment of defined General Plan levels of service for public activities.
- Goal 9**            Growth should be managed to minimize negative impacts to existing businesses and residents within the City.
- Goal 10**           Growth should be planned in a way that addresses the appropriate interface between City and County lands.
- Goal 11**           New growth should be designed to meet the Guiding Principles.
- Goal 12**           The City shall use growth management as a tool to maintain the City’s identity, community form, and reputation in the region, to maintain high levels of service for residents and to influence projects outside the City’s boundaries that have the potential to affect the quality of life and/or services that are provided to residents.

**Goal 13** New development to the west of Fiddymont Road shall be consistent with the City's desire to establish an edge along the western boundary of the City that fosters: a physical separation from County lands through a system of connected open space, a well-defined sense of entry to the City from the west; opportunities for habitat preservation and recreation; and view preservation corridors that provide an aesthetic and recreational resource for residents.

### Land Use Element – Growth Management (Growth Areas) Policies

**Policy 4** Specific plans will be evaluated based on the following minimum criteria:

- a) Government Code requirements for specific plans;
- b) Demonstrated consistency with General Plan goals and policies;
- c) Demonstrated consistency with the identified city-wide studies and holding capacity analysis;
- d) Justification for proposed specific plan boundaries;
- e) Community benefit;
- f) Ability to mitigate impacts;
- g) Impact on the city's growth pattern.

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

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

1. Any development proposal west of Roseville shall, on a stand-alone basis have an overall neutral or positive fiscal impact on the City's General Fund.
2. Any development proposal west of Roseville shall include logical growth/plan boundaries and an east to west growth pattern.
3. Any development proposal west of Roseville shall not conflict with the Pleasant Grove Wastewater Treatment Plant and future Power Generation Facility.
4. Any development proposal west of Roseville shall maintain the integrity of existing neighborhoods and create a sense of place in new neighborhoods.
5. Any development proposal west of Roseville shall include a plan to ensure fully funding and maintenance of improvements and services at no cost to existing residents (including increased utility rates). A proposal shall not burden/increase the cost, or diminish the supply and reliability of services
6. Any development proposal west of Roseville shall aid in regional traffic solutions and in right of way preservation.

## 4.1 Land Use and Agriculture

7. Any development proposal west of Roseville shall secure and provide a new source and supply of surface water and should include reduced water demand through the use of recycled water and other offsets.
8. Any development proposal west of Roseville shall consider development potential within the entire City/County Memorandum of Understanding (MOU) Transition Area in the design and sizing of infrastructure improvements.
9. Any development proposal west of Roseville shall aid in resolution of regional storm water retention.
10. Any development proposal west of Roseville shall incorporate mechanisms to ensure new schools are available to serve residents and shall not impact existing schools.
11. Any development proposal west of Roseville shall include a significant interconnected public open space component/conservation plan in coordination with the City of Roseville/U.S. Fish and Wildlife Service MOU.
12. Any development proposal west of Roseville shall include a public participation component to keep the public informed and solicit feedback throughout the specific plan process.
13. Any development proposal west of Roseville shall provide a “public benefit” to the City and residents.

### Public Facilities Element – Schools Goals

- Goal 2** The City and the school districts enjoy a mutually beneficial arrangement in the joint-use of school and public facilities. Joint-use facilities shall be encouraged in all cases unless there are overriding considerations that make it impossible or detrimental to either the school district or the City parks and recreation facilities/programs.
- Goal 3** Financing for new school facilities will be identified and secured before new development is approved.

### Public Facilities Element – Schools Policies

- Policy 2** Adequate facilities must be shown to be available in a timely manner before approval will be granted to new residential development.
- Policy 7** Designate public/quasi-public land uses in clusters so that the use of schools, parks, open space, libraries, child care, and community activity and service centers create a community or activity focus.
- Policy 8** Schools, where feasible, shall be located away from hazards or sensitive resource conservation areas, except where the proximity of resources may be of educational value and the protection of the resource is reasonably assured.

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

### ***Roseville Zoning Ordinance***

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

#### ***19.08.060 Agricultural and open space use types***

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

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

#### ***19.08.070 Civic Use Types***

- A. Community Assembly, includes churches, temples, synagogues, and other places of worship public and private non-profit clubs, lodges, and meeting halls; community centers.
- B. Community Services, includes public/quasi-public uses such as cemeteries, community water storage, wells and associated treatment facilities, corporation yards, including storage, repair, detention/retention basins, electrical substations, etc.
- J. Schools, includes college and university, elementary and secondary schools (both public and private).

#### ***19.08.080 Residential Use Types***

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

#### ***19.08.090 Commercial Use Types***

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

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

Design standards are specified for small lot residential (RS):

### ***19.10.040 Supplemental design standards in the RS district***

- A. **Residential Design Standards.** In addition to the residential zone development standards, the following supplemental design standards apply in all RS districts:
  - 1. **Front Yard Stagger:** None required, but optional per unit design
  - 2. **Stagger for Third-Car Garage:** Two feet between third-car bay and two-car garage.
  - 3. **Two Story Unit Mix:** No Limit.
  - 4. **Separation between Second Story Elements:** A minimum of ten feet shall be provided between second-story elements of adjacent two-story dwellings.
  - 5. **Building Exterior:** Architectural treatment shall be applied to all elevations of a building. At a minimum, all doors, windows, and other wall openings shall be trimmed consistent with the architectural style. Panelized windows or other architectural treatment shall be used on all garage doors.
- B. **Exceptions.** The supplemental design standards as listed above may be modified, expanded, or eliminated through the approval of a design review permit for residential subdivision (DRRS), as provided for in Article V of this Title.
- C. **Expiration of Supplemental Design Standards Requirements.** Supplemental design standards requirements do not apply to any residential dwelling unit that has received a final occupancy permit, unless a DRRS specifies a different (longer) term.

### ***19.10.050 Design review required for compact residential development.***

- A. **Applicability.** Design review shall be required for compact residential development projects that qualify under either of the following:
  - 1. Attached or detached single-family housing units on property with a general plan designation of medium density residential or higher (seven dwelling units per acre or higher, as depicted on the general plan land use map; or
  - 2. Residential projects of any density on parcel or parcels zoned RS where modifications to the RS supplemental design standards are requested.
- B. **Approvals Required.** Compact residential development projects shall require approval of a DRRS. The approving authority for the DRRS shall be the planning commission, provided however, that modifications may be approved in accordance with subsection (d) of this section.

- C. **Exceptions.** The supplemental design standards as listed above may be modified, expanded, or eliminated through the approval of a DRRS, as provided for in Article V of this Title.
- D. **Modifications.** Modifications to a DRRS previously approved by the planning commission may be approved by the planning director, pursuant to the requirements of Section 19.76.180.

### ***City of Roseville Community Design Guidelines***

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

#### Design Guidelines for Commercial Development – Site Design Guidelines

- CC-6** Buildings should be placed on project sites to create a transition to surrounding uses and enhance community character.
- When adjacent to single family residences, side and rear setbacks shall allow for a sufficient planter area adjacent to the property line to buffer impacts and screen undesirable views;
  - Noise attenuation, when required, should be provided through a combination of sound barriers, landscaping and setbacks;
  - Projects with two story buildings should have larger setbacks than those with single story buildings.
- CC-11** Consistent with General Plan policy, pedestrian, bicycle and vehicle linkages to adjacent developments and uses should be provided.
- CC-12** Consistent with General Plan policy, commercial sites that abut single family residential areas shall provide a minimum 6-foot high masonry wall along the boundary except at pedestrian access points and in cohesively designed mixed-use projects.

### ***Placer County***

The project site is currently within Placer County and subject to the Placer County General Plan. If the project is annexed to the City, it will be subject to the City General Plan, not the County General Plan. Nonetheless, for the reader's information, this EIR considers aspects of the ARSP that could be considered in conflict with the County General Plan, or that would have less severe impacts on the environment if subject to County rather than City General Plan policies. Policies that are more restrictive than City policies include those related to agriculture and are included below:

#### Land Use Section – Agricultural Land Use Policies

- Policy 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.
- Policy I.H.6** The County shall require new nonagricultural development immediately adjacent to agricultural lands to be designed to provide a buffer in the form of a setback or sufficient

distance to avoid land use conflicts between the agricultural uses and the nonagricultural uses. Such setback or buffer areas shall be established by recorded easement or other instrument, subject to the approval of County Counsel. A method or mechanism (e.g., a homeowners association, or easement dedication to a nonprofit organization or public entity) for guaranteeing the maintenance of this land in a safe and orderly manner shall also be established at the time of development approval.

### ***Placer County Conservation Plan (PCCP)***

Placer County is proposing a Habitat Conservation Plan (HCP) under the Federal Endangered Species Act and a Natural Community Conservation Plan (NCCP) under the California Natural Community Conservation Planning Act. As proposed, the Placer County Conservation Plan (PCCP) would establish the County Aquatic Resources Program to issue permits related to the Federal Clean Water Act (CWA) and California Fish and Wildlife Code. Guiding principles set forth in the conservation plan between the United States Fish and Wildlife Service (USFWS) and the National Marine Fisheries Service (NMFS) include:

- Broad conservation goals;
- Protect natural plant communities and wildlife habitat;
- Base conservation on scientific classification of natural communities;
- Provide a conservation reserve system that includes all natural communities;
- Employ creative methods for funding conservation and mitigation;
- Provide consistent, efficient and equitable development permit process;
- Manage conservation reserves for sustainability; and
- PCCP implementation.

It is expected that the PCCP will provide for agricultural protection within southwestern Placer County. As outlined in Chapter 4.8.2, Future Potential Development by the City, the PCCP addresses lands outside of the existing City SOI and includes a mixture of conservation and potential development land.

## **4.1.4 IMPACTS**

### **Method of Analysis**

The land use and agricultural resource impacts of the Proposed Project were determined by analyzing changes to the existing physical conditions that would occur as a result of the proposed land uses within the project site.

Existing land uses in the project site were identified based on site visits by consultants and City staff, and planned land uses were identified based on information provided by the project applicant. The land use evaluation is based on a qualitative comparison of existing and proposed uses on the site and their compatibility with existing land uses and planned land uses as defined in the City's General Plan and/or relevant specific plans, as well as other applicable local and regional environmental and planning documents. Uses that would be allowed within each land use category in the development area are compared to adjacent existing and proposed uses to determine compatibility. Proposed land uses are

**4.1 Land Use and Agriculture**

described in detail in **Section 2, Project Description**, and illustrated by **Figure 2-4** (Land Use Map).

**Table 4.1-2**, Proposed ARSP Land Uses, provides a breakdown of the land uses and acreage.

The types of uses allowed under the ARSP are those that are permitted or conditionally permitted in the City zoning ordinance.

**TABLE 4.1-2**  
PROPOSED AMORUSO RANCH SPECIFIC PLAN LAND USES

General Plan Land Use Designation / Description		Applied Zoning Districts <sup>1</sup>	Acres	Units
<b>Residential Neighborhoods</b>				
LDR	Low Density Residential	R1 and RS	248.8	1,302
MDR	Medium Density Residential	RS	50.3	542
HDR	High Density Residential	R3	38.1	873
Subtotal			337.2	2,717
<b>Commercial</b>				
CC	Community Commercial - Village District	CMU-SA	27.3	109
CC	Community Commercial	CC	23.9	
Subtotal			51.2	109
<b>Parks and Open Space</b>				
OS	General Open Space	OS	134.8	
OS	Paseos	OS	10.7	
P/R	Parks & Recreation	PR	22.1	
Subtotal			167.7	
<b>Public/Quasi Public</b>				
P/QP	Elementary School	P/QP	9.6	
P/QP	Fire Station	P/QP	3.0	
P/QP	Recycling Center and Well Site	P/QP	3.5	
P/QP	Lift Station A	P/QP	0.3	
P/QP	Lift Station B	P/QP	0.9	
Subtotal			17.2	
<b>Other</b>				
UR	Urban Reserve	UR	20.0	1
ROW	Roadway Right of Way		52.0	
NAPOTS			49.2	
Subtotal			121.2	1
<b>Overall Totals</b>			<b>694.4</b>	<b>2,827</b>
1 - The zoning districts are defined in the City's Zoning Ordinance that can be viewed at the Civic Center Permit Center or online at <a href="http://www.roseville.ca.us">www.roseville.ca.us</a> .				

**Thresholds of Significance**

Criteria for determining the significance of land use impacts to have been developed based on Appendix G of the CEQA Guidelines. For the purposes of this EIR, land use impacts are considered significant if the Proposed Project would:

## 4.1 Land Use and Agriculture

- Physically divide an established community.
- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect.
- Conflict with the regional environmental objectives embodied in the SACOG Blueprint Plan and City policies intended to implement, and be consistent with, those regional environmental objectives.
- Be incompatible with existing or proposed adjacent land uses.
- Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the FMMP of the California Resources Agency, to non-agricultural use
- Conflict with existing zoning for agricultural use, or a Williamson Act contract.
- Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code [PRC] section 12220[g]), timberland (as defined by PRC section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104[g]).
- Result in the loss of forest land or conversion of forest land to non-forest use.
- Involve other changes in the existing environment, which due to their location or nature, could result in the conversion of Farmland to non-agricultural uses, or conversion of forest land to non-forest use.
- Conflict with applicable HCP or natural communities conservation plan.

Because there are no properties under Williamson Act contracts in the project site (as discussed above), and there is no forest land within the project site, these issues will not be addressed further in this EIR. In addition, potential impacts related to the dividing of established communities are not addressed further because no community would be divided by the Proposed Project, as the project site is comprised of vacant land. While there is not an airport within two miles of the site, noise levels associated with operations at area airports are analyzed in **Section 4.6, Noise**.

### Impacts

<b>IMPACT 4.1-1</b>	<b>CONFLICT WITH LAND USE PLANS, POLICIES, OR REGULATIONS</b>
<b>Applicable Policies and Regulations</b>	City of Roseville Blueprint Implementation Strategies; City of Roseville General Plan (Community Design Goals, Community Form, Growth Management)
<b>Significance with Policies and Regulations</b>	Less than Significant
<b>Mitigation Measures</b>	None Required
<b>Significance After Mitigation</b>	Less than Significant

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

### ***Consistency with City's General Plan and Zoning Code***

An EIR must discuss “any inconsistencies between the Proposed Project and the applicable general plans” (CEQA Guidelines, 15125 [d]). For the Proposed Project, the applicable plan is the City of Roseville General Plan because the Proposed Project involves annexing the project site to the City of Roseville. A detailed analysis of the Proposed Project’s consistency with applicable land use policies, including the City of Roseville General Plan policies, is provided in **Appendix L**.

Under the State Planning and Zoning Law, Government Code 65000 et seq., a development project cannot be approved if it is inconsistent with the General Plan, and thus, the Proposed Project could not proceed if determined by the City Council to be inconsistent. The discussions in this EIR on the subject of General Plan consistency represent the advice of City staff to the City Council as to whether the Proposed Project is consistent with identified goals and policies of the City’s General Plan. Based on the evaluations contained in the EIR, the Proposed Project is generally consistent with the City’s General Plan.

The ARSP would include a mix of residential, commercial, office, open space, park and public/quasi-public uses. Future development within the ARSP would be internally compatible and would remain consistent with the City General Plan density criteria and the uses allowed by the Zoning Code. A full discussion of consistency with such plans and policies is included in **Section 7.0** and **Appendix L** of this EIR. This is considered a **less-than-significant** impact.

### ***Placer Parkway Regional Transportation Improvement Project***

Placer Parkway is a proposed four to six-lane facility that would link State Route (SR) 65 in Placer County, west to SR 70/99 in Sutter County. The Placer Parkway Project is intended to reduce anticipated congestion at both the regional and local level. The Federal Highway Administration (FHWA), Caltrans, and the South Placer Regional Transportation Authority (SPRTA) prepared a joint Federal/State environmental document (EIS/EIR) in order to select and preserve a corridor for the future construction of the roadway. On May 7, 2010, the FHWA completed its Record of Decision (ROD), which selected Placer Parkway Corridor Alternative 5 with a No-Access Buffer Zone. The selected alternative would traverse the northwest portion of the project site, arcing from the northeast corner southwest out of the project site, as shown on **Figure 4.1-2**. While not a part of the proposed Placer Parkway Tier 1 project, the Revised EIS/EIR prepared by the PCTPA analyzed, as an alternative, an interchange within the northeast area of the project site, based on an extension of Dowd Road southerly from the City of Lincoln. The Dowd Road extension would potentially connect to the proposed Westbrook Boulevard alignment within the project site.

The ARSP sets aside approximately 49 acres for the Placer Parkway corridor, and does not preclude the development of a potential future interchange of Placer Parkway and Westbrook Boulevard. The right-of-way for this planned facility, as it traverses the project site will be reserved as part of the Proposed Project. Land uses proposed in the project site will not impact the alignment of Placer Parkway or otherwise conflict with this proposed transportation project. A detailed discussion of the interface of Placer Parkway with proposed land uses within the project site is provided in **Appendix D**. Potential land use conflicts with proposed adjacent land uses within the ARSP are discussed further under **Impact 4.1-2**. This is a **less-than-significant** impact.

### **Consistency with Blueprint and MTP/SCS**

As described earlier in this section, in 2002 SACOG conducted a land use study known as the Blueprint, which examined how transportation and land use planning could be better linked to accommodate future growth while reducing transportation congestion. Following adoption of SB 375, which requires that a SCS be added to transportation plans across the state, SACOG adopted the MTP/SCS, which is a long-range plan for transportation in the region built on the Blueprint. In support of these regional efforts and to help foster development patterns that incorporate Blueprint objectives, in May 2005, the City adopted implementation strategies to achieve Blueprint project objectives to guide development projects in Roseville. These implementation strategies give the City a means to implement the “smart growth” principles in newly developing areas derived from the Blueprint effort and incorporated into the MTP/SCS. To this end, the ARSP includes smart growth elements, consistent with the Blueprint Objectives and the City’s Blueprint implementation strategies. In addition to density, other objectives include connectivity of neighborhoods, adjacencies of uses and opportunities for alternative modes of travel. The ARSP meets these objectives with the following features: specifically, the ARSP provides for the creation of higher-density neighborhoods, fosters transportation choices with provisions for pedestrians and bikeways and commercial areas that can support transit, and promotes more compact development that will offer a variety of housing choices for multiple market segments. In addition, approximately half of the project site is in an area identified for future growth on the SACOG Preferred Scenario land use map (SACOG, 2004).

Additionally, to ensure that the ARSP land use plan is consistent with the Blueprint, the various elements listed below would be incorporated into the ARSP, consistent with the following Blueprint smart growth principles:

- **Compact Development.** The ARSP land use plan provides a mix of residential land uses that emphasize creating neighborhoods with small-lot or attached single family homes. Approximately 61 percent of the units within the ARSP are either HDR (13 and more units per acre) or MDR (7-12.9 units per acre) units. In addition to the proposed densities, the proposed commercial development will support a development pattern that is more efficient by creating neighborhoods that are more compactly built, thereby reducing reliance on the automobile and encouraging walking, biking, and use of public transit.
- **Quality Design.** The ARSP incorporates design features that make it pedestrian friendly and facilitate the ease of walking and biking to neighborhood services. These features include but are not limited to a modified grid street network that creates shorter, more traditional feeling block lengths, a linked network of linear parks, paseos and sidewalks, narrow tree lined streets, architectural diversity, alley loaded garage placement, and where front loaded garages are allowed, requiring the placement of the garage to be behind the living space.
- **Housing Choices.** The MDR and HDR areas will support a variety of housing types: single family detached or attached dwelling units, duets, townhomes, condominiums, or apartments on varying lot sizes, which addresses multiple demographic, pricing, and market segments. The development standards incorporated into the ARSP, in addition to the City’s Zoning Ordinance, would allow these types of housing to be developed and, collectively, this range of housing would provide residents with a mix of housing choices.

## 4.1 Land Use and Agriculture

- **Transportation Choices.** A variety of transportation modes are planned in the ARSP that will reduce reliance on automobiles. The ARSP would utilize bus service systems for Roseville Transit and Placer County Transit. These transit providers would use the ARSP's circulation systems to provide local and regional transit connections for community residents. Multiple transit stops are located within the ARSP. A number of parking spaces within the commercial uses of Parcel AR-53 will be designated for park and ride users. Roseville Transit provides fixed route and Dial-A-Ride services within the City, as well as fixed route commuter services between Roseville and downtown Sacramento. The ARSP would provide an extensive network of multiple-use trails and paseos, which could be used by pedestrians and bicyclists to access the project site open space and recreational facilities, and provide connectivity to the existing and planned City pedestrian and bike lane network.
- **Natural Resource Conservation.** Open space areas are a significant component of the ARSP, which provide areas for habitat preserves or passive recreation. These land areas protect the overall function of University Creek, an intermittent drainage that meanders through the southerly portion of the ARSP. The ARSP's open space parcels were identified in cooperation with federal resource agencies as part of the City's Resource Agency Early Consultation Process. All open space and public uses have been designated and are sized consistent with General Plan policies and standards. Consistent with this Blueprint smart growth principle, the ARSP's open space plan preserves natural resource areas, including prominent vernal pool concentrations and drainages, through the designation of permanent open space.
- **Mixed Use Development.** The ARSP includes a balanced mix of residential and commercial uses in close proximity to each other that promotes walking or bike riding to neighborhoods functions and services. Additionally, the Village Commercial District would have a zoning designation of mixed use commercial that is intended to provide a mix and density of commercial, office, and residential uses common to an urban setting or traditional downtown.

The ARSP is consistent with Blueprint and MTP/SCS policies related to smart growth principles in newly developing areas. This is considered a **less-than-significant** impact.

IMPACT 4.1-2	POTENTIAL INCOMPATIBILITY OF INTERNAL LAND USES
<b>Applicable Policies and Regulations</b>	City of Roseville Community Design Guidelines; City of Roseville General Plan (Community Design Goals and Policies, Community Forum Goals and Policies); City of Roseville Zoning Ordinance (allowed uses).
<b>Significance with Policies and Regulations</b>	Potentially Significant
<b>Mitigation Measures</b>	MM 4.6-1a-d Construction Noise Reduction MM 4.6-2 Commercial Noise Controls MM 4.4-1 Measures to Reduce Short-term Construction-related Emissions
<b>Significance After Mitigation</b>	Less than Significant

Land use conflicts can arise when new development or land uses cause impacts on persons or the physical environment in the vicinity of the project site, or conditions on or near the project site could have impacts on the persons or development introduced onto the site by the Proposed Project. Both of these circumstances are evaluated when considering land use compatibility. Depending on the nature of the impact and its severity, land use compatibility conflicts can range from minor irritations and nuisances, to significant effects on human health or safety. The below discussion analyzes whether proposed land uses within the project site are internally compatible. Potential land use conflicts with surrounding uses outside of the project site are addressed under **Impact 4.1-3**.

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

One of the key features of the ARSP is providing a mix of uses in proximity to each other to reduce the reliance on the automobile, consistent with the Blueprint. The project site also would be developed with a variety of non-residential uses; hence, locating residential uses immediately adjacent to commercial uses, which can cause conflicts such as noise from equipment, operations, music, parking, and traffic. Refer to **Section 4.6, Noise**, for a discussion of noise impacts. Activity associated with parks can also produce noise and overflow night lighting, which could be incompatible with nearby residential uses. Night lighting for activities is not proposed in the neighborhood park sites, except the 10-acre park located on Parcel AR-62. In addition, Parcel AR-66 may also be lighted for nighttime sporting and/or entertainment events. Refer to **Section 4.14, Aesthetics**, for a discussion of lighting impacts. The Proposed Project is designed to minimize impacts among and between adjacent land uses and to ensure internal land use consistency. Therefore, the impact would be considered **less than significant**.

**Commercial and Business Professional Uses**

The ARSP includes 27.3 acres associated with a Community Commercial Village District and 23.9 acres associated with Community Commercial. All Community Commercial would be located off of Westbrook

Boulevard. The City of Roseville Community Design Guidelines includes specific requirements for commercial development, multi-family residential and compact residential development.

Commercial development adjacent to residential areas must include side and rear setbacks with a sufficient planter area to screen views and/or for the placement of sound barriers or fencing (according to City of Roseville Community Design Guidelines, March 2008). The Guidelines also require that lighting sources include cut-off lenses to avoid light spillage and glare on adjacent properties. In addition, the Design Guidelines prepared for the ARSP include specific requirements to ensure that landscaping, building setbacks, and berming would be appropriate to screen noise and other visual intrusions from commercial uses on nearby residential areas. Further, the ARSP would be required to comply with the Zoning Ordinance, which mandates proper screening, building setbacks, landscaping requirements, and light intensities, which would promote compatibility between residential and adjacent businesses.

**Section 4.6, Noise**, also identifies **Mitigation Measure 4.6-2 Commercial Noise Controls**, which requires that any commercial development demonstrate that it meets the City noise standards. Therefore, with mitigation this impact would be **less than significant**.

### **School and Park Uses**

As shown in **Figure 2.4**, the ARSP includes an elementary school and several parks of various sizes. The proposed school and parks would be adjacent to residential areas. Residential uses adjacent to neighborhood parks and the elementary school would be considered compatible land uses, because elementary schools and neighborhood parks generally do not involve any activities or uses that would be considered a significant nuisance or hazard to residents. There would be times when there would be traffic before and after school at pick up and drop off times, and during recreational sports activities, but generally school and park traffic would not substantially interfere with surrounding residential uses. Outdoor activities at schools and parks may generate noise from children playing or engaging in sports or band practice, generally tolerated by residents because it is temporary in nature, contributes to education, and is generally thought to be part of the fabric of urban life. The City encourages locating parks and schools together to promote shared use of facilities (*General Plan Public Facilities (Schools) Policy 7*). Schools are a permitted use in residential zoning districts, and school noise is exempt from the City's Noise Ordinance. Additionally, noise from children playing during daytime hours would be consistent with the character of a residential neighborhood and, therefore, is also considered compatible. Lighting associated with the elementary school use is not expected to significantly impact surrounding residential uses.

Although there are no hazardous materials in the project site, the ARSP contains features (i.e., power lines, etc) that are regulated by the school siting criteria provided in the California Education Code. In addition, the project site adjoins major roadways that will carry high traffic volumes. According to the traffic analysis found in **Section 4.3, Transportation and Circulation**, of this EIR, traffic volumes on all roadways that serve the proposed school would be below the threshold of 100,000 trips per day, which meets the state criteria for air quality. There are no railroad tracks within the project site. The school site will be free and clear of wetlands or other constraints prior to school development. Therefore, the proposed school location is compatible for school use.

For the reasons stated above, potential conflicts among residential areas and the school and parks would be **less than significant**.

### ***Open Space and Residential Uses***

Generally, residential uses are considered compatible with adjacent open space areas. The proximity to open space and easy access to trails are often considered amenities for residents. However, there is the potential for conflict if uses in the open space area create conflicts with the maintenance of the open space areas. Human activities can also impact wildlife and habitat. **Section 4.8, Vegetation and Wildlife**, discusses the management measures included in the CWA Section 404 permit and California Department of Fish and Wildlife (CDFW) Section 1600 Streambed Alteration Agreements designed to minimize impacts to the open space areas and to protect the resources present. The open space preserve is intended to complement larger-scale regional conservation strategies, such as the proposed PCCP. In addition to resource protection, the on-site open space preserve would provide for passive recreation opportunities, include designated pedestrian/bike trails, provide stormwater drainage and treatment, including flood water conveyance, and provide a buffer between residential and open space uses.

Additionally, where open space interfaces with rear yards, an open view fence will be used. Where the natural open space interfaces in non-development areas, such as parks or streets, a split rail wood fence will be used. This would provide separation from residences and urban uses, minimizing any potential incompatibilities with the adjacent bike trail or users of the open space. It is not anticipated that users of the bike trail would create substantial noise, present a safety hazard, or result in any activities that would be considered incompatible with residential areas.

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

### ***Placer Parkway***

As discussed above and in **Section 2.0**, the proposed Placer Parkway Regional Transportation Improvement Project would result in the extension of a limited access four to six-lane highway that would traverse the northwest portion of the project site, arcing from the northeast corner southwest out of the project site, as shown on **Figure 4.1-2**. Proposed land uses adjacent to the parkway include LDR, MDR, and HDR housing, community commercial, park and open space. Potential land use conflicts with proposed sensitive receptors within the project site could occur as a result of traffic noise and air quality emissions resulting from traffic volumes on Placer Parkway. These effects are analyzed in detail in **Section 4.6, Noise**, and **Section 4.4, Air Quality**. As discussed in **Section 2.5.2** and **Section 4.6**, it is anticipated that as part of the future Placer Parkway project, noise barriers would be designed and constructed with the right-of-way of Placer Parkway adjacent to residential uses to achieve the City's noise standards at residential property lines. These noise barriers would also improve pedestrian safety. Additionally, as discussed in **Section 4.4, Air Quality**, under 2035 Cumulative Plus Project conditions, the future Placer Parkway is projected to carry 18,600 average daily trips west of Westbrook Boulevard and 33,500 average daily trips east of Westbrook Boulevard, which is consistent with the California Air Resources Board's recommendation to avoid siting sensitive land uses within 500 feet of a freeway carrying more than 100,000 daily. Therefore, the location of residences and the proposed elementary

school does not pose a substantial health risk due to air emissions from traffic volumes on Placer Parkway. Additionally, future residences within 500-feet of Placer Parkway shall be provided with a deed disclosure notifying home owners of the proximity to future Placer Parkway.

The ARSP sets aside approximately 49 acres for the Placer Parkway corridor, and does not preclude the development of a potential future interchange of Placer Parkway and Westbrook Boulevard. Road G is proposed to cross under Placer Parkway, and the land use plan preserves sufficient right-of-way to provide an at-grade or grade separated interchange with Westbrook Boulevard, should this interchange be approved in the future. This is a **less-than-significant** impact.

### ***Public Utilities and Residential Land Uses***

As discussed in Section 2.0, the Proposed Project includes the development of a number of public/quasi-public uses to serve the proposed residential and commercial development within the project site. These uses include a recycling center (Parcel AR-55), well (Parcel AR-55), pump station (Parcel AR-56) and sewer lift station (Parcel AR-57). Conceptual site layouts for each of these facilities are provided in Figures B.38 through B.40 of the Design Guidelines of the Specific Plan included as **Appendix A**. As shown therein, infrastructure would be situated within the public/quasi-public parcels so as to be as far away from proposed residential uses as possible: the sewer lift station would be located over 100 feet from proposed residential sensitive receptors to the east and north, and would be buffered by open space uses to the north, south and west; the pump station would be buffered on all sides by open space and park uses; and the recycling center and well sites would be buffered by adjacent streets and would be located over 100 feet from residential uses. Masonry walls would be constructed around each of these uses to attenuate any noise, lighting, and visual land use compatibility impacts. This is a **less-than-significant** impact.

### ***Temporary Disturbances during Construction***

The ARSP would be constructed in phases. Therefore, residents that move in during early phases may be subject to construction-related impacts such as noise, dust, and truck traffic over a period of time. In addition, there are two areas of the site plan that propose residential uses adjacent to Placer Parkway. Because Placer Parkway would be constructed in the future likely after residential areas within the project site have been occupied, residents would be subject to construction-related impacts such as noise, dust, and truck traffic from construction activities. Potential short-term disturbances associated with construction are addressed in **Section 4.4, Air Quality**, and **Section 4.6, Noise**. This is considered a **significant** impact. **Mitigation Measure 4.6-1**, Construction Noise Reduction (set forth in full in **Section 4.6, Noise**), and **Mitigation Measure 4.4-1**, Construction Control Measures (set forth full in **Section 4.4, Air Quality**) would reduce construction impacts to a **less-than-significant** level.

IMPACT 4.1-3	POTENTIAL INCOMPATIBILITY WITH EXISTING AGRICULTURAL AND OTHER LAND USES IN PLACER COUNTY AND THE CITY OF ROSEVILLE
<b>Applicable Policies and Regulations</b>	General Plan Policies (Community Form- Relationship of New Development), Zoning Ordinance (allowed uses); Placer County General Plan (agricultural policies).
<b>Significance with Policies and Regulations</b>	Significant
<b>Mitigation Measures</b>	None Available
<b>Significance After Mitigation</b>	Significant and Unavoidable

Implementation of the ARSP will change the character of the project site. It will replace rural land with residential and commercial uses, parks, open space, schools, public streets, infrastructure that includes power poles, and other utility facilities detailed in the ARSP. The below discussion analyzes whether proposed land uses within the project site are compatible with existing or planned uses in the project vicinity. Potential internal land use conflicts between uses within the project site are addressed under **Impact 4.1-2**.

***Compatibility with Surrounding Residential Uses***

Nearby existing residential uses include those in the Toad Hill Ranches, a rural subdivision of two to five acre parcels located to the north, a rural residence approximately 2,600 feet to the west, and the portions of the WRSP/Fiddymont Farms Area to the southeast. Additionally, land to the south in the CSP Area has been approved for residential development, and land to the west in the Placer Ranch area may be designated for residential development by the County as part of the SIA update.

Development of the ARSP would be considered compatible with the residential areas in the adjacent Toad Hill Ranches, WRSP, and CSP, and potential future uses in the Placer Ranch area. The northwest neighborhood is envisioned to have large lots in order to be compatible with the Toad Hill Ranch densities. Further, the uses will be screened with a 25-foot landscape corridor on Sunset Boulevard West, as well as a wall (refer to **Figure 2-22** in the **Section 2.0**, Project Description). Traffic noise associated with the increase in traffic on the area roadways is discussed in **Section 4.6, Noise**.

Residential densities in the project site would range from 0.5 to 6.9 dwelling units per acre for LDR, 7 – 12.9 for MDR and between 13 units and higher for high density uses. The commercial uses and village district proposed along Westbrook Boulevard would be subject to the City’s Community Design Guidelines as well as the project-specific ARSP Design Guidelines. Because the ARSP proposes uses similar to those within the City’s adjacent specific plan areas, it is not expected that there would be any land use incompatibilities.

Consistent with the City’s General Plan policy to provide separation between City and County uses, the existing rural residential ranch located to the northwest (Gleason property) would be separated from

proposed uses within the project site by at least a 60-foot setback (and in most areas greater than 100-feet) with drainage improvements, a maintenance access road/potential bike trail and landscaping within a linear open space parcel (AR-98). Further, this setback would be consistent with the City's General Plan policy that "*Development proposed on the western edge of the City shall provide a distinctive open space transition to create a physical and visual buffer between the City and County to ensure that the identity and uniqueness of the City and County will be maintained*".

Within the open space parcel and directly adjacent to the western project site boundary, an approximately 50-foot wide open channel drainage facility, with a post and cable fence placed on either side of the channel, would prevent pedestrian access and provide a buffer to the adjacent Gleason property (see **Section 4.13, Hydrology**, and **Appendix I, Exhibit 8a**, for a discussion of the open channel drainage facility and the specific plan for a cross section describing the uses that will provide a buffer). No residential lots would back up immediately adjacent to the property line. In addition, future residents will be notified through a deed restriction regarding ongoing agricultural uses in the vicinity.

LDR housing on large lots would be located in the area north of Placer Parkway. The subdivision would be designed to be compatible with nearby rural residential uses in the County. Landscaping and a sidewalk are proposed along Sunset Boulevard West. The planned neighborhood serving commercial uses and village district would provide amenities for rural housing in the County. Therefore the impact is considered **less than significant**.

### ***Compatibility with Industrial/Municipal Utilities***

Approximately two miles to the northeast, is industrial zoned land part of the Placer County SIA. This land is largely undeveloped. Immediately to the east is the Placer Ranch area, which contains a portion of the SIA. Future uses being considered by the County in the Placer Ranch area include industrial/campus uses on the eastern end of the site. Any industrial or technical industry uses are anticipated to be located to the east of Fiddymont Road and well separated from the ARSP project site. Placer County is in the midst of updating the SIA Plan to reinvigorate the potential for employment generating uses. No heavy industrial uses that would impact future residential uses would be developed in the vicinity of the project site.

Additional industrial and municipal uses in the vicinity include the REP and the PGWWTP located two miles south of the project site, and the WRSL and materials recovery facility (MRF) operated by the Western Placer Waste Management Authority located approximately 1.8 miles northeast of the project site. Operation of these facilities generates noise (see **Section 4.6**, for a description of noise impacts) and potential odors (see **Section 4.4, Impact 4.4-5** for a description of odor impacts) that may be perceived by sensitive receptors within the project site. As discussed in **Section 4.6**, ambient noise levels within the project site would be in compliance with the City's General Plan standards for sensitive receptors; therefore land use compatibility impacts associated with noise from industrial and municipal utilities would be less than significant. Occasionally depending on atmospheric conditions, operations at the PGWWTP, WRSL, and MRF would emit odors that may be detectable within the project site. Although there are no health or other standards that regulate odor, the Placer County Air Pollution Control District (PCAPCD) Air Quality Handbook includes a recommended buffer of two miles between residential land uses and sanitary landfill and WWTPs (PCAPCD, 2012). This buffer is intended to be used as a

screening tool, not a significance threshold. The proximity of the project site to odor-generating land uses is closer than the buffer distances recommended within the PCAPCD CEQA Air Quality Handbook; therefore, it is possible that the Proposed Project could expose sensitive receptors to objectionable odors. Disclosures will be provided to buyers and occupants of the project site (as embodied in the conditions, covenants, and restrictions [CC&Rs]), to ensure that residents and property owners are informed of the proximity of the PGWWTP, WRSL, and MRF and the associated potential for nuisance odors (refer to **Section 2.12**). Nonetheless, this is considered a **significant** impact. There is no feasible mitigation to reduce this impact. Therefore, exposure of sensitive receptors to odor nuisances is considered to be a **significant and unavoidable** land use compatibility impact.

### ***Compatibility with Agricultural Uses***

Portions of the Proposed Project would be adjacent to undeveloped land, including the Al Johnson Wildlife Area and the Gleason cattle ranch to the west, Toad Hill Mitigation Bank to the northwest, and grazing land to the east (see **Figure 2-6**). It is expected that cattle grazing would continue to occur as the primary agricultural activity on adjacent lands, including the Gleason cattle ranch on which operations occasionally include the aerial application of herbicides and fertilizers. It is not expected that heavy agricultural uses, such as growing row crops, would be conducted.

Grazing activities can produce dust, noise, and odor at levels that can cause a nuisance when close to residential areas. At the same time, the increase in population in the area could disturb agricultural activities or result in harassment of cattle if pedestrians trespass onto adjacent lands. As with any private property, trespassing by Proposed Project users and residents on adjacent agricultural land would be prohibited. Consistent with the City's General Plan policy to provide separation between City and County uses, the existing rural residential ranch located to the northwest (Gleason property) would be separated from proposed uses within the project site by an approximately 60 foot wide linear open space parcel (AR-98). Within this open space parcel and directly adjacent to the western project site boundary, an approximately 50-foot wide open channel drainage facility, with a post and cable or tubular steel fence placed on both sides of the channel and landscaping on the east of the channel, would prevent pedestrian access and provide a buffer with adjacent agricultural uses (see **Section 4.13, Hydrology** and **Appendix I, Exhibit 8a**, for a discussion of the open channel drainage facility). No residential lots would be located immediately adjacent (within 100 feet) to the western property line. Potential design solutions for buffering along the western boundary of the project site are shown on Figure B.24 of the Design Guidelines included in **Appendix A**. Along the northern site boundaries, proposed residential uses would be separated from agricultural activities by the approximately 90-foot wide right-of-way of Sunset Boulevard West. Additionally homes adjacent to Sunset Boulevard West would be set back a minimum of 20 feet from the property line, and a six to seven foot high masonry wall would be provided along the right-of-way. Cross sections of the Sunset Boulevard corridor are shown on **Figure 2-22**. Along the eastern site boundary, temporary conflicts could occur between the areas proposed for LDR development and seasonal grazing activities that occur on the Placer Ranch property; however, a masonry wall will be constructed along the project site's eastern boundary to provide separation between City and County uses. Additionally, these effects are expected to be temporary as the area east of the project site will likely be developed with uses consistent with the SIA update in the future. Therefore, this impact is considered less than significant. A deed disclosure that notifies all future occupants of the Proposed

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Project that there is a potential for agricultural activity in proximity to the residence is included as a condition of the Proposed Project, as described in **Section 2.12**.

In regard to potential nuisance caused by the occasional aerial application of chemicals on the Gleason property to the west, any aerial application would be done in compliance with applicable federal and state laws and regulations. In particular, aerial application of pesticides must comply with Title 3 CCR Section 6614, Protection of Persons, Animals, and Property requires that “an applicator prior to and while applying a pesticide shall evaluate the equipment to be used, meteorological conditions, the property to be treated, and surrounding properties to determine the likelihood of harm or damage” and prohibits the application of pesticides when there is a reasonable possibility of damage to nontarget crops, animals, or other public or private property. Furthermore, pilots that apply pesticides and herbicides must be certified by the California Department of Pesticide Regulation, who oversees the County Agricultural Commissioners who carry out and enforce pesticide and environmental laws and regulations locally. This certification requires in depth knowledge of application practices, including those designed to minimize offsite drift. These include, but are not limited to the following (DPR, 2006):

- Spraying system operation pressure should be the lowest pressure needed for effective spray and minimization of droplets prone to drift;
- Scout site before hand to determine topography changes, normal weather conditions, obstacles, hazards, nearby sensitive areas;
- Schedule for minimal wind, and no inversion conditions;
- During application watch for:
  - Changes in weather,
  - Hazards,
  - Field workers, and
  - Service people & others;
- Fly perpendicular or 45 degrees to wind direction, fly parallel to longest dimension of site to minimize turnarounds needed;
- Apply 8-12 feet above the crop;
- Turn off spray early when obstacles are present (at end of field, etc);
- Pull up and let down inside field of application;
- Airspeed is generally 100-120 mph, depending on the aircraft;
- Orient spray nozzles to minimize wind shear and maximize particle size (parallel to ground); and
- Leave untreated buffer zones at edges of field, and treat later when wind direction is favorable.

Compliance with these practices would minimize the potential for nuisance at proposed residences, which would be located a minimum of 100 feet from the western property line, resulting in a less-than-significant impact.

It should be noted that Placer County is more restrictive of residential uses near agriculture than the City. The County General Plan requires buffers between agricultural and non-agricultural uses to minimize incompatibilities. These policies would not apply to development in the project site because the ARSP would be under City jurisdiction. Due to the City’s urban nature, the City does not have such policies. The proposed uses are inconsistent with the County’s agricultural zoning of the site. However, if the

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ARSP and annexation is approved, the zoning would be changed and would be consistent with the Proposed Project. This land use compatibility impact is considered **less than significant**.

<b>IMPACT 4.1-4</b>	<b>POTENTIAL INCOMPATIBILITY FROM AIRCRAFT OVERFLIGHT</b>
<b>Applicable Policies and Regulations</b>	CALTRANS Airport Land use Handbook; McClellan Land Use Compatibility Plan
<b>Significance with Policies and Regulations</b>	Less than Significant
<b>Mitigation Measures</b>	None Required
<b>Significance After Mitigation</b>	Less than Significant

The following airports operate in the vicinity of the project site: McClellan Airfield located approximately eight miles from the southern boundary of the project site, Lincoln Airport located approximately 5.1 miles north, Sacramento International Airport located approximately 13 miles to the west, Mather Airport located approximately 19 miles to the south, and Beale Air Force Base located approximately 20 miles to the north. SACOG acts as the ALUC for Sacramento, Sutter, Yolo, and Yuba Counties. In Placer County, the ALUC is the PCTPA. An ALUCP is intended to address three issues: airspace protection, noise, and safety.

While the project site is outside the boundary of the 60 Community Noise Equivalent Level (CNEL) and the safety hazards area for airports under the jurisdiction of both SACOG (McClellan) and PCTPA (Lincoln), the project site may be subject to frequent over-flights of large aircraft (over 75,000 pounds) from McClellan Airfield, operating under 3,000 feet above ground level (AGL). The project site could also be subject to over-flights from Sacramento International, Lincoln, and Mather airports, and Beale Air Force Base. While average noise impacts are not expected to be significant (see **Section 4.6, Noise**), single event noise levels could be loud and be of nuisance to noise sensitive uses. Over-flights could cause occasional annoyance to speech and sleep disturbance. There is no adopted state or local standards for single event noise such as would occur with a plane flying overhead. The adopted federal, state, and local noise standards are expressed as CNEL or average noise exposure (see **Section 4.6, Noise** of this EIR for a description on noise standards and impacts). The project site is several miles from the 60 dB CNEL McClellan Airfield noise contour; 60 CNEL is the accepted noise standard for residential use. The project site is also outside any adopted safety hazards area associated with proximity to the runways.

A deed disclosure that notifies future residents and other sensitive uses regarding the proximity and nature of overflight aircraft in the vicinity and the potential for over-flight noise is included as a condition of the Proposed Project, as described in **Section 2.12** of this EIR. This impact is considered **less than significant**.

IMPACT 4.1-5	CONVERSION OF AGRICULTURAL LAND TO DEVELOPED USES
<b>Applicable Policies and Regulations</b>	None
<b>Significance with Policies and Regulations</b>	Potentially Significant
<b>Mitigation Measures</b>	MM 4.8-7 Off-site and On-site Preservation of Grassland Habitat MM 4.1-1 Agricultural Compensation
<b>Significance After Mitigation</b>	Less than Significant

Currently, approximately 103 acres within the project site is irrigated pasture, and an additional 533 acres of grassland provide seasonal rangeland for cattle for a total of 636 acres of agricultural land within the project site. The Proposed Project would allow the project site to be developed for urban uses, despite its current designation as agricultural land under the County General Plan.

Additionally, no land within the project site is under a Williamson Act Contract, and the DOC FMMP classifies the site as *Farmland of Local Importance*. However, the soils are generally unsuitable for many agricultural uses beyond grazing for the following reasons: (1) relatively low value of the property for agricultural purposes as defined by the FMMP, and (2) its limited ability to produce agricultural crops. The soil’s slow permeability might be conducive to rice production; however, the high water consumption needed to grow this crop makes it infeasible and contrary to the City’s water management goals. The site is currently supplied by groundwater.

The NRCS rates the suitability of soils in Placer County for agriculture using the California Revised Storie Index. This rating includes six grades ranging from excellent (1) to non-agricultural (6). The rating system expresses numerically the relative suitability of a soil for general intensive agriculture as it exists at the time of evaluation. The rating is generally based on soil characteristics only and is obtained by evaluating such factors as soil depth, surface texture, subsoil characteristics, drainage, salts, alkali, and relief. The project site consists of Storie Index soils ratings of 22, 34, 27, 24, and 47 (out of a possible score of 100). As shown in **Table 4.1-1**, the soils in the range of 21-40 are considered Grade 4 (poor) soils, which have severe limitations for agricultural production. Six percent of the project site contains Xerofluvents, hardpan substratum soil (Storie Index 47) is considered Grade 3 (fair). There are no Grade 1 (excellent) soils in the project site.

While the project site does not provide opportunities for prime agricultural production, the project site is designated for agricultural use under the County’s General Plan. The ARSP proposes annexation of the project site into the City, which would allow for the development of the site with the urban uses this EIR identifies. The annexation would be accompanied by changes in land use designation compared to existing conditions that would preclude any agricultural use of the land in the future. The loss of approximately of 636 acres of grazing and irrigated pasture lands would be potentially **significant**.

**Mitigation Measure 4.1-1**, Agricultural Compensation and **Mitigation Measure 4.8-7**, Off-site and On-site Preservation of Grassland Habitat (set forth in full in **Section 4.8, Vegetation and Wildlife**) would provide 1:1 ratio mitigation for open space preservation that will ensure that grazing opportunities remain in the region. The Proposed Project would preserve a minimum of 636 acres of open space land offsite to reduce impacts to a **less-than-significant** level.

IMPACT 4.1-6	CONSISTENCY WITH HABITAT CONSERVATION PLANS
<b>Applicable Policies and Regulations</b>	City of Roseville General Plan, City/USFWS MOU, Proposed Placer County Conservation Plan
<b>Significance with Policies and Regulations</b>	Less than Significant
<b>Mitigation Measures</b>	None Required
<b>Significance After Mitigation</b>	Less than Significant

As described in **Section 2.0**, the City and the USFWS entered into an MOU for construction of the PGWWTP in May 2000, which stipulates that City annexation projects that would be served by the WWTP, such as the ARSP, prepare an HCP or an equivalent document when initiating development within the MOU area. The ARSP has followed the early consultation protocol developed as an outgrowth of the MOU. Early consultation meetings were held between the City, United States Army Corps of Engineers (USACE), USFWS, United States Environmental Protection Agency (EPA), and the Central Valley Regional Water Quality Control Board (CVRWQCB) at various times between 2011 and 2013. As result of consultation, an optimal onsite right-of-way for Placer Parkway was established and the land use plan was designed to avoid a large portion of the aquatic features located within the project site; including potential vernal pool fairy shrimp habitat located in the southern portion of the project site.

The ARSP would be incorporated into the City’s Open Space Preserve Overarching Management Plan; this plan was prepared in accordance with the City/USFWS MOU and is intended to provide a more consistent and efficient preserve management approach to the entire City-wide open space system, including the project site. While the City of Roseville is not participating in Placer County’s PCCP, the applicant proposed wetland mitigation plan and the City’s Overarching Management Plan are designed to be compatible with the County’s plan. Further, the applicant has the option of joining the PCCP as a special entity which would allow the project site to participate in the PCCP. Therefore the impact is **less than significant**.

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<b>IMPACT 4.1-7</b>	<b>CUMULATIVE LAND USE COMPATIBILITY IMPACTS</b>
<b>Applicable Policies and Regulations</b>	City of Roseville Community Design Guidelines; City of Roseville General Plan (Community Design Goals and Policies, Community Forum Goals and Policies); City of Roseville Zoning Ordinance (allowed uses); ; Placer County General Plan (agricultural policies).
<b>Significance with Policies and Regulations</b>	Less than Significant
<b>Mitigation Measures</b>	None Required
<b>Significance After Mitigation</b>	Less than Significant

For land use compatibility, the immediate vicinity of the ARSP is considered the cumulative context because any incompatibility would occur primarily at the interface of different land uses. Under cumulative conditions, the ARSP would be adjacent to existing City residential areas to the south and southeast. The land uses proposed in the ARSP are similar in nature to the existing uses in the City of Roseville. The uses are also compatible with planned development in the SIA. No additional potential land use compatibility impacts would occur under cumulative conditions beyond those described under **Impact 4.1-3**. This impact is considered **less than significant**.

<b>IMPACT 4.1-8</b>	<b>CUMULATIVE IMPACTS FROM AGRICULTURAL RESOURCES CONVERSION</b>
<b>Applicable Policies and Regulations</b>	None
<b>Significance with Policies and Regulations</b>	Significant
<b>Mitigation Measures</b>	MM 4.8-7 Off-site and On-site Preservation of Grassland Habitat MM 4.1-1 Agricultural Compensation
<b>Significance After Mitigation</b>	Significant and Unavoidable

The cumulative context for agricultural land conversion would be the northern Central Valley, particularly western Placer County, northern Sacramento County and south Sutter County, which contain a wide range of agricultural uses, from grazing and row crops to orchards. The geographic scope is limited based on similar soils that are found in these adjacent areas.

Within south Placer County, a majority of agricultural land has been identified as Farmland of Local Importance and Grazing land. The entire project site is designated as Farmland of Local Importance. Loss of farmland is occurring throughout California, including in south Placer County. Other projects in the cumulative context would also result in the loss of agricultural land. Because farmland is being lost to

development throughout south Placer County and the region, the loss of farmland and agricultural productivity would be cumulatively **significant**. The ARSP includes substantial offsite mitigation that would preserve land of similar agricultural quality in Placer County. This mitigation would reduce, but not eliminate, the loss of agricultural land. This impact is therefore considered **significant and unavoidable**.

### 4.1.5 MITIGATION MEASURES

#### MM 4.1-1 Agricultural Compensation (Impacts 4.1-5 and 4.1-8)

A minimum of six hundred thirty-six (636) acres of open space shall be preserved within Placer County to mitigate for the loss of 636 acres of agricultural and grazing lands. This shall be accomplished through the recordation of conservation easements that result in the formation of preserve lands (each a “mitigation property or “preserve site” and collectively, “mitigation lands” or “preserve lands”). For purposes of mitigation, the term "open space" shall include any and all undeveloped land proposed to be preserved by conservation easement or otherwise required by any governmental agency to be preserved for any reason, specifically including all lands preserved for habitat or agricultural mitigation as set forth below and lands in agricultural use. No additional agricultural mitigation is required beyond the 1:1 open space requirement, as long as a substantial portion of the mitigation lands acquired, as determined by the Planning Director, are: (1) in agricultural production, (2) undeveloped and have an NRCS soils classification of the same or greater value than lands being affected within the specific plan property at issue, or (3) undeveloped and have the same or higher value DOC categorization as lands being affected within the specific plan property at issue. In-kind mitigation is not required for agricultural land developed within the ARSP project site.