

For purposes of preserving compatibility with planned land uses and reducing risks to safety, as demonstrated by the DEIR's analysis of acceptable risk levels, high pressure gas lines should not be located within existing or planned high density, urban environments. The risk of upset and the risk of damage and death are increased by orders of magnitude as and where these high pressure gas lines are located adjacent to and within high density urban developments. Once a gas pipeline is being located within a planned urban environment, the size of the pipeline should be adjusted accordingly, if at all feasible, to reduce the risk of damage and harm. The higher density urban developments also provide greater opportunities to locate low pressure gas lines throughout the developing area, both for distribution and service purposes.

We note that one rejected alternative considered the feasibility of connecting smaller, low pressure gas pipelines throughout the entire Project within existing rights-of-way. Our request is to consider the feasibility of maintaining the high pressure line in the low density, agricultural areas, but locating multiple low pressure gas pipelines throughout the planned higher density, urban areas. The greater the density, the greater the concentration of people being exposed to the risks of upset and damage, including areas planned for even higher concentrations of people within commercial areas, schools, churches, and community centers.

To fully consider all feasible alternatives, including an alternative that could reduce the land use conflicts and risks to safety to less than significant levels, we respectfully request that the Alternatives Analysis include and address the feasibility of additional engineering alternatives that could incorporate improved safety features adjacent to planned urban areas and/or alternatives where networks of low pressure gas pipelines would be installed throughout planned higher density developments in place of the high pressure gas lines adjacent to approved urban density developments.

**Environmentally Superior Alternative.**

Subject to our above comments, assuming no additional engineering safety alternatives or low pressure network alternatives are feasible within the planned urban areas, we concur with your conclusion in the Environmentally Superior Alternative section of the Executive Summary that incorporating Alternative Options I and L into the proposed Project would result in an Environmentally Superior Alternative. (See page ES-32.) As noted in the DEIR, Option I is necessary in order to relocate the proposed gas pipeline at least 1,500 feet away from the high school planned in the Placer Vineyards Specific Plan. Although we appreciate that this Option I may involve some additional impacts to biological resources, we note that all of these additional biological impacts can be mitigated to a less than significant level; even though the DEIR concludes that the risk to safety and land use compatibility impacts will not be reduced to a less than significant level with Option I, it will significantly reduce the magnitude of these impacts with respect to the high school planned for this area. The location of the high school along Baseline Road is an essential element of the Placer Vineyards Specific Plan, designed to serve

the future population needs of both Placer Vineyards and surrounding areas. Since the high school cannot easily be relocated to achieve the 1,500 foot separation required by the State school siting requirements, either Option I or Option J are necessary to move the pipeline a sufficient distance from this planned high school in order to minimize the land use and risk to safety impacts.

With respect to the impacts of the Project on the planned elementary school, depending on the applicant's ability to work within the School District to resolve the District's safety concerns, the Owners Group supports either Option K or L to reduce these impacts to an acceptable level. If acceptable to the School District, Option L may be preferable since it would be less disruptive to biological resources; also, there may be some ability to relocate the elementary school site further south away from the pipeline by swapping the adjacent park site with the school site, thereby increasing the distance of the school site from Baseline Road to greater than 1,500 feet. (Any such relocation, of course, would be subject to approval by the Board of Supervisors, property owners, and School District.) Until any such relocation is approved, the Project applicant should assume that either Option K or L will need to be incorporated into the Project to reduce the potential impacts to the Project on the planned elementary school.

We understand that the DEIR indicates that the impacts to land use and risk to safety will still be significant with or without the incorporation of these alternative options. However, since the other increased impacts associated with these alternatives can be mitigated to less than significant levels, and since these alternatives address an issue of statewide concern regarding the siting of schools near high pressure gas pipelines, the incorporation of Options I and L into the Project makes this an Environmentally Superior Alternative. The goal of this DEIR is to present feasible alternatives that still promote the goals of the Project, while avoiding or substantially lessening any of the significant impacts associated with the Project; incorporating Options I and L into the Project, which will substantially lessen the risk of safety to the school uses planned for the Placer Vineyards Specific Plan certainly make this the Environmentally Superior Alternative that the CEQA Guidelines require for selection.

Given the significance of your determination that the Environmentally Superior Alternative requires the incorporation of Options I and L into the Project, this determination should be more prominently highlighted in the context of the DEIR and not relegated to the last page of the Executive Summary. At a minimum, in the description of the Alternatives to the proposed Project, before detailing the No Project Alternative and the various Option Alternatives, the Executive Summary could highlight that the Environmentally Superior Alternative has been determined to be the Project with the incorporation of Options I and L. Then, as readers of the DEIR review the balance of the Executive Summary and the overall document, they will be able to read and evaluate the various alternatives in context with the alternatives already deemed necessary to best mitigate the impacts of the Project.

**Project Superior Alternative.**

As noted on page ES-1 of the Executive Summary, two of the stated objectives for the proposed Project are (i) extend natural gas service to planned residential and commercial developments in Placer, Sutter and Sacramento Counties; and (ii) install Project facilities in a safe, efficient, environmentally sensitive and cost-effective manner (emphasis added). Both of these objectives are better promoted by the Project with the incorporation of Options I and L (or Options J or K, or a combination thereof).

In particular, since the goal of this Project is to extend service to serve planned residential and commercial developments in Placer County, then the Project should be designed to be compatible with, and not disruptive of, the approved plans for the area. The Placer Vineyards Specific Plan required almost two decades of planning and was approved in July of 2007; this Plan includes a high school site along Baseline Road and an elementary school site within 1,500 feet of Baseline Road. While the DEIR indicates that the risk to safety can be mitigated to some extent, the placement of the line as proposed by the Project would make it infeasible for the School District to acquire the high school site and difficult for the School District to acquire the elementary school site. The locations of these school sites within the Placer Vineyards Specific Plan are integral to the overall design of the Plan; installation of the Project as proposed, without Options I and L (or similar relocation options), would completely undermine the planning efforts that were involved to develop the Placer Vineyards Specific Plan. Instead of serving the development needs of the Placer Vineyards Specific Plan, the Project as proposed, without incorporating Options I and L (or similar options), would have the reverse impact of impeding and preventing the development of the approved Placer Vineyards Specific Plan.

Also, as noted throughout the Report, Options I and L will substantially lessen the risk to safety impacts associated with the proposed location of the pipeline within 1,500 feet of the high school and elementary school sites. The mitigation measures proposed for the Project will not, in the absence of these alternative options, satisfy this necessary statewide school-siting requirement, which has been developed to specifically preserve and promote the safety of children gathering in higher density school environments. Without these alternative options being incorporated into the Project, the Project cannot meet its objective of installing the facilities in a safe manner, as dictated by applicable school facilities siting requirements.

Based on the foregoing, in addition to noting the environmental superiority of the Project with the incorporation of Options I and L, the DEIR should note that Options I and L will better promote the objectives of the Project than would be promoted by the Project without these alternative options. As noted on page 3-1 of the DEIR, CEQA requires consideration of a range of reasonable alternatives that could feasibly attain most of the basic Project objectives; with the

Ms. Crystal Spurr  
June 12, 2009  
Page 6

incorporation of Options I and L into the Project, this alternative will actually attain more of the Project objectives than would be accomplished by the Project as proposed.

**Description of Project.**

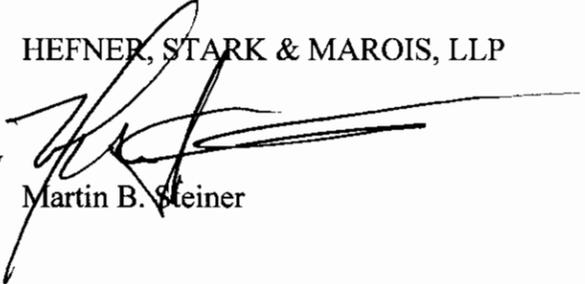
Based on the above and the determination in the EIR that the Environmentally Superior Alternative is the Project with Options I and L, unless additional engineering alternatives and/or networks of low pressure gas lines can be incorporated as feasible alternatives within areas planned for greater urban density, we respectfully request that the Project be redefined to incorporate Options I and L at the outset. It seems appropriate that once the Environmentally Superior Alternative is identified through the EIR process, then the final Project should be fully analyzed with the incorporation of these alternatives. In this way, the approving body can be assured that all impacts associated with the Project, as mitigated by the incorporation of these alternatives, will be fully and adequately analyzed by the DEIR. The segments of the line being replaced by these alternative options could then be listed as alternatives, with a more summary explanation of why these originally proposed segments are inferior from an environmental and/or Project-based analysis.

Thank you for the opportunity to comment on your Draft Environmental Impact Report. If you have any questions regarding any of our comments, please feel free to call us.

Very truly yours,

HEFNER, STARK & MAROIS, LLP

By

  
Martin B. Steiner

MBS:sk

cc: Kent MacDiarmid, Placer Vineyards Owners Group

K:\Placer Vineyards Development Group LLC\DA - Project Representation (6785-0002)\PGE Gas Line\tr spurr (061209) doc

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**DEPARTMENT OF TRANSPORTATION**

DISTRICT 3 – SACRAMENTO AREA OFFICE

2800 GATEWAY OAKS DRIVE, MS 19

SACRAMENTO, CA 95833

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*Flex your power!  
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June 11, 2009

09YOL0017

03-YOL/SUT-Various

Pacific Gas and Electric (PG&amp;E) Line 406/407 Project

Draft Environmental Impact Report

Ms. Crystal Spurr

California State Lands Commission

100 Howe Avenue, Suite 100 South

Sacramento, CA 95825

Dear Ms. Spurr,

Thank you for the opportunity to review and comment on the project's Draft Environmental Impact Report (DEIR). The proposed project includes construction of an approximately 40 mile long, 30 inch diameter natural gas pipeline (Lines 406, 407, and the Powerline Road Distribution Feeder Main) from the Esparto area in Yolo County east to Roseville in Placer County. Six above ground facilities are also proposed to be constructed by the project. The pipeline crosses State Highway System facilities including Interstate 5 (I-5) and State Route (SR) 113 in Yolo County, and SR 99 in Sutter County. Our comments are as follows:

- Any pipeline work to be performed within Caltrans Right of Way will require an Encroachment Permit. For permit assistance please contact Encroachment Permits Central Office at (530) 741-4403.
- A Traffic Management Plan (TMP) should be prepared and submitted for Caltrans review to minimize traffic impacts to the State Highways during construction of the pipeline. The traffic control plan should discuss the expected dates and duration of construction, as well as traffic mitigation measures. We recommend that to the extent possible, the applicant should limit truck trips during morning and evening peak traffic periods (6-9 AM and 3-6 PM) to avoid exacerbating congestion. For TMP assistance, please contact John Holzhauser at (916) 859-7978.

If you have any questions about these comments please do not hesitate to contact Arthur Murray at (916) 274-0616.

Sincerely,

A handwritten signature in black ink that reads "Alyssa Begley".

ALYSSA BEGLEY, Chief

Office of Transportation Planning - South

Ms. Crystal Spurr  
June 11, 2009  
Page 2

cc: John Holzhauser, D3 Traffic Management Plans  
Julio Elvir, D3 Encroachment Permits  
Arthur Murray, Transportation Planning South  
Sukhvinder Takhar, Transportation Planning  
William A. Davis, Transportation Planning

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## **Sierra Vista Owners Group**

1700 Eureka Road, Suite 140  
Roseville, CA 95661

June 12, 2009

Crystal Spurr  
California State Lands Commission  
100 Howe Ave., Suite 100-South  
Sacramento, CA 95825

**Via E-mail and U.S. Mail**

**Re: CSLC EIR No. 740 (State Clearinghouse No. 2007062091) for PG&E  
Line 406 and Line 407 Pipeline Project Land Use Compatibility with  
Respect to the Sierra Vista Specific Plan**

Dear Ms. Spurr:

Please accept this letter as a formal comment on the above-referenced Draft Environmental Impact Report (“DEIR”) by the Sierra Vista Specific Plan Owners, developers of the Sierra Vista Specific Plan development project (“Sierra Vista”). Sierra Vista comprises approximately 2,064 acres at the northwest corner of Baseline and Fiddymont Roads in Placer County (“County”). The City of Roseville (“City”) anticipates annexing Sierra Vista into the City limits. Sierra Vista will complement the West Roseville Specific Plan area with new neighborhoods, schools, office parks, retail opportunities and other urban land uses.<sup>1</sup> Unfortunately, the high-pressure natural gas pipeline (the “Line 407 Project”) proposed by PG&E would place a potentially hazardous facility along the southern boundary of Sierra Vista, potentially endangering an elementary school, public parks, commercial areas and residential development. Therefore, we are submitting this letter to the State Lands Commission (the “Commission”) during the comment period on the DEIR in order to document our concerns related to potential land use and engineering conflicts between Sierra Vista and the Line 407 Project.

The Sierra Vista project area has been targeted for urban development since 1994 when it was included as an Urban Study Area in the Placer County General Plan. The City of Roseville and Placer County then entered into a Memorandum of Understanding (MOU) which outlines a cooperative process for any development applications within the MOU area. The majority of the Sierra Vista project lies within this MOU area. The Sierra Vista project area was then added to the City of Roseville’s Sphere of Influence in 2004 and the current Sierra Vista project began processing in 2005. The City of Roseville issued a Notice of Preparation (NOP) in March 2008 indicating that an EIR would be prepared for the Sierra Vista project

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<sup>1</sup> More information about the Sierra Vista Specific Plan is available at the City’s website:  
[http://www.roseville.ca.us/planning/major\\_development\\_projects/sierra\\_vista\\_specific\\_plan.asp](http://www.roseville.ca.us/planning/major_development_projects/sierra_vista_specific_plan.asp)

June 12, 2009

Page 2

Since proposing Sierra Vista in 2005, extensive planning and engineering work has been conducted which is reflected in a refined land use plan (attached hereto as Exhibit 1). This land plan was prepared with input from the City, and also takes into consideration comments from various public agencies collected during an initial environmental review period.<sup>2</sup> The land plan locates sensitive uses near Baseline Road, including various public parks, residential, commercial properties and an elementary school site.

Engineers from MacKay and Soms representing Sierra Vista met with PG&E personnel on October 31, 2008 for an overview of the Line 407 Project. As you know, regional transportation plans show Baseline Road being widened to a six-lane arterial roadway. A portion of the ultimate right-of-way for Baseline Road (and a segment of the Line 407 Project) is located along the frontage of Sierra Vista. Therefore, PG&E has requested a 50' non-exclusive easement (measured from the future back of curb) along the Sierra Vista segment of Baseline Road. PG&E has also requested an additional easement near Fiddymont Road for facilities related to the Line 407 Project. Such easements cannot be granted until the ultimate alignment of Baseline Road has been determined by the City and County.

Our engineers are concerned that the proposed alignment of the Line 407 Project would likely conflict with future improvements along Baseline Road. The EIR indicates that the Line 407 Project would have a minimum of 5' of cover, this is not enough given that we have not yet designed the ultimate grades along Baseline Road to accommodate the widening of Baseline Road, future intersections and the necessary underground utilities to serve Sierra Vista. Given the high cost and great difficulty that would be associated with a future realignment, proper location of Line 407 is vital. Actual pipeline separation requirements, and horizontal and vertical clearances, cannot be known with precision until the ultimate location of underground utilities, roadway alignments and driveway locations are determined. Similarly, future utility crossings for water, sewer, and drainage improvements for Sierra Vista and the Baseline Road construction project must comply with the necessary horizontal and vertical clearances. Future dry utility crossings for electric, gas, and telecommunications lines, as well as vehicle ingress and egress, also cannot be determined until exact horizontal and vertical clearances are known. Finally, any restrictions on landscaping or setbacks along Baseline Road should be determined in coordination with the City.

We would also like the EIR to address impacts to our proposed land uses for any ancillary equipment needed to serve the Line 407 Project such as pressure reducing station and valve clusters. We need more information on any ancillary equipment to evaluate the best locations based on compatibility with the Sierra Vista land uses.

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<sup>2</sup> In the spring of 2008, the U.S. Army Corps of Engineers released a Public Notice (No. 200601050) reflecting its intent to prepare an Environmental Impact Statement (EIS) for its evaluation of Sierra Vista under Section 404 of the Clean Water Act and NEPA. At the same time, the City released a Notice of Preparation (NOP) for an Environmental Impact Report (EIR), which initiated the City's review of environmental impacts under the CEQA.

June 12, 2009

Page 3

We are requesting that the ultimate design of the Line 407 Project address the above-described concerns. In addition, in order to minimize the risk of the potentially hazardous facility and to reduce the risk of potential future conflicts we are requesting the following modifications to the Line 407 Project:

1. The pipeline be placed under the future pavement section of Baseline Road
2. Increase the minimum pipe cover to fifteen feet
3. The pipe be encased in concrete
4. Increase the pipe wall thickness
5. Install a gas sensor system for leak detection

In summary, the attached land plan represents the culmination of a long process of careful land use planning and engineering work, in which PG&E has not actively participated. At this point, the Commission's review of the Line 407 Project in the DEIR must take into account the school sites and other sensitive land uses that are planned within Sierra Vista near the Baseline Road frontage. The requisite easements, clearances, and potential conflicts associated with the pipeline cannot be identified until the ultimate right-of-way for Baseline Road has been determined. It is apparent that greater consultation between the Commission and the City regarding potential land use conflicts is in order.

If you have any questions related to Sierra Vista, or desire additional information, please contact me at your earliest convenience. I can be reached at (916) 847-4482.

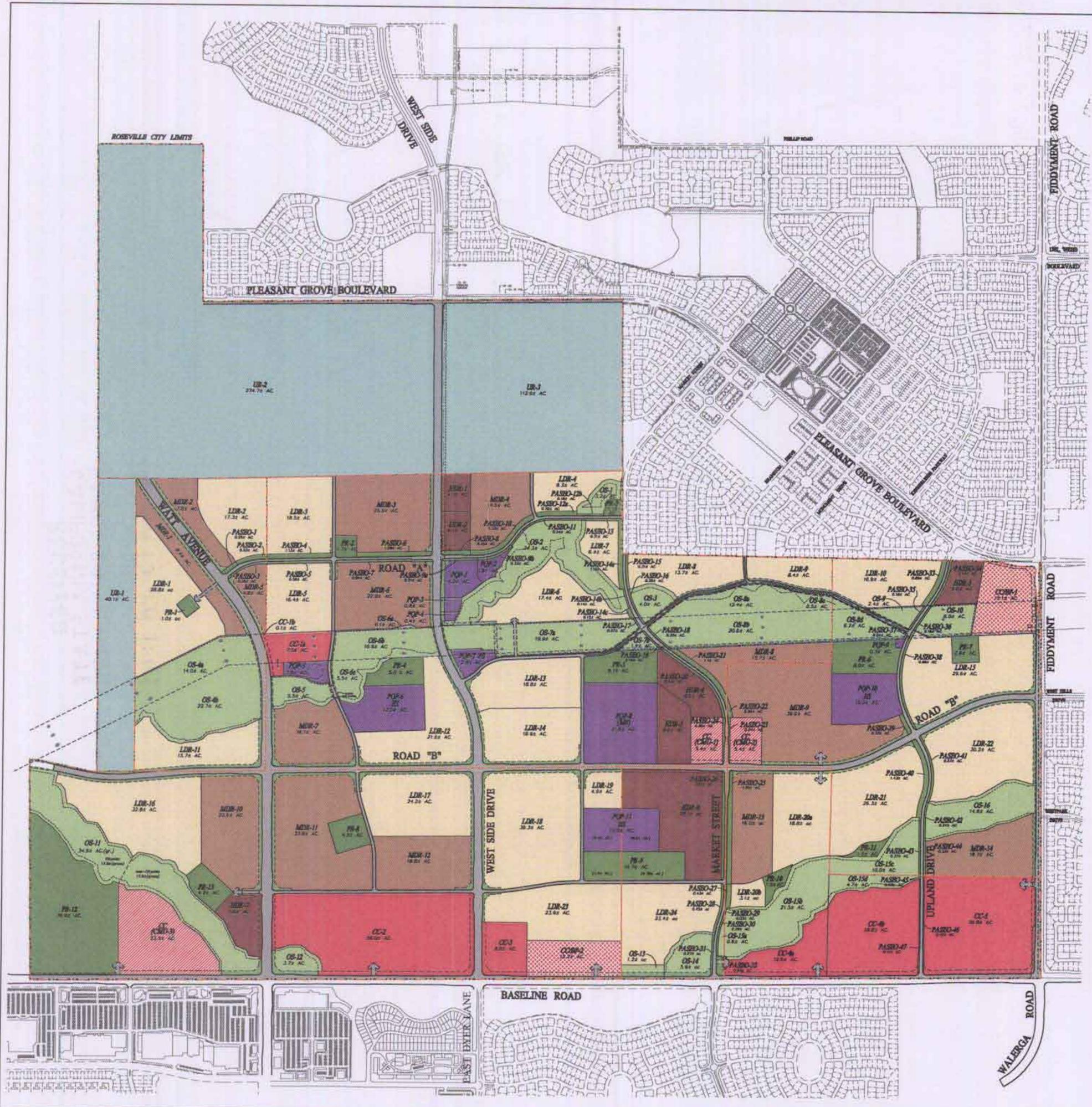
Sincerely,



Jeff Jones  
Sierra Vista Project Manager

Enclosure

Cc: City of Roseville



LAND USE LEGEND		
LAND USE		ACRES
LDR	Low Density Residential	494.6
MDR	Medium Density Residential	261.6
HD	High Density Residential	66.1
CC	Community Commercial	153.6
CC(CMU)	Community Commercial/Commercial Mixed Use	34.3
CCBP	Community Commercial Business Park	27.3
PQP	Public Quasi Public	70.7
P	Park	89.9
Pano	Pano	26.1
OS	Open Space	256.9
	Landscape Corridor	43.7
UR	Urban Reserve	437.7
	Major Roads	121.6
Sierra Vista Specific Plan Area 2054.1±		



# LAND USE MAP

## Sierra Vista

Scale: 1" = 400' Roseville, California January 22, 2009

June 10, 2009

Crystal Spurr, Project Manager  
CA State Lands Commission  
100 Howe Avenue, Suite 100-South  
Sacramento, CA 95825

Via: Email and Regular Mail

spurrc@slc.ca.gov

**Subject: PG&E Line 406 and Line 407 Natural Gas Pipeline Project (CSLC EIR 740) (SCH# 2007062091) – Draft EIR Comments**

Dear Ms. Spurr:

Thank you for the opportunity to review and comment on the draft EIR for the above referenced natural gas pipeline project. The City of Roseville has reviewed the draft EIR and on June 5, 2009 met with PG&E representatives to discuss City concerns and explore pipeline design options that could serve to reduce potential conflicts with the City's proposed Sierra Vista Specific Plan. As expressed at our June 5<sup>th</sup> meeting the City has hazard/land use compatibility, design location and aesthetic concerns as discussed below.

#### **Hazard/Land Use Compatibility**

The City is currently processing the Sierra Vista Specific Plan (SVSP), an approximately 2,000-acre planning area located adjacent to and north of Baseline Road and the Line 407 alignment, west of Fiddymont Road, and south of the West Roseville Specific Plan area. The Plan includes a mix of housing types totaling nearly 6,655 units, commercial services, schools, parks and open space (see attached land use plan). Based on review of the draft EIR, discussions at our June 5<sup>th</sup> meeting and PG&E's follow up letter dated June 11, 2009, the City understands that in PG&E's opinion the SVSP planned land uses are compatible with the pipeline project. Because the pipeline has been designed to DOT standards developed for the nation's natural gas pipeline transportation system, the project's safety risk should be identified as acceptable in the final EIR.

#### **Design Location issues – Potential Conflict with Future City Utilities and Infrastructure**

As discussed above, the City is currently processing the SVSP which is located adjacent and north of Baseline Road and the Line 407 East alignment. According to the draft EIR, within Line 407 East Segments 7, 8 and 9 (the Segments adjacent to the SVSP) the pipeline is proposed on the north side of Baseline Road, although the specific alignment and it's proximity to the final road right-of-way is not identified. Additionally, Segment 407 East 8 would include approximately 1,875 feet of HDD-installed pipe. This section would begin approximately 900 feet west of the Baseline Road/Watt Avenue intersection and would also contain the proposed Baseline Road Pressure Regulating Station.

The City's design concerns center on the need to coordinate the pipeline's horizontal and vertical alignment and related above ground facilities with future road alignments, final grades, landscaping, utility and infrastructure needs of the SVSP. These concerns were discussed at the June 5<sup>th</sup> meeting where the City and PG&E agreed to share design information and work together with the goal of developing compatible facilities. The City requests that the following design issues be considered as part of this ongoing effort:

- The future cover and therefore vertical alignment of the gas line may be influenced by activities associated with the SVSP including mass grading, installation of a future large diameter water

line, and deep foundations for signal poles and other required signal control apparatus planned for Baseline Road. The City is concerned that the proposed 5 feet of cover over the pipeline may not provide enough design flexibility to accommodate SVSP required future improvements. The City recommends installing the pipeline at a depth of 15 feet below existing grade to avoid conflict with future infrastructure needs including underground utilities and earthwork across and on top of the pipeline.

- The City's preference is for the pipeline's horizontal alignment to be located under Baseline Road pavement. This would provide better protection for the line and improve landscape design options within the future Baseline Road landscape easement. Other high pressure gas pipelines in the City have been located under road pavement.
- If the pipeline can not be located under Baseline Road pavement the alignment will need to be coordinated with the SVSP proposed Baseline Road widening so as to optimally site the easement in relation to planned roadside landscaping. This issue was discussed at the June 5<sup>th</sup> meeting including a concept that would locate the 50-foot pipeline easement immediately adjacent to the ultimate Baseline Road future back of curb. At this location the City's landscape easement would coincide with PG&E's pipeline easement. Within the combined easement the City could locate a Class I bikeway/pedestrian path above the pipeline as well as trees, shrubs and groundcover. As explained at our June 5<sup>th</sup> meeting, PG&E's design criteria would restrict deep rooted trees within 10 feet of the pipeline centerline. It has come to City staff's attention that at a recent project workshop it was stated that the deep root tree setback criteria was 15 feet on either side of the pipeline. The City feels it can maintain a deep root tree setback criterion of 10 feet and still implement a landscape plan that is comparable with other similar areas using the above approach. However any increase in deep rooted tree setback requirements beyond the 10 feet discussed at our meeting would erode the City's ability to implement an acceptable landscape plan. Should that occur, an alignment under the road pavement would need to be more seriously considered.
- The proposed location of the Baseline Road Pressure Regulating Station (PRS) conflicts with SVSP parcel CC-10. Parcel CC-10 is planned to be a regional shopping center. The City requests that the Baseline Road PRS be relocated westerly to future SVSP parcel OS-13 or other acceptable location (see attached land use plan). At the June 5<sup>th</sup> meeting it was agreed that SVSP land owner consultants would provide additional information related to this proposed relocation and that PG&E would further evaluate the proposal in relation to proposed HDD work and resource issues. In a subsequent email to the City PG&E indicated that there is some limited potential for adjusting the location of the station but there are issues that need to be addressed before the final location can be confirmed and that PGE is willing to work with the City of Roseville and the Sierra Vista developers to locate a mutually acceptable location once the design parameters firm up. The City looks forward to working closely with PG&E on this issue.
- The proposed underground cluster valve station was also discussed at the June 5<sup>th</sup> meeting. It was agreed that the City and PG&E would work together to locate this feature so that it is compatible with specific plan development.

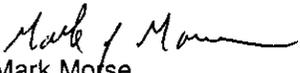
### **Aesthetics**

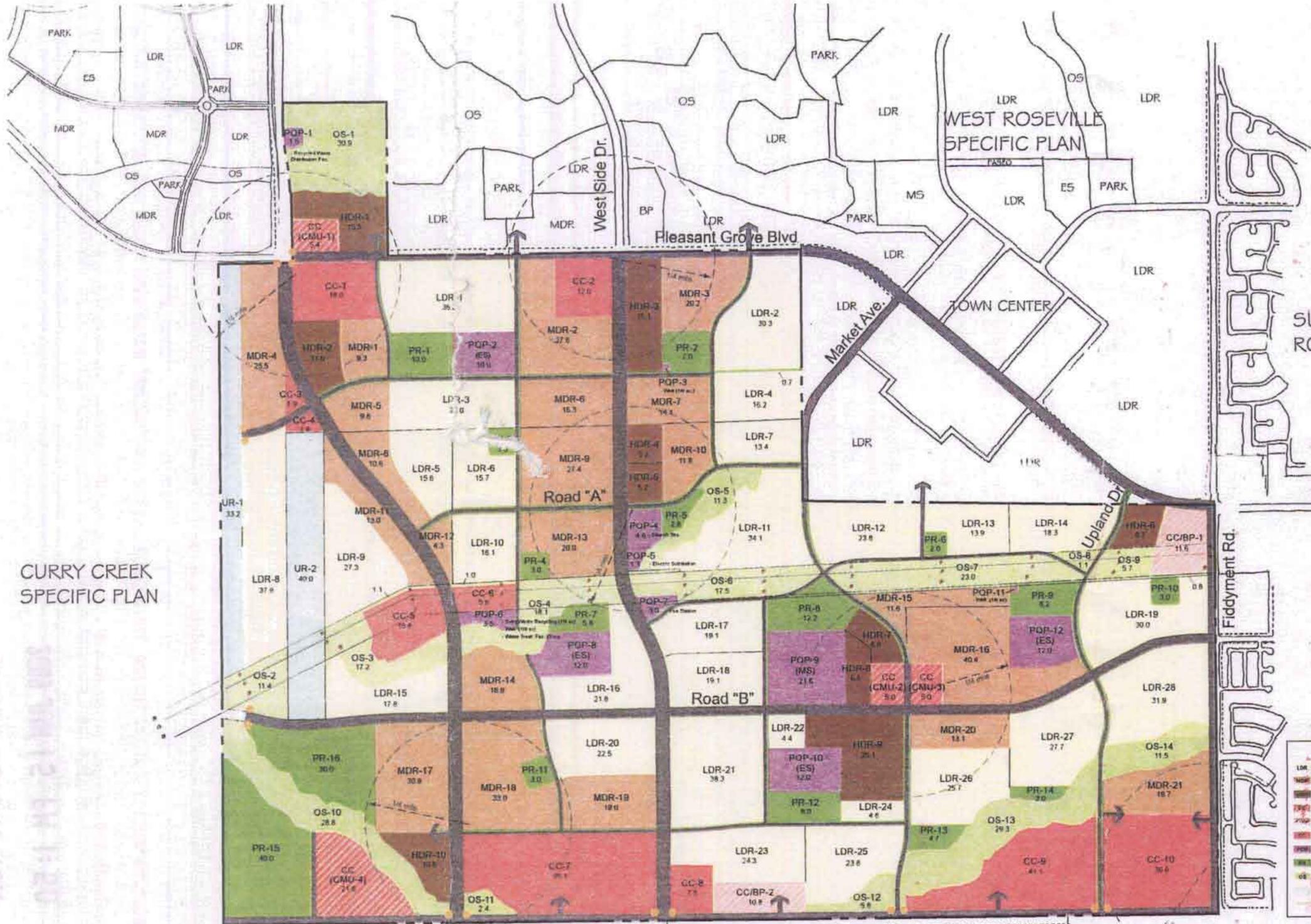
Baseline Road is one of the gateway entrances to the City and with approval of the proposed SVSP will become even more prominent with large commercial centers planned for nearly the entire Baseline Road Frontage. Consistent with other specific plan areas in the City, to ensure high quality and aesthetically pleasing development the design of individual develop projects are required to be consistent with design guidelines approved as part of the specific plan. In addition to private development projects, City projects and utility infrastructure improvements are also subject to these guidelines. While the SVSP design guidelines have not been finalized, the City's design guidelines typically require masonry walls with enhanced decorative columns (stone, brick, etc.) and/or a trim cap and full screening of the enclosed infrastructure. The Hard Rock Substation (located at the Rocky Ridge/Eureka Road intersection) is an example of a prominently located City of Roseville Electric Substation where specific plan design guidelines were applied to the exterior walls. This is the type of design treatment the City would request for pipeline related above ground facilities. In the event that final design for the pipeline project needs to occur prior to approval of the proposed SVSP design

guidelines, the City will work with PG&E to develop a design that is as consistent as possible with any available draft guidelines.

Thank you for your consideration of our comments. Should you have any questions concerning this letter, please contact me at (916) 774-5334.

Sincerely,

  
Mark Mofse  
Environmental Coordinator



CURRY CREEK SPECIFIC PLAN

WEST ROSEVILLE SPECIFIC PLAN

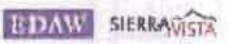
SUN CITY ROSEVILLE

PLACER VINEYARDS SPECIFIC PLAN

LEGEND	
LDR	Low Density Residential 832.8 ac
MDR	Medium Density Residential 204.4 ac
HDR	High Density Residential 107.8 ac
CC	Commercial Mixed Use 37.0 ac
CCO	Commercial/Office Mixed Use 22.4 ac
CCP	Community Commercial 198.8 ac
CCPB	Public / Quasi-Public 82.0 ac
PR	Parks & Recreation 145.7 ac
OS	Open Space 214.0 ac
UR	Urban Reserve 73.2 ac
Pass	Passive 40880 ft.

■ Total projected residential units = 5,829 dwelling units  
 ■ Density exceptions are as follows: LDR = 8 du/acre, HDR = 10 du/acre, HDR = 20-30 du/acre  
 ■ Average residential density: Street 4.5 du/acre, Inter 8.5 du/acre, Inter 11.3 du/acre  
 ■ Total active park requirement: Neighborhood Park 75.7 ac, Citywide Park 75.7 ac  
 ■ Estimated nonresidential uses: Commercial (Total) 2,195 sq ft, Incl. CSMO, Other/Other 250K sq ft (10 35 PARK)  
 The acreages shown above are approximations and should be conceptual planning purposes only

DATE: 01/22/08



SIERRA VISTA SPECIFIC PLAN  
**Conceptual Land Use Plan**

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ALISA J. STEPHENS  
8267 S. Lake Circle  
Granite Bay, CA 95746  
Telephone: (916) 791-2251  
Cell: (916) 764-0950

June 3, 2009

Crystal Spurr, Project Manager  
California State Lands Commission  
100 Howe Avenue, Suite 100-South  
Sacramento, CA 95825

Re: Pacific Gas and Electric Company (PG&E) Line 406-407 Natural Gas Pipeline

Dear Ms. Spurr:

I am a co-owner of the F.E. Mast farm located at 13990 County Road 88A, Esparto, Yolo County, California 95627. The property is 58.5 acres, consists of two parcels, APN 48-200-04 and 48-200-06, which are bisected by County Road 88A. Our family farmhouse is on the West parcel. There are outbuildings. The farmhouse and outbuildings were built in approximately the 1890's. My Grandfather, Floris E. Mast, purchased the farm in 1924. It has been in the family since then. It is prime agricultural land, typically planted in irrigated row crops, such as tomatoes, sunflowers and alfalfa. It is in the Williamson Act. We have our own agricultural and domestic wells.

Enclosed is a photograph of the route of the proposed pipeline, with our farm outlined in black. As you can see, the pipeline would bisect our two parcels from West to East. **Our primary concern is that this would segment our small farm property, making it less viable as an agricultural enterprise.** The following are our objections to the proposed location of the pipeline, which would cut through our property:

1. The pipeline easement will segment our 58.5 acre farm, making it less viable as an income-producing agricultural enterprise;
2. The pipeline will run through prime agricultural property, causing significant impact to agricultural resources;
3. We intended to plant a vineyard or an orchard on the property in the future. With the proscription against grapes and trees in the easement, our future plans cannot be realized. Several almond orchards have been planted in close proximity to our land in the past few years;
3. The pipeline will be in close proximity to our farmhouse (less than .5 mile), creating an unacceptable hazardous risk of fire, explosion and natural gas leakage into the environment;

4. The pipeline could degrade the groundwater which we use via our wells for agricultural and domestic use;

5. The eucalyptus trees on the North boundary of the property are a habitat for owls and Swainson's hawks, and there are a myriad of other birds on the property: pheasants, Valley quail, redwing blackbirds, magpies and others. Swainson's hawks are a protected species; attached is a map from the USDA Natural Resources Conservation Service showing a concentration of Swainson's hawks on and around our farm. There is no hawk concentration along County Road 16.

In reviewing the EIR, there are several proposed alternate routes that would **minimize segmenting prime farmland. Segmenting prime agricultural land has a significant negative impact on agricultural resources, decreasing the segmented land's viability as an agricultural economic enterprise.** Yolo County's General Plan, adopted on July 17, 1983, sets for the following goal, objective and policy:

**“Goal AG-1: Conserve and preserve agricultural lands in Yolo County, especially areas currently farmed or having prime agricultural soils and outside existing planned communities and city limits.”**

The location of the proposed pipeline does not comply with the General Plan. The pipeline will cause permanent loss of farmland for vineyard and orchard use. Further, Paragraph 4.1.1 of the EIR states:

**“The proposed alignment of the pipeline parallels existing county and farm roads to the maximum extent feasible; however, some portions will cross through agricultural lands containing crops.”**

**This statement is untrue!** The route of the proposed pipeline in Western Yolo County begins running along Road 17, but then jogs South **and runs directly across prime cropland when it could easily be routed parallel to existing county roads, avoiding cropland.**

With the primary goal being to preserve prime agricultural land in Yolo County, my preferences with respect to the proposed pipeline, are as follows (in order from highest to lesser preferences):

1. **No pipeline;**
2. **Option A.** This would follow existing County Road 16 to I-505. See Figure 3-2B, Map 3. The pipeline would run **along the boundaries of agricultural fields, not through them.** There are almost no structures or trees along CR 16. Under Option A there is only 1 residence located within 200' of the pipeline, whereas 8 residences would be located within 200' of the pipeline for the proposed project. **Option A would cause the least impact on homes and agricultural cropland.**
3. **Option F.** This would following existing CR 17 and then jog North through the Dunnigan Hills. The route would run along CR 17 instead of bisecting fields. See Figure 3-2E, Map 1. **Under Option F no houses would be within 200' of the pipeline.**

4. **Option B.** The route would follow CR 16, and then turn South to cross I-505. See Figure 3-2B, Map 4. **This route results in 2 miles less bisecting agricultural lands.** This is a sparsely populated area and no residences are located within 200' of the proposed pipeline.

5. **Option E.** This route follows existing CR 19, resulting in less bisecting of agricultural land. Three residences would be located within 200' of the proposed pipeline, less than the 5 residences under Option D.

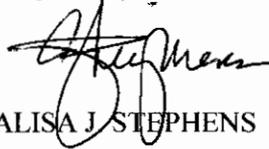
6. **Option D.** This route would shift a nearly 2-mile portion of the pipeline from bisecting 10 agricultural fields located between CR 17 and CR 19 to the agricultural field boundaries along CR 17. It is preferable to locate the pipeline along existing county roads than to bisect fields. The drawback of this option is that the pipeline would be located within 200' of 5 residences.

**It is my opinion that the primary factor in deciding the route of the proposed pipeline is to avoid bisecting, and thus segmenting, prime agricultural cropland. Bisecting cropland, vineyards and orchards causes a permanent loss of agricultural resources. Segmenting agricultural parcels, especially small ones such as ours, makes the parcels less viable as an agricultural enterprise.**

**In looking at PG&E's proposed route, it is clear that it is a "straight shot" through cropland for purposes of keeping its cost as low as possible. Please do not permit that to happen, as there are very viable alternate routes which run along existing county roads, particularly CR 16 which is little used and has only 1 structure and few trees. Aesthetic impact to CR 16 would be de minimus.**

Thank you for considering my comments and preferences. Please do not hesitate to contact me if you wish further information.

Very truly yours,



ALISA J. STEPHENS

Encs.

Cc: Ed Mast  
Wilma Stephens Hill  
Howard and Bonnie Lopez  
Yolo County Farm Bureau

# PG&E Proposed 406 Pipeline Hungry Hollow, Yolo County Part

Date: 7/16/2007

Customer(s): [REDACTED]

District: YOLO COUNTY RESOURCE CONSERVATION DISTRICT

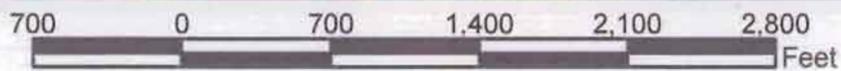
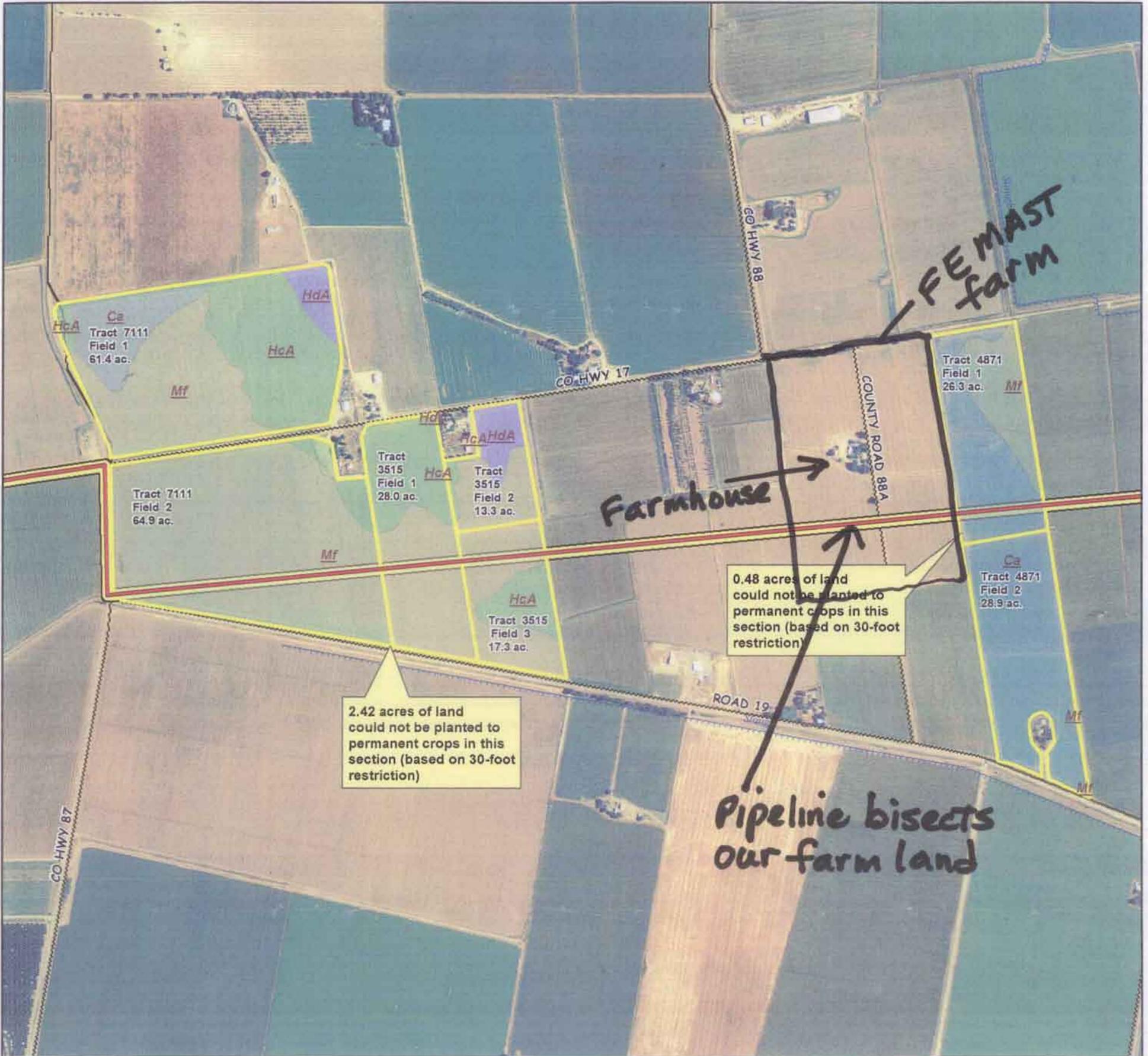
Approximate Acres: 3

## - SOILS -

Field Office: WOODLAND SERVICE CENTER  
Agency: USDA Natural Resources Conservation Service

Assisted By: PHIL HOGAN

State and County: CA, YOLO



### Legend

- Howard Lopez 30-foot restriction - 3.0 total acres
- Lopez Properties
- Buffer\_of\_Line\_406\_S\_Alt\_(Hungry\_Hollow\_Part)\_ - 29,765\_ft\_(34 acres)
- ▶ Line 406 S. Alt. (Hungry Hollow Part) - 29,765 ft.
- Canals
- Intermittent Streams
- Perennial Streams
- Roads

### Soils Map

#### MUSYM, MUNAME

- Ca, Capay silty clay
- HcA, Hillgate loam, 0 to 2 percent slopes
- HdA, Hillgate loam, moderately deep, 0 to 2 percent slopes
- Mf, Marvin silty clay loam

N

