

## 4.1 LAND USE

Land use within the study area is the responsibility of several local jurisdictions. These jurisdictions include the cities of Rocklin and Roseville, as well as the counties of Sutter, Placer, and Sacramento. Approximately 35,454 acres of land are within the study area, and the average parcel size is slightly more than 125 acres. Agriculture is the predominant land use, although in recent years the areas to the northeast, east, south, and southwest of the study area have been undergoing rapid change to increasingly urban land uses. The cities of Lincoln, Rocklin, and Roseville have been among the fastest growing in the Sacramento region, and Placer County has consistently been among the top growth counties in the state over the last decade (DOF, 2006b).

Land uses in the study area are guided by the general plans and zoning ordinances of the local jurisdictions within the counties.

This section presents a Tier 1/Program assessment of potential impacts related to land use associated with the Parkway. The land use analysis is based on a review of these existing jurisdictional plans, aerial photographs, Geographic Information System (GIS) data, feedback from stakeholders, and field visits.

Additional information on land use is provided in the Tier 1 Environmental Impact Statement/Environmental Impact Report (EIS/EIR) Community Impact Assessment (CIA) (Mara Feeney & Associates and North Fork Associates, 2007) prepared for this Tier 1 EIS/EIR, which is available at the locations identified in the Executive Summary, including the Placer County Transportation Planning Agency (PCTPA) website.

### 4.1.1 REGULATORY SETTING

Both the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA) require consideration of impacts on land use. A general discussion of NEPA and CEQA requirements is provided in Chapter 1. In addition, other types of legislation influence land use. Relevant laws and guidelines are described below.

#### 4.1.1.1 General Plans and Policies

The study area is situated within two incorporated cities and three counties; the corridor alignment alternatives traverse Sutter and Placer counties and the cities of Rocklin and Roseville. A small portion of the southwestern corner of the study area lies within Sacramento County (Figure 1-1, Project Location). State law requires that each of these jurisdictions adopt “a comprehensive, long-term General Plan for [its] physical development.” The General Plan is the official city or county policy document regarding the location of housing, business, industry, roads, parks, and other land uses, protection of the public from noise and other environmental hazards, and the conservation of natural resources. The legislative body of each city (the City Council) and each county (the Board of Supervisors) adopts zoning, subdivision, and other ordinances to regulate land uses and carry out the policies of its General Plan.

#### Sutter County General Plan

Land use in the portion of the study area that lies within Sutter County is governed by the Sutter County General Plan. Unlike Placer County, Sutter County does not provide for preservation of right-of-way (ROW) for Placer Parkway in its General Plan. The General Plan contains the following policies that may apply to land use and potential transportation project impacts (see Section 4.4 for discussion of agricultural policies):

- C-6 Low Density Residential and Residential Estate designated parcels which do not meet the minimum acreage requirement, or exceed the maximum acreage requirement, as specified by the land use policies of the General Plan, may be adjusted by lot line adjustment pursuant to §66412(d) of the Government Code under the following conditions:
- a. For any adjustment involving parcels that do not meet the minimum parcel size as identified on the General Plan land use diagram, the size of the smallest resultant parcel shall not be smaller than the size of smallest parcel prior to the lot line adjustment; and
  - b. No parcel meeting the minimum parcel size as identified on the General Plan land use diagram shall be diminished to a size less than the minimum parcel size as identified on the land use diagram.
- E-1 New development that may be incompatible with adjacent uses shall be required to provide buffer zones consistent with County standards to reduce anticipated conflicts with existing and future land uses.

### **Placer County General Plan**

The Placer County General Plan currently provides for preservation of ROW for Placer Parkway. The Plan shows a generalized location for the Parkway on the Circulation Plan Diagram as a “post-2010” urban arterial. The General Plan Land Use/Circulation Diagrams and Standards policy document (pages 28-30) notes that the planned alignments for these roadways are based on travel demand forecasts and anticipated circulation needs for the year 2040.

The General Plan also contains the following policies that are applicable to land use and related to transportation projects:

- 1.A.3 The County shall distinguish among urban, suburban, and rural areas to identify where development will be accommodated and where public infrastructure and services will be provided. This pattern shall promote the maintenance of separate and distinct communities.
- 1.A.4 The County shall promote patterns of development that facilitate the efficient and timely provision of urban infrastructure and services.
- 1.B.1 The County shall promote the concentration of new residential development in higher-density residential areas located along major transportation corridors and transit routes.
- 1.H.2 The County shall seek to ensure that new development and public works projects do not encourage expansion of urban uses into designated agricultural areas.
- 1.K.3 The County shall require that new development in rural areas incorporates landscaping that provides a transition between the vegetation in developed areas and adjacent open space or undeveloped areas.
- 3.A.5 Through-traffic shall be accommodated in a manner that discourages the use of neighborhood roadways, particularly local streets. This through-traffic, including through truck traffic, shall be directed to appropriate routes in order to maintain public safety and local quality of life.

## **Sacramento County General Plan**

The Sacramento County General Plan contains the following policies that are applicable to land use and related to transportation projects:

- LU-42 Future Agricultural-Residential development shall be limited to existing developed and infill Agricultural-Residential lands designated on the Land Use Diagram and such additional areas adjacent to existing developed lands to act as a buffer to new urban areas or as a buffer at the Urban Service Boundary as are consistent with LU-43.
- LU-69 County departments shall coordinate implementation of electric service delivery, air quality, water supply, transportation, drainage/flood control, solid waste disposal/recycling, and hazardous waste management plans in conjunction with vested public and quasi-public agencies.
- LU-72 The County shall coordinate with regional planning agencies setting land use and environmental policies and programs and cooperate in the implementation of programs consistent with General Plan policy.
- LU-73 The County shall consult with state and federal regulatory and resource agencies during initial review of development projects to identify potential environmental conflicts and establish, if appropriate, concurrent application processing schedules.
- CI-16 Policy: Sacramento County shall implement a program to buffer land uses from each other and from transportation system facilities which is effective, aesthetically pleasing, and minimizes the amount of land lost to buffers.

## **City of Roseville General Plan**

The City of Roseville General Plan contains the following policies that are applicable to land use and related to transportation projects:

- Community Form Policy 4. To the extent feasible, coordinate land use policies and public improvements with neighboring jurisdictions.

### **Growth Management Policy**

- Community Form Policy 8. New development proposals to the west of Fiddyment Road within the County/City Memorandum of Understanding Transition Area shall meet the objectives and terms of the Memorandum of Understanding between the City of Roseville and the County of Placer.

Additional information on the Memorandum of Understanding is provided in the Placer Parkway Community Impact Assessment (Mara Feeney & Associates and North Fork Associates, 2007).

## **City of Rocklin General Plan**

The City of Rocklin General Plan contains the following policies that are applicable to land use and related to transportation projects:

- LU-16 To coordinate planning with neighboring jurisdictions in order to ensure compatible land uses.

- LU-62 To consider the effects of land use proposals and decisions on the South Placer subregion jobs/housing balance.
- LU-63 To encourage communication between the County and the cities of Roseville, Loomis, Lincoln, and Rocklin to ensure the opportunity to comment on actions having cross-border implications. To address other community interface issues, including land use compatibility, circulation and access, and development standards.
- C-23 To require landscaping and tree planting along major new streets, properties abutting highways/freeways, and along existing streets as appropriate.
- C-24 To minimize the impact of road construction on the natural terrain and the character of existing neighborhoods.
- C-26 To design and phase construction of road improvements to minimize disruption to local residents and traffic, to the extent feasible.

#### **4.1.1.2 Other Plans and Policies**

The following plans and policies are related to the county and city general plans described in Section 4.1.1.1. The CIA prepared for this Tier 1 EIS/EIR contains detailed information on the plans and policies listed below.

##### **Sunset Industrial Area Plan**

The Sunset Industrial Area Plan (SIAP) in the Eastern Segment of the study area is a community plan that further refines the goals and policies of the Placer County General Plan for the plan area. The SIAP was established to improve opportunities for industrial development in the plan area to attract new industries, retain existing industries, and allow the existing industries to expand. In addition, the area was planned to provide facilities that would help all area businesses thrive.

##### **West Roseville Specific Plan**

The West Roseville Specific Plan (WRSP), approved in 2004, is located at the eastern edge of the study area. The WRSP supplemented its General Plan goals and policies by providing specific direction to reflect conditions unique to the project area as referenced in the City's Land Use Element. The WRSP is specific to its plan area and does not contain any broad regional goals and policies. About 95 percent of the WRSP is included in the "transition area" described in the next section.

##### **Placer County and City of Roseville Memorandum of Understanding**

In 1997, the City of Roseville and Placer County entered into a Memorandum of Understanding (MOU) to promote interagency communication and to foster cooperative land use planning. The MOU applies to a "transition area" west of Fiddymont Road and north of Baseline Road. The transition area includes land within the City of Roseville's Sphere of Influence (SOI), including approximately 95 percent of the existing WRSP and three other proposed developments (the CIA for this Tier 1 EIS/EIR describes the developments). The MOU specifies requirements for processing development proposals within the transition area, including provisions for City-County consultation and review, application submittal, mitigation of impacts, and minimum development standards. The transition area includes the proposed Creekview Specific Plan (CSP) area and the proposed Sierra Vista Specific Plan (SVSP) area, both of which are within the Eastern Segment of the study area. The land is largely undeveloped, but development applications are currently under review by the City of Roseville. These plans call for

development with land uses to include residential neighborhoods and community commercial, business/professional, light industrial, and industrial land uses. Approval by the Placer County Local Agency Formation Commission would be required for city annexation of the CSP and SVSP areas.

### **Placer County Conservation Program/Natural Communities Conservation Plan and Habitat Conservation Plan**

In June 2000, the Placer County Board of Supervisors adopted the Placer Legacy Open Space and Agricultural Conservation Program. This program initiated an effort by Placer County to find a comprehensive way to meet state and federal requirements for the state and federal Endangered Species Acts, as well as other federal laws related to wetlands. This has led to the current effort by the Placer County Planning Department to prepare a state Natural Communities Conservation Plan (NCCP) and a Federal Habitat Conservation Plan (HCP). The NCCP/HCP, called the Placer County Conservation Program (PCCP), will be developed in three phases. The first phase will cover western Placer County, including the study area. Phase 2 and Phase 3 will include the areas of the Sierra Nevada mountain range east of California's Central Valley.

The PCCP for western Placer County is currently under development. Although it is currently not known how the PCCP ultimately will affect land use within the study area, it is expected that some areas will be recommended for long-term conservation.

### **Natomas Basin Habitat Conservation Plan**

Sutter County and the City of Sacramento adopted the Natomas Basin Habitat Conservation Plan (NBHCP) in November 1997 (and revised it in 2003). The Natomas Basin is in the southeastern corner of Sutter County and northwestern area of the City of Sacramento and Sacramento County. The plan was conceptualized to allow economic development while promoting biological resource conservation and sustained agriculture. The plan's overarching goal is to preserve, restore, and enhance habitat values in the Natomas Basin while allowing urban development to proceed. In order to meet this goal, the preparation of the NBHCP had to satisfy the conditions of the regulatory programs administered by the U.S. Army Corps of Engineers (USCOE), U.S. Fish and Wildlife Service (USFWS), and California Department of Fish and Game (CDFG). Specifically, the NBHCP is a supporting document for the USFWS Section 10(a)(1)(B) and CDFG Section 2081 permit applications. Section 10(a)(1)(B) of the federal Endangered Species Act and Section 2081 of the Fish and Game Code allow incidental take of endangered or threatened species, subject to permit requirements for federal and state listed species, respectively. The NBHCP established a conservation program to mitigate the potential loss of habitat and the incidental takes of protected species that could result from proposed development in the area.

To meet the mitigation requirements of the NBHCP, developers who apply for a building permit within the Natomas Basin must pay a mitigation fee to the Natomas Basin Conservancy. The Conservancy uses the mitigation fees to acquire, restore, and manage lands that will provide habitat for protected species and maintain agriculture in the Natomas Basin. To date, the Conservancy has acquired 25 properties and is responsible for managing nearly 4,000 acres of land (Natomas Basin Conservancy, 2006).

### **Placer County Transportation Planning Agency—Regional Transportation Plan**

PCTPA is the regional transportation planning agency for Placer County jurisdictions (except for the portion of the county within the Tahoe Regional Planning Agency). PCTPA is responsible for preparing the Placer County Regional Transportation Plan (RTP). The RTP is a long-range (20-year) transportation plan for the regional transportation system, including the study area. The RTP also contains the adopted goals, policies, programs, and projects to meet regional mobility needs and satisfy federal air quality

standards. The 2027 Placer County RTP includes the following Goal and Policy that pertain to Placer Parkway:

- Goal 1. Highways/Streets/Roadways: Maintain and upgrade a safe, efficient, and convenient countrywide roadway system that meets the travel needs of people and goods through and within the region.
  
- Policy 3. Establish a funding/implementation strategy for the Placer Parkway, a connector between State Route 65 and State Routes 70 and 99, including access to the Interstate 5 corridor in northern Sacramento County and the Sacramento International Airport.

PCTPA is also responsible for preparing the Regional Transportation Improvement Program (RTIP). The RTIP contains the list of projects that will be submitted to the Sacramento Area Council of Governments (SACOG) for incorporation into the Metropolitan Transportation Improvement Program.

### **Sacramento Area Council of Governments—Metropolitan Transportation Plan**

SACOG is responsible for preparing the long-range transportation plan in the six-county area that includes Sacramento, Yolo, Yuba, Sutter, Placer, and El Dorado counties. For this region, a long-range regional transportation plan is required to cover at least a 20-year planning horizon and must be updated every 3 years. The long-range plan is called a Metropolitan Transportation Plan (MTP). The MTP provides a regional vision for surface transportation. The plan is constrained by the funding that the region can reasonably be expected to receive from the state and federal government. If a city, county, or public agency within the SACOG region wants to pursue state or federal transportation monies, the project must be preliminarily evaluated and subsequently included in the MTP. SACOG is currently in the process of updating the MTP for 2030 to reflect the adopted SACOG Blueprint pattern of growth and choices for transportation. Placer Parkway is one of two proposed regional connectors listed in the MTP.

### **Sacramento Area Council of Governments — Blueprint**

SACOG recently adopted the Preferred Scenario developed through the Blueprint Transportation and Land Use Study. The Preferred Blueprint Scenario (see Section 2.6.2 for more details) establishes a long-range regional vision for how the six-county SACOG region will manage an anticipated doubling of population by the year 2050. Many of the strategies that were discussed by participants in the Blueprint planning process called for the implementation of what are known as the Blueprint Planning Principles. These Planning Principles include housing options, compact development, transportation choices, mixed land uses, conservation of natural resources, making better use of existing assets, and quality design.

Placer Parkway is recognized as an element of the Preferred Scenario, and it is shown as part of the assumed future transportation network in the Preferred Scenario. Specific policies of the plan are not applicable to Placer Parkway as they focus on “smart growth” and other community design issues that are not directly related to this project. It is described here as an important consideration that is being used to guide land use planning decisions within the study area.

#### **4.1.2 AFFECTED ENVIRONMENT**

Approximately 91 percent of the parcels within the study area support various forms of agriculture, including pasture/grazing land (for cattle or sheep), cultivated agriculture (such as rice production), and other rangeland. Table 4.1-1 shows the distribution of current land uses within the study area (see also Figure 4.1-1 for the corresponding land use map).

**Table 4.1-1  
Acreage and Percentage of Land Use in the Study Area**

Land Use	Acreage	Percentage of Study Area
Rice <sup>1</sup>	16,267.00	45.88
Pasture/Idle Farmland	11,784.87	33.23
Other Cultivated Agriculture	4,348.16	12.26
Rural Residential	1,166.56	3.29
Other <sup>2</sup>	791.62	2.23
Industrial	549.33	1.55
Wildlife Preserve	289.09	0.82
Municipal Facilities	257.27	0.73
Source: North Fork Associates GIS land use database		
Notes:		
<sup>1</sup> Rice was separated from cultivated agriculture because it is the largest land use in the area.		
<sup>2</sup> "Other" land uses include a plant nursery, a dog kennel, horse ranches, fish ponds, roads, streams, and railroads.		

As described in Chapter 2, Project Alternatives, five corridor alternatives pass through the three study area segments—the Western, Central, and Eastern segments (see Figure 2-1). The paragraphs below describe the existing land use on a segment-by-segment basis (refer to Chapter 1, Purpose and Need, for segment boundary descriptions).

**Western Segment.** The Western Segment includes unincorporated portions of Sutter and Sacramento counties and is 10,402.14 acres in size (29.34 percent of the study area). State Route (SR) 70/99 runs north to south along the western edge of the segment; major east-to-west arterials include Riego Road, Sankey Road, and Howsley Road. Other infrastructure in this segment includes the Union Pacific Railroad, which runs north to south in the middle of the segment, as well as a fire station near Sankey Road. Water features in this segment include part of Pleasant Grove Creek, the Steelhead Creek portion of the Natomas East Main Drainage Canal, and scattered vernal pool wetland complexes. As in the Central Segment, the majority of land use in this area is cultivated agricultural land in both Sacramento and Sutter counties. This segment also contains industrial/commercial uses within Sutter County, including the Sysco facility along Pacific Avenue near the intersection of Sankey Road, and an industrial park south of the Sysco facility. As in the Eastern Segment, these industrial facilities are near a major highway, in this case SR 70/99, which is approximately 1 mile west. There are also areas of rural residential development near Pleasant Grove Road within this segment. The land use on parcels within Sacramento County is rice production with scattered rural residences.

**Central Segment.** The Central Segment encompasses parts of unincorporated Sutter and Placer counties and is the largest of the three segments. It includes 15,292.59 acres (43.13 percent of the study area). The major regional arterial roadways include Riego/Baseline Road, Sankey Road, and Pleasant Grove Road. The public land uses existing within this segment include the City of Roseville's Reason Farms Retention Basin near Phillip Road, and a small wildlife preserve near the Brewer Road crossing of Curry Creek. Water-related features in this segment include Steelhead Creek, Pleasant Grove Creek, Curry Creek, Dry Creek, a small water ski park/catfish farm near the intersection of Baseline Road and Locust Road, and various vernal pool and wetland complexes throughout the segment. The predominant land uses in this segment are agricultural with small enclaves of rural residential (specifically near Baseline and Pleasant Grove roads). In addition, a small industrial wood fabrication facility is located near the rural residential homes close to the intersection of Baseline and Pleasant Grove roads.

**Eastern Segment.** The Eastern Segment is 9,754.17 acres in size (27.51 percent of the study area) and includes areas within the City of Rocklin, the City of Roseville, and unincorporated Placer County. SR 65 and several regional arterial roadways such as Sunset Boulevard, Blue Oaks Boulevard, Pleasant Grove Boulevard, and Baseline Road run through portions of this segment. Large regional facilities and infrastructure in this segment include the Western Regional Sanitary Landfill (WRSL)/Materials Recovery Facility, the Pleasant Grove Wastewater Treatment Plant (PGWWTP), the newly constructed Roseville Energy Park (REP), and Sacramento Municipal Utilities District/Western Area Power Authority power lines, as well as the Rio Bravo biomass power plant facility and other existing industrial development along Industrial Boulevard in the Sunset Industrial Area. The three largest streams in this segment include Pleasant Grove Creek, Dry Creek, and Curry Creek, and a small segment of Orchard Creek (a tributary of Auburn Ravine) is in the northeastern corner of the study area. This segment also contains the largest area of vernal pool and wetland complexes, specifically in the area adjacent to the existing PGWWTP. The current land use in the easternmost portion of this segment is a mixture of industrial and commercial uses near the SR 65 corridor. Public facilities, including the landfill and the PGWWTP, grazing land or idle farmland, cultivated agricultural land, and a few rural residences are located in the western portion of this segment (Figure 4.1-1).

#### **4.1.2.1 Existing General Plan Designations**

Figure 4.1-2 displays the existing designated land use within the study area in relation to the corridor alignment alternatives. The figure shows that the corridor alignment alternatives pass through an area that is generally designated for either agricultural or industrial uses.

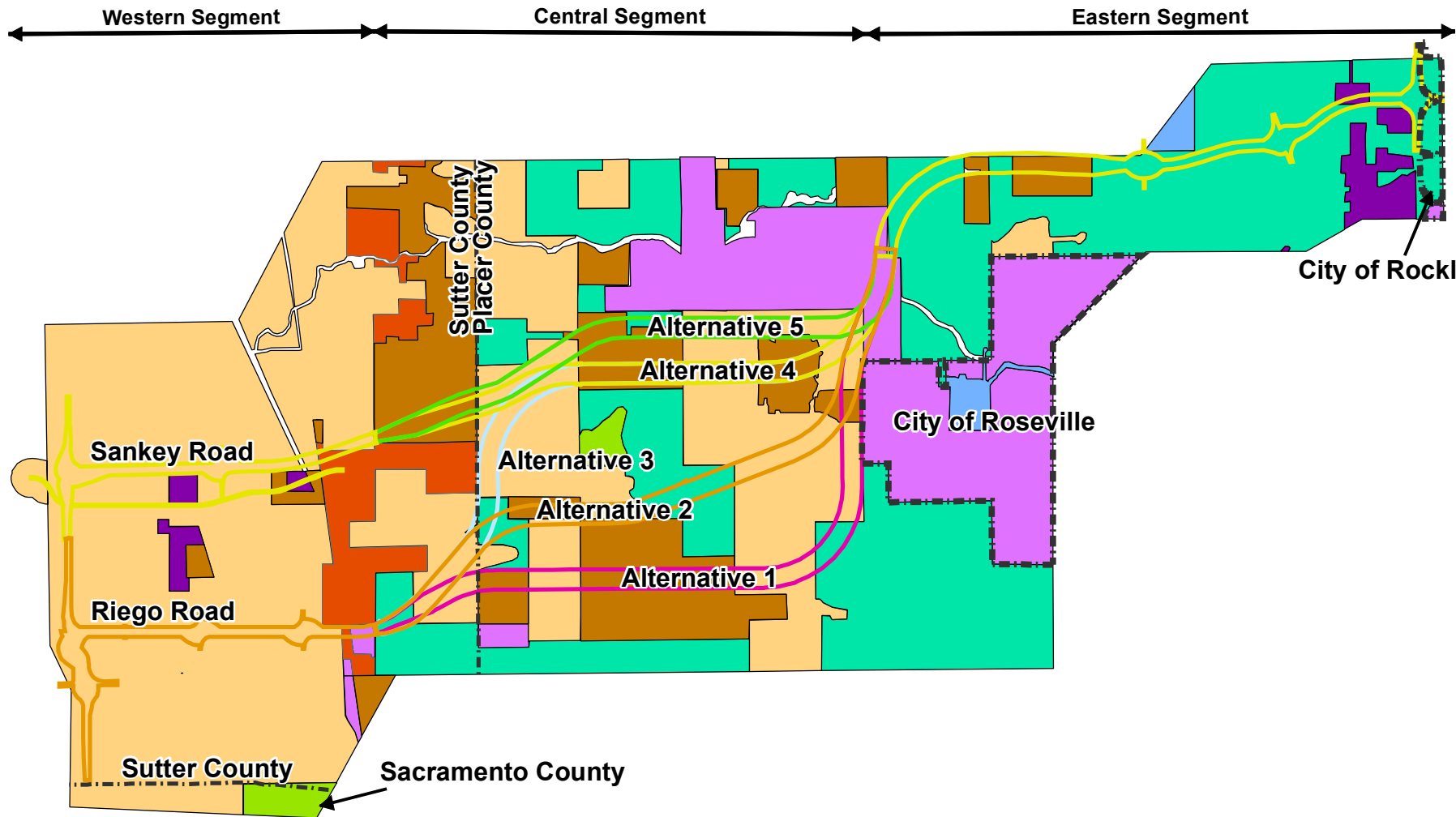
#### **Existing Zoning**

Figure 4.1-3 illustrates the existing zoning within the study area. Table 4.1-2 displays the acceptable uses within each zoning district as described in the applicable zoning ordinance by jurisdiction.









#### **4.1.2.2 Developable Land**

The purpose of this section is to assess the amount of land that is not already developed within the study area. The Federal Highway Administration (FHWA) definitions of land types related to the “developable” category are as follows: developed (land with structures on it), undeveloped (farmland, parkland, or other vacant land), and constrained (land that cannot be developed for environmental or other reasons, e.g., floodplains, wetlands, and preserved parks) (FHWA, 1999c). Developable land does not mean that land is necessarily approved for development by a governing body, although it can be, as in the case of the WRSP area. Thus, for the purposes of this chapter, developable land is considered to be all land that is neither constrained nor developed.

According to the California Housing and Community Development Department (HCD) report *Raising the Roof: California Housing Development Projections and Constraints, 1997-2020* (HCD, 2001), there are 313,996 acres of developable land in Placer County and 362,981 acres of developable land within Sutter County, for a total of 676,977 acres of developable land within the two counties. The study area encompasses approximately 35,454 acres, most of which are developable. The proposed alternative corridors are predominantly undeveloped at this time (with the exception of existing infrastructure like roads, canals, and railroads, as well as limited industrial development near the western and eastern termini). Depending on the corridor alignment alternative, between 1,600 to 1,900 acres of land would be acquired for Placer Parkway. A fraction of a percent (0.24 percent to 0.28 percent) of the developable land in the two counties may be used for the Parkway, or between 4.5 and 5.4 percent of all land within the study area, depending on the build alternative.



Source: North Fork Associates and Mara Feeney Associates

- |  |   |
|--|---|
|  Industrial                                |  Rural Residential |
|  Other Cultivated Agriculture              |  Wildlife Preserve |
|  Pasture, Idle Farmland or Semiagriculture |  Other             |
|  Municipal Facilities                      |  Rice              |

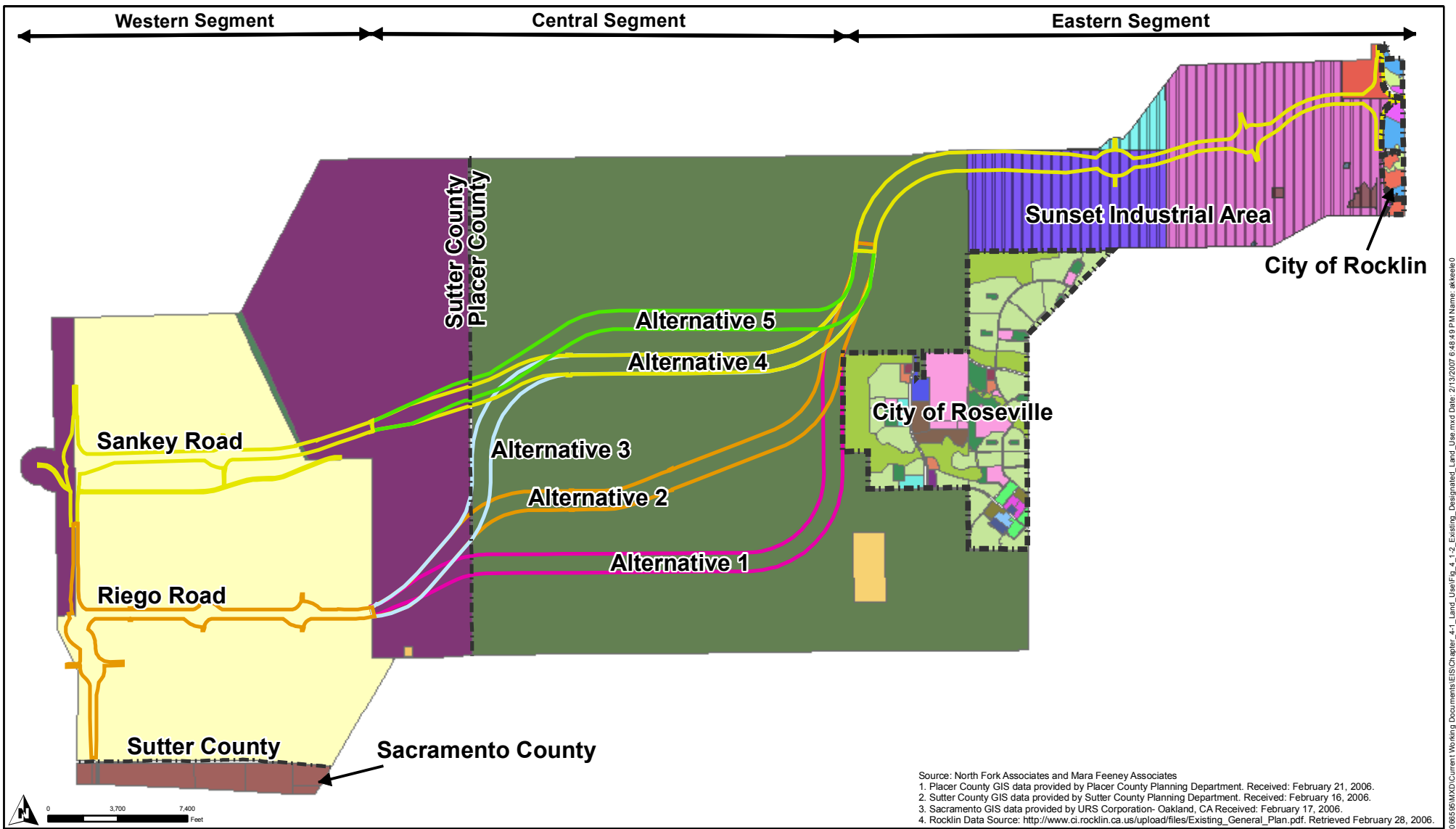


Tier 1 EIS/EIR

Existing Land Use

Figure 4.1-1

June 2007



Source: North Fork Associates and Mara Feeney Associates  
 1. Placer County GIS data provided by Placer County Planning Department. Received: February 21, 2006.  
 2. Sutter County GIS data provided by Sutter County Planning Department. Received: February 16, 2006.  
 3. Sacramento GIS data provided by URS Corporation- Oakland, CA Received: February 17, 2006.  
 4. Rocklin Data Source: [http://www.ci.rocklin.ca.us/upload/files/Existing\\_General\\_Plan.pdf](http://www.ci.rocklin.ca.us/upload/files/Existing_General_Plan.pdf). Retrieved February 28, 2006.

<p><b>Placer County</b></p> <ul style="list-style-type: none"> <li>Agricultural 80 Ac. Min.</li> <li>Agriculture 20 Ac. Min.</li> <li>Agriculture 80 Ac. Min.</li> <li>Business Park</li> </ul>	<p><b>Sutter County</b></p> <ul style="list-style-type: none"> <li>Agriculture 80 Ac. Min.</li> <li>Industrial</li> <li>Industrial/Commercial Reserve</li> <li>Open Space</li> </ul>	<p><b>City of Rocklin</b></p> <ul style="list-style-type: none"> <li>Light Industrial</li> <li>Professional Office</li> <li>Recreation/Conservation</li> <li>Retail Commercial</li> </ul>	<p><b>City of Roseville</b></p> <ul style="list-style-type: none"> <li>Business Professional</li> <li>Community Commercial</li> <li>Community Commercial/ Village Center</li> <li>General Industrial</li> <li>High Density Residential</li> </ul>	<ul style="list-style-type: none"> <li>High Density Residential/Village Center</li> <li>Light Industrial</li> <li>Low Density Residential</li> <li>Medium Density Residential</li> <li>Medium Density Residential/Village Center</li> <li>Open Space</li> </ul>	<ul style="list-style-type: none"> <li>Parks and Recreation</li> <li>Parks and Recreation/Village Center</li> <li>Public/Quasi-Public</li> <li>Public/Quasi-Public/Village Center</li> </ul>
<p><b>Sacramento County</b></p> <ul style="list-style-type: none"> <li>Commercial</li> <li>Industrial</li> <li>Public Facility</li> <li>Public Facility/Agricultural 80 Ac. Min.</li> <li>Agriculture 40 Ac. Min.</li> </ul>					

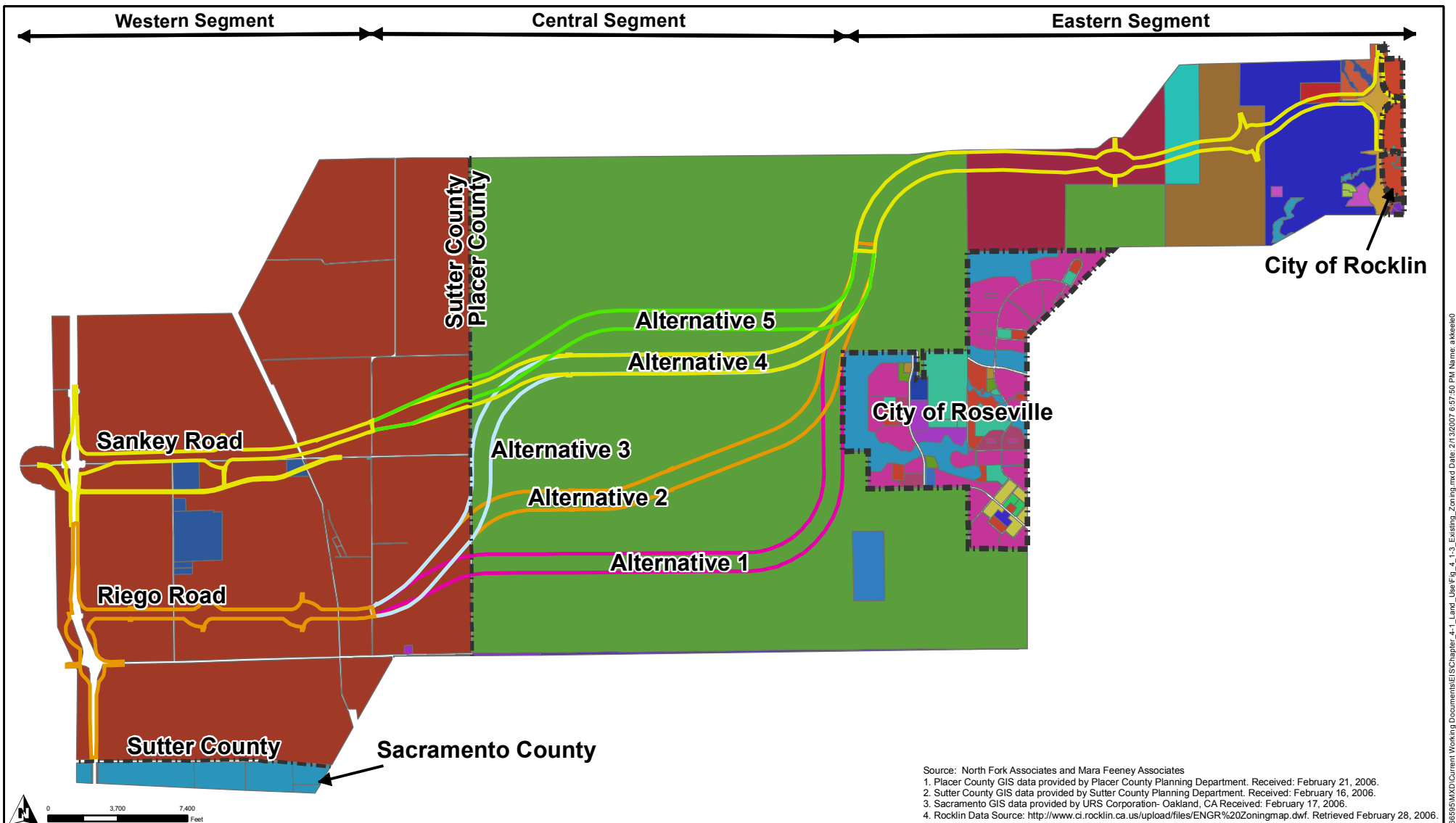


Tier 1 EIS/EIR

Existing Designated Land Use

**Figure 4.1-2**  
 June 2007

URS Corporation L:\Projects\PlacerParkway\2007\_28066595\MXD\Current Working Documents\EIS\Chapter\_4\_1\_2\_Existing\_Designated\_Land\_Use.mxd Date: 2/13/2007 6:48:49 PM Name: akteee0



Source: North Fork Associates and Mara Feeney Associates  
 1. Placer County GIS data provided by Placer County Planning Department. Received: February 21, 2006.  
 2. Sutter County GIS data provided by Sutter County Planning Department. Received: February 16, 2006.  
 3. Sacramento GIS data provided by URS Corporation- Oakland, CA Received: February 17, 2006.  
 4. Rocklin Data Source: <http://www.ci.rocklin.ca.us/upload/files/ENGR%20Zoningmap.dwf>. Retrieved February 28, 2006.

Placer County Zoning	City of Rocklin Zoning	City of Roseville Zoning	Sacramento County Zoning	Sutter County Zoning
Business Park-Design Review	Planned Development Business Professional	Attached Housing	Agricultural 80 AC. Min	General Agricultural District
Business Park-Design Review-Flood Hazard	Planning Preserve	Attached Housing/Development Standards		General Industrial District
Farm-Building Site 20 AC. MIN.	Wetland	Business Professional		Light Industrial District
Farm-Building Site 80 AC. MIN.	Industrial Park-Design Review	Community Commercial		Public District
Farm-Building Site-Development Reserve	Industrial Park-Design Review-Flood Hazard	Community Commercial/Special Area		
Farm-Building Site-Development Reserve 80 AC. MIN.	Industrial-Design Review	General Industrial/Special Area		
Farm-Building Site-Development Reserve-Special Purpose	Neighborhood Commercial-Design Review-Development Reserve	Light Industrial/Special Area		
Farm-Building Site-Special Purpose 80 AC. MIN.	Open Space	Open Space		
	Farm-Development Reserve 80 AC. MIN.	Park and Recreation		
	General Commercial-Conditional Use Permit Required	Public/Quasi-Public		
	Industrial Park	Public/Quasi-Public/Special Area		
	Industrial Park-Design Review	Single-Family Residential/Development Standards		
	Industrial Park-Design Review-Flood Hazard	Small Lot Residential/Development Standards		
	Residential Agricultural-Building Site-Development Reserve 10 AC. MIN.			



Tier 1 EIS/EIR

Existing Zoning

**Figure 4.1-3**

June 2007

URSCorporation.L:\Projects\PlacerParkway2007\_28066595\MXD\Current Working Documents\EIS\Chapter\_4-1-3\_Existing\_Zoning.mxd Date: 2/13/2007 6:57:50 PM Name: a.keselo

**Table 4.1-2  
Existing Zoning Within Study Area**

Zoning	Acceptable Uses
<b>Sutter County</b>	
General Agricultural District (AG)	The AG District is established to provide areas for general farming, low-density uses, open spaces, and by use permit (Section 1500-1412) limited retail service uses which in the opinion of the Planning Commission support the local agricultural industry. Classification may be applied to rural communities where the predominance of land use is of a general agricultural nature and includes commercial kennels or stables and warehouses to store agricultural products.
General Industrial District (M-2)	This classification provides areas for a full range of industrial, manufacturing, and related uses to expand the economic base and employment opportunities. Due to potential high-intensity operational characteristics and features, this district should be located away from residential neighborhoods and other potentially sensitive uses. Classification can include petroleum storage and wholesale, canneries, commercial fruit dryers, all uses in M-1 district, and uses permitted in Section 1500-4912 of the Code.
Light Industrial District (M-1)	This classification is intended to provide suitable areas for low-intensity assembly, processing or manufacturing activities, product distribution, and related activities, all of which do not create nuisance or otherwise unacceptable levels of noise, dust, odor, smoke, bright light, or vibration in order to provide for the general welfare. Classification can include building supplies/sales, auto body/painting, auto dismantlers, commercial agricultural processing plants and other uses by permit in Section 1500-4612 of the Code.
Public District (P)	Classification is intended to provide public facilities in which parks, governmental, educational, utility, and other community facilities of a public nature are the principal use. Classification can include cemeteries, fire stations, libraries, community theaters, museums, and any other uses permitted in Section 1500-5912 of the Code.
<b>City of Rocklin</b>	
Planned Development Business Professional (PD-BP)	The BP district allows offices for doctors, lawyers, dentists, accountants, and similar occupations where the clientele seeks the services of the office proprietor as opposed to the purchase of a product. The PD zone provides the means for greater creativity and flexibility in environmental design than is provided under the strict application of the zoning and subdivision ordinances while at the same time protecting the public health, safety, and welfare and property values. Various land uses may be combined in a planned development zone, including combinations of residential, commercial, industrial, utility, institutional, educational, cultural, recreational, and other uses, provided the combination of uses results in a balanced and stable environment.
Planning Preserve (PP)	No specific uses or conditions per Title 17 of the City of Rocklin Zoning Code.
Wetland (W)	The W district denotes where the 100-year floodplain, protected wetlands, or other waters of the United States are located. Development in this area is scrutinized by state and federal resource agencies; i.e., the U.S. Army Corps of Engineers and the Regional Water Quality Control Board.
<b>City of Roseville</b>	
Attached Housing (R-3)	The R-3 Attached Housing district is intended for multiple-family housing. The types of land use intended for the R-3 zoning district include apartments, condominiums, townhomes, and similar and related compatible uses. Specifically, this designation allows all principally, conditionally, or administratively permitted uses in Section 19.10.020 of the City of Roseville Zoning Ordinance.

**Table 4.1-2  
Existing Zoning Within Study Area  
(Continued)**

Zoning	Acceptable Uses
Attached Housing Development Standards (R3-DS)	Same as above, with the Development Standard (DS) district as an overlay district which allows modification of the specified development standards in general zone districts. The City Council, in approving a zoning reclassification, may combine the DS district with any zone district to establish or modify any or all development standards.
Business Professional (BP)	To provide locations for a wide variety of office uses that are related to and supportive of each other. Specifically, this designation allows all principally, conditionally, or administratively permitted uses in Section 19.12.020 of the City of Roseville Zoning Ordinance.
Community Commercial (CC)	Intended to serve the principal retail shopping needs of the entire community by providing areas for shopping centers and other retail and service uses. Specifically, this designation allows all principally, conditionally, or administratively permitted uses in Section 19.12.020 of the City of Roseville Zoning Ordinance.
Community Commercial Special Area (CC-SA)	Same as above with the SA overlaying district; therefore, the development standards provided in the WRSP shall supersede development standards contained in this title for the underlying zone district. If a standard is not addressed within the applicable specific plan or the ordinance reclassifying the property, it shall be governed by the standards established by the underlying zone district (CC).
General Industrial Special Area (M2-SA)	The M2 district is intended to designate areas suitable for a broad range of industrial uses, including manufacturing, assembly, wholesale distribution, and warehousing. The types of uses permitted can include equipment and materials storage yards, commercial laundries, light industrial uses, printing/publishing, and recycling, dismantling, scrap facilities, and all principally, conditionally, or administratively permitted uses in Section 19.14.020 of the zoning ordinance with the SA overlay as described above.
Light Industrial Special Area (M1-SA)	The Light Industrial district is intended to designate areas appropriate for light industrial uses, such as manufacturing, processing, assembly, high technology, research and development, and storage uses. The use types permitted within the M-1 district do not include outdoor manufacturing but may include limited outdoor storage and the emission of limited amount of visible gases, particulates, steam, heat, odor, vibration, glare, dust, and noise. These uses may be compatible operating in relatively close proximity to commercial and residential uses. Specifically, this designation allows all principally, conditionally, or administratively permitted uses in Section 19.14.020 of the City of Roseville Zoning Ordinance with the SA overlaying district described above.
Open Space (OS)	Open Space activities within the Wetland Preserve include activities and management of the area to preserve, recreate, and enhance natural resource values such as fish and wildlife habitat, rare and endangered plants, erosion control, and floodwater conveyance. Specifically, this designation allows all principally, conditionally, or administratively permitted uses in Section 19.16.020 of the City of Roseville Zoning Ordinance.
Parks and Recreation (PR)	Applied to both public and private recreation facilities. This is intended to be applied to larger parks especially, but may also be applied to smaller neighborhood facilities when it is important, due to the planned facilities or natural features, to designate the site for park and recreation uses. Specifically, this designation allows all principally, conditionally, or administratively permitted uses in Section 19.16.020 of the City of Roseville Zoning Ordinance.
Public Quasi-Public (P/QP)	Applied to land intended for education, religious assembly, governmental offices, municipal corporation yards, water treatment plants, power generating facilities, and other publicly owned facilities. Specifically, this designation allows all principally, conditionally, or administratively permitted uses in Section 19.16.020 of the City of Roseville Zoning Ordinance.
Public Quasi-Public Special Area (P/QP-SA)	Same P/QP, the SA overlaying district described above.

**Table 4.1-2  
Existing Zoning Within Study Area  
(Continued)**

<b>Zoning</b>	<b>Acceptable Uses</b>
Single Family Residential Development Standards (R1-DS)	Intended for detached, single-family homes and similar and related uses inclusive of halfplexes. Specifically, this designation allows all principally, conditionally, or administratively permitted uses in Section 19.10.020 of the City of Roseville Zoning Ordinance with the DS overlay described above.
Small Lot Residential Development Standards (RS-DS)	Intended to allow attached or detached single-family dwellings, and similar and related compatible uses. Specifically, this designation allows all principally, conditionally, or administratively permitted uses in Section 19.10.020 of the City of Roseville Zoning Ordinance with the DS overlay described above.
<b>Placer County</b>	
Business Park Design Review (BP-Dc)	BP district designates areas appropriate for the development of a mixture of light industrial, office, and commercial land uses in a campus-like setting. Such uses may include high-technology manufacturing and assembly, warehousing, professional offices, research and development, and commercial uses that are primarily for the support of the employees of other businesses in the district and the businesses themselves. The types of industrial and office land uses that will be appropriate in the zone will be those with most of their employee positions at primary wage earner levels, with salaries comparable to the county’s median income level. The land uses allowed in the BP zone district are limited to the following in Section 17.02.050 of the Count Code. Site development in the BP district is characterized by careful attention to attractive building design, landscaping, and less site coverage than in other commercial and industrial districts per the Design Review combining district.
Business Park Design Review Flood Hazard (BP-Dc-FH)	Same as BP-Dc listed above with the Flood Hazard combining district. The FH identifies areas where hazards to life or property exist because of the potential for inundation by a one hundred (100) year frequency flood.
Farm Building Site 20-acre min. (F-B-20)	Farm zones provide areas for the conduct of commercial agricultural operations that can also accommodate necessary services to support agricultural uses, together with residential land uses at low population densities. The following land uses are allowed in the F zone as provided by Section 17.06.030 et seq.: animal husbandry, agricultural processing/production, agricultural sales, and others. In addition, the B combining district is to provide for different parcel sizes in new subdivisions than would otherwise be required by an applicable zone district, based on special characteristics of the site or area to which the combining district is applied, including but not limited to sensitive environmental characteristics, limited resource capacities, and community character. Lastly, this specific zone requires a 20-acre minimum lot size.
Farm Building Site 80-acre min. (F-B-80)	Same as F-B zones listed above with an 80-acre specific parcel size.
Farm Building Site Development Reserve (F-B-DR)	Same as F-B zone listed above. The DR combining district also provides for the future development of limited residential, commercial, or industrial uses in areas that are identified by the general plan (or any community plan adopted, in this case the Sunset Industrial Plan Area) for such uses, but which may not be prepared at the time the district is adopted to accommodate the planned levels of full development until additional infrastructure or resources have been provided, or additional population growth has occurred or may require special treatment as provided for in specific or general plans.
Farm Building Site Development Reserve 80-acre min. (F-B-DR-80)	Same as F-B-DR zone listed above with an 80-acre specific parcel size.

**Table 4.1-2  
Existing Zoning Within Study Area  
(Continued)**

<b>Zoning</b>	<b>Acceptable Uses</b>
Farm Building Site Development Reserve Special Purpose (F-B-DR-SP)	Same as F-B-DR zone listed above with a SP combining district. The SP district allows mineral extraction operations, airports, community sewage treatment plants, and waste disposal facilities and was created to identify specific areas in the vicinity of such uses where land use compatibility issues are of particular importance. When applied to a particular parcel of land, the purpose of the district is to require a discretionary review of the proposed use of that land and to restrict the use of that land to uses that are determined to be compatible with the special use in the vicinity.
Farm Building Site Special Purpose 80-acre min. (F-B-SP-80)	Same as F-B-SP listed above with an 80-acre specific parcel size.
Farm Development Reserve 80-acre min. (F-DR-80)	Same as F-B-DR-80 listed above with an 80-acre specific parcel size.
General Commercial Conditional Use Permit Req. (C2-UP)	The C2 zone is intended to provide areas for the continued use, enhancement, and new development of retail, personal service, entertainment, office, and related commercial uses that will attract patrons from all areas of the community and region. The following land uses are allowed in the C2 zone district as provided by Sections 17.06.030 et seq.: all C1 uses, printing/publishing, recycling centers, auto parts/sales, restaurants, retail stores, medical offices, banking institutions, hotels and motels.
Industrial Park (INP)	The industrial park district is for light industrial uses such as manufacturing, assembly, research and development, and similar industrial uses, as well as limited commercial and office uses that are compatible and appropriate along with industrial uses.
Industrial Park Design Review (INP-Dc)	Same uses as listed in INP district above with site development in the industrial park characterized by careful attention to attractive building design, landscaping, and less site coverage than in other commercial and industrial districts per the Design Review combining district. The following land uses are allowed in the INP zone district as provided by Section 17.06.030 et seq.: electric generation plants, electronic component production, petroleum refining, weapons manufacturing, leather and textile manufacturing.
Industrial Park Design Review Flood Hazard (INP-Dc-FH)	Same uses as described above with the flood hazard combining district.
Industrial Design Review (IN-Dc)	The industrial district is intended for a wide range of industrial activities including manufacturing, assembly, wholesale distribution, and storage. The following land uses are allowed in the INP zone district as provided by Sections 17.06.030 et seq.: chemical production/manufacturing, clothing manufacturing, metal and glass manufacturing, paper and plastic recycling production and processing plants. Site development in the INP district is characterized by careful attention to attractive building design, landscaping, and less site coverage than in other commercial and industrial districts per the Design Review combining district.
Neighborhood Commercial Design Review Development Reserve (C1-Dc-DR)	The C1 district is intended to provide areas for small-scale, day-to-day convenience shopping and services for residents of the immediate neighborhood. The following land uses are allowed in the C1 zone district as provided by Sections 17.06.030 et seq.: shopping centers, drive through restaurants, nurseries, grocery/liquor stores, and other convenience stores.

**Table 4.1-2  
Existing Zoning Within Study Area  
(Continued)**

<b>Zoning</b>	<b>Acceptable Uses</b>
Open Space (O)	Open space protects important lands within Placer County by limiting allowable land uses to low-intensity agricultural and public recreational uses, with structural development being restricted to accessory structures necessary to support the primary allowed uses, and critical public facilities. The following land uses are allowed in the O zone as provided by Sections 17.06.030 et seq.: forestry, grazing, equestrian facilities, campgrounds, ski operations, and temporary events.
Residential Agricultural Building Site Development Reserve 10-acre min. (RA-B-DR-10)	The RA zone is to stabilize and protect the rural residential characteristics of the area to which it is applied and to promote and encourage a suitable environment for family life, including agricultural uses. This area also has the B and DR combining districts described above with a minimum lot area requirement of 10 acres.
<b>Sacramento County</b>	
Agricultural 80-acre min. (AG-80)	General Agriculture uses include the cultivation of the soil for the production and harvesting of crops, the care and breeding of livestock, pastureland, horticulture, dairying, beekeeping, viticulture, and the storage and minor repair of agricultural vehicles and equipment used for the processing and transportation of the products grown on the premises. Hog farms, kennels, and feedlots are excluded. All other uses permitted in Section 130-06 of the Code.
Sources: City of Roseville, City of Rocklin, Placer County, Sacramento County, and Sutter County Zoning Ordinances.	

A network of rural roadways provides access to the potentially developable land within the study area. The roadway classifications are described in the CIA for this Tier 1 EIS/EIR.

## **Approved and Proposed Major Developments**

Agriculture has long been established as the predominant land use in the study area. However, in recent years, the areas immediately to the northeast, east, south, and southwest of the study area have been undergoing rapid change. The cities of Lincoln, Rocklin, and Roseville have been among the fastest growing in the Sacramento region, and Placer County consistently has been among the top growth counties in the state over the last decade (DOF, 2006b). As a result of the regional population growth and increased development adjacent to the study area, development pressure on the land within the study area has intensified. The effect of this increased pressure is indicated by the number of recent major approved and proposed developments described below. Approved developments are those that have received entitlements; proposed developments are those that have been formally presented to local jurisdictions and are in the process of undergoing specific planning and environmental review. In the following sections, the approved and proposed developments were not segregated by alternative or by segment since the developments lie in multiple segments and may be within two or more corridor alignment alternatives. Figure 1-15 displays planned and proposed developments within the study area.

It should be noted that proposed developments may change before their final adoption or approval. In addition, other factors cast uncertainty over how development ultimately will proceed in the study area. For example, the Federal Emergency Management Agency is considering a building moratorium in the Natomas Basin due to concern about flood hazards in the area, and Placer County's HCP could result in additional areas being earmarked for conservation in the study area.

## **Approved Major Developments**

**West Roseville Specific Plan.** The WRSP area in the City of Roseville is adjacent to the project study area, abutting the alignment of Alternatives 1 and 2 in the Eastern Segment. The WRSP was approved by the Roseville City Council in February 2004 and annexed into the city on August 18, 2004. Table 3-4 of the CIA for this Tier 1 EIS/EIR shows the 14 different land use categories within the WRSP area by acreage.

The WRSP is planned primarily as a residential community with an overall mix and intensity of land uses similar to that found in adjacent portions of the city. The project incorporates a mix of commercial and residential uses into its village center concept, which forms the centerpiece of the planned community. Lands to the north, south, and west of the WRSP consist primarily of agricultural and rural residential uses within unincorporated Placer County. To the east, existing and planned neighborhoods are found in the city's Del Webb and North Roseville Specific Plan areas. The PGWWTP and the REP, and other potential intensive public uses, are adjacent to, and partially surrounded by, the central portion of the WRSP. Industrial and light industrial uses are planned within the area adjacent to these uses to ensure compatibility with the adjacent PGWWTP and are intended to provide employment within the WRSP. A 1,000-foot non-residential buffer surrounds the WRSP to the south, east, and west of the PGWWTP. The plan area's employment district has regional access via Blue Oaks Boulevard, Pleasant Grove Boulevard, and West Side Drive and expands the city's job base and industrial economic development potential.

**Sunset Industrial Area Plan.** The Parkway would bisect the 1997 SIAP area in unincorporated Placer County in the Eastern Segment of the study area. Development within this area is guided by the Placer County General Plan and the SIAP. The 8,883-acre SIAP area is bounded on the north by the City of Lincoln, on the east by the City of Rocklin, and on the south by the City of Roseville. West of the SIAP lies a large area of agricultural land within Placer County.

The SIAP uses six land use designations to guide development within the plan area. No residential land uses are allowed within the plan area; however, the proposed Placer Ranch Specific Plan (PRSP) (discussed below) lies partially within the SIAP and includes a variety of densities of residential land uses and university land uses. The SIAP identifies additions to the transportation/circulation network in the vicinity that are necessary to serve development within the plan area. Although it does not identify the proposed Placer Parkway, the plan identifies circulation improvements to improve access from the west. Table 3-5 of the CIA for this Tier 1 EIS/EIR identifies the land use designations by acreage in the SIAP.

## Proposed Major Developments

**Placer Ranch Specific Plan.** The PRSP proposes the phased development of a mixture of industrial, commercial, office and professional, residential, and a branch campus of California State University, Sacramento, on approximately 2,213 acres within the boundaries of the SIAP. All corridor alignment alternatives of the proposed Placer Parkway would bisect the PRSP area. The PRSP has common boundaries with the City of Roseville to the south and is bounded on the north by Sunset Boulevard West. The WRSL is north of the PRSP on Athens Avenue. The project proposes approximately 980 acres of residential uses (including campus housing), approximately 290 acres for a university accommodating up to 25,000 students, approximately 9,612,000 square feet of industrial, commercial, office, and professional land uses, and approximately 360 acres of institutional land uses (educational, parks, and open space). Roadway rights-of-way account for an additional 380 acres within the PRSP area. Both the Placer County General Plan and the SIAP include policies that establish buffer zones around the WRSL to avoid siting of incompatible land uses in close proximity to the landfill and provide for future landfill expansion. Development of the site would require amendments to the existing land use designations and policies of the Placer County General Plan and SIAP. Table 3-6 of the CIA for this Tier 1 EIS/EIR shows the land use designations by acreage in the PRSP.

**Sierra Vista Specific Plan.** The proposed SVSP area is within Roseville's SOI in unincorporated Placer County. Alternative 1 lies west of this proposed plan area. The development application for the SVSP is being processed by the City of Roseville. The proposed SVSP area is composed of 1,996 acres south of the WRSP area and north of Baseline Road within the Eastern Segment of the proposed Placer Parkway study area. Although the SVSP is still in the conceptual stages of planning, the preliminary land use plan includes approximately 420 acres of Low Density Residential, 540 acres of Medium Density Residential, and 123 acres of High Density Residential property. Conceptual plans indicate that the project may also include 77 acres of land designated for Commercial uses and 57 acres designated for Office uses.

**Creekview Specific Plan.** The 530-acre CSP project site is within the City of Roseville's SOI north of the WRSP area, and in the Eastern Segment of the study area. The proposed Placer Parkway lies west of this proposed plan area. Like the SVSP, the CSP is in the preliminary stages of planning, so detailed land use plans are not available. However, it is expected that the CSP will propose development of residential land uses across most of the site, with limited commercial and professional office land uses near major roadways.

**Regional University Specific Plan.** The proposed Regional University Specific Plan (RUSP) area is composed of 1,100 acres of undeveloped agricultural land in Placer County situated between the western boundary of the WRSP area and Brewer Road in the Central Segment of the Placer Parkway study area. Alternative 1 crosses the eastern edge of this plan area and Alternative 2 bisects it diagonally from northeast to southwest. The RUSP project includes the completion of a private university and a new residential community. The university campus would encompass 600 acres of the project site and would serve a maximum of 6,000 students. Forty acres of the university campus would be used for development of a high school to serve 1,200 students. Residential land uses would occupy 365 acres of the site and would include a mixture of low-, medium-, and high-density residential land uses. The remaining

135 acres of land within the RUSP would be designated with a mixture of commercial, parks, school, and open space land use designations. Table 3-7 of the CIA for this Tier 1 EIS/EIR summarizes the proposed land uses for the site.

Development of this project would require an amendment to the Placer County General Plan and Zoning Ordinance and approval of the RUSP, among other entitlements. The current General Plan designation on the site is Agriculture/Timber (80-acre minimum), and the zoning is Farm (80-acre minimum).

**Placer Vineyards Specific Plan.** The proposed Placer Vineyards Specific Plan (PVSP) area is in southwestern Placer County and is bounded on the north by Baseline Road, on the south by the Sacramento-Placer County line, on the west by the Sutter-Placer County line, and on the east by Dry Creek and Walerga roads. Alternative 1 lies 1 mile north of this plan area. The majority of the 5,230-acre site is currently zoned for agriculture (80-acre minimum lot sizes), and a small portion of the site is zoned Residential Agriculture (10-acre minimum lot sizes). The August 1994 Placer County General Plan identified this area as appropriate for urbanization after adoption and implementation of a comprehensive Specific Plan.

The proposed PVSP includes residential, commercial, public/quasi-public land uses and a Special Planning Area. Table 3-8 of the CIA for this Tier 1 EIS/EIR shows the land use summary for the PVSP. Approximately 2,377 acres of residential land uses are planned within the urbanized area of the plan. The Special Planning Area comprises 979 acres of existing rural residential development where no land use changes are proposed. The PVSP also may incorporate 161 acres of commercial properties, including a 60-acre site for a regional retail "Power Center." The plan includes more than 1,076 acres of open space, public facilities, and parkland. Lastly, the PVSP proposes 34.5 acres for office space, 140 acres for new schools, and 330 acres for new roadways or improvements to existing roadways.

**Sutter Pointe Specific Plan.** The voter-approved advisory Measure M directed the Sutter County Board of Supervisors to consider mixed land use development for an approximately 7,500-acre area within south Sutter County, currently called the Sutter Pointe Specific Plan (SPSP). This area is currently dominated by agricultural land uses but is designated as Industrial/Commercial Reserve according to the Sutter County General Plan Map and contains a large developed industrial park and a 50-acre Sysco distribution and warehouse facility. SPSP language identified the need for a General Plan Amendment and Specific Plan, among other necessary entitlements, to allow for mixed land uses, including commercial/industrial and residential/community facilities. The proposed plan called for a maximum of 2,900 acres of residential land use, a minimum of 3,600 acres of business/industrial, and a minimum of 1,000 acres for educational, retail, parks, and community facilities. A General Plan Amendment covering 7,360 acres is currently being processed by Sutter County, and a Specific Plan application further refining land uses was submitted to the County in summer 2006. A Notice of Preparation of an Environmental Impact Report was circulated on March 29, 2002.

**Curry Creek Community Plan.** The Curry Creek Community Plan (CCCP) is in the preliminary stages of conceptual planning at this time, but may include a mix of residential and commercial land uses on a 5,200-acre area of unincorporated Placer County north of the proposed PVSP area and south of the proposed RUSP area. The final boundaries, size, and number of residential units are currently undetermined.

**Reason Farms Environmental Preserve.** In 2003, the Roseville City Council approved the acquisition of two parcels of land that total approximately 1,700 acres along Pleasant Grove Creek. These properties were acquired for the purpose of constructing a stormwater retention basin, in addition to providing potential open space and recreational opportunities for the City of Roseville. The Parks and Recreation Department is in the preliminary stages of updating the Master Plan, including refining it for the recreational aspects of the project. The recreational components will be balanced with the considerations

for the recreational needs of the city, and the need to manage properly the natural resources within and surrounding the project site.

### **Other Potential Development Areas**

In addition to the above formally proposed developments, there are indications of land assembly in the remaining City of Roseville undeveloped SOI lands and nearby areas of unincorporated Placer County. Activities of two major land development companies are described below.

**Brookfield.** Brookfield Communities controls property north of the proposed CSP area, south of Sunset Boulevard West, and northeast of the WRSP area. The property is currently undeveloped, and no development is proposed at the present time. Existing land use designations on the property allow for agricultural land uses on 80-acre minimum parcels.

**AKT Development.** In addition to the RUSP area, AKT Development owns thousands of acres of undeveloped agricultural land within the Central and Eastern segments of the proposed Placer Parkway project (adjacent to and west of the WRSL, including land within the CCCP area). This land is currently in agricultural production, including rice farming. The current Placer County General Plan land use designations for these properties allow for agricultural land uses on 80-acre minimum lot sizes.

## **4.1.3 IMPACT ANALYSIS**

### **4.1.3.1 Methodology for Impact Evaluation**

Three categories of possible impacts were identified: (1) direct land use impacts related to conversion of study area acreage for ROW purposes; (2) compatibility of the proposed transportation corridor with existing and planned land uses within the study area; and (3) the potential for the Parkway to conflict with local jurisdictions' adopted plans, policies, and regulations. Potential impacts were assessed against a set of evaluation criteria (see Section 4.1.3.2, below).

Direct physical impacts to land in the cities of Roseville and Rocklin, and the County of Sacramento are not anticipated and were not evaluated, as none of the corridor alignment alternatives are located within Roseville or Sacramento counties. The eastern interchange extends into Rocklin under all build alternatives, in an area where an interchange is planned by the California Department of Transportation (the Whitney Ranch Parkway at SR 65), so new physical impacts in Rocklin were not evaluated. (Project consistency with policies of the Cities of Rocklin and Roseville and Sacramento County are, however, evaluated in the following sections.)

**Commercial, Industrial, and Public Facilities.** Additional information on the evaluation of direct impacts on existing businesses and municipal facilities within the study area is provided in Chapters 5 and 6 of the CIA prepared to support this Tier 1 EIS/EIR. Section 4.3, Socioeconomics and Community Impacts, and Section 4.5, Public Services and Utilities, of this Tier 1 EIS/EIR provide details of evaluation of potential impacts on businesses and municipal facilities.

**Residential.** Residential land uses (e.g., farmsteads) exist within the corridor alignment alternatives. However, the land is not residentially designated or zoned residential (e.g., land is zoned agriculture, industrial, etc.). As a result, no impacts on residential land use are discussed in this section. The CIA prepared to support this Tier 1 EIS/EIR and Section 4.2 of this Tier 1 EIS/EIR, Socioeconomics and Community Impacts, describe impacts on housing.

**Agricultural.** Numerous parcels are agriculturally designated/zoned in the study area, as shown on Figures 4.1-3 and 4.1-4, where the proposed action could create parcels that no longer meet minimum size requirements.

#### 4.1.3.2 Evaluation Criteria

For the proposed project, potential impacts on land use have been evaluated on a preliminary basis, using the evaluation criteria listed below.

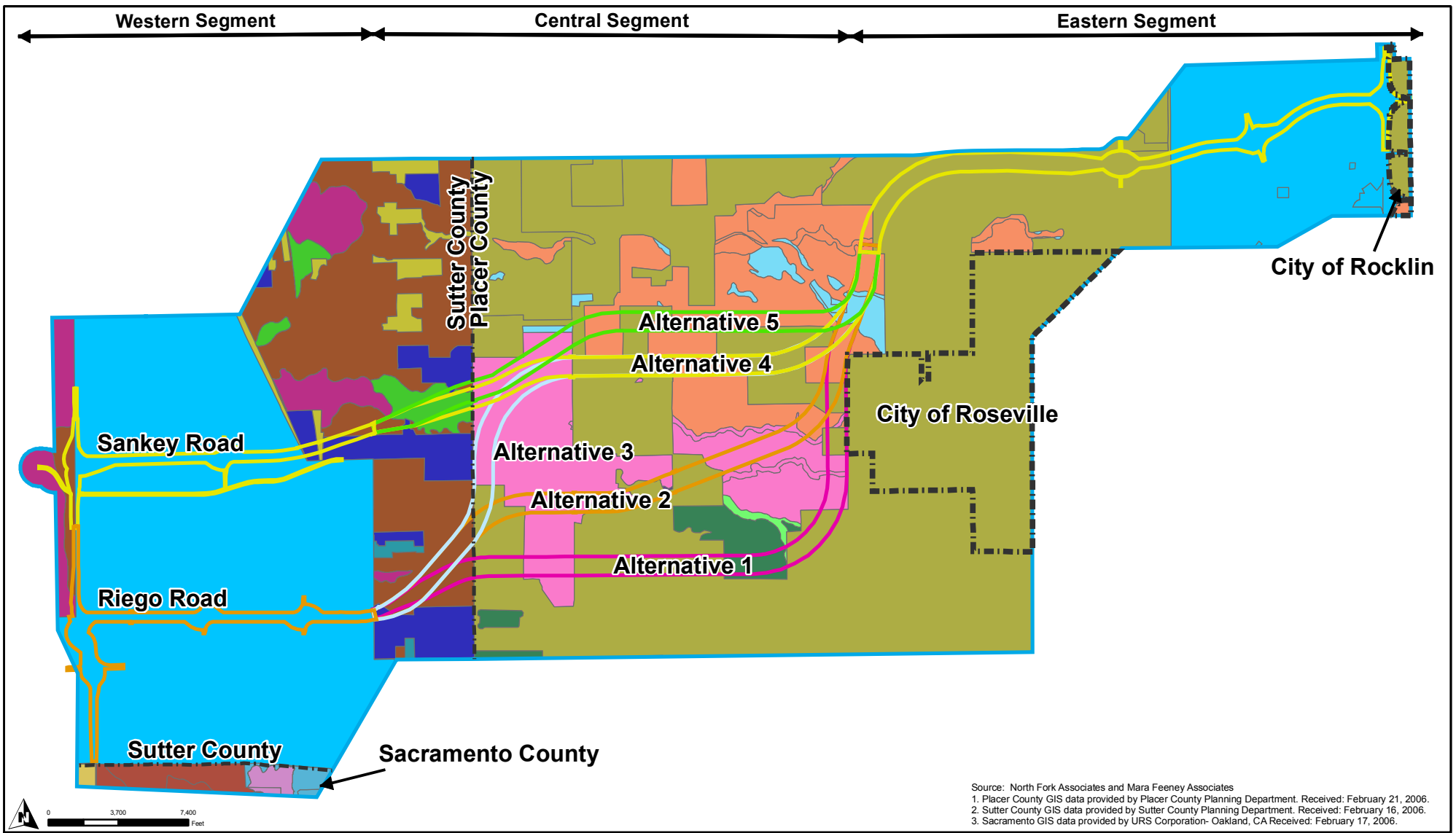
Criteria include the following:

- Land Use Conversion of Substantial Amounts of Agricultural Land
- Potentially Bisected Parcels – A bisected parcel is presumed to be adversely impacted because:
  - Placer Parkway would have very limited access, particularly in the Central Segment. Depending on the build alternative, there would be five or six interchanges along the entire length of the Parkway. The Parkway would be at grade except in locations which span railroad alignments or large water features or floodplains. Establishing at grade crossings of the highway to provide access to parcel fragments would not consistently be feasible. The option of using under- or over-crossings probably would not consistently be an economically feasible way of providing access to both parcel fragments; and
  - The no-development buffer associated with the Parkway (either 500 feet or 1,000 feet, depending on the segment) could substantially reduce the amount of usable land on the bisected parcels. Consistent with worst-case analysis, the analysis of impacts on land usability considers the impact of the full corridor the roadway ROW and no-development zone.
- Compatibility with Adjacent Land Use
- Compatibility with Proposed Land Use
- Consistency with Zoning Acreage Requirements – Land use and zoning designations are subject to minimum parcel sizes. If an alignment under consideration would divide an existing parcel into two or more portions, one of which would no longer meet the minimum parcel size, a potential impact would occur. For example, much of the study area is currently designated for agricultural uses with an 80-acre minimum parcel size. If 40 acres of an existing 110-acre parcel were taken for ROW, the remainder would no longer be consistent with the zoning ordinances.
- Consistency with Applicable General Plan Policies and Other Local Plans

#### 4.1.3.3 Direct Impacts

##### No-Build Alternative

Under the No-Build Alternative, land would not be acquired for Placer Parkway and the Parkway would not be constructed. There would not be any impacts on land use. Section 2.3.1 provides additional details of the No-Build Alternative.



Source: North Fork Associates and Mara Feeney Associates  
 1. Placer County GIS data provided by Placer County Planning Department. Received: February 21, 2006.  
 2. Sutter County GIS data provided by Sutter County Planning Department. Received: February 16, 2006.  
 3. Sacramento GIS data provided by URS Corporation- Oakland, CA Received: February 17, 2006.



URS Corporation L:\Projects\PlacerParkway\2007\_28086695\MXD\Current Working Documents\EIS\Chapter\_4-1\_Land\_Use\Fig\_4.1-4\_Important\_Farmland\_Designated\_Landuse.mxd Date: 2/14/2007 12:39:55 PM Name: akkele0

---

## Alternative 1 – the Red Alternative

### Land Use Conversion

Construction of the Parkway within the study area would introduce a regional transportation corridor into a predominantly agricultural area. This would result in the conversion of existing land uses to infrastructure-related uses. The land converted from its existing uses or the potentially affected acreage within Alternative 1 is approximately 1,917.64 acres. As stated in the developable land discussion in Section 4.1.2.2, there are approximately 35,454 acres of land within the entire study area. Alternative 1 would convert approximately 5.41 percent of land within the study area from its current uses to road and buffer uses.

As shown on Figures 4.1-1 and 4.1-2, the proposed corridor alignment would primarily convert land that is zoned for agricultural production, is capable of being used for agricultural production, or is in agricultural production. The conversion of agricultural land and the impacts associated with the loss of agricultural production (as well as recommended mitigation strategies) are discussed in detail in the analysis of farmland impacts in Section 4.4, Farmlands.

Alternative 1 would convert 385.29 acres of land in the Western Segment, 902.09 acres in the Central Segment, and 630.28 acres in the Eastern Segment to transportation corridor use.

Conversion of land in all segments under this alternative would affect agriculturally designated parcels. In the Western Segment most of the area has been planned for industrial development; however, the industrial development that has occurred to date has been limited. The SPSP that is currently in development will designate this area for mixed use residential and commercial-industrial development. Land conversion in the Central Segment would affect the largest amount of land due to the 1,000-foot-wide corridor sought for ROW acquisition in this area. The conversion in the Central Segment would affect numerous agriculturally designated parcels, which are used for rice farming, grazing, or open space. Conversion of land in the Eastern Segment would directly affect an existing industrial property. Several other undeveloped parcels would be affected, though they currently do not have any active agricultural operations (Bryant, 2006).

### Potentially Bisected Parcels

Figure 4.1-5 shows the alignment alternatives under study in comparison to the parcel boundaries in Placer and Sutter counties. Table 3-11 in the CIA prepared to support this Tier 1 EIS/EIR lists the specific parcels that potentially could be bisected as a result of the alternative by segment and by Assessor's Parcel Number (APN). ("Bisected" parcels are those that would be split by the alignment, leaving two remnant parcels—one on either side of the corridor—as opposed to parcels that would be affected by a loss of acreage to the corridor but that would retain the unaffected land as a single remnant parcel located on only one side of the new corridor.) In addition, the table shows the total acreage of each affected parcel, the amount of acreage affected, and the percentage that could be removed as a result of the project. Eleven properties in the Western Segment, eight properties in the Central Segment, and seven properties in the Eastern Segment would be bisected by Alternative 1.

### Compatibility with Adjacent Land Uses

The proposed corridor alignment of Alternative 1 would be approximately 500 feet wide in the Western and Eastern segments and approximately 1,000 feet wide in the Central Segment. The corridor width is proposed to be wider than the ROW required for the actual transportation facility in order to control access to the facility, create a buffer along the Parkway, and reduce the potential for growth inducement. Construction of the Parkway would not conflict with the existing urban uses in the Eastern and Western

segments of the study area. The transportation corridor would be compatible with the industrial and commercial uses in these areas and is expected to advance economic development goals adopted for these areas by improving goods movement between the Sutter County Industrial Reserve Area near SR 70/99 and the SIAP near SR 65 and Interstate 80 in the Roseville/Rocklin area.

The no-development buffer zone would help preserve the rural character of at least a strip of the agriculturally designated areas within all three segments by preventing development from extending to the roadway's edge. However, except in small portions of the Western Segment and somewhat larger portions of the Central Segment, much of the area through which the Parkway would be constructed is expected to be converted from agricultural uses to more urban or suburban uses under the 2040 development scenario, even without Placer Parkway. PCTPA is working with local land use planning agencies to avoid or minimize impacts on proposed development within the project study area. The Parkway could bring greater certainty to future land use planning efforts through the selection of a preferred corridor, so that ROW can be acquired to preserve a transportation corridor in which a roadway could be built in the future in conjunction with the construction of other planned projects in the area.

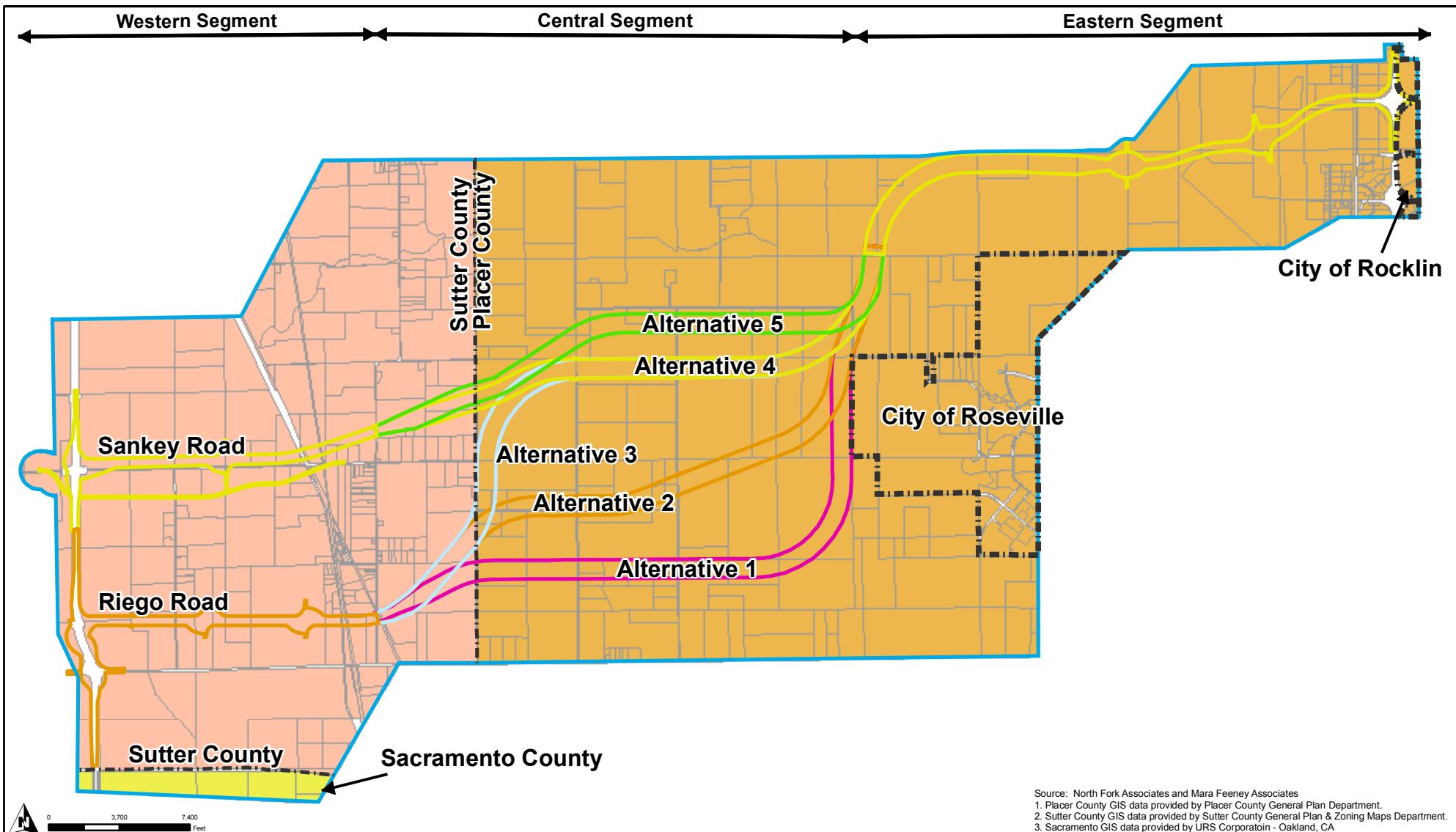
### **Compatibility with Proposed Land Uses**

PCTPA is actively working with local lead agencies to avoid having an adverse effect on planned/proposed development within the study area. PCTPA is seeking to avoid impacts by evaluating potential corridor alignments and ultimately selecting a preferred alignment so that ROW can be acquired to secure a corridor in conjunction with the construction of planned projects and proposed land uses in the area (i.e., the potential developments described in Section 4.1.2.2). In addition, the project would preserve ROW for a regional highway that, upon completion, would reduce existing and anticipated congestion on the local and regional transportation system in southwestern Placer County and south Sutter County. Through its coordinated planning efforts, PCTPA has diminished the potential for conflicts with future development by initiating communication with all interested parties and stakeholders in the area so that other parties are aware of the project and can consider the Parkway proposal in relation to other planned development. PCTPA's coordinated effort involved working with its regional planning partners to develop a concept plan for the Placer Parkway, as described in Chapter 1, Purpose and Need. PCTPA staff continue to be involved in meetings with local jurisdictions pertaining to regional transportation planning and funding, as well as coordination of traffic needs associated with major new development proposals affecting the region.

Nevertheless, the Parkway could have substantial impacts on proposed development. For example, the proposed SPSP area would be affected by Alternative 1, crossing through areas proposed for commercial and residential development on the conceptual land use plan. In addition, Alternative 1 would impact the CCCP area, where land use planning for this area is in the early stages. Similarly, Alternative 1 would impact the eastern periphery of the RUSP area and the northwestern corner of the SVSP area (currently proposed for low- and medium-density residential development, with commercial land uses, community parks, and open space). Build alternatives would affect proposed locations of the future Brookfield project area, the Master Plan for Reason Farms, and the PRSP, some of which are in progress. Further analysis will be performed during Tier 2 to determine whether there would be any land use compatibility impacts from the Parkway on these proposed uses as plans for them are developed further.


### **Consistency with Zoning Minimum Acreage Requirements**

Each jurisdiction has adopted zoning regulations to implement its land use policies. Properties potentially affected by Alternative 1 have been evaluated in relation to minimum parcel sizes required in the Placer County and Sutter County Zoning Ordinances and potential project impacts. Table 3-12 of the CIA for this Tier 1 EIS/EIR identifies the specific parcels of at least 80 acres in size that could be reduced to less



Source: North Fork Associates and Mara Feeney Associates  
 1. Placer County GIS data provided by Placer County General Plan Department.  
 2. Sutter County GIS data provided by Sutter County General Plan & Zoning Maps Department.  
 3. Sacramento GIS data provided by URS Corporation - Oakland, CA

URSS Corporation L:\Projects\PlacerParkway2007\_28066595\MXD\Current Working Documents\EIS\Chapter\_4\_1\_Land\_Use\Fig\_4.1-5\_Parcel\_Boundaries.mxd Date: 2/14/2007 12:42:07 PM Name: akkele0

	<p>Tier 1 EIS/EIR</p>	<p>Parcel Boundaries</p>	<p><b>Figure 4.1-5</b> <b>June 2007</b></p>
---	-----------------------	--------------------------	---

than 80 acres by Alternative 1. Only agriculturally designated land in the study area was analyzed, because this zoning has the only minimum acreage requirements expected to be impacted by the Parkway. No similar impacts in the Eastern or Western segments would be associated with Alternative 1; however, there are parcels that are already less than 80 acres that are zoned for 80-acre minimum in this area that would be affected (see discussion below). There are two properties in the Central Segment that currently conform to minimum parcel requirements that would no longer be consistent with the Placer County Zoning Ordinance as a result of the Parkway under Alternative 1, as shown in Table 3-12 of the CIA for this Tier 1 EIS/EIR.

There are existing parcels that are non-conforming to the minimum parcel size zoning requirement. Since these parcels are smaller than the current minimum acreage requirement, they are already inconsistent with the existing zoning requirements. If agricultural activity is currently being pursued on these sites, a further reduction in size would make them potentially even less viable for continuing agricultural production. There would be one such parcel in the Western Segment, nine parcels in the Central Segment, and four parcels in the Eastern Segment that would be affected by Alternative 1. (Agricultural impacts are addressed in Section 4.4, Farmlands.)

There are other agriculturally designated/zoned parcels in the study area that potentially could be physically affected by the Parkway, but they would not be in conflict with minimum acreage requirements as a result of the project.

### **Consistency with Applicable General Plan Policies and Other Local Plans**

See Section 4.1.3.4 for a discussion of project consistency with applicable plans and policies, which are the same for all project build alternatives.

### **Alternative 2 – the Orange Alternative**

#### **Land Use Conversion**

The land that would be converted from existing uses or the potentially affected acreage within the Alternative 2 corridor alignment is approximately 1,835.31 acres: 385.29 acres in the Western Segment, 819.76 acres in the Central Segment and 630.26 acres in the Eastern Segment. Therefore, Alternative 2 would convert approximately 5.18 percent of land within the study area from its current uses to a transportation corridor use.

As under Alternative 1, the proposed alignment for Alternative 2 primarily would convert land that is capable of agricultural production. Land use conversion impacts for the Western, Central, and Eastern segments under Alternative 2 would be similar to those described for Alternative 1.

#### **Potentially Bisected Parcels**

Eleven parcels in the Western Segment, ten parcels in the Central Segment, and seven parcels in the Eastern Segment potentially could be bisected as a result of Alternative 2. Table 3-15 lists the parcels bisected by Alternative 2.

#### **Compatibility with Adjacent Land Uses**

The compatibility of Alternative 2 with adjacent land uses would be similar to that discussed for Alternative 1.

### **Compatibility with Proposed Land Uses**

Compatibility with proposed land uses for Alternative 2 would be similar to that discussed for Alternative 1, except that Alternative 2 would avoid the SVSP area. Alternative 2 has the potential to affect future planning for the CCCP, but instead of bisecting it, as Alternative 1 would do, it would affect only a small portion of the northwestern area. In addition, Alternative 2 would bisect the RUSP area, passing through an area to the east of the proposed university campus that has been proposed for mixed use development. The March 15, 2006 draft RUSP Land Use Plan indicates that this area is proposed for high-density residential, commercial, park, and open space uses.

### **Consistency with Zoning Minimum Acreage Requirements**

There would be no impacts in the Western or Eastern segments for Alternative 2, and only two properties in the Central Segment that currently conform to minimum acreage requirements no longer would be consistent with the Placer County Zoning Ordinance as a result of this alternative. Table 3-16 of the CIA for this Tier 1 EIS/EIR identifies the parcels of at least 80 acres in size that could be reduced to less than 80 acres by Alternative 2.

There are existing parcels that are non-conforming to the minimum parcel size zoning requirement. Since these parcels are smaller than the current minimum acreage requirement, they are already inconsistent with the existing zoning requirements (see the discussion of non-conforming parcels in the analysis of Alternative 1). Two such parcels in the Western Segment, seventeen parcels in the Central Segment, and three parcels in the Eastern Segment would be affected by Alternative 2. Table 3-17 of the CIA for this Tier 1 EIS/EIR lists the parcels less than 80 acres that would be affected by Alternative 2.

There are other agriculturally designated/zoned parcels in the study area that potentially could be physically affected by the Parkway, but they would not be in conflict with minimum acreage requirements as a result of the project.

### **Alternative 3 – the Blue Alternative**

#### **Land Use Conversion**

The area of land that would be converted from existing uses by the Alternative 3 alignment is approximately 1,863.56 acres: 385.29 acres in the Western Segment, 848.01 acres in the Central Segment, and 630.26 acres in the Eastern Segment. Therefore, Alternative 3 would convert approximately 5.26 percent of land within the study area from its current uses to transportation corridor uses.

Like Alternative 1, the proposed corridor alignment for Alternative 3 primarily would convert land that is capable of agricultural production. The Alternative 1 discussion of land use conversion impacts for the Western, Central, and Eastern segments is applicable to Alternative 3.

#### **Potentially Bisected Parcels**

Several parcels would be bisected as a result of Alternative 3: eleven properties in the Western Segment, eight properties in the Central Segment, and seven properties in the Eastern Segment. Table 3-19 of the CIA for this Tier 1 EIS/EIR lists the specific parcels that would be bisected by Alternative 3.

### **Compatibility with Adjacent Land Uses**

The compatibility of Alternative 3 with adjacent land uses would be similar to that discussed for Alternative 1.

### **Compatibility with Proposed Land Uses**

Alternative 3 would affect the SPSP area of south Sutter County, as well as Reason Farms, PRSP, and the Brookfield Property. It would avoid impacts to RUSP, CCCP, and the SVSP area.

### **Consistency with Zoning Minimum Acreage Requirements**

There would be no impacts in the Western or Eastern segments for Alternative 3, and only one property in the Central Segment conforming to minimum acreage requirements no longer would be consistent with the Placer County Zoning Ordinance (of being at least 80 acres in size) as a result of this alternative. Table 3-20 of the CIA for this Tier 1 EIS/EIR identifies the parcels of at least 80 acres that would be reduced to less than 80 acres by Alternative 3.

Within the alignment of Alternative 3, there are existing parcels that are non-conforming to the minimum parcel size zoning requirement. Since these parcels are smaller than the current minimum acreage requirement, they are already inconsistent with the existing zoning requirements (see Figure 4.1-3). There are two such parcels in the Western Segment, twelve parcels in the Central Segment, and two parcels in the Eastern Segment that would be affected by Alternative 3. Table 3-21 of the CIA for this Tier 1 EIS/EIR lists the parcels less than 80 acres that would be affected by Alternative 3.

There are other agriculturally designated/zoned parcels in the study area that potentially could be physically affected by the Parkway, but they would not be in conflict with minimum acreage requirements as a result.

## **Alternative 4 – the Yellow Alternative**

### **Land Use Conversion**

The amount of land that would be converted from existing uses (the potentially affected acreage within the Alternative 4 alignment), is approximately 1,627.64 acres: 320.73 acres in the Western Segment, 676.65 acres in the Central Segment, and 630.26 acres in the Eastern Segment. Therefore, Alternative 4 would convert approximately 4.59 percent of land within the study area from its current uses to transportation corridor uses.

Like Alternative 1, the proposed corridor alignment for Alternative 4 primarily would convert land that is capable of agricultural production. Land use conversion impacts described for the Western, Central, and Eastern segments for Alternative 4 would be similar to those under Alternative 1.

### **Potentially Bisected Parcels**

Nineteen properties in the Western Segment, four properties in the Central Segment, and seven properties in the Eastern Segment would be bisected by Alternative 4. Table 3-23 of the CIA for this Tier 1 EIS/EIR lists the specific parcels that would be bisected as a result of Alternative 4, by segment and by APN.

### **Compatibility with Adjacent Land Uses**

The compatibility of Alternative 4 with adjacent land uses would be similar to that described for Alternative 1.

### **Compatibility with Proposed Land Uses**

Alternative 4 would affect the proposed SPSP area of south Sutter County. The County is using this northern alignment in the Western Segment in its current land use planning process for the SPSP area, and the current conceptual land use plan shows a new interchange on Sankey Road, through an area proposed for commercial and industrial land uses, with some medium-density residential uses proposed for the eastern portion of the area. Compatibility with proposed land uses in the Central and Eastern segments under Alternative 4 would be the same as that described for Alternative 3.

### **Consistency with Zoning Minimum Acreage Requirements**

There is one parcel in the Western Segment and two properties in the Central Segment that conform to the existing zoning and no longer would be consistent with the Placer and Sutter County zoning ordinances as a result of this alternative. There would be no impacts of this type in the Eastern Segment. Table 3-24 of the CIA for this Tier 1 EIS/EIR identifies the parcels of at least 80 acres in size that would be reduced to less than 80 acres by Alternative 4.

Within the proposed alignment for Alternative 4, there are existing parcels that are non-conforming to minimum parcel size zoning requirement. Since these parcels are smaller than the current minimum acreage requirement, they are already inconsistent with the existing zoning requirements (refer to the discussion of non-conforming parcels in the analysis of Alternative 1). Nine parcels in the Western Segment, five parcels in the Central Segment, and three parcels in the Eastern Segment would be affected by Alternative 4. Table 3-25 of the CIA for this Tier 1 EIS/EIR lists parcels less than 80 acres that would be affected by Alternative 4.

There are other agriculturally designated/zoned parcels in the study area that potentially could be physically affected by the Parkway, but they would not be in conflict with minimum acreage requirements as a result of the project.

## **Alternative 5 – the Green Alternative**

### **Land Use Conversion**

The land that would be converted from its existing uses or the potentially affected acreage within Alternative 5 alignment is approximately 1,623.47 acres: 320.73 acres in the Western Segment, 672.48 acres in the Central Segment, and 630.26 acres in the Eastern Segment. Therefore, Alternative 5 would convert approximately 4.58 percent of land, which is the smallest footprint of the five alternatives.

Like Alternative 1, the proposed alignment for Alternative 5 primarily would convert land that is capable of agricultural production. Land use conversion impacts for the Western, Central, and Eastern segments described for Alternative 5 would be similar to those described for Alternative 1.

### **Potentially Bisected Parcels**

Nineteen properties in the Western Segment, nine properties in the Central Segment, and seven properties in the Eastern Segment would be bisected by Alternative 5. Table 3-27 of the CIA for this Tier 1 EIS/EIR lists the parcels that would be bisected as a result of Alternative 5, by segment and by APN.

### **Compatibility with Adjacent Land Uses**

The compatibility of Alternative 5 with adjacent land uses would be similar to that described by segment for Alternative 1.

### **Compatibility with Proposed Land Uses**

The compatibility of Alternative 5 with proposed land uses would be the same as that described for Alternative 4.

### **Consistency with Zoning Minimum Acreage Requirements**

There would not be any impacts in the Western or Eastern segments to parcels of at least 80 acres in size. The only parcel impacted is in the Central Segment, and it no longer would be consistent with the Sutter County zoning ordinance as a result of this alternative. Table 3-28 of the CIA for this Tier 1 EIS/EIR identifies the parcels of at least 80 acres in size that could be reduced to less than 80 acres by Alternative 5.

There are existing parcels that are non-conforming to the minimum parcel size zoning requirement. Since these parcels are smaller than the current minimum acreage requirement, they are already inconsistent with the existing zoning requirements (refer to the discussion of non-conforming parcels in the analysis of Alternative 1). Nine such parcels in the Western Segment, ten parcels in the Central Segment, and three parcels in the Eastern Segment would be affected by Alternative 5. Table 3-29 of the CIA for this Tier 1 EIS/EIR lists the parcels less than 80 acres that would be affected by Alternative 5.

There are other agriculturally designated/zoned parcels in the study area that potentially could be physically affected by the Parkway, but they would not be in conflict with minimum acreage requirements as a result of the project.

### **Comparison of Alternatives**

Table 4.1-3 shows the potential impacts on land conversion, total acreage affected, number of parcels bisected, number of remnant parcels that would conflict with existing zoning, and number of pre-existing inconsistent parcels affected by project alternative.

The project's effects on commercial, industrial, and public facilities would not be expected to affect land use within the study area adversely because the Parkway potentially would benefit those land uses.

### **Physical Disruption or Conversion of Land**

As Table 4.1-3 indicates, Alternative 1 (longest) would affect the greatest amount of total land acreage and Alternative 4 (shortest) would affect the least. All build alternatives would result in the conversion of substantial amounts of agricultural land. Alternative 5 potentially would bisect the most parcels in the study area, and Alternative 1 would bisect the fewest parcels.

### **Conflict with Applicable Land Use Plans, Policies, and Regulations**

Alternatives 3 and 5 would create one inconsistent parcel, and Alternatives 1 and 2 would create two parcels that would be inconsistent with the minimum parcel size requirements under existing zoning. Alternative 3 would affect the fewest parcels that are already inconsistent with the existing zoning, and Alternative 5 would affect the most.

**Table 4.1-3  
Comparison of Build Alternatives' Impacts on Land Use**

<b>Potential Effect on Land Use</b>	<b>Alternative 1</b>	<b>Alternative 2</b>	<b>Alternative 3</b>	<b>Alternative 4</b>	<b>Alternative 5</b>
Total acreage affected	1,918.43	1,836.78	1,863.56	1,627.64	1,623.47
Number of parcels bisected	22	27	26	30	36
Number of parcels created that conflict with existing zoning	3	1	1	3	1
Number of pre-existing inconsistent parcels affected	17	21	16	17	22

Land use compatibility is not addressed in Table 4.1-3 because all alternatives would have similar compatibility issues with adjacent land uses. In addition, all the build alternatives would affect the planning process for Brookfield, the PRSP, and the Reason Farms Master Plan update, and Alternatives 1 and 2 also would affect the proposed RUSP and the conceptual CCCP, both of which are in draft form at present. Alternatives 4 and 5 represent the general alignment being considered by Sutter County in its Sutter Pointe planning process. Because there are no adopted plans for these areas at present, the actual effects are not known. Selection of a Parkway alignment through these developments would, of necessity, affect the development plans, because subsequently the developments would need to accommodate the corridor alignment selected.

Consistency with applicable adopted plans and policies is discussed below. This discussion is not presented by alternative and by segment, since the applicable General Plan policies are common to all alternatives and consistency determinations would be the same for all alternatives within each segment of the study area.

The General Plan policies listed in Table 4.1-4 were evaluated to assess the project's potential to conflict with adopted policies of the jurisdictions within the study area (see Section 4.4 for discussion of project consistency with agricultural protection policies). No inconsistencies with the relevant adopted plans and policies were identified as a result of this analysis, as potential conflicts can be addressed through the avoidance, minimization, and/or design measures described in the table. (These consistency determinations are preliminary and may change as additional studies are undertaken for Placer Parkway in Tier 2 studies.)

**4.1.3.4 Consistency with Other Local Plans and Policies**

**Sunset Industrial Area Plan.** The Parkway would be consistent with the land use policies in the SIAP. Consistency with SIAP policies related to agriculture is discussed in Section 4.4.

**West Roseville Specific Plan.** The WRSP contains policies related to its specific plan area and does not contain any broad regional policies. In addition, all the proposed alignment alternatives are adjacent to but not located in the WRSP area. Since none of the alignment alternatives directly affect the WRSP area, the Parkway is considered consistent with the policies contained in the WRSP.

**Placer County/City of Roseville MOU.** No conflict between the Parkway and this MOU was identified.

**MTP/RTP/Blueprint.** The Parkway is listed as a high-priority transportation facility in the current MTP to receive state and federal money; therefore, it is considered consistent with the SACOG MTP, as well as the 2027 Placer County RTP on which the MTP is based. The proposed MTP 2035 (not yet adopted)

**Table 4.1-4  
Consistency of the Parkway with Existing General Plan Policies**

Jurisdiction Plan	Policy Number	Policy	Potential Policy Inconsistencies	Avoidance, Minimization, and Design Standards	Consistency Determinations
<b>Sutter County General Plan</b>	C-6b	No parcel meeting the minimum parcel size as identified on the General Plan land use diagram shall be diminished to a size less than the minimum parcel size as identified on the land use diagram.	Project could create remnant parcels that do not meet minimum size requirements under current zoning.	(To be determined in Tier 2.)	Inconsistent. The Parkway could create remnant parcels that do not meet the minimum parcel size, depending on the alternative selected (to be determined in Tier 2).
	E-1	New development that may be incompatible with adjacent uses shall be required to provide buffer zones consistent with county standards to reduce anticipated conflicts with existing and future land uses.	No conflict as proposed	Plans for the project include the purchasing of ROW in excess of that required to create an adequate buffer between adjacent land uses and minimize land use conflicts.	Consistent
<b>Placer County General Plan</b>	1.A.3	The County shall distinguish among urban, suburban, and rural areas to identify where development will be accommodated and where public infrastructure and services will be provided. This pattern shall promote the maintenance of separate and distinct communities.	No conflict as proposed	Project proponent has and will continue to coordinate with regional planning agencies to resolve conflicts between the proposed project and future development.	Consistent
	1.A.4	The County shall promote patterns of development that facilitate the efficient and timely provision of urban infrastructure and services.	No conflict as proposed	See response to policy number 1.A.3	Consistent
	1.B.1	The County shall promote the concentration of new residential development in higher-density residential areas located along major transportation corridors and transit routes.	The alternative corridor alignments propose to incorporate a land use buffer between the highway and adjacent land uses.	Decisions regarding future residential land uses are subject to approval of the local agencies involved. Plans for the project include the purchasing of ROW in excess of that required to create a buffer between adjacent land uses and minimize the project's impacts to adjacent land use.	Consistent
	1.H.2	The County shall seek to ensure that new development and public works projects do not encourage expansion of urban uses into designated agricultural areas.	The corridor alignment alternatives may complement new development proposed for agricultural land in the study area.	See Section 6.1, Growth, for a complete growth inducement analysis including conclusions and potential avoidance, minimization, mitigation, and design measures to diminish the project's potential to expand urban growth within the study area.	N/A-see Section 6.1

**Table 4.1-4 (Continued)  
Consistency of the Parkway with Existing General Plan Policies**

<b>Jurisdiction Plan</b>	<b>Policy Number</b>	<b>Policy</b>	<b>Potential Policy Inconsistencies</b>	<b>Avoidance, Minimization, and Design Standards</b>	<b>Consistency Determinations</b>
<b>Placer County General Plan (continued)</b>	1.K.3	The county shall require that new development in rural areas incorporate landscaping that provides a transition between the vegetation in developed areas and adjacent open space or undeveloped areas.	No conflict as proposed	Specific landscape plans will be prepared after the Tier 1 document has been circulated and approved and an alternative selected. The Tier 2 document will evaluate landscaping needs including the incorporation of vegetation to provide a transition between rural and developed areas.	Consistent
	3.A.5	Through-traffic shall be accommodated in a manner that discourages the use of neighborhood roadways, particularly local streets. This through-traffic, including through truck traffic, shall be directed to appropriate routes in order to maintain public safety and local quality of life.	No conflict as proposed	Limited access on Placer Parkway would encourage through-traffic and discourage the use of local streets. The proposed action would construct four or five local roadway interchanges along the approximately 17- to 18-mile-long route (depending on the alternative).	Consistent
<b>Sunset Industrial Plan Area</b>	1.A.7	<i>The Sunset Industrial Area Plan Land Use Diagram</i> shall insure that proposed land uses are compatible with existing or planned adjacent uses, including established industrial firms in both the Sunset Industrial Area and in the surrounding cities.	No conflict as proposed	The project proponent has and will continue to coordinate with regional planning agencies to resolve conflicts between the proposed project and existing and proposed industrial development. In addition, one of the purposes of the project is to “advance economic development goals in southwestern Placer County and Sutter County.” Therefore, the project is envisioned to be compatible with industrial uses.	Consistent
	1.A.8	The County shall permit the development of only agricultural, industrial, or similar compatible uses around the Western Placer Waste Management Authority properties. Residential uses around these properties are not considered a compatible use.	No conflict as proposed	As an infrastructure project, the Parkway is considered a compatible use with the WRSL.	Consistent

**Table 4.1-4 (Continued)**  
**Consistency of the Parkway with Existing General Plan Policies**

Jurisdiction Plan	Policy Number	Policy	Potential Policy Inconsistencies	Avoidance, Minimization, and Design Standards	Consistency Determinations
Sunset Industrial Plan Area (continued)	1.A.9	The County shall seek to protect the industrial, commercial, professional, and agricultural uses in the Sunset Industrial Area from encroachment by incompatible uses from the surrounding cities and from unincorporated area development.	The Parkway is potentially incompatible with agricultural uses within the SIAP	As stated above, a project objective is to foster economic development. As a result, the Parkway would be compatible with the industrial, commercial, and professional uses in the SIAP. However, the Parkway may not be compatible with agricultural land uses. The only agriculturally designated land within the SIAP affected by this project (Eastern Segment alternative) is undergoing review by Placer County for urban development and amendment to the SIAP. The decisions regarding this agricultural land are anticipated prior to a Record of Decision and certification of the Placer Parkway Tier 1 EIS/EIR. As with other land uses, the PCTPA is proposing to purchase more ROW than is required to create a buffer between adjacent land uses and minimize the project's impacts on farmland and other agricultural uses.	Consistent
	1.F-1	The County will seek to provide a broad range of public facilities and services to businesses in the Sunset Industrial Area. Improvements to onsite services include the provision of improved fire protection, circulation improvements, and expanded utility services.	No conflict as proposed	The Parkway would improve circulation within the SIAP.	Consistent
	1.F-2	When considering land use changes in the vicinity of the WRSL and the Western Placer Waste Management Authority Material Recovery Facility operation, the County shall consider these solid waste facilities and operations as the dominant land use in the area. In order to protect these facilities and operations from incompatible encroachment, the County has established buffer zone standards described in Table I-6. The intent of this policy is to prohibit the creation of new parcels for residential use within 1 mile of the solid waste facilities and operations; not to prohibit construction of a residence on an existing legal building site within this area.	No conflict as proposed	The Parkway is not an applicable use subject to the county's buffer zone standards.	Consistent

**Table 4.1-4 (Continued)**  
**Consistency of the Parkway with Existing General Plan Policies**

Jurisdiction Plan	Policy Number	Policy	Potential Policy Inconsistencies	Avoidance, Minimization, and Design Standards	Consistency Determinations
Sacramento County General Plan	LU-42	Future Agricultural-Residential development shall be limited to existing developed and infill Agricultural-Residential lands designated on the Land Use Diagram and such additional areas adjacent to existing developed lands to act as a buffer to new urban areas or as a buffer at the Urban Service Boundary as are consistent with LU-43.	No conflict as proposed	The Parkway would not encroach on any land in Sacramento County.	Consistent
	LU-69	County departments shall coordinate implementation of electric service delivery, air quality, water supply, transportation, drainage/flood control, solid waste disposal/recycling, and hazardous waste management plans in conjunction with vested public and quasi-public agencies.	No conflict as proposed	PCTPA has and will continue to coordinate with regional planning agencies, including the County, to implement the Placer Parkway.	Consistent
	LU-72	The County shall coordinate with regional planning agencies setting land use and environmental policies and programs and cooperate in the implementation of programs consistent with General Plan policy.	No conflict as proposed	See response to policy number LU-69.	Consistent
	LU-73	The County shall consult with state and federal regulatory and resource agencies during initial review of development projects to identify potential environmental conflicts and establish, if appropriate, concurrent application processing schedules.	No conflict as proposed	PCTPA has and will continue to coordinate with regional planning agencies to resolve any potential environmental conflicts the project may have on the county.	Consistent
	CI-16	Policy: Sacramento County shall implement a program to buffer land uses from each other and transportation system facilities that is effective, aesthetically pleasing, and minimizes the amount of land lost to buffers.	No conflict as proposed	The Parkway project includes acquisition of more ROW than is necessary to build and maintain the project and to create a buffer between adjacent land uses. Furthermore, project alternatives would not physically affect any land in Sacramento County, including land use buffers.	Consistent

**Table 4.1-4 (Continued)**  
**Consistency of the Parkway with Existing General Plan Policies**

Jurisdiction Plan	Policy Number	Policy	Potential Policy Inconsistencies	Avoidance, Minimization, and Design Standards	Consistency Determinations
City of Rocklin General Plan	LU-16	To coordinate planning with neighboring jurisdictions in order to ensure compatible land uses.	No conflict as proposed	PCTPA has and will continue to coordinate with regional planning agencies, including the City of Rocklin, to resolve conflicts between the Parkway and land uses within the city.	Consistent
	LU-61	To continue to participate in the activities of regional entities as deemed appropriate, such as the Highway 65 Joint Powers Authority, the South Placer Regional Transportation Authority, PCTPA, SACOG, the Placer County Flood Control and Water Conservation District, and the landfill authority.	No conflict as proposed	PCTPA has and will continue to coordinate with the city of Rocklin.	Consistent
	LU-62	To consider the effects of land use proposals and decisions on the South Placer subregion jobs/housing balance.	No conflict as proposed	The jobs housing balance in the South Placer subregion was analyzed in this chapter. See Sections 4.1, 4.2, and 4.3, for more information.	Consistent
	LU-63	To encourage communication between the county and the cities of Roseville, Loomis, Lincoln, and Rocklin to ensure the opportunity to comment on actions having cross-border implications. To address other community interface issues, including land use compatibility, circulation and access, and development standards.	No conflict as proposed	The Parkway has cross-border circulation implications. Therefore, the project sponsor has and will continue to coordinate with regional planning agencies to allow them the opportunity to provide input.	Consistent
	C-11	To encourage improvements to the existing federal interstate and state highway system, and the addition of new routes that would benefit the City of Rocklin.	No conflict as proposed	The Parkway would benefit the City of Rocklin by advancing economic development in southwestern Placer County, including the city.	Consistent
	C-23	To require landscaping and tree planting along major new streets, properties abutting highways/freeways and along existing streets as appropriate.	No conflict as proposed	Specific landscape plans will be prepared after the Tier 1 document has been circulated and approved and an alternative selected. The Tier 2 document will evaluate landscaping needs, including the incorporation of vegetation to provide a transition between rural and developed areas.	Consistent

**Table 4.1-4 (Continued)**  
**Consistency of the Parkway with Existing General Plan Policies**

<b>Jurisdiction Plan</b>	<b>Policy Number</b>	<b>Policy</b>	<b>Potential Policy Inconsistencies</b>	<b>Avoidance, Minimization, and Design Standards</b>	<b>Consistency Determinations</b>
<b>City of Rocklin General Plan (continued)</b>	C-24	To minimize the impact of road construction on the natural terrain and the character of existing neighborhoods.	No conflict as proposed	The planned interchange within the City of Rocklin is consistent with current city-approved development plans; impacts to existing neighborhoods are not anticipated.	Consistent
	C-26	To design and phase construction of road improvements to minimize disruption to local residents and traffic, to the extent feasible.	No conflict as proposed	As stated above, the planned interchange within the City of Rocklin is anticipated and consistent with current City-approved development plans.	Consistent
<b>City of Roseville General Plan</b>	Circulation Policy 1	Coordinate with surrounding jurisdictions to achieve compatible functional classifications for roadways that cross the city's boundaries.	No conflict as proposed	PCTPA has and will continue to coordinate with regional planning agencies to have compatible roadway classification systems.	Consistent
	Circulation Policy 3	Work with appropriate agencies to develop measures to reduce vehicular travel demand and vehicle miles traveled and meet air quality goals.	No conflict as proposed	PCTPA has been working with regional planning agencies to assess regional air quality attainment goals.	Consistent
	Community Form Policy 3	Coordinate and take a lead role, where feasible, with local state, federal, and other jurisdictional agencies on regional issues of importance including but not limited to air quality, transportation, water supply, sewage treatment, solid waste disposal and recycling, flood control, hazardous waste management, resource protection, and transit.	No conflict as proposed	PCTPA has and will continue to coordinate with regional planning agencies to resolve any issues the City may have regarding this regionally important highway.	Consistent
	Community Form Policy 4	To the extent feasible, coordinate land use policies and public improvements with neighboring jurisdictions.	No conflict as proposed	PCTPA has and will continue to coordinate with regional planning agencies to resolve conflicts between the existing and proposed land uses in relation to the Parkway.	Consistent
	Growth Management Policy 8	New development proposals to the west of Fiddymont Road within the County/City Memorandum of Understanding Transition Area shall meet the objectives and terms of the Memorandum of Understanding between the City of Roseville and the County of Placer.	No conflicts as proposed	The PCTPA has and will continue to coordinate the review of project-related information with both Placer County and the City of Roseville in a manner conforming to the terms of the MOU.	Consistent

reflects SACOG's Blueprint preferred land use scenario, so the Parkway would be consistent with the SACOG Blueprint.

**Placer County Conservation Program: Natural Communities Conservation Plan and Habitat Conservation Plan.** An NCCP/HCP currently is being prepared by Placer Legacy called the PCCP (as described in Section 4.1.1); however, this document is currently in draft form and has not been circulated. It is unknown exactly when and if the plan will be adopted/implemented, how it will affect the Parkway (if at all), and to which specific areas of Placer County the plan will be applicable. The South Placer Regional Transportation Authority and PCTPA are working to ensure that Placer Parkway and the PCCP can be implemented without conflict. USCOE/U.S. Environmental Protection Agency guidance with relation to the draft PCCP was to ensure no corridor alternatives are located north of Pleasant Grove Creek. This would allow for more conservation/open space opportunities (and less growth inducement) north of the creek while acknowledging more urban development character for the area south of the creek.

**Natomas Basin Habitat Conservation Plan.** There are currently properties within and around the study area that are protected by the NBHCP (described in Section 4.1.1). None of these habitat/conservation preserve properties would be affected by any of the corridor alignment alternatives or proposed interchanges. There was an HCP property on the north side of Sankey Road in the Western Segment that would have been affected by Alternatives 4 and 5, but this property, the 242-acre Brennan parcel, was traded for land west of SR 70/99 in the fall of 2006. The proposed no-development buffer zones could help preserve some of the agricultural land along the corridor alignments, which would aid in the Conservancy's goal of maintaining agricultural land and sensitive species habitat within the Natomas Basin. Thus, the project would be consistent with the NBHCP, although cumulative impacts associated with planned and proposed development in the area will place additional pressure on the resources protected under the NBHCP.

#### **4.1.3.5 Secondary and Indirect Impacts**

##### **No-Build Alternative**

The No-Build Alternative would not have any secondary or indirect impacts on the existing land uses within the study area because the land within the proposed alignment alternatives would not be converted to transportation corridor uses. Section 2.3.1 provides additional details of the No-Build Alternative.

##### **Alternatives 1 Through 5**

Secondary and indirect effects of the Parkway on existing land use would be similar for all corridor alignment alternatives. Project implementation could affect indirectly the viability of continued agricultural production on lands affected by or adjacent to the selected corridor alignment. The analysis of farmland impacts is included in Section 4.4, Farmlands. Potential secondary and indirect land use impacts associated with growth are discussed in Section 6.1, Growth.

#### **4.1.3.6 Cumulative Impacts**

##### **No-Build Alternative**

Under the No-Build Alternative, land for the Parkway would not be acquired and the Parkway would not be constructed, there would not be any cumulative impacts on existing land uses under the No-Build Alternative.

## Alternatives 1 Through 5

Cumulative land use impacts would be associated with the planned (approved) and proposed (but not yet approved) development projects described above, with or without the Parkway. The potential for the Parkway to contribute to these cumulative land use impacts is addressed in Section 6.1, Growth. The creation of a no-development buffer zone in the proposed corridor alignment is expected to help maintain the rural character of at least a strip of the agriculturally designated areas within all three segments by preventing development from extending to the roadway's edge. However, except in small portions of the Western Segment and somewhat larger portions of the Central Segment, much of the area through which the Parkway would be constructed would be converted from agricultural uses to more urban or suburban uses under the 2040 development scenario, even without the Parkway. The project would contribute to the cumulative effect of improving accessibility between the employment, manufacturing, and distribution centers in the region.

The Parkway and other roadway improvement projects within the study area would aid in relieving traffic congestion and improve the overall transportation network in south Sutter and southwestern Placer counties. It would thus not be a cumulatively considerable contributor to cumulative land use impacts in 2040 that will occur independently of the Parkway. (Refer to Chapter 6, Other Impact Considerations, for growth inducement discussion.)

### 4.1.4 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

#### 4.1.4.1 Land Use Conversion/Potentially Bisected Parcels

##### Tier 1 – Avoidance/Minimization Strategies

- During the alternatives screening process, efforts were made to avoid land use conversion impacts. Examples of such efforts included modification and/or elimination of Project Study Report (PSR) conceptual corridor alignments (see Section 2.5).
- During the development of alternatives, in order to reduce environmental impacts, avoidance alternatives were also considered (see Section 2.5.4). These avoidance alternatives did not meet the project Purpose and Need and were therefore eliminated from further consideration.
- During development of the Tier 1 conceptual design of the Parkway, efforts were made to avoid land use conversion, including parcel bisection. These efforts included:
  - The restriction of access between Pleasant Grove Road and Fiddymont Road to avoid inducing urban growth in areas not designated for development in existing general plans and to maintain the rural character of western Placer County and south Sutter County.
  - The location of the Parkway within a no-development buffer zone (see Section 2.2.4) that would preserve open space and agricultural uses adjacent to the Parkway and limit future development in the buffer zone.
- During the Tier 1 environmental review process, PCTPA worked with local jurisdictions to avoid and/or minimize impacts on future planned development within the study area. The Parkway could bring greater certainty to future land use planning efforts by defining the location of important transportation infrastructure.

## **Tier 2 – Consultation/Coordination**

- PCTPA will continue to work with local jurisdictions in Tier 2 to avoid or minimize impacts on planned and proposed development within the study area. Coordination will include development of specific project design details for the Parkway and other projects to minimize impacts, such as landscaping treatments, lighting details, etc. PCTPA will continue to provide these agencies with Parkway alignment information to assist in their processing of development applications relative to the selected corridor.

## **Tier 2 – Mitigation Commitments**

- To maintain existing and future local roadway connectivity (for emergency access, farming operations and community access), which will contribute to avoidance of land use conversion, over-crossings will be constructed, as appropriate, to convey traffic over the Parkway. These over-crossings would not connect to the Parkway.

## **Tier 2 – Mitigation Considerations**

- In consultation with local jurisdictions, strategies considered at Tier 2 will include efforts in the design of the Parkway to avoid or reduce impacts, such as:
  - Appropriate adjustments to the location of the actual roadway within the Parkway corridor alignment.
  - Provision of alternative access to remnant parcels.
  - Determination of the number, location and design of specific project features such as over-crossings.
- At Tier 2, the identification of bisected parcels would enable parcel-specific mitigation to be developed. Strategies to reduce impacts on individual affected parcels could include providing access between the remnant portions of bisected parcels via frontage roads and overcrossings, crafting agreements with agricultural property owners that would include residual rights provisions to encourage continuation of farming activities in the area of the buffer zone that would not be used for the Parkway, or rezoning or purchasing remnant parcels that would no longer be viable for continued use under existing zoning. Any property purchases would comply with the requirements of the Uniform Relocation and Assistance Real Properties Acquisition Act.

### **4.1.4.2 Land Use Compatibility**

#### **Tier 1 – Avoidance/Minimization Strategies**

- During the alternatives screening process, efforts were made to avoid land use compatibility impacts. Examples of such efforts included modification and/or elimination of PSR alternatives (see Section 2.5) to avoid socioeconomic and community impacts, which also reduces potential impacts related to land use incompatibility.
- During the development of alternatives, avoidance alternatives were also considered to reduce environmental impacts (see Section 2.5.4). These alternatives did not meet the project Purpose and Need and were therefore eliminated from further consideration.

- During development of the Tier 1 conceptual design of the Parkway, efforts were made to avoid land use incompatibility. These efforts included:
  - The restriction of access between Pleasant Grove Road and Fiddymont Road to avoid inducing urban growth in areas not designated for development in existing general plans and to maintain the rural character of western Placer County and south Sutter County.
  - The location of the Parkway within a no-development buffer zone (see Section 2.2.4) that would preserve open space and agricultural uses adjacent to the Parkway and limit future development in the buffer zone.

## **Tier 2 – Consultation/Coordination**

- PCPTA will continue to coordinate with local jurisdictions in Tier 2 to reduce the likelihood of land use incompatibility, similar to those described under land use conversion, above. Coordination will include development of specific project design details to minimize impacts.

## **Tier 2 – Mitigation Commitments**

- To maintain existing and future local roadway connectivity (for emergency access, farming operations and community access), which will help to avoid/minimize future land use incompatibilities, over-crossings will be constructed, as appropriate, to convey traffic over the Parkway. These over-crossings will not connect to the Parkway.

## **Tier 2 – Mitigation Considerations**

- In consultation with local jurisdictions, strategies considered at Tier 2 will include efforts in the design of the Parkway to avoid or reduce impacts, such as:
  - Appropriate adjustments to the location of the actual roadway within the Parkway corridor alignment.
  - Partnering with local jurisdictions to institute land use controls (if local jurisdictions deem these necessary or desirable), such as general plan amendments, zoning/overlay zoning changes, covenants/deed restrictions, agricultural/conservation easements, and urban growth boundaries.
- Suggested mechanisms to reduce land use compatibility impacts are land purchase/leases that would allow for continued use of the buffer for agricultural purposes.

### **4.1.4.3 Consistency with Adopted Plans, Policies, and Regulations**

- Other than potential farmland impacts (see Section 4.1.3.4), no conflicts with General Plan policies have been identified; therefore, no mitigation is recommended. The creation of remnant parcels that do not conform to zoning ordinance minimum size requirements could be reduced through mechanisms described above, including potential rezoning or purchase of remnant parcels that are too small to remain economically viable for any use.

#### **4.1.5 TIER 1 AND TIER 2 STUDIES**

##### **4.1.5.1 Land Use Conversion/Bisected Parcels**

- Analyses begun in Tier 1 which will be undertaken in greater detail in Tier 2
  - A land use conversion and bisected parcel analysis will be evaluated on a parcel-specific basis.

##### **4.1.5.2 Compatibility with Adjacent/Proposed Development**

- Analyses completed in Tier 1 which are expected to be revisited in Tier 2 based on predicted availability of new, relevant information
  - The evaluation of compatibility with adjacent/proposed development considered in Tier 1 is expected to be reevaluated in Tier 2, as new information on planned and proposed developments in the study area becomes available, and planning for the Sutter Pointe, CCCP, Brookfield, Reason Farms Environmental Preserve, PRSP, and the RUSP planning areas is developed further.

##### **4.1.5.3 Consistency with Zoning Minimum Acreage Requirements**

- Analyses begun in Tier 1 which will be undertaken in greater detail in Tier 2
  - A preliminary analysis of consistency with zoning minimum acreage requirements will be evaluated on a parcel-specific basis.

##### **4.1.5.4 Compatibility with Applicable General Plan Policies and Other Local Plans**

- Analyses completed in Tier 1
  - An evaluation of compatibility with applicable general and other local plans.