



ARNOLD SCHWARZENEGGER
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



CYNTHIA BRYANT
DIRECTOR

Notice of Preparation

RECEIVED

APR - 3 2008

Planning & Redevelopment
Department

March 28, 2008

To: Reviewing Agencies

Re: Sierra Vista Specific Plan, Annexation, Sphere of Influence Amendment, and General Plan Amendment
Project
SCH# 2008032115

Attached for your review and comment is the Notice of Preparation (NOP) for the Sierra Vista Specific Plan, Annexation, Sphere of Influence Amendment, and General Plan Amendment Project draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Kathy Pease
City of Roseville
311 Vernon Street
Roseville, CA 95678

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Project Analyst, State Clearinghouse

Attachments
cc: Lead Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2008032115
Project Title Sierra Vista Specific Plan, Annexation, Sphere of Influence Amendment, and General Plan Amendment
Lead Agency Project
Roseville, City of

Type NOP Notice of Preparation
Description The Sierra Vista Specific Plan (SVSP) proposes to provide comprehensive planning for the 2,178 acre SVSP project area. The proposed project would include development of a mix of land uses, including residential, commercial, office, public/quasi-public, parks, open space, and urban reserves. The SVSP will address all aspects of future development within the SVSP project site including land use, circulation, resource management, infrastructure, public services, implementation and design.

Lead Agency Contact

Name Kathy Pease
Agency City of Roseville
Phone (916) 774-5276 **Fax**
email
Address 311 Vernon Street
City Roseville **State** CA **Zip** 95678

Project Location

County Placer
City Roseville
Region
Cross Streets Baseline Road and Fiddymment Road
Parcel No.
Township 11N **Range** 5E **Section** 35,36 **Base**

Proximity to:

Highways
Airports
Railways
Waterways Curry Creek
Schools
Land Use Rural residential and agriculture/F-B-X 20 acre minimum & F-B-X 80 acre minimum/Agriculture/Timberland 80-Acre Minimum

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife; Growth Inducing; Landuse; Cumulative Effects; Soil Erosion/Compaction/Grading

Reviewing Agencies Resources Agency; Department of Conservation; Cal Fire; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Game, Region 2; Native American Heritage Commission; Caltrans, Division of Aeronautics; California Highway Patrol; Department of Housing and Community Development; Caltrans, District 3; Air Resources Board, Transportation Projects; Regional Water Quality Control Bd., Region 5 (Sacramento)

Date Received 03/28/2008 **Start of Review** 03/28/2008 **End of Review** 04/28/2008

Sierra Vista Specific Plan

NOP Index

ADEIR November 2009

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4	04/18/2008	Nicholas Deal, Department of Transportation
5	04/24/2008	Terry Davis, Sierra Club, Mother Lode Chapter
6	04/25/2008	Jonathan Brines, Susan Brines, 1709 San Jose Way, Roseville, CA
7	04/28/2008	Jan McKinsey, 8085 Stagecoach Circle, Roseville, CA
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600 Sixth Street
Lincoln, CA 95648
www.ci.lincoln.ca.us

- Main City Phone*
916-434-2400
- City Manager's Office*
916-434-2490
- Community Development*
916-434-2470
- Parks & Recreation*
916-645-5298
- Public Works*
916-434-2450
- Administrative Services*
916-434-2430
- Fire*
916-434-9568
- Library*
916-434-2410
- Police*
916-645-4040

April 9, 2008

Kathy Pease
Senior Planner, AICP
City of Roseville Planning & Redevelopment
311 Vernon Street
Roseville, Ca. 95678

RECEIVED
APR 14 2008
Planning & Redevelopment
Department

Re: Notice of Preparation of a Draft EIR – Sierra Vista Specific Plan

Dear Ms. Pease:

Thank you for the opportunity to provide comments regarding the scope and content of the proposed environmental documentation for the Sierra Vista proposal. The City of Lincoln would be interested in having following addressed in the environmental document.

Traffic Circulation.

The City of Lincoln recently completed its General Plan update which proposes to expand the boundaries of its sphere of influence and the areas planned for urban development. In addition there are several other projects that are being proposed in the unincorporated portions of the County for development, Placer Vineyards, the Regional University, and development of the Curry Creek area. The traffic modeling for the Sierra Vista Specific Plan project should include a cumulative analysis that incorporates the City of Lincoln's land use information from its General Plan update and all of the proposed projects within the unincorporated portion of the County. The City would request that the cumulative traffic analysis evaluate the potential need to extent and upgrade Dowd Road as a potential transportation improvement to handle north south traffic movements within the region and a link to Watt Avenue.

I hope these comments will assist you in the preparation of the environmental impact report. Should you require additional information regarding these comments or have questions concerning them, please do not hesitate to contact me at your convenience.

Sincerely,

Rodney Campbell
Director Community Development

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

California Highway Patrol
9440 Indian Hill Road
Newcastle, CA 95658
(916) 735-3344
(800) 735-2929 (TT/TDD)
(800) 735-2922 (Voice)

**RECEIVED****APR 23 2008**Planning & Redevelopment
Department

April 16, 2008

File No.: 220.10284.11784.SCH#2008032115

Ms. Kathy Pease, Senior Planner, AICP
City of Roseville Planning and Redevelopment Department
311 Vernon Street
Roseville, CA 95678

Dear Ms. Pease:

Recently, the California Highway Patrol (CHP) Auburn Area had the opportunity to review the Notice of Preparation for the Sierra Vista Specific Plan, Annexation, Sphere of Influence Amendment and General Plan Amendment Project Draft Environmental Impact Report SCH#2008032115. We believe the growth discussed will have a major impact on the mission of the CHP of providing safety and service to the public as they use the highway transportation system within Placer County. The project as outlined will substantially increase traffic volume and impact the State highways and roadways within the southern portion of Placer County, primarily Interstate 80 (I-80), State Route 65 (SR-65), west of Fiddymont Road, north of Baseline Road to approximately ½ mile west of the intersection of Watt Avenue, and south of the West Roseville Specific Plan.

The effect this project will have on the Auburn CHP Area could be significant in the number of residents it will attract. The proposed plan encompasses approximately 2,178 acres of land currently in the City of Roseville and western Placer County. The plan calls for the construction of 9,995 dwelling units, with a possible increase of 25,219 new residents and 2,419,113 square feet of retail and office uses, resulting in approximately 5,821 jobs. The project would also provide sites for construction of four elementary schools, one middle school and a fire station. This project will contribute a significant amount of traffic volume on regional roadways and intersections that would exceed their current capacity.

The Auburn CHP Area office is responsible for more than 800 square miles of area in west Placer County, which includes I-80, S.R. 49, S.R. 193, S.R. 65, and over 1,100 miles of county roadways. We are committed to providing the maximum amount of service and traffic enforcement allowable with our current staffing levels. This project will impact our ability to provide traffic law enforcement services, unless additional staffing is allocated to patrol this project.

There are no immediate plans to augment the workforce in the Auburn CHP Area Office, nor are there any major roadway projects to significantly increase the traffic capacity of I-80 or SR-65. This is an area that should be discussed as this project, along with several other major developments within the immediate vicinity, will have a major impact on traffic.


Ms. Pease
Page 2
April 16, 2008

In order for the Auburn CHP Area to adequately patrol the area surrounding the Sierra Vista Specific Plan development, we will need thirty two additional officers to accommodate this project. The additional thirty two officer positions are based on the Placer County Sheriff's Department's staffing formula for providing law enforcement services within Placer County. The PSCO formula is 1.3 personnel per 1,000 residents (1.3:1,000). PSCO is responsible for the same geographic area as the Auburn CHP Area. PSCO is responsible for handling the enforcement of criminal investigations and incidents while the Auburn CHP Area is responsible for handling enforcement of traffic investigations, traffic control and other related traffic incidents within Placer County. Using PSCO's staffing formula; the Auburn CHP Area will need four additional officers to provide traffic enforcement, accident investigation, motor services, and vehicle theft incidents.

I-80, which bisects the City of Roseville, is currently operating at or near maximum capacity. During certain times of the day, I-80 is beyond capacity resulting in gridlock or near gridlock as traffic flows at a seriously reduced speed in both directions. Furthermore, SR-65, which is located on the north edge of Roseville, has already experienced a major increase in usage due to the growth from the cities of Lincoln, Roseville, Rocklin and unincorporated Placer County. Any significant increase in growth will further adversely affect these major routes of travel.

We thank you for allowing our comments regarding the Draft Environmental Impact Report for the Sierra Vista Specific Plan. Through cooperative partnerships with local, county and State entities the CHP will continue to monitor the growth within western Placer County and the surrounding cities for its impact on the CHP's mission.

Sincerely,


RICK WARD, Captain
Commander
Auburn Area

cc: Assistant Chief Sal Segura, Valley Division
Captain Joe Whiteford, Special Projects Section



Department of Energy
Western Area Power Administration
Sierra Nevada Customer Service Region
114 Parkshore Drive
Folsom, California 95630-4710

APR 18 2008

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APR 23 2008

**Planning & Redevelopment
Department**

Ms. Kathy Pease
Senior Planner
City of Roseville
311 Vernon Street
Roseville, CA 95678

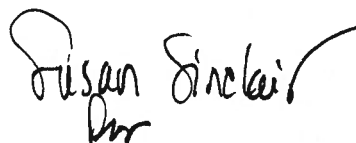
Dear Ms. Pease:

Thank you for the opportunity to comment on the Notice of Preparation of an Environmental Impact Report for the proposed Sierra Vista Specific Plan, Annexation, Sphere of Influence Amendment, and General Plan Amendment Project. The United States Department of Energy, Western Area Power Administration (Western), does not have any objections to the proposed use where the project crosses Western's Cottonwood-Roseville, Roseville-Elverta/Roseville-Fiddyment-Elverta 230-kilovolt transmission line easements provided the project does not interfere with the easement rights and are in accordance with the enclosed General Guidelines. All improvement plans within the easements must be submitted to Western for review and approval for a License Agreement prior to construction. In addition, the following restrictions apply:

1. Structures are not allowed on the easement. Structures, by way of example, not by limitation, shall mean buildings, sheds, mobile homes, signs, storage tanks, septic systems, swimming pools, tennis courts, basketball courts, gazebos, or similar facilities.
2. All vegetation on the easement shall not exceed a maximum height of 12 feet at maturity.
3. Excavation is not permitted within 20 feet of any tower footings and the ground to conductor clearance must be maintained at a minimum of 30 feet at all times.
4. Wells and mining operations are not allowed within the easement.
5. Western shall review fence plans affecting the easement area prior to installation. If fences are placed across the easement, 14-foot wide gates are required for access along the easement.
6. Thirty (30) feet of unobstructed access is to be maintained around the towers.

If you have any questions, please contact Ms. Susan Sinclair at (916) 353-4600.

Sincerely,

A handwritten signature in black ink that reads "Susan Sinclair" in a cursive style. Below the main signature, there is a smaller, less legible signature that appears to be "Heidi R. Miller".

Heidi R. Miller
Realty Specialist

Enclosure

**WESTERN AREA POWER ADMINISTRATION
GENERAL GUIDELINES CONCERNING THE USE OF
ELECTRIC TRANSMISSION LINE RIGHTS-OF-WAY**

**RE: Roseville-Elverta/Roseville-Fiddymont and Cottonwood-Roseville 230-kV
Transmission Lines**

Western Area Power Administration (Western) owns a 250-foot easement along the length of the referenced transmission line. Western's rights within the easement include the right to construct, reconstruct, operate, maintain, and patrol the transmission line.

Rights usually reserved to the landowner include the right to cultivate, occupy, and use the land for any purpose that does not conflict with Western's use of its easement. To avoid potential conflicts, it is Western's policy to review all proposed uses within the transmission line easement. We consider (1) Safety of the public, (2) Safety of our Employees, (3) Restrictions covered in the easement, (4) Western's maintenance requirements, and (5) Protection of the transmission line structures and (6) Road or street crossings.

The outline below lists the considerations covered in the review. Please note that some items may overlap. This outline has been prepared only as a guide; each right-of-way encroachment is evaluated on an individual basis.

1. Safety Of The Public
 - A. Approval depends, to a large extent, on the type and purpose of the development. Western takes our obligation to public safety very seriously. To insure our obligation, any use of the easement that will endanger the public will not be allowed or strongly discouraged (e.g., kite flying is prohibited).
 - B. Metal fences must be grounded in accordance with applicable safety codes.
 - C. Lighting standards shall not exceed a maximum height of 15 feet and not placed directly under the conductors (wires). All lighting standards must be grounded.
 - D. All vegetation on the easement shall not exceed a maximum height of 12 feet at maturity.
 - E. Structures are not allowed on the easement. Structures include, but are not limited to, buildings, sheds, swimming pools, basketball courts, tennis courts, gazebos, etc.
 - F. No ground elevation changes are allowed which would reduce the ground to conductor clearance below 30 feet.

2. Safety Of Our Employees

Vegetation and encroachments into our right-of-way requires our crews to take action, which places them at risk. Therefore, any vegetation or encroachments that present a risk to our employees will not be allowed.

3. Restrictions Covered In The Easement

The easement prohibits the following: (1) any use that will interfere with or damage the equipment of the United States, (2) digging or drilling of a well, (3) erecting buildings or structures, (4) placing or piling up material within the easement boundaries. The easement gives Western the right to remove trees, brush or other objects interfering with the safe operation and maintenance of the line.

4. Maintenance Requirements

- A. Berms shall not be placed next to the base of the transmission line tower.
- B. Any proposed improvements to the easement (including grading, parking lot, lighting, landscaping, fences, etc.), must be reviewed by Western to assure that they will not interfere with the safe operation and maintenance of the transmission line.
- C. A 14-foot gate is required in any fences that cut off access along our easement.
- D. Thirty (30) feet of unobstructed access is to be maintained around towers.

5. Protection Of The Transmission Line Structure (Towers, Guy Wires, etc.)

- A. If the proposed use increases the possibility of a motor vehicle hitting the transmission line structure, an appropriate guard rail shall be installed to protect the structure (e.g., parking lots or roads).
- B. Trench digging, which would weaken or damage the structure, is prohibited.
- C. No ground elevation changes are allowed within 20 feet of the structure, and in no case shall the conductor to ground clearance be reduced below code limitation.

6. Roads Or Street Crossings

Western's policy is to have roads or streets cross the easement at right angles, or as nearly at right angles as possible, so that a minimum area of the road or street lies within the transmission line easement.

Requests for permission to use the transmission line right-of-way should be submitted to:
Western Area Power Administration, Sierra Nevada Regional Office, Attn: Realty Officer,
114 Parkshore Drive, Folsom, CA 95630.

DEPARTMENT OF TRANSPORTATION

DISTRICT 3

703 B STREET

P. O. BOX 911

MARYSVILLE, CA 95901-0911

PHONE (530) 741-5151

FAX (530) 741-5346

TTY (530) 741-4509

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April 18, 2008

RECEIVED**APR 23 2008**Planning & Redevelopment
Department

Ms. Kathy Pease
City of Roseville
311 Vernon Street
Roseville, CA 95678

SCH # 2008032115

Dear Ms. Pease:

Thank you for the opportunity to review and comment on the Notice of Preparation of an Environmental Impact Report for the Sierra Vista Specific Plan, Annexation, and General Plan Amendment project. Our comments are as follows:

- A Drainage Design Report should be completed. No drainage plans, drawings, calculations, or hydrologic/hydraulic reports were received with the application. In order to adequately evaluate impacts upon the State's right-of-way and drainage facilities, a detailed drainage plan with "pre-construction" and "post-construction" hydraulic calculations should be supplied for our review. Please request these calculations and send them to Caltrans District 3 at the above address in Marysville for review prior to final project approval
 - The project has the potential to create significant negative hydrologic, hydraulic, and water quality impacts. The development of this site will increase impervious surface area through the construction of roads, driveways, homes, garages, and other various structures with a corresponding increase in surface water (storm water) runoff. This project will decrease surface water detention, retention, and infiltration. Any cumulative impacts arising from the effects of this development on surface water runoff discharge should be minimized through project drainage mitigation measures.
- A Traffic Impact Study (TIS) should be completed and include an analysis of impacts to the State Highway System. The TIS should consider all possible traffic impacts to all ramps, interchanges / intersections and mainline segments of Interstate-80, State Route 65, and State Route 99. Cumulative impacts from this project and other projects in the area should also be studied. A copy of the TIS guide can be downloaded at:
<http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.p>

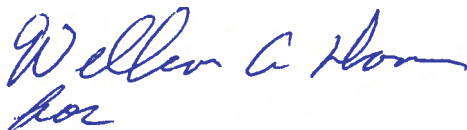
Ms. Kathy Pease
April 18, 2008
Page 2

df. We would appreciate the opportunity to review the scope of the TIS before the Study begins.

- Please provide the following in the TIS: (for general plan amendment or update)
 - Existing Conditions: current year traffic volumes and peak-hour LOS analysis of the effected State highway facilities.
 - Proposed Project Only With Select Link Analysis: Trip generation and assignment for build-out of general plans.
 - General Plan Build-out Only: Trip assignment and peak hour LOS analysis. Include current land uses and other pending general plan amendments.
 - General Plan Build-out Plus Proposed Project: Trip assignment and peak hour LOS analysis. Include proposed project and other pending general plan amendments.

Please provide our office with copies of any further actions regarding this development. If you have any questions regarding these comments, please do not hesitate to contact Cassandra Eaton, of my staff, at (530) 634-7612.

Sincerely,



NICHOLAS DEAL, Chief
Office of Transportation Planning – East



**SIERRA
CLUB**
FOUNDED 1892

MOTHER LODGE CHAPTER

801 K STREET, SUITE 2700
SACRAMENTO, CA 95814
TEL. (916) 557-1100 EXT. 119 FAX: (916) 557-9669
info@mlc.sierraclub.org – www.motherlode.sierraclub.org

April 24, 2008

Kathy Pease
Planning and Development Dept.
City of Roseville
311 Vernon St.
Roseville, CA 95678

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APR 28 2008

Planning & Redevelopment
Department

RE: Notice of Preparation for EIR – Sierra Vista Specific Plan

Dear Ms. Pease,

On behalf of the Mother Lode Chapter of the Sierra Club, thank you for the opportunity to comment on the NOP for preparation of the Sierra Vista Specific Plan Environmental Impact Report.

The NOP notes that the site is approximately 2,178 acres. The project would develop 1,934 of those acres as residential, commercial, parks and other urban uses. 244 acres would be in open space, but only a smaller portion would be preserved in its natural state since the total acreage includes a WAPA corridor which could have significant disturbance. As noted in the NOP, high value aquatic resources dominate the site: “Curry Creek, a perennial stream, seasonal wetland swales, and seasonal wetlands, are located throughout the project site.”

The project will impact vernal pool resources and special-status species.

Of particular note are the vernal pool resources present on the project site. Surveys conducted by Placer County in conjunction with Placer Legacy and the Placer County Conservation Plan identified 871 acres of vernal pool complex grasslands on the site. The U.S. Fish and Wildlife Service (USFWS) has recognized that the entire 2,178 acre site is essential to the recovery of vernal pool species. The “Recovery Criteria” in the *Recovery Plan for Vernal Pool Ecosystems of California and Southern Oregon* identifies the Sierra Vista site as occupying a portion of the “Priority Core Area” for vernal pool tadpole shrimp and vernal pool fairy shrimp. Under the Recovery Plan, 85% of these core areas must be protected, as well as 80% of species occurrences.

The current project design fails to avoid onsite vernal pools and related uplands.

The City is engaged in obtaining federal permits to fill significant wetlands and both directly and indirectly impact vernal pools and associated listed species. As currently designed, the project fails to avoid onsite vernal pool complexes. The Conceptual Land Use Plan (March 2008) reveals that the limited acreage of unimpacted open space would be along narrow linear stream courses, leaving inadequate uplands to ensure the long-term functionality of the few vernal pools that would be avoided.

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CEQA mitigations should be aligned with those required to obtain federal permits.

In order to obtain a Section 404 permit under the Clean Water Act from the US Army Corps of Engineers and a favorable Biological Opinion from the US Fish and Wildlife Service, either major design changes will have to be made that avoid significant impacts to wetlands and vernal pools, or mitigation with substantial offsite preservation must occur. Onsite avoidance or mitigation through offsite preservation in ratios that are sufficient to meet the goals of the Vernal Pool Recovery Plan should be incorporated into the CEQA document. Otherwise, inefficient and lengthy delays occur when CEQA mitigations are markedly different from those required to obtain federal permits.

Mitigations for impacts to sensitive habitat should be consistent with the City's MOU with USFWS.

In anticipation of the impacts that Roseville annexations would have on sensitive habitats, the City of Roseville and the USFWS crafted an MOU. This agreement was coupled with federal permits that were granted for the expansion of the Pleasant Grove Wastewater Treatment Plant, which enabled urban development in areas critical to the recovery of vernal pool species. The MOU commits the City of Roseville to "develop and implement a long-term habitat conservation program (HCP), or its equivalent, to minimize the effects of future development on federally listed species." Fundamental to habitat conservation planning is the preservation of large linked preserves that are based on the conservation of existing resources, rather than the creation or restoration of vernal pool wetlands. CEQA mitigations for Sierra Vista should reflect the spirit and intent of the MOU.

In the absence of an HCP, mitigation ratios must be consistent with the Vernal Pool Recovery Plan.

If the City of Roseville fails to "develop and implement a long-term habitat conservation program (HCP), or its equivalent," offsite mitigation must be in ratios consistent with the 85% rate of preservation in the USFWS Vernal Pool Recovery Plan. Given that the proposed project would directly or indirectly compromise 100% of the vernal pool habitat onsite (due to direct impacts and incompatible adjacent uses), offsite preservation should reflect the 6.6:1 ratio implicit in the 85% guideline. Thus, given that 871 acres of vernal pool complex habitat have been identified onsite in recent biological surveys, offsite preservation should total 5,748.6 acres of existing vernal pool complex grassland.

The project must incorporate mitigations for climate change impacts.

With the passage of AB32 and SB 97, greenhouse gas emissions must be addressed under CEQA. The EIR for Sierra Vista must evaluate the project's climate change impacts, and adopt all feasible measures to mitigate those impacts.

I appreciate the opportunity to comment on the NOP for the Sierra Vista Specific Plan EIR. Please keep me informed of any notices and documents related to this project. I can be reached at the address on the letterhead, or terry.davis@sierraclub.org and 916 557-1100 ext. 108.

Sincerely,



Terry Davis
Conservation Program Coordinator

1709 San Jose Way
Roseville, CA 95747
April 25, 2008

Senior Planner
City of Roseville Planning & Redevelopment
311 Vernon Street
Roseville, CA 95678

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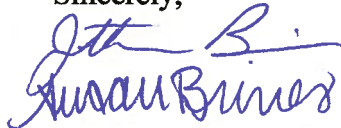
Dear Kathy Pease;

I am responding to your call for written comments regarding the impact of the Sierra Vista Plan Project.

As an adjacent homeowners to the proposed site we are concerned about the environmental impact of the nearby Salmon habitat which could be affected by construction runoff. We are also concerned about the impact to a beaver habitat on the proposed site. A beaver dam is visible from Baseline Road about a quarter mile west from Fiddymont Road.

Largely, we are concerned about the project undercutting the house values in our neighborhood. We've already lost 35% of the value of our home due to the slumping housing market in Roseville. We believe we would face financial ruin, along with our neighbors, if homes sites are prepared for another 26,000 residents at the Sierra Vista Project. There is already a large supply of such homes in West Park. I believe this project needs to be delayed until the market rebounds for the sake of all Roseville residents. Thank you for listening to my concern.

Sincerely,



Jonathan Brines
Susan Brines
Roseville Homeowners

Kathy Pease, Senior Planner, AICP
City of Roseville Planning & Redevelopment
311 Vernon Street Roseville, Ca 95678
(916) 774-5276 FAX 774-5129
Kpease@roseville.ca.us

April 28, 2008

US Army Corps of Engineers
Attn: Nancy Haley
1325 J Street, Room 1480
Sacramento, Ca 95814-2922
(916) 557-7731
SierraVista@usace.army.mil
Nancy.A.Haley@usace.army.mil

Dear Ms. Pease and Ms. Haley,

Subject: Comments on Notice of Preparation of a Draft Environmental Impact Report & Environmental Impact Statement (Id. Nr. #200601050) for the Sierra Vista Specific Plan - (Annexation, Sphere of Influence, & GP Amendment).

Thank you for the opportunity to comment on the NOP for the Sierra Vista Specific Plan.

My major concern is that new growth should fully fund the required infrastructure and services needed for their new development and the related impacts/upgrades to existing infrastructure and services. Please identify under all topics/elements whether the new development's required portions are fully funded, the source of the funding mechanisms, and any deficiencies and the amount or portion that will be needed.

STATE HIGHWAYS & ROADWAYS

A recent Press Tribune article stated the Lincoln By-Pass used all Placer's share of State Funding for the next 15 years. Please clarify and expand on the impacts this will have on all pending and/or proposed projects in our area/region that require State Funding. Identify how SVSP will impact those projects.

Please identify availability of Federal Funding for the various impacted pending and/or proposed projects that qualify for Federal Funding.

As I understand it, the current County impact fees for Hwy 65 only cover improvements to the Interchanges. Please address if this is correct and if the current impact fees will fully fund all the improvements or was there an assumption there would be State Funding to assist with the improvements.

It is also my understanding; improvements to the merge/connection from Hwy 65 to Hwy 80 and from Hwy 80 to Hwy 65 ramps will be needed and are being planned. Please verify and clarify how this is being funded; and, how much of it will be funded from what sources? If there is not a local fee impact program for these improvements, why not?

Also, the widening of Hwy 65 and how it will be funded needs to be addressed. Since portions of Hwy 80 and Hwy 65 in the Roseville area are the most congested, it is recommended a State Highway Impact Fee mitigation program be developed and implemented for widening and the merge/connection ramps. It is understood this is a regional problem and new development cannot fully fund all of the required improvements. Lincoln, Rocklin and Loomis should be involved to work toward a multi-jurisdictional regional solution. However, a lot of the large population growth has been occurring in the Roseville area which brings up the need to implement a State Highway Impact Fee Program now to cover all of the above concerns.

Please identify all current traffic impact fee programs and how much is being collect for which projects and if the fees will cover the total projects. Please have the appropriate agencies perform the analysis and/or nexus studies to develop the State Highway Fee program. Please note El Dorado County developed a State Highway Impact Fee to improve Hwy I-80.

The concern for a State Highway Impact Fee Program in Roseville and Placer County has been raised in several documents and at various hearings. This should be done in Roseville and Placer County now before anymore projects are approved. As an example, this same concern was raised in writing as long ago as the West Roseville Specific Plan approval. Without a State Highway Impact Fee Program, the opportunity to collect Fees on over 8,000 units has been lost along other recent project approved units.

Shouldn't major projects that impact the state highways be limited until the source of funding and the mechanisms are in place to accommodate reasonable regional growth? Or what protections will be put in place to collect these fees?

The need for widening and/or new highways is driven by new development and should be paid for by new development. An adequate nexus study could address the existing residents and pass through traffic versus the new residents issue.

OTHER ELEMENTS & ROADWAY PROJECTS

How is this project, the growth inducing and cumulative impacts addressed in a regional approach to planning?

There needs to be a concurrency aspect that assures that all of the needed infrastructures will be in place at the time of the start of a construction area or phase contained in the plan. Will this be included in the plan?

One example, was SVSP a foreseeable project considered with the adopted South Sutter County Specific Plan and also being considered with the potential Placer Parkway approval? I'm using this example as a way to try to address and link the need to fund various roadway projects. My point is, I know this project is being considered in the review for the Placer Parkway project approval and currently limited fees are now being collected for the Placer Parkway. However I do not know what Sutter County considered when they approved their projects and if they developed fees for their approvals. Therefore, when it comes time to address Placer Parkway regionally (and my other comments below), how the Placer Parkway route/alternative is being selected is a concern. What impact does Sutter County have in the route/selection if they did not consider Roseville/Placer County projects and start collecting fees for the Placer Parkway? To future clarify my point; Placer Parkway should consider the amount of Roseville residents it can serve. The route/alternative selection shouldn't be based on the need to serve Sutter County if it hasn't even started a fee program for the Parkway (there should be a broad range issues considered in the selection process).

Please identify the Placer Parkway Alternatives and their locations in relation to this project and other projects in the area including pending and proposed projects. Identify the number of units in each project along with population projections. Please include Sacramento and Sutter County projects with their projections.

Does one of the Placer Parkway Alternatives go through this project? How will the Right of Ways/ROW be protected? Considering the proximity to the Placer Parkway will there be any parallel roads to support traffic circulation? Please identify the funding for the Placer Parkway. As I understand it, the current fees only cover the Environmental Review. Fees are not yet being collected for the purchase of right of ways, design and construction of the Parkway. Please verify this information and develop a fee program to fully fund a 6 lane Parkway and include a requirement for this project to pay into that program.

Could the Placer Parkway better serve the region as another "Freeway/Highway" linking various areas regionally? I feel moving the Parkway project forward would be essential to eliminate the Health and Safety Risks of the increase in Truck Route traffic on Blue Oaks Blvd. Please address the increase in truck emissions versus car emissions; and what impact that has on the Air Quality in the area of Blue Oaks and that of the new Placer Parkway.

In particular, address the increase in poor air quality on Blue Oaks due to truck traffic versus just car traffic in the vicinity of the Senior Community of Sun City Roseville. Can Mitigation include an Air Quality Monitoring Station in this area funded by various new projects in this area?

New Highways and links are needed in this Region. Roseville is now a Metropolis. If I recall correctly, once the population reaches 100,000 it is considered a metropolitan zone. Roseville has embraced the smart growth concept with recent project approvals. It is now to time to look for ways accommodate the new population projections with an adequate transportation system. With these population numbers beginning to compete with the Bay and LA Areas, we need to look for more Highways and links to them. The Bay and LA areas have numerous freeways surrounding them. Even the Sacramento freeway system also circles the downtown area with numerous connections. The north side of Sacramento created the Hwy 80 by-pass to move traffic toward Reno and Roseville.

Roseville currently is limited in the Highway circulation patterns. My concern is the amount growth in West Roseville and that region without consideration of major traffic solutions, including highway systems, will create worse congestion and worse air quality than is currently experienced in the Douglas, Sunrise and Cirby areas.

Please identify the overall total units and population projections in this area including Sacramento and Sutter. Please verify if this number is over approximately 150,000 people or more. If this number is anywhere over 100,000 people, please use several examples of where this many people is stuck in what I would term in-fill without a freeway system as part of the circulation element?

If Roseville is to be considered a "Destination City" for the current massive growth projections in this developing region, it appears the only prominent way to get into Roseville is Baseline, Pleasant Grove and Blue Oaks Blvd feeding onto the freeway and E Roseville Parkway as the only available arterial for connection into Roseville. This will not only over burden Hwy 65/80 but Roseville Parkway as well. Please address this.

Please address medical and fire emergency response times. In particular, Blue Oaks and Pleasant Grove are the major roads that feed onto E Roseville Parkway to get to Health Care Facilities of Sutter and Kaiser. How will the Health and Safety issues be addressed without a loss in level of service?

Circulation patterns should consider parallel roads especially in (but not limited to) the area of Baseline Road, Watt Avenue and potentially Placer Parkway.

Where are park and ride locations?

TRANSPORTATION WORKSHOP/PRESENTATION

Due to the large projects and growth that will be experienced in this area/region, I would like to suggest before anymore pending/proposed projects get through the DEIR phase, the City and County conduct a public out-reach program on the amount of traffic that will be created in this area.

RAIL AND LIGHT RAIL

Why aren't Rail and/or Light Rail being considered and Planned for in the future? Sacramento is planning a route to the International Airport; it seems this would be the time to start planning for Lt Rail to connect to Sacramento and the International Airport. With all the growth and the Universities planned for this area this seems like the right time to start planning for rail/light rail and collect funds for those improvements sometime in what I realize would be a distant future. Route consideration could be from Sacramento/International Airport to I-5, R-70/99 to Baseline Road and/or Placer Parkway and to areas of the Universities and large developments in this area.

Please address the long term possibility of High Speed Rail. Consider long term, how Rail/Lt. Rail in this area might connect with High Speed Rail.

Please further address Bus Rapid Transit and its potential routes and expanded availability from this area to the International Airport. Mitigation should include funding the additional "Electrical or Non-Fuel type" buses to serve this area.

HIGH DENSITY - SACOG'S BLUEPRINT PROJECT

This project is 2,178 acres with approximately 9,995 units while the Blueprint project of Placer Vineyards is 5,230 acres with 14,132 units. Placer Vineyards was originally proposed with over 21,000 units and yet it was approved with the 14,132 units as complying with the increased density of the Blueprint Program. So why is this project so dense? Please discuss this, giving examples of Roseville's overall density and that of Placer Vineyards and other pending and more current proposals. Compare and provide this density relationship on current density in Roseville and all pending and proposed projects in area.

Suggest a Project Alternative that reduces the density to be more in line with the Placer Vineyards or another project that complies with the Blueprint yet has lower density (whichever has lower density).

WATER

Like the West Roseville Specific Plan, Mitigation should include instant hot water on all units including Apartments.

It is stated additional surface water supplies will be needed to serve the SVSP. Potential sources are identified but have not been determined and/or secured. This needs to be clearly defined in the DEIR. Please discuss the term "Paper Water" and the law and the requirements in law to provide the source of water for new development.

In addition, three onsite injection/extraction groundwater wells would be part of the water infrastructure system. This raises the concern and makes it clear that additional surface water supplies need to be identified and/or secured before project approval because groundwater has already been used in Roseville.

Please address the current lack of surface water and use of groundwater. As an example, Sun City Roseville was recently supplied groundwater. Please address how much groundwater and for how long was it supplied to Sun City Roseville. If this project is approved, does that mean Sun City Roseville will be on groundwater more often due to lack of surface water? Wasn't groundwater to be used in case of emergencies due to lack of surface water? Please verify and explain. What other areas have been provided groundwater; and how much, for how long? What are the potential impacts to Sun City Roseville?

Several years ago, I heard something about a study or finding that the drop in the water table in the Sacramento area caused a compression that has not recovered. Please verify and/or discuss if this is correct.

Please identify where the injection/extraction of groundwater is currently being used and for how long. What has any mitigation monitoring found? What mitigation monitoring program will be used for the wells? How will groundwater levels be protected from draw-down long term if more groundwater is used to support development?

How will a long term groundwater injection/extraction process impact Waters of the U.S., the wetlands and other

sources of surface water such as Curry Creek and intermittent streams, etc.?

POST OFFICE

The cumulative impacts from all the proposed and potential projects in this area will be creating a demand for more mail services.

Currently the Post Office has only 2 Roseville locations; both are too busy and crowded. With the amount of growth including several universities being planned in this area of Roseville, are there any plans for an additional Post Office location? I have heard the Main Post Office on Vernon is moving to Washington. A clerk at that location told me a couple of clerks will continue to stay in a small office on Vernon Street and the Washington location will have just a few clerks and will be mostly for mail distribution. Also, the Washington location will be constructed under potentially affordable housing units. Please verify and clarify this information. In addition to a need for another Post Office location, adequate size of facilities and staff is a concern for services. I recognize a City or County does not have control over these types of Federal decisions, but isn't it appropriate for the City to notify the Post Office of the projected growth in the area and the need for service and request information on their plans? Could mitigation include a fee program to purchase land as a public facility to house an additional Post Office Location?

POLICE SUB-STATION

With all the growth in area, please contact the police department about a need for a police sub-station in this area of Roseville to ensure response times are the best they can be - as this is a "Health and Safety Concern". Can a fee program be developed for all the pending/ proposed and potential projects in the area to fund the land, facilities and staff needed to serve this area? Can or should the County Sheriff Department be contacted for any interest in a shared/joint-use facility?

PARKS

Request a dog park be included in the project site.

GENERAL PLAN UPDATE/AMENDMENTS

It seems with most all project approvals, there are always General Plans Amendments processed at the same time. This seems very confusing. The cumulative impacts to Roseville will potentially include growth boundaries, Sphere of Influence adjustments, and annexations. Doesn't it make sense to process one separate General Plan Amendment and address as many of these potential amendments and changes as possible. I bring this up now because this project is located where all this new growth will occur. An example is the need for another Post Office location and a Police Sub-Station. Polices in a separate General Plan Amendment could address the need to accommodate these facilities with funding coming from the new development that will need these services. How many General Plan Amendments are allowed per year under OPR Guidelines and Policies or Public Law? How many General Plan Amendments have been processed in each of the last 3 years?

CONCLUSION

Although this is economically a difficult time and there seems to be a concern in the area too many development fees will drive out new development. I feel we are in a highly desirable prime area. The proximity to the Capital and the International Airport is making Roseville an outstanding choice for development opportunities. Any options to stimulate the economy should not degrade our quality of life and any level of service.

Thank you for the opportunity to provide comments and consider them in development of the DEIR.

Sincerely,

Jan McKinsey
8085 Stagecoach Circle
Roseville Ca 95747
(916) 783-9211



City of Lincoln • City of Rocklin • City of Roseville • Placer County

April 29, 2008

Kathy Pease, Senior Planner, AICP
City of Roseville Planning & Redevelopment
311 Vernon Street
Roseville, CA 95678

Re: Sierra Vista Specific Plan – Notice of Preparation Comments

Dear Ms. Pease:

Thank you for the March 27 Notice of Preparation (NOP) for the Draft Environmental Impact Report (DEIR) for the Sierra Vista Specific Plan. I appreciate the opportunity to provide NOP comments.

Placer County Transportation Planning Agency (PCTPA), on behalf of the South Placer Regional Transportation Authority (SPRTA) is working to complete the Placer Parkway Corridor Preservation Project and Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1 EIS/EIR). The proposed project lies in the study area of the Placer Parkway Corridor Preservation Project.

Placer Parkway

Concept

Placer Parkway is a high-priority regional transportation project. It would connect rapidly growing areas of western Placer County at State Route (SR) 65 to planned development in south Sutter County at SR 70/99.

The concept of the Placer Parkway has been considered for over a decade. Placer County's 1994 General Plan depicts a plan line for it. Later, PCTPA and Sacramento Area Council of Governments (SACOG) Boards adopted preliminary planning documents for the Parkway (2000 Conceptual Plan and 2001 Project Study Report). The project is also identified in the 2027 Placer County Regional Transportation Plan and SACOG's 2035 Metropolitan Transportation Plan. See the PCTPA web site – www.pctpa.org.

Basic Placer Parkway concepts developed through this preliminary planning work and being carried forward in the Corridor Preservation project are:

- The transportation facility will be in a corridor varying from 500'- wide in the east/west segments and 1,000'-wide between Pleasant Grove Rd. (Sutter County) and Fiddyment

Rd. This corridor width could be revisited based upon performance standards to be developed in Tier 2.

- There will be a number of Parkway interchanges (SR 65 & SR 70/99, Fiddymont, Foothills, etc.). Only one potential interchange, at a future extension of Watt Ave. or other nearby roadway extension, is proposed between Pleasant Grove Rd. to Fiddymont Rd. This potential interchange is not a part of the project; however, the impacts of the Placer Parkway with and without such a connection are being studied.
- The corridor area on either side of the future transportation facility is to be a no-development buffer (buffer). Because no decision on the ultimate alignment has been decided, encroachment into the corridor area on either side of the future transportation facility should be avoided.

Corridor Preservation Project

The Corridor Preservation project has two phases:

- Phase 1 – identify feasible corridor alignment alternatives.
- Phase 2 – complete the Tier 1 EIS/EIR.

Phase 1. On September 28, 2005, the SPRTA Board identified five 'build' corridor alignment alternatives, in addition to the No Project alternative, to be analyzed in the Tier 1 EIS/EIR (see attached map). This action was based on a two and a half year technical and public participation program.

A portion of Alternative 1's 1,000-foot wide corridor crosses over the proposed specific plan area – just west of the Watt Ave./Pleasant Grove Blvd. intersection. The NOP (Figure 3) illustrates that this area is being proposed for Medium Density Residential and Urban Reserve uses.

Phase 2. There is no 'preferred' or 'recommended' corridor alignment for the Placer Parkway, or will there be until the Tier 1 EIS/EIR is completed. The Tier 1 EIS/EIR must equally analyze all reasonable alternatives. The Draft Tier 1 EIS/EIR was released in June 2007.

Based on recent SPRTA Board direction, an expanded analysis on the potential impacts of hypothetical additional interchanges and buffer adjustments, not proposed by SPRTA, is being developed for the Draft Tier 1 EIS/EIR. This new portion will be 're-circulated' for public input.

Federal and State clearances for the corridor preservation environmental work may be ready by summer 2009. Once the preferred corridor is determined, key pieces of land can be acquired to preserve right-of-way for the Parkway.

The approximately 350'-wide transportation facility will eventually be located within the Parkway corridor. The roadway's precise location within the corridor will be determined by a project-level environmental review.

NOP Comments

The NOP does not reference the proposed Placer Parkway.

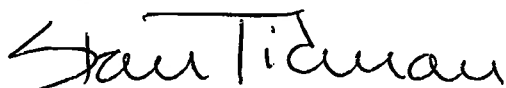
The DEIR should:

1. Indicate that a portion of a Placer Parkway corridor alignment alternative would cross over the proposed specific plan site.
2. Analyze the impacts of the corridor through this area. If the corridor is not to be accommodated, the DEIR should clearly cite this intent and analyze how it would affect the Placer Parkway. The Tier I analysis does not analyze impacts of a reduced buffer and/or potential impacts should the alignment through the Sierra Vista Specific Plan not be eliminated. The SVSP project should analyze the impacts of any proposed encroachment within the corridor, as impacts resulting from this encroachment were not analyzed in the Placer Parkway EIR/EIS.
3. Address how the proposed specific plan could stage or phase development in order to avoid conflict with the Placer Parkway development process.
4. Evaluate potential detrimental health risks for sensitive land uses that may be within 500' of the corridor alternative and the compatibility of these uses.
5. Based on Placer Parkway projected traffic volumes, assess the potential for exceedences of land use compatibility noise thresholds to avoid placing noise-sensitive land uses adjacent to the corridor alternative.

PCTPA recognizes the concurrent development of proposals such as Sierra Vista Specific Plan along with the Parkway's Corridor Preservation Tier 1 EIS/EIR creates a challenging situation for all involved. PCTPA has been engaged in on-going consultation with counties, cities, federal, state, and regional agencies, and landowners to avoid or minimize conflicts.

PCTPA appreciates the City of Roseville's cooperation and involvement in the Placer Parkway planning and environmental process. If you have any questions, please call Celia McAdam at 530.823.4030 or me at 530.823.4033.

Sincerely,



Stan Tidman, Senior Planner

ST:ss

Enclosures

Copies:

Celia McAdam, PCTPA Executive Director
Gary Sweeten, Federal Highway Administration
Rick Dondro, Placer County Public Works
Larry Combs, Sutter County Administrative Officer
Denise Heick, URS Corporation



COUNTY OF PLACER
Community Development Resource Agency

John Marin, Agency Director

PLANNING

Michael J. Johnson, AICP
Director of Planning

April 29, 2008

RECEIVED
MAY 02 2008
Planning & Redevelopment
Department

Paul Richardson
Planning Director
City of Roseville
311 Vernon Street
Roseville, CA 95678

SUBJECT: Request for Comments – Notice of Preparation for the Sierra Vista Specific Plan

Dear Mr. Richardson:

Thank you for providing Placer County the opportunity to review and provide comments on the Notice of Preparation for the Sierra Vista Specific Plan. County staff has reviewed the Notice of Preparation, and the County submits the following comments for your consideration. Please note that while some of the comments from the Land Use section are similar to comments in the Traffic and Circulation section, the County concluded it was valuable to include the comments within both sections so that the environmental document prepared for the Sierra Vista Specific Plan includes a discussion in each respective section.

Land Use

- The County has a general concern with the amount of commercial land uses identified for the Base Line Road frontage of the property, and the impact these land use designations may have on allowing Base Line Road to operate as an expressway. The environmental document prepared for the project should consider alternative land uses along Base Line Road to assure that the use of traffic signals is minimized and through-traffic on Base Line Road is allowed to move without impediments.
- More information needs to be provided about the proposed “Events Center” located in the southwest corner of the Specific Plan. With the limited information provided, the County is concerned that this may be more than the typical Community Park.
 - What types of uses are proposed with the “Events Center”?

- What levels of traffic are associated with the proposed uses?
- Is there a potential for multiple events to be occurring at the same time?
- What impact will the proposed uses have on the traffic operations on Base Line Road?
- It appears that the only access to the “Events Center” is from Base Line Road. Is there the potential for any other roadway access to this property?

The environmental document should address these issues regarding the proposed “Events Center”.

Biological Assessment

- To assure roadways are in the best/correct locations, the environmental document needs to include a “swath survey” of east-west roadways that extend into Placer County/Curry Creek area to assure that there are no “fatal flaws” with the proposed extension of these roadways to the west.

Utilities

- Consistent with Board direction to provide for Curry Creek, the environmental document should evaluate options for extending utilities to the west into the Curry Creek area.
- While not necessarily an environmental issue, the County remains concerned with the potential for “franchise fees” and how such fees may (or may not) be utilized with the proposed project.

Transportation and Circulation

- The environmental document prepared for the Specific Plan should analyze an alternative with additional access to land use fronting on Base Line Road as follows:
 - 1) PR-15 and CC (CMU-4) – provide a secondary access to Road B and/or Watt Avenue by crossing the creek in OS-10
 - 2) CC/BP-2 – provide access to the north through LDR-23 in a way that does not impact that residential area
 - 3) Add a local service road (east-west) between Market Avenue and Upland Drive on the north side of the commercial. The road will need to cross the creek in OS-13
 - 4) Add a local service road (east-west) between Upland Drive and Fiddymont Road on the north side of CC-10
- The environmental document should develop and analyze Alternative Land Use scenarios to evaluate the traffic impacts on Base Line Road. Provide a comparison of alternative land use scenarios and the project proposal to demonstrate that the project proposal minimizes impacts to through traffic on Base Line Road. For instance:
 - A. Using the same amount of acreage for each proposed land use category, relocate and reconfigure non-residential land use along Base Line Road. The concept would be to have larger contiguous commercial sites and less of a linear approach along Base Line Road. As discussed at our City-County coordination meetings, the purpose is to utilize Base Line Road

as an expressway with fewer access points, traffic signals and thus reduce the friction associated with strip commercial land use.

- 1) CC 9 and 10 – move this commercial to along Road B in the vicinity of Watt Avenue and/or West Side Drive
 - 2) CC/BP 2 – move to Watt Avenue, West Side Drive or Road B
 - 3) CC (CMU 4) and PR-15 – move to the north
- B. An alternative with the proposed land uses, but fewer traffic signals along the project frontage on Base Line Road to provide increased highway capacity for through traffic.
- C. An alternative with the commercial land uses relocated to all front onto Watt Avenue or West Side Drive or Road B.
- D. An alternative with the commercial land uses fronting onto Road B, but with an extension of Road B connecting to Baseline Road.
- If the City of Roseville is proposing to modify the current Sphere of Influence boundary to include Base Line Road and annex the road into the City, the EIR should state this as a proposed action.
 - Discuss roadway connections to the west property line for both Road B and an unnamed road to the north. What is the plan for future connections and how can the County insure that these connections will occur in the future when needed?
 - The alignment of Road B near the west property line is at the confluence of two creeks and a major power line. This alignment and alternatives should be studied to insure feasibility and a LEDPA alignment. This work should look some distance off-site to the west.
 - The alignment of Road B is currently shown to terminate at Fiddymont Road directly opposite Westhills Drive. If full access to Westhills Drive were permitted to allow for a continuation of the east-west connection to Junction Boulevard, would the level of service on Base Line Road be affected? If access is restricted or eliminated, what possible traffic impacts would occur?
 - The environmental document should discuss accommodating future Bus Rapid Transit (BRT) facilities within the projects boundaries and how the proposed facilities are compatible with the ultimate regional facilities.
 - Off-Site Transportation Mitigations:
 - 1) Analyze the impacts and determine the fair-share costs of County roadway improvements, including the Watt Avenue Bridge over Dry Creek.

Paul Richardson

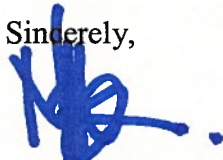
April 29, 2008

Page 4

- 2) The traffic study should include an analysis of phased improvements to Base Line Road both on the project frontage as well as off-site to the west. The traffic study should provide a description of road and intersection improvements to be constructed with each phase of the project development. If no specific project phases are proposed, the description should detail traffic volume triggers for specific improvements.
- 3) The environmental document should discuss this project's participation in regional fee programs such as Tier 2, SPRTA, the Highway 65 JPA, and the Roseville County Fee.

The County looks forward to working together with the City to process the Sierra Vista Specific Plan application. Should you have any questions regarding the information contained in this letter, please do not hesitate to call me directly at (530) 745-3099.

Sincerely,



MICHAEL J. JOHNSON, AICP
Director of Planning

cc: Tom Miller, County Executive Officer
Anthony La Bouff, County Counsel
Holly Heinzen, Assistant County Executive Officer
Scott Finley, Deputy County Counsel
John Marin, Community Development Resource Agency Director

Pacific Gas and Electric Company

*Auburn Land Services Office
343 Sacramento St.
Auburn, Ca. 95603*

Direct: (530) 889-3131

Fax: (530) 889-3392

Email: JEN8@pge.com



April 29, 2008

RECEIVED
MAY 02 2008
Planning & Redevelopment
Department

City of Roseville Planning & Redevelopment
Attn: Kathy Pease, Senior Planner, AICP
311 Vernon St.
Roseville, CA 95678

**RE: Notice of Preparation of a Draft Environmental Impact Report
Seirra Vista Specific Plan Joint EIR/EIS**

Dear Kathy Pease:

Thank you for the opportunity to comment on the above referenced report. PG&E has the following comments.

Dedicate all public/common areas as a Public Utility Easement (PUE) and a standard 12.5 foot PUE for underground facilities and appurtenances adjacent to all public ways, private drives and/or Irrevocable Offer of Dedication.

Due to such a large development project the developer may need to reserve a space with a width of approximately 20 feet by 80 feet for a future easement to be granted to Pacific Gas and Electric Company. This space will consist of gas regulator station to supply the development with such a large capacity. This will need to be coordinated with PG&E to decide the best location for the regulator lot's placement.

We would also like to note that continued development consistent with the City's General Plans will have a cumulative impact on PG&E's gas systems and may require on-site and off-site additions and improvements to the facilities which supply these services. Because utility facilities are operated as an integrated system, the presence of an existing gas or electric transmission or distribution facility does not necessarily mean the facility has capacity to connect new loads.

Expansion of distribution and transmission lines and related facilities is a necessary consequence of growth and development. Upgrades in addition to a new regulator station to accommodate additional load on the gas system could include facilities such as odorizer stations, valve lots, distribution and transmission lines.

The developer will be responsible for the costs associated with the relocation of existing PG&E facilities to accommodate their proposed development. Because facility

relocation's require long lead times and are not always feasible, the developer should be encouraged to consult with PG&E as early in their planning stages as possible.

We would like to recommend that environmental documents for proposed development projects include adequate evaluation of cumulative impacts to utility systems, the utility facilities needed to serve those developments and any potential environmental issues associated with extending utility service to the proposed project. This will assure the project's compliance with CEQA and reduce potential delays to the project schedule.

We also encourage that information is include about the issue of electric and magnetic fields (EMF) in the report. It is PG&E's policy to share information and educate people about the issue of EMF.

Electric and Magnetic Fields (EMF) exist wherever there is electricity - in appliances, homes, schools and offices, and in power lines. There is no scientific consensus on the actual health effects of EMF exposure, but it is an issue of public concern. If you have questions about EMF, please call your local PG&E office. A package of information which includes materials from the California Department of Health Services and other groups will be sent to you upon your request.

PG&E remains committed to providing timely, reliable and cost effective gas and electric service to the public. Please contact me if you have any further questions regarding our comments. We would also appreciate being copied on future correspondence regarding this subject as this project develops.

Sincerely,



Jeremy Nickel
Land Agent
(530) 889-3131
jen8@pge.com

cc:

Robert McAndrew

Ed Wong

Mark Esguerra

Leo Stewart

Gerge Karkazis

Kathy Caringi

Bryan Barr

Richard Raulino

Russ Schoen



"Pease, Kathy"
<KPease@roseville.ca.us>

04/08/2008 06:55 AM

To <Kathy_Rushmore@URSCorp.com>,
<Denise_Heick@URSCorp.com>, <jeffjones@surewest.net>
cc

bcc

Subject FW: Sierra Vista Specific Plan EIR NOP

From: Al Sawyer [mailto:ASawyer@co.sutter.ca.us]

Sent: Monday, April 07, 2008 5:35 PM

To: Pease, Kathy

Cc: Doug Libby; Janet Bender

Subject: Sierra Vista Specific Plan EIR NOP

Importance: High

Kathy, please accept the following responsible agency comment from Sutter County Public Works reference the subject project:

"Full impact on Sutter County roads, specifically Riego Rd and its intersection with SR 99/70, must be included in the report."

Al Sawyer, P.E.
Assistant Public Works Director
(530) 822-7450

Pease, Kathy

From: Al Sawyer [ASawyer@co.sutter.ca.us]
Sent: Monday, April 07, 2008 5:35 PM
To: Pease, Kathy
Cc: Doug Libby; Janet Bender
Subject: Sierra Vista Specific Plan EIR NOP
Importance: High

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Al Sawyer, P.E.
Assistant Public Works Director
(530) 822-7450

4/8/2008



SUTTER COUNTY
COMMUNITY SERVICES DEPARTMENT

Planning – Lisa Wilson, Planning Division Chief
Animal Control
Building Inspection
Environmental Health

Director – Larry Bagley
Assistant Director – Randy Cagle
Fire Services – Dan Yager
Emergency Services – John DeBeaux

April 29, 2008

RECEIVED
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Planning & Redevelopment
Department

Kathy Pease, Senior Planner
Planning and Redevelopment Department
City of Roseville
311 Vernon Street
Roseville, CA 95678

Re: Notice of Preparation for Sierra Vista Specific Plan

Dear Ms. Pease:

Thank you for the opportunity to comment on the Notice of Preparation for the Sierra Vista Specific Plan proposed west of the City of Roseville.

The portion of south Sutter County immediately adjacent to Placer County is predominantly agriculture with scattered homes, ranches and agriculturally-related businesses.

Further to the west, in the Natomas Basin portion of south Sutter County, the County is currently processing an application for the Sutter Pointe Specific Plan project in south Sutter County. Sutter Pointe is proposed as a 7,500-acre mixed use community with a heavy emphasis on job creating uses. The proposed plan includes approximately 2,900 acres of residential uses with a maximum of 17,500 dwelling units. The plan area will also include 3,600 acres of employment uses with an anticipated 50,000,000 square feet of building.

Unless mitigated properly, additional development in western Placer County will likely have significant impacts on the existing residents, farmers and businesses in south Sutter County, as well as the Sutter Pointe project, if approved.

Stormwater Runoff.

Stormwater runoff from western Placer County flows into small streams toward south Sutter County. The Sierra Vista Specific Plan is in the Curry Creek watershed. Curry Creek flows west from Placer County into Sutter County where it is captured by the Natomas East Main Drain Canal north of Sankey Road and ultimately diverted into the Sacramento River. During large storm events, water in Curry Creek overflows its banks, flooding homes and

Kathy Pease, Senior Planner
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ranches. The flood waters also run through the "Sankey Gap" into the Sutter County portion of the Natomas Basin, where Sutter Pointe is proposed. The Sierra Vista Specific Plan EIR should address the effects of post-project run-off on south Sutter County.

Transportation.

Traffic from development in western Placer County currently uses Sutter County roads and State Route 99/70 for access to Sacramento and other destinations south. The Sutter County roads are undersized to accommodate the amount of traffic currently using the roads. As part of Sutter Pointe project, Sutter County roads will be widened and an interchange built at State Route 99/70. The Sierra Vista Specific Plan EIR should address the effects of the project on south Sutter County roads and the state facilities used by traffic from Sierra Vista including State Route 99/70, and the interchange at State Route 99/70 and Riego Road.

We look forward to the opportunity to discuss coordination between the two projects with you and/or the project applicants.

Sincerely,



Doug Libby, AICP
Principal Planner

DL:kf