

11 RESPONSE TO COMMENTS

11.1 OVERVIEW

The Draft EIR for the proposed Creekview Specific Plan project was issued on December 22, 2010, and circulated for public review and comment over a 59-day period that ended on February 11, 2011. CEQA requires a review period of 45-days for EIRs that have been submitted to the State Clearinghouse for review by State Agencies. (Refer to CEQA Guidelines Section 15105 (a) and Public Resources Code Section 21091(a)). Because of the holidays and the fact that the City of Roseville was closed from December 24, 2010 through January 2, 2011, the City extended the circulation period an additional 14-days beyond the normal 45-day comment period.

During the public review period, the City received 12 comment letters on the Draft EIR, of which 11 letters were from State, regional, or local public agencies or service providers, and one letter was from an organization. No written comments were received from individuals.

Table 12-1 provides the following information: (1) a comprehensive list of commenter letters grouped by type; (2) the comment letter number used to identify the commenter; and (3) the page number of this chapter where those comments and responses begin.

The complete text of the written comments, and the City's responses to those comments is presented in this chapter. A copy of each comment letter, marked in the margin with the response numbering, is followed by its corresponding response(s). Following the response to comments at the back of this chapter, are meeting notes from the Transportation Commission, Public Utilities Commission, Park and Recreation Commission and Planning Commission.

TABLE 12-1
LIST OF COMMENTERS ON THE DRAFT EIR

Comment Letter Number	Commenter	Page Number
State Agencies		
1	Office of Planning and Research	12-4
2	California Highway Patrol	12-7
3	Department of Forestry and Fire Protection	12-9
4	Department of Public Health	12-12
5	Department of Transportation (Caltrans)	12-15
Local Agencies		
6	Roseville Joint Union High School District	12-18
7	Sutter County Community Services Department	12-22
8	Sacramento County Airport System	12-24
9	Sacramento County Department of Transportation	12-39
10	Placer County Flood Control and Water Conservation District	12-41
11	Placer County Air Pollution Control District	12-44
Organizations		
12	Native American Heritage Commission	12-47

11.2 RESPONSES TO COMMENTS

In accordance with Section 15088 (a) of the CEQA Guidelines and Public Resources Code Section 21091(d), this section of the Final EIR contains all comments received on the Draft EIR during the public review period, as well as

the Lead Agency's responses to these comments. Good faith, reasoned, factual responses have been provided to all comments received that raise environmental issues. Detailed responses have been provided where a comment raises a specific issue, and a general response has been provided where the comment is relatively general. Where a comment does not raise an environmental issue, or expresses the subjective opinion of the commenter concerning the merits of the proposed project, the comment is noted but no response is provided. Comments that are outside the scope of CEQA review will be forwarded to the decision-makers for consideration when deciding whether to approve or deny the proposed project.



JERRY BROWN
GOVERNOR

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



RECEIVED

FEB 09 2011

Planning & Redevelopment
Department

February 7, 2011

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

Subject: Creekview Specific Plan
SCH#: 2008032017

Dear Kathy Pease:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on February 4, 2011, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not-in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1-1

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.odr.ca.gov

**Document Details Report
State Clearinghouse Data Base**

SCH# 2008032017
Project Title Creekview Specific Plan
Lead Agency Roseville, City of

Type EIR Draft EIR
Description The CSP is a proposed specific plan for development of a mix of land uses, including 2,011 residential units, ~ 19.3 acres of commercial and business professional uses, ~ 9.5 acres of public/quasi-public uses, 136.2 acres of open space uses, and 15.7 acres of parks. The proposed project site is within the City's Sphere of Influence (SOI). A 58.9 acre Off-Site Improvement Area, Immediately west of the project in the City's Reason Farms Panhandle would accommodate bypass.

Lead Agency Contact

Name Kathy Pease
Agency City of Roseville
Phone (916) 774-5434
email kpease@roseville.ca.us
Address 311 Vernon Street
City Roseville
Fax
State CA **Zip** 95678

Project Location

County Placer
City Roseville
Region
Lat / Long 38° 48' .121" N / 23° .82' W
Cross Streets Future Westbrook Blvd., Phillip Rd
Parcel No. various
Township 11
Range **Section** 14,23 **Base**

Proximity to:

Highways
Airports
Railways
Waterways Pleasant Grove Creek
Schools
Land Use Agricultural and rural residential/F-B-X 80 acre minimum/Agricultural

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects

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

Date Received 12/22/2010 **Start of Review** 12/22/2010 **End of Review** 02/04/2011

Note: Blanks in data fields result from insufficient information provided by lead agency.

RESPONSE TO COMMENT LETTER 1

FROM THE OFFICE OF PLANNING AND RESEARCH

Response to Comment 1-1

The commenter acknowledges that the City has complied with the review requirements of the State Clearinghouse and that two comment letters were submitted to the State Clearinghouse by State agencies. No response is required.

State of California—Business, Transportation and Housing Agency

EDMUND G. BROWN Jr., Governor

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

JAN 19 2011

Planning & Redevelopment
Department

January 11, 2011

File No.: 220.12336.11784.SCH#2008032017

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 Creekview Specific Plan Draft Environmental Impact Report SCH#2008032017. 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) and north and south of the planned extension of Blue Oaks Boulevard and north of the Roseville Energy Park in unincorporated Placer County.

2-1

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 237.2 acres of land currently in the City of Roseville and County of Placer. The plan calls for the construction of 2,011 dwelling units, with a possible increase of 6,500 new residents, 19.3 acres of commercial and business professional uses, 9.5 acres of public / quasi-public uses (elementary school, civic uses, substation, well site, lift station and recycled water tank site), 136.2 acres of open space uses, and 15.7 acres for dedication to parks. A 58.9 acre Off-Site Improvement Area, immediately west of the project in the City's Reason Farms Panhandle would accommodate bypass channel improvements. This project will contribute a significant amount of traffic volume on regional roadways and intersections that would exceed their current capacity.

2-2

The Auburn CHP Area office is responsible for more than 800 square miles of area in west Placer County, which includes I-80, SR-49, SR-193, SR-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 significantly impact our ability to provide traffic law enforcement services, unless additional staffing is allocated to patrol this project.

2-3

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.

Safety, Service, and Security

Ms. Pease
Page 2
January 11, 2011

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.

↑
2-3
↓

We thank you for allowing our comments regarding the Creekview Specific Plan Draft Environmental Impact Report. 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,



W. L. DONOVAN, Captain
Commander
Auburn Area

cc: Assistant Chief M. S. Champion, Valley Division
R. M. Nannini, SSM III, Commander, Special Projects Section

RESPONSE TO COMMENT LETTER 2**FROM THE DEPARTMENT OF CALIFORNIA HIGHWAY PATROL****Response to Comment 2-1**

This comment provides an overview of the Highway Patrol's service area, and indicates concerns regarding traffic on the state highway system. This comment goes on to reiterate that existing I-80 and SR-65 are impacted and that growth will further impact these facilities. The traffic section of the EIR concurs with this conclusion and indicates that traffic impacts on regional facilities would be significant and unavoidable (see pages 4.3-1105 to -118 and pages 4.13-170 to -177 of the DEIR regarding traffic volumes on state interchanges and increased volumes on state highways).

Response to Comment 2-2

The commenter indicates that the project would impact the ability of the Highway Patrol to provide traffic law enforcement services to the project site unless additional staffing is allocated to patrol this project. While the City acknowledges this comment, the Commenter has not provided any data establishing a nexus between possible approval of the proposed project and the need for additional staffing to patrol the project site. The project site does not abut any state highways, and is located some distance from any state highway system. In addition, as indicated in the DEIR, the City of Roseville proposes to annex the project site in its entirety along the project's frontage and extend Blue Oaks Boulevard within the city limits, so traffic law enforcement services are anticipated to be provided by the Roseville Police Department. To the extent increased patrolling of state highways is required, that would not constitute a significant effect on the environment but an economic impact. Please see response to Comment 2-3, below.

Response to Comment 2-3

This comment expresses concern that any significant increase in growth will further impact major freeways. The DEIR concurs with this conclusion, as shown in Section 4.3 Transportation and Circulation of the EIR. It should be noted that there are several short-term improvements planned for I-80 and SR-65. According to the Placer County Transportation Agency (PCTPA) website, construction of improvements to I-80 are currently underway. Phase 2 of the I-80 Capacity and Operational Improvements project has been under construction since May 2008, and upon completion, will add eastbound and westbound carpool and auxiliary lanes from the Placer County line to Eureka Road along with improvements at the Auburn/Riverside Boulevard, Douglas Boulevard, and Atlantic/Eureka interchanges. Phase 3 improvements are under construction and are expected to be completed in 2011. Phase 3 improvements will add auxiliary and carpool lanes on the eastbound side from Miners Ravine to just east of SR-65.

In addition to the improvements to SR-80, several improvements are planned for SR-65. This project will contribute approximately \$4.36 million to the Highway 65 JPA and approximately \$10.53 million to the South Placer Area Regional Transportation Authority (SPARTA) traffic fee programs for the both interchange and widening projects along SR-65.

The proposed Lincoln Bypass project proposes to relieve congestion and improve safety on SR-65 from approximately ½ mile south of Industrial Boulevard to near Riosa Road. Nonetheless, even with the improvement, and projects slated for both I-80 and SR 65, the EIR indicates that impacts from the project will be significant and unavoidable (see response to Comment 2-1, above).

State of California

The Natural Resources Agency

Memorandum

clear
2/4/11
e

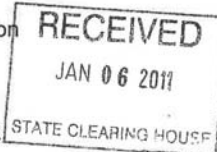
To: Cesar Partida, Chief
Northern Region
Department of Forestry and Fire Protection

Date: December 30, 2010
R13

Attention: Environmental Coordinator
Nevada-Yuba-Placer Unit

Telephone: (916) 657-0300

From: Department of Forestry and Fire Protection
Allen S. Robertson, Deputy Chief, Environmental Protection



Subject: Environmental Document Review

Project Name: Creekview Specific Plan Draft EIR
SCH #: 2008032017
Document Type: Draft Environmental Impact Report (DEIR)



Potential Area(s) of Concern: Fire Protection?;
Other:
MANDATED DUE DATE: 2/4/2011

The above referenced environmental document was submitted to State Headquarters, Environmental Protection for review under the California Environmental Quality Act (CEQA) or the National Environmental Policy Act (NEPA). The proposed project, located within your Unit/Program Area, may have an impact upon the Department's fire protection and/or natural resource protection and management responsibilities or require the Department's permits or approval. Your determination of the appropriate level of CAL FIRE involvement with this project is needed. Please review the attached document and address your comments, if any, to the lead agency prior to the due date. Your input at this time can be of great value in shaping the project. If your Unit's Environmental Coordinator is not available, please pass on to another staff member in order to meet the mandated deadline.

Please submit comments directly to the lead agency before the mandated due date with copy to the State Clearinghouse (P.O. Box 3044, Sacramento, CA 95812-3044).

3-1

No Comment - explain briefly on the lines below.

THIS AREA DOES NOT MEET PRC DEFINITION OF
TIMBERLAND, THEREFORE FOREST PRACTICE RULES DO NOT
APPLY. PLACER COUNTY TREE ORDINANCE DOES APPLY.

Name and Title of Reviewer: STEVE GARCIA
Phone: (530) 889-0111 x139 Email: STEVEN.GARCIA@FIRE.CA.GOV

Note: Please complete this form and return it, with a copy of any comments, for CAL FIRE's records to: Ken Nehoda or Allen Robertson, Environmental Protection, P.O. Box 944246, Sacramento CA 94244-2460.

RESPONSE TO COMMENT LETTER 3

FROM THE DEPARTMENT OF FORESTRY AND FIRE PROTECTION

Response to Comment 3-1

No response required.



State of California—Health and Human Services Agency
California Department of Public Health



EDMUND G. BROWN JR.
Governor

RECEIVED
FEB 01 2011
"Planning & Redevelopment"
Department

January 27, 2011

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

Dear Ms. Kathy Pease:

RE: Creekview Specific Plan Draft EIR, State Clearinghouse Number
SCH#2008032017

The California Department of Public Health (CDPH) is in receipt of the Notice of Completion for the Creekview Specific Plan Draft Environmental Impact Report listed above. The City of Roseville is proposing to adopt a Specific Plan and Planned Development Ordinance to govern the development of approximately 19.3 acres of commercial/business professional use, approximately 9.5 acres of public/quasi-public uses, 136.2 acres of open space, 15.7 acres of parks and 2,011 residential units.

The California Water Code section 10910 (also termed Senate Bill 610 or SB610) requires that any city or county, at the time that it determines whether an environmental impact report, a negative declaration or a mitigated negative declaration is required for any project subject to the California Environmental Quality Act (CEQA), shall identify any water system that is, or may be developed as a result of supplying water to the project. A project is defined as any one of the following:

- (1) A proposed residential development of more than 500 dwelling units
- (2) A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space
- (3) A proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space
- (4) A proposed hotel or motel, or both giving more than 500 rooms
- (5) A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area
- (6) A mixed-use project that includes one or more of the projects contained in this section

4-1

Division of Drinking Water and Environmental Management
P.O. Box 997377, MS 7400, 1616 Capitol Avenue, 2nd Floor, Sacramento, CA 95899-7377
(916) 449-5577 FAX (916) 449-5575
Internet Address: www.cdph.ca.gov

- (7) A project that would demand an amount of water equivalent to, or greater than, the amount of water required by 500 dwelling unit project
- (8) For public water systems having fewer than 5,000 service connections, a project is any proposed residential, business, commercial, hotel or motel, or industrial development that would account for an increase of 10 percent or more in the number of public water system's existing service connections

4-1

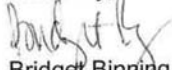
Since the Creekview Specific Plan DEIR is defined as a project pursuant to Water Code Section 10910, the City is required to prepare a water supply assessment. The water supply assessment shall document sources of water supply, quantify water demands, evaluate drought impacts, and shall provide a comparison of water supply and demand. If the assessment concludes that water supplies are or will be insufficient, then the city or public water system must provide plans for acquiring the additional water.

Please be aware that CDPH is the state regulatory agency responsible for issuing public water supply operating permits. As required by the California Health and Safety Code and by recently adopted changes to the California Waterworks Standards, water systems are required to apply to CDPH for an amended domestic water supply permit prior to making additions, changes or modifications to their facility.

4-2

Upon approval of the tentative map and development of the water supply assessment report, please contact the CDPH Lassen District office at (530) 224-4800 for information on the water supply application process. If you have any questions about this letter, please call me at (916) 552-9999 or email to Bridget.binning@cdph.ca.gov

Sincerely,



Bridget Binning
CDPH CEQA Coordinator

Cc: Project File
Michael McNamara, District Engineer
State Clearinghouse

RESPONSE TO COMMENT LETTER 4

FROM DEPARTMENT OF PUBLIC HEALTH

Response to Comment 4-1

Comment noted. A Water Supply Assessment was prepared for the project and is included in Appendix H-2 of the EIR.

Response to Comment 4-2

The City of Roseville Environmental Utilities Department, which oversees the City's water system, will secure all applicable state permits.

DEPARTMENT OF TRANSPORTATION
DISTRICT 3
703 B STREET
MARYSVILLE, CA 95901-0911
PHONE (530) 741-4233
FAX (530) 741-4245
TTY 711



*Flex your power!
Be energy efficient!*

February 11, 2011

032011PLA0043
03-PLA-65/ PM 8.06
Creekview Specific Plan
Draft Environmental Impact Report
SCH# 2008032017

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

Dear Ms. Pease:

Thank you for the opportunity to review and comment on the Draft Environmental Impact Report (DEIR) for the Creekview Specific Plan. This project proposes to provide comprehensive planning for the 501-acre plan area to consist of 2,098 residential units, 322,000 sq ft of office and commercial space, and 16 acres of parks. We have the following comments:

- Pages 4.3-99 and 4.3-102, Impact Numbers 4.3-12 and 4.3-13: As identified in the Traffic Impact Study, this project will have a significant traffic impact on State Route (SR) 65 and on Interstate (I) 80. In its proposed mitigation measures, the City of Roseville agrees to make fair share cost contributions to State highway interchange and mainline projects. We concur with the requested mitigation measures 4.3-7 and 4.3-8 and ask that the City consider a fair share contribution for the following:
 - 1) I-80/Eureka Eastbound Off-Ramp Widening. I-80 is operating at Level of Service (LOS) F during peak periods. Some of the congestion is caused by the traffic backup of this off-ramp onto the main line of traffic. Fair share contributions will help expedite the widening of the off-ramp.
 - 2) Ramp Meter Installation Project for SR-65. There is a Caltrans-led project to install ramp meters for interchanges along SR-65. We request that this project contribute its fair share to the SR-65 ramp meter project to mitigate congestion on SR-65 because the facility is operating at LOS F near the SR-65/I-80 connector.
- Appendix D, Traffic Analysis, Page 101, Table 6. Currently only the Average Daily Traffic (ADT) is given in the table. Please provide information on the trip generation during the AM and PM peak hours. This information will help us determine the impact of this project on peak hour traffic and help the City in calculating the fair share contribution.

5-1

5-2

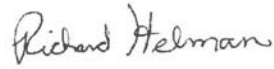
"Caltrans improves mobility across California"

Ms. Pease
February 11, 2011
Page 2

- Appendix D, Traffic Analysis. Please provide a trip distribution diagram with AM and PM peak hour trip information. This trip distribution diagram shall contain information regarding trip origin and destination. This information will help us better analyze the impact of trips on the State facility and help validate the fair share contribution to the SR-65 and I-80 ramp projects.] 5-3

Please provide our office with copies of any further action(s) related to this project. If you have any questions, please contact the Placer County Intergovernmental Review Coordinator, Chad Riding, by e-mail at chad_riding@dot.ca.gov or by phone at (530) 741-4543.

Sincerely,



RICHARD HELMAN, Chief
Office of Transportation Planning—East

c: State Clearinghouse

"Caltrans improves mobility across California"

RESPONSE TO COMMENT LETTER 5**FROM THE DEPARTMENT OF TRANSPORTATION (CALTRANS)****Response to Comment 5-1**

This comment identifies needed improvements to I-80 and SR 65. Consistent with MM 4.3-7 on page 4.3-195 of the DEIR, and MM 4.3-8 on page 4.3-196, the project would be required to pay fair share costs if and when a regional approach is entered into with Caltrans and PCTPA.

As part of the City of Roseville's Capital Improvement Program, the I-80 E/B off-ramp at Eureka Road will be widened to provide two through lanes onto Taylor Road and additional storage capacity off the mainline. This off-ramp widening project will also widen the bridge over Miner's Ravine to provide four W/B lanes at Eureka/Taylor, and install dual left turn lanes on E/B Eureka at Taylor. These improvements will reduce delay at the Eureka/Taylor intersection, which will reduce queuing on the E/B I-80 offramp. Construction is scheduled to occur during the summer/fall 2011.

The Creekview Specific Plan project is required to participate in the existing SPRTA Fee program(s) and Highway 65 JPA fee program. The SPRTA fees will contribute the plan area's fair-share towards widening of Highway 65 in Roseville, and the future construction of the Placer Parkway. The Highway 65 JPA fees will contribute the plan area's fair-share towards interchanges along Highway 65 in Roseville, including auxiliary lanes between interchange ramps. These projects will help to provide congestion relief to both Interstate 80 and Highway 65.

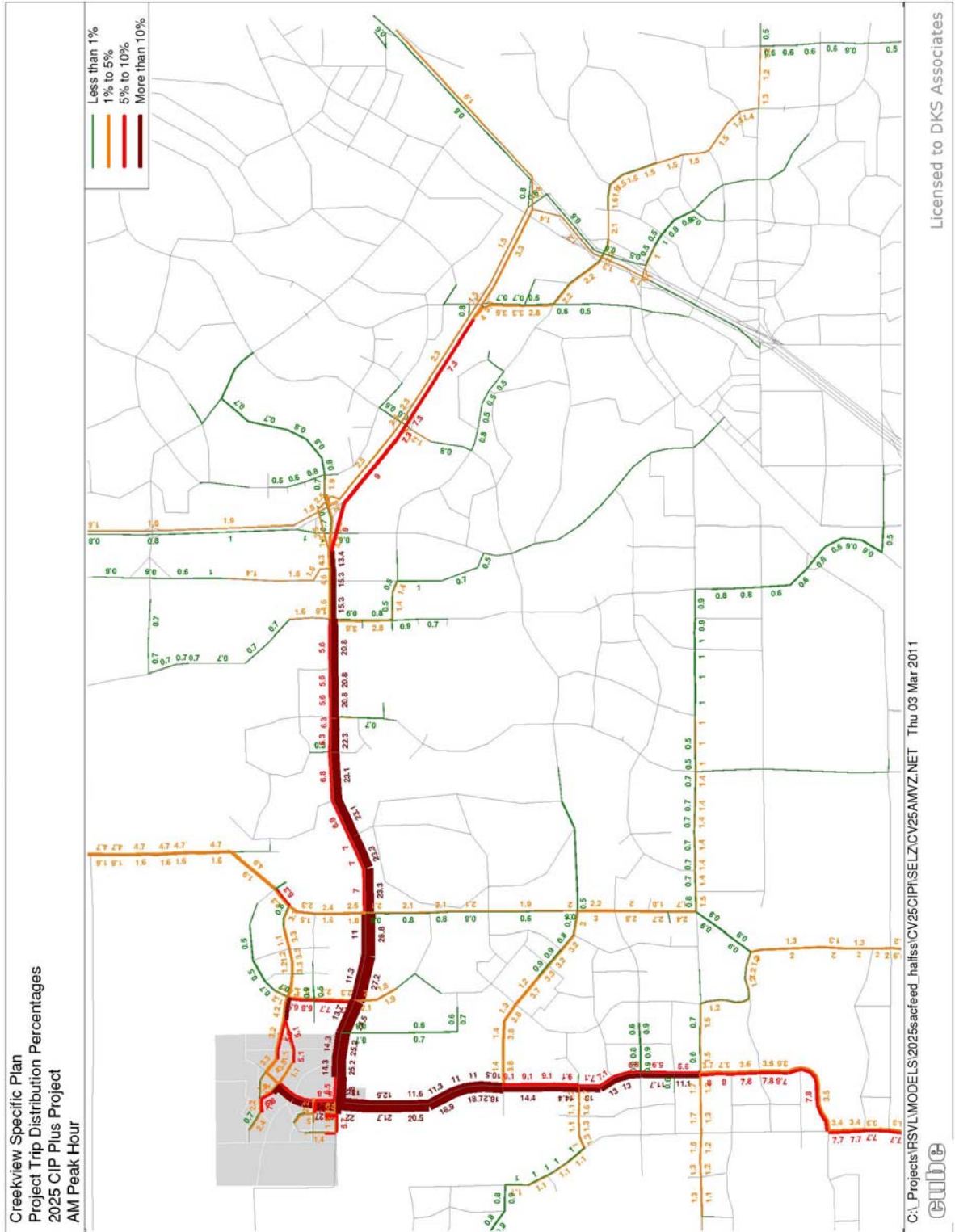
Response to Comment 5-2

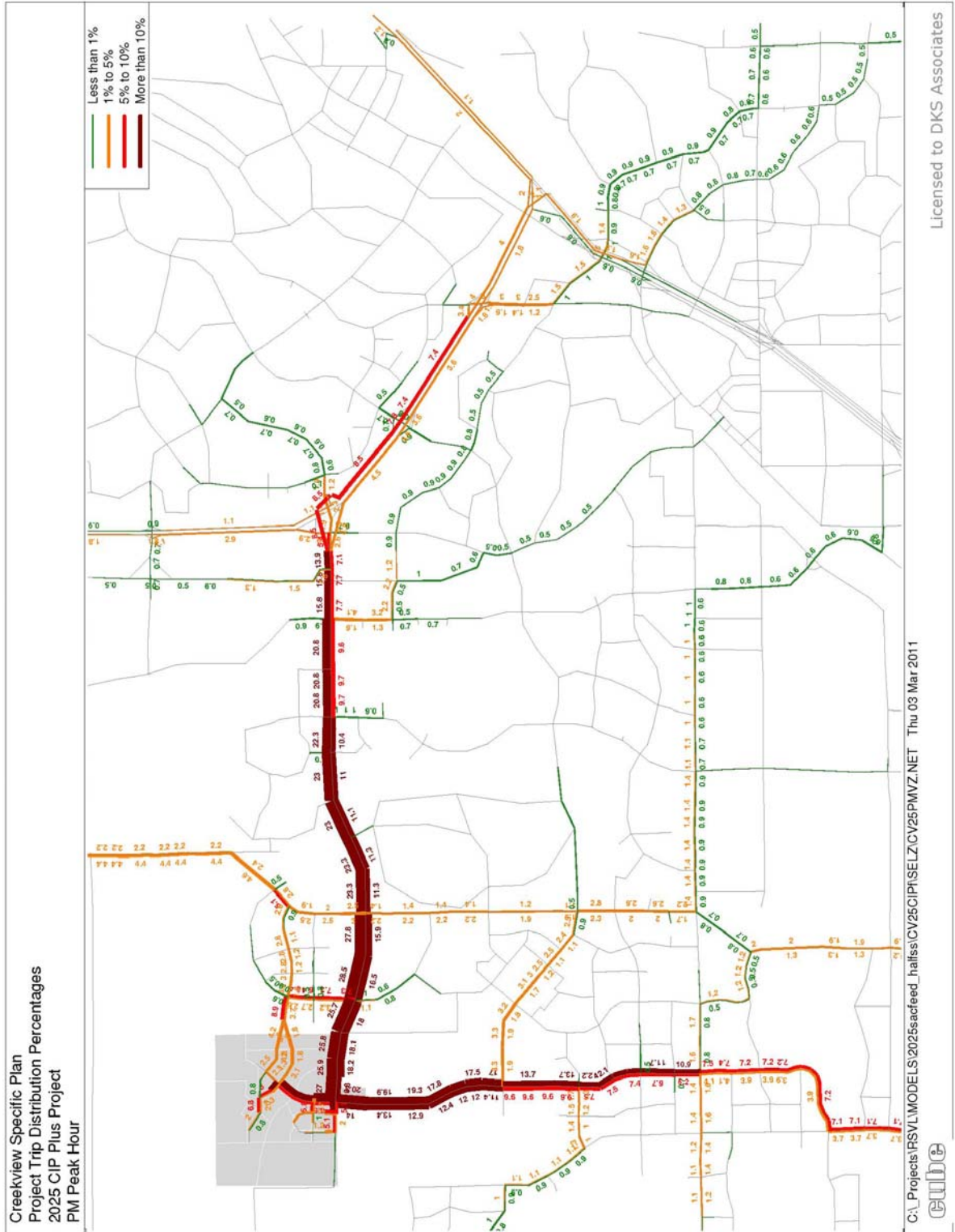
This comment requests information on AM peak hour trip generation from the Project. The following table provides this information:

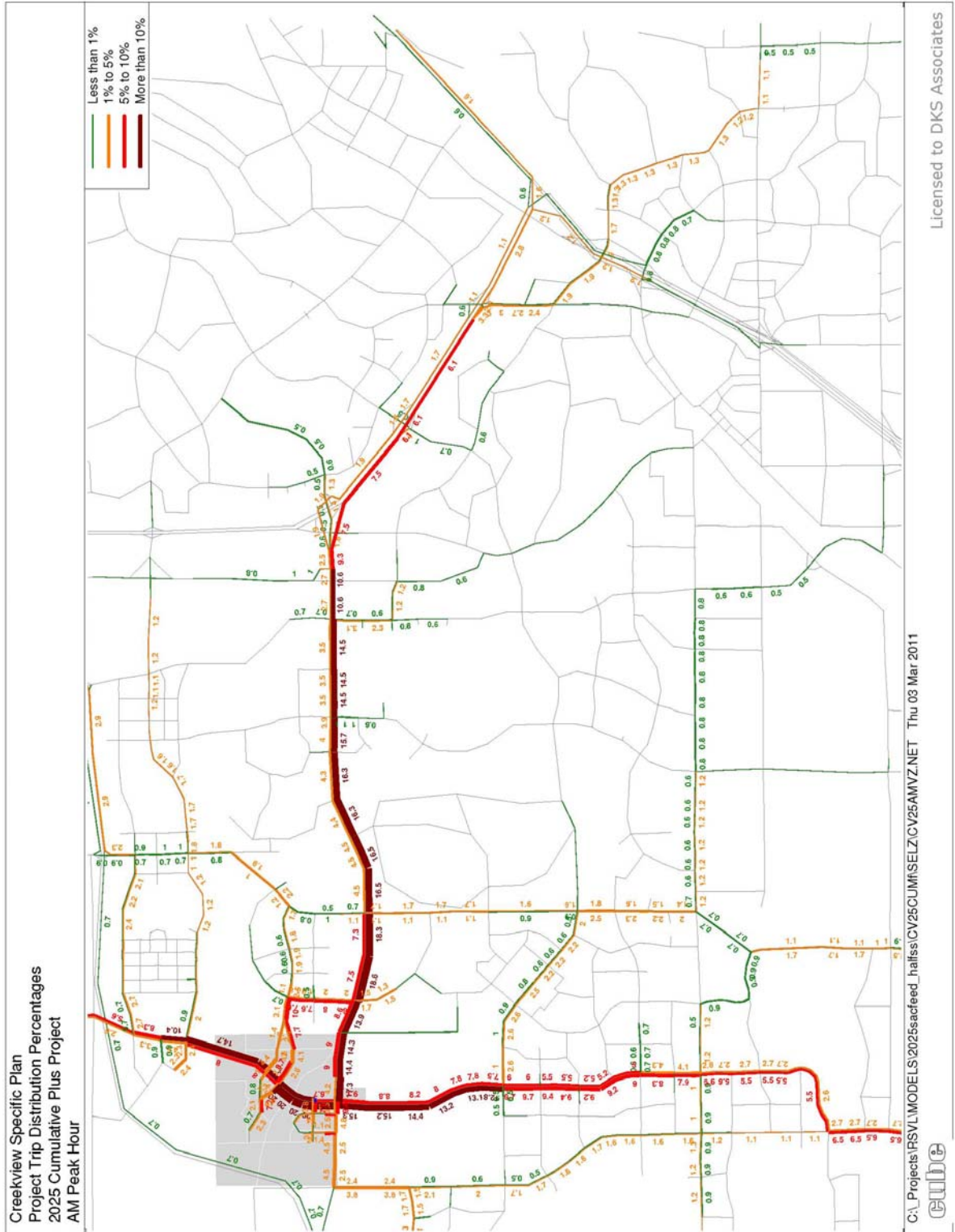
Proposed Land Use and Trip Generation								
Creekview Specific Plan								
Land Use	Proposed Units	Trip Generation				Estimated Trip Generation		
		Daily Trip Ends per Unit	AM Peak Hour Trip Ends per Unit	PM Peak Hour Trip Ends per Unit	Daily Trip Ends	AM Peak Hour Trip Ends	PM Peak Hour Trip Ends	
Single Family	1,440 DU	9	0.52 out 0.18 in	0.22 out 0.46 in	12,960	749 out 259 in	317 out 662 in	
Multi-Family	658 DU	6.5	0.35 out 0.09 in	0.16 out 0.36 in	4,277	230 out 59 in	105 out 237 in	
Total Residential	2,098 DU				17,237	979 out 318 in	422 out 899 in	
Commercial	179.0 KSF	35	0.48 out 0.93 in	1.43 out 1.03 in	6,266	86 out 166 in	256 out 184 in	
Office	143.2 KSF	17.7	0.11 out 0.43 in	0.44 out 0.19 in	2,535	16 out 62 in	63 out 27 in	
School	600 Students	1	0.12 out 0.29 in	0.35 out 0.24 in	600	72 out 174 in	210 out 144 in	
Park	15.9 acres	2.2	0.06 out 0.15 in	0.18 out 0.12 in	35	1 out 2 in	3 out 2 in	
Total Non-Residential					9,436	175 out 404 in	532 out 358 in	
Total Trip Ends					26,673	1,154 out 723 in	954 out 1,257 in	
						1,877	2,211	
Note: 1 Based on 0.25 FAR for Commercial, 0.3 FAR for Office Based on 60% Commercial and 40% Office Source: DKS Associates, 2010								

Response to Comment 5-3

This comment requests information on AM and PM peak hour distribution. The following six distribution maps are being provided for Caltran’s information.







Licensed to DKS Associates



Roseville Joint Union High School District

#2 TIGER WAY, ROSEVILLE, CA 95678
Office: 916-782-4707, ext. 4 Fax: 916-782-4030 Email: cgrimes@rjuhsd.us

CHRISTOPHER GRIMES
AICP, REFP, LEED AP
DIRECTOR OF FACILITIES DEVELOPMENT

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JAN 19 2011
Planning & Rejuvenation
Department

BOARD OF TRUSTEES
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GARRY GENZLINGER
SCOTT E. HUBER
R. JAN PINNEY
PAIGE K. STAUSS

January 13, 2011

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

Dear Ms. Pease,

Re: Creekview SP EIR

The District has reviewed the draft EIR for the Creekview Specific Plan and has identified some areas of concern with the document. The following items should be considered by the City in the approval of the project.

The enrollment in the District is identified as 9,471 students in 2009 in the DEIR. The actual CBEDS enrollment for the District on October 15, 2010 was 10,046 students .

6-1

Table 4.11.2 of the DEIR identifies the school capacity of each of the District comprehensive high schools as 2300 students. It is unclear what the basis of this capacity is. The District Board policy for comprehensive high schools is 1600-1800 students. The District currently operates most schools above capacity as shown in the table below. Schools operating above 1800 students exceed this amount and would be considered to be over capacity. Table 4.11.4 of the DEIR appears to identify comprehensive high school capacity as 1800 students which is consistent with District policy but is in conflict with Table 4.11.2.

The masterplan capacity for Antelope High School is 1,728 students. In order to accommodate the 2300 student enrollment identified in the DEIR the District will need to increase class-size, place portable buildings on physical education teaching spaces, and/or build an additional classroom building. The masterplan capacity for Roseville High School is 1804 students. The District has identified significant costs to achieve this capacity with appropriate educational facilities. Funding for this work has not yet been identified. This process involves the removal of 31 temporary classrooms from parking and physical education spaces following replacement of several buildings on campus.

6-2

Creekview SP DEIR Comments 1 2011

**ESTIMATED ENROLLMENT AND EXCESS CAPACITY
FOR THE 2011-2012 SCHOOL YEAR**

SCHOOL		ENROLLMENT	CAP	OPENINGS
ANTELOPE	TOTAL	1750	1800	limited
GRANITE BAY	TOTAL	2050	2125	limited
OAKMONT	TOTAL	1615	1750	open
ROSEVILLE	TOTAL	2100	2175	limited
WOODCREEK	TOTAL	2100	2150	limited

The DEIR identifies the school of attendance for students from the project area as Antelope High School. The addition of students from this project to the Antelope High School attendance boundary will require boundary adjustments within the District, a highly controversial and time consuming process. The project area is currently within the Roseville High School attendance boundary. Growth in enrollment at Roseville High School will further compound parking problems throughout the neighborhoods adjacent to Roseville High School and will further exceed the capacity of the school.

6-3

The DEIR states that the impact of the Creekview Specific Plan demand for increased school services is less than significant. The DEIR has an inconsistency between the two referenced tables that amounts to approximately 2500 students. The DEIR findings would require that the District change boundaries, add classrooms and otherwise initiate changes to school operations to accommodate the project. The cumulative impacts of currently entitled communities now under construction in Roseville and in other areas that serve the Roseville Joint Union High School District, plus the addition of housing in the Sierra Vista Specific Plan, The Creekview Specific Plan and pending density increase approvals for the West Roseville Specific Plan may significantly impact the learning environment of current RJUHSD students and of students who will reside in the new homes planned within each of the pending developments pending approval with the City of Roseville.

6-4

The District continues negotiations for acquisition of a site for a new comprehensive high school in West Roseville. If the District is successful in acquiring this property a new high school will be planned for construction when sufficient funds are available for construction. At this time the District does not anticipate the opening of a new high school in this area for many years due to economic conditions including slowed residential development and a lack of state funding for school construction. The District may be able to open a first phase of the West Roseville High School by approximately 2016 to accommodate a freshman/sophomore class for students from the West Roseville Specific Plan area if all funding challenges are resolved. A complete school to accommodate all WRSP students and students from other nearby communities may not be available for an undetermined period of time.

6-5

Thank you for the opportunity to review the Draft EIR for this project.

Sincerely,



Christopher Grimes
Director of Facilities Development

Creekview SP DEIR Comments 1 2011

RESPONSE TO COMMENT LETTER 6**FROM THE ROSEVILLE JOINT UNION SCHOOL DISTRICT****Response to Comment 6-1**

This comment provides information about the current enrollment as of October 2010, which is 10,046 students. The EIR has been updated in a text amendment in Volume 6 of the FEIR to include this information.

The comment also indicates the DEIR as identifying school capacity of 2,300 students, when the District Board policy is 1,600 to 1,800 students. Table 4.11.2 has been updated in a text amendment in Volume 6 of the FEIR, to state that capacity is 1,800 students.

Response to Comment 6-2

This comment provides information on actions needed to expand Antelope and Roseville high schools. No response is required.

Response to Comment 6-3

This comment indicates that in order to accommodate increased student enrollment the District would need to increase class size, install portable buildings and/or build an additional classroom building and that funding for this work has not yet been identified. Funding issues are not a significant environmental impact, and funding for school mitigation is covered by Prop 1A/SB 5, as explained in the Draft EIR on pages 4.11-18 to -19. Further, as part of the project the applicant is negotiating a School Agreement to fund fair share costs from the project.

Response to Comment 6-4

This comment indicates the Districts' concern regarding school district boundary changes. Please note no boundary change is proposed as part of the project. The text of the EIR is amended to clarify that students may attend either

Oakmont or Roseville High Schools until such time as a high school is built in the West Roseville Specific Plan area. With regard to the capacity of Roseville High School, please see response to Comment 6-3, above.

Response to Comment 6-5

This comment indicates that the project may significantly impact the learning environment of current RJUHSD students and future students in other growth areas. The EIR adequately addresses environmental impacts of the proposed project. Development of the Creekview Specific Plan area has been contemplated for some time, and was analyzed at a program-level in the West Roseville Specific Plan (WRSP) EIR (SCH No. 2002082057) in 2004. In the WRSP EIR, Creekview was identified as one of two MOU Remainder Areas (the other being the Sierra Vista Specific Plan). The WRSP EIR identified Creekview and Sierra Vista, together, as containing 7,403 dwelling units (see the District's own *Westpark Area High School Draft EIR* dated December 2010). Since only a very small portion of Sierra Vista is within the RJUHSD boundaries, the actual number of proposed units affecting the District, from Creekview and Sierra Vista combined, would be 2,788 dwelling units, well below the 7,403 units identified in the District's master plan [Westpark Area High School DEIR]. Therefore, impacts from the project are considered less than significant.

Response to Comment 6-6

This comment indicates that a first phase of the West Roseville High School may be open by 2016. Development of Creekview is projected to extend over a 20 to 30 year buildout period. It is not anticipated that construction of any residential units will commence until 2014 at the earliest, and occupancy of the first units may be a year or two after that (2015-2016).



SUTTER COUNTY
COMMUNITY SERVICES DEPARTMENT

Planning – Lisa Wilson, Planning Manager
Animal Control
Building Inspection
Environmental Health

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

RECEIVED

FEB 01 2011

Planning & Redevelopment
Department

January 25, 2011

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

Re: Creekview Specific Plan DEIR

Dear Ms. Pease:

We have reviewed the December 2010 Draft Environmental Impact Report (DEIR) for the Creekview Specific Plan (CSP). Mitigation Measures 4.3-6 and 4.3-7 refer to Sutter County intersections and roads, respectively. Discussion on pages 4.3-56, 96, and 97 refer to inter-jurisdictional agreements to resolve fair shares for construction of improvements, specifically:

"Implementation of Mitigation Measure 4.3-6 will facilitate the construction of such improvements by requiring the City of Roseville to negotiate in good faith with Sutter County to enter into fair and reasonable arrangements with the intent of achieving within a reasonable time period after approval of the CSP, commitment for the provision of adequate fair share mitigation from the Specific Plan for impacts on Sutter County roadways."

7-1

We wish to clarify our interpretation of this mitigation measure to mean that when the studies for the mitigations are updated and if they find additional impacts to Sutter County roadways beyond those identified in the DEIR, those impacts will be included for mitigation in the fair share arrangement. The resulting fee program is expected to resolve EIR approved mitigations for Sutter Point, Sierra Vista, and Placer Vineyards Specific Plans.

Sutter County looks forward to working with you to establish a fair share arrangement.

Sincerely,


Doug Libby, AICP
Principal Planner

DL:gsg
cc: County Administrative Officer
County Counsel
Director of Public Works

P:\Planning\Projects - Misc\Review of Projects in other jurisdictions\Creekview Specific Plan DEIR - City of Roseville\CSP DEIR Response 1-25-2011.doc

1130 Civic Center Boulevard, Suite A • Yuba City, CA 95993 • (530) 822-7400 • FAX: (530) 822-7109

RESPONSE TO COMMENT LETTER 7

FROM THE SUTTER COUNTY COMMUNITY SERVICES DEPARTMENT

Response to Comment 7-1

This comment is asking for clarification that Creekview impacts and fair share mitigation in the future be included in a regional fee program that covers Sutter Point, Sierra Vista, Placer Vineyards. The DEIR identifies impacts to Sutter County, only under the existing plus project scenario. Regional improvements identified in other projects are expected to improve transportation and circulation in the year 2025. In the year 2025 scenario, buildout of the Creekview Specific Plan would result in less-than-significant impacts on Sutter County roadways.

Sacramento County Airport System
G. Hardy Acree, Director of Airports



Interim County Executive
Steven Szalay

County of Sacramento

February 9, 2011

Ms. Kathy Pease
City of Roseville, Planning, Housing & Redevelopment
311 Vernon Street
Roseville, CA 95678

Subject: Draft Environmental Impact Report for the Creekview Specific Plan

Dear Ms. Pease:

This letter conveys the comments of the Sacramento County Airport System (County Airport System) with regard to the Draft Environmental Impact Report (DEIR) for the Creekview Specific Plan Project (Project). Our comments focus on potential noise impact implications relative to the current and planned future level of operations at McClellan Airfield (MCC), Sacramento International Airport (SMF) and Sacramento Mather Airport (MHR). The County Airport System appreciates the opportunity to review and comment on this project.

The Project DEIR - December 2010 document, pages 4.6-18 and 19, provides Thresholds of Significance pertaining to noise impacts including " For a project located within an airport land use plan or, where such a plan has not be adopted, within two miles of a public airport or public use airport..." Though the document addresses the most recent Airport Land Use Compatibility Plan for MCC, there is no mention of the Airport Planning Policy Area (APPA). There is also no mention of the Project Area's proximity to the MCC Instrument Landing System (ILS) final approach course. Therefore, our comments concerning MCC focus on two areas:

- The Project is located entirely within the unrestricted boundaries of the MCC APPA and
- Potential noise impact implications relative to the Project's proximity to the MCC ILS final approach course.

8-1

Sacramento International Airport • Mather Airport • Executive Airport • Franklin Field
6900 Airport Boulevard • Sacramento, California 95837 • phone (916) 874-0719 • fax (916) 874-0636
www.saccounty.net • www.sacairports.org

Draft Environmental Impact Report for the Creekview Specific Plan
February 2, 2010
Page 2 of 5

McClellan Airfield Airport Planning Policy Area

The Sacramento County Board of Supervisor’s resolution 2006-1378, adopted April 19, 2006, established the McClellan Airfield Airport Planning Policy Area (APPA) and prohibited new residential development within the 60 CNEL noise exposure contour for MCC and also required new residential development within the APPA boundary but outside the 60 CNEL to meet the following conditions prior to any approval by Sacramento County:

1. Minimum noise insulation to protect persons form excessive noise within new residential dwellings, including single family dwellings, that limits noise to 45 dB CNEL, with windows closed, in any habitable room.
2. Notification in the Public Report prepared by the California Department of Real Estate disclosing to prospective buyers that the parcel is located within the applicable airport planning policy area and that aircraft operations can be expected to overfly that area at varying altitudes less than 3,000 feet Above Ground level (AGL)
3. Execution and recordation with the Sacramento County Recorder of Avigation Easements prepared by the Sacramento County Counsel’s Office on each individual residential parcel contemplated in the development in favor of the County of Sacramento. All avigation easements recorded pursuant to this policy shall, once recorded, be copied to the director of Airports and shall acknowledge the property location within the appropriate Airport Planning Policy Area and shall grant the right of flight and unobstructed passage of all aircraft into and out of the appropriate airport.

8-2

The Creekview Specific Plan Project location is entirely within the unrestricted MCC APPA (see Exhibit 1), which is provided as an attachment (Attachment 1). The County Airport System appreciates the APPA referenced here is unconstrained and the Project area location is not within the jurisdiction of the County of Sacramento. However, original analysis done in preparation of the APPA and review of recent radar flight track data clearly demonstrate that large aircraft do regularly overfly the project site at altitudes below 3,000 feet above the ground, an occurrence that is expected to continue and in all likelihood increase commensurate with activity levels at McClellan, Sacramento International, and Sacramento Mather airports . Experience suggests that such activity will be noticeable and an issue of ongoing concern to some residents within the proposed project area.

The County Airport System commends the City of Roseville (City) for inclusion in the Project DEIR document requirement for deed disclosure, page 2.66, “potential for aircraft approach or departure, under 3,000 feet could occur over the Project Area, conflicts due to noise from aircraft on approach or departure, all owners and occupants of residential property within the Plan Area shall be provided with a deed disclosure or similar notice approved by the City Attorney”. The County Airport System would additionally encourage the City to require or request that all residential units planned in

8-3

Draft Environmental Impact Report for the Creekview Specific Plan
February 2, 2010
Page 3 of 5

the proposed Project Area be conditioned with the MCC APPA criterion of execution and recordation of Avigation Easements to protect the public's current and future investment in and economic resource that is MCC.

8-3

MCC Instrument Landing System Final Approach Course

The Project Area is at an approximate distance of seven to eight miles from the threshold of Runway 16 at MCC. Of greater significance, the Instrument Landing System (ILS) final approach course passes within one mile of the center of the Project area.

In consideration of City and resident concerns, the County Airport System performed a flight track analysis for the Project area (see Exhibit 2), which is provided as an attachment (Attachment 2). Radar data indicates that arrivals and traffic pattern operations will result in overflights of the area at altitudes between (but not limited to) 500 to 3,000 feet above the ground by all manner and type of aircraft, including air cargo and military search-and-rescue aircraft, at all hours of the day and night. Additionally, the County's aircraft noise complaint records demonstrate that overflights do not need to occur directly overhead to be objectionable to residents living in these areas. Therefore, it is appropriate for the DEIR to conclude that the less than significant aircraft noise exposure will be considered objectionable by some residents throughout the Project area and to recommend mitigation measures that will reduce or eliminate those expected effects.

8-4

Additionally, the Project Area is located at an approximate distance of one nautical mile from the designated aircraft holding pattern located at the eight-nautical mile mark for the ILS as depicted in Exhibit 3, which is provided as an attachment (Attachment 3). A holding pattern is an area designated for aircraft to orbit while awaiting further clearance to proceed on their planned flight path. Thus, aircraft in holding patterns tend to loiter over a specific area for longer periods of time as compared to say a single overflight by an aircraft on approach to land at MCC. Holding activity in this location is relatively rare, but always a possibility as it is an FAA authorized and published procedure.

The County Airport System supports the City's conclusions that the Project area is not located within the currently adopted 60 and 65 dB CNEL contours of the MCC Airport Land Use Compatibility Plan and that the cumulative noise exposure in terms of Ldn/CNEL is within acceptable limits per FAA and National Environmental Policy Act (NEPA) guidelines, but remains concerned that impacts below recognized levels of significance will still result in annoyance and therefore are worthy of voluntary disclosure.

Draft Environmental Impact Report for the Creekview Specific Plan
February 2, 2010
Page 4 of 5

Sacramento International Airport Arrival Route

The Project Area is at an approximate distance of twelve to thirteen miles from the threshold of Runway 16L at SMF. Also shown in Exhibit 2, radar data indicates the Project Area experiences some direct overflight of aircraft arriving into SMF from destinations to the east of the Sacramento region. Operations will result in overflights of the area at altitudes between (but not limited to) 2,000 to 6,000 feet above the ground primarily by commercial turbojet aircraft, at all hours of the day and night. Again, the County's aircraft noise complaint records demonstrate that overflights do not need to occur directly overhead to be objectionable to residents living in these areas.

8-5

The County Airport System recommends inclusion of SMF in the deed disclosure or similar notice. The Project DEIR, pages 4.6-46, "As indicated in the Project Description, future residents will be notified of the proximity of McClellan and the potential for overflights." should also be amended to include the proximity of Sacramento International overflights.

Military Training Activity

The Project Area is at an approximate distance of seventeen miles from the threshold of Runway 22L at Sacramento Mather Airport (MHR). Beale Air Force Base (Beale), located approximately twenty-two miles to the north of the Project Area, is home to the 9th Reconnaissance Wing, flying U-2 reconnaissance aircraft and the T-38 jet trainer. These aircraft frequently take advantage of the 11,301 ft. runway at MHR for training purposes. Radar data indicates (Exhibit 2) the Project Area experiences some direct overflight of aircraft transitioning between Beale and MHR. Operations will result in overflights of the Project Area at altitudes between (but not limited to) 2,000 to 6,000 feet above the ground primarily during daytime hours.

8-6

The County Airport System concurs with the City's conclusions stated in the Project DEIR that current and forecast aircraft noise impacts associated with MCC, as well as those not mentioned in the DEIR associated with SMF and Beale/MHR, within the proposed Project area will not exceed any federal, State or City thresholds of significance. Notwithstanding these conclusions, it is reasonable to conclude that given the Project area's proximity to:

- MCC Runway 16 ILS final approach course
- SMF Arrival Route from the East, and
- Beale T-38 aircraft transitioning from Beale to MHR

There is a high likelihood that some level of concern will be expressed by some new residents within the Project area; even though the aircraft noise exposure does not exceed Federal or State established significance thresholds.

Draft Environmental Impact Report for the Creekview Specific Plan
February 2, 2010
Page 5 of 5

We therefore encourage the City to expand the scope of its deed notice to include full disclosure overflight activity associated with Sacramento International and Sacramento Mather Airports as well as McClellan to all prospective residents and property owners within the project area in order to promote an informed decision on the part of prospective residents, protect the interests of the City from associated liability exposure and the regional interest and investment in significant aviation assets. 8-6

The County Airport System appreciates the opportunity to provide these comments. Should you have any questions, please contact me at (916) 874-0482 or rickeltong@saccounty.net. Thank you for your consideration.

Sincerely,

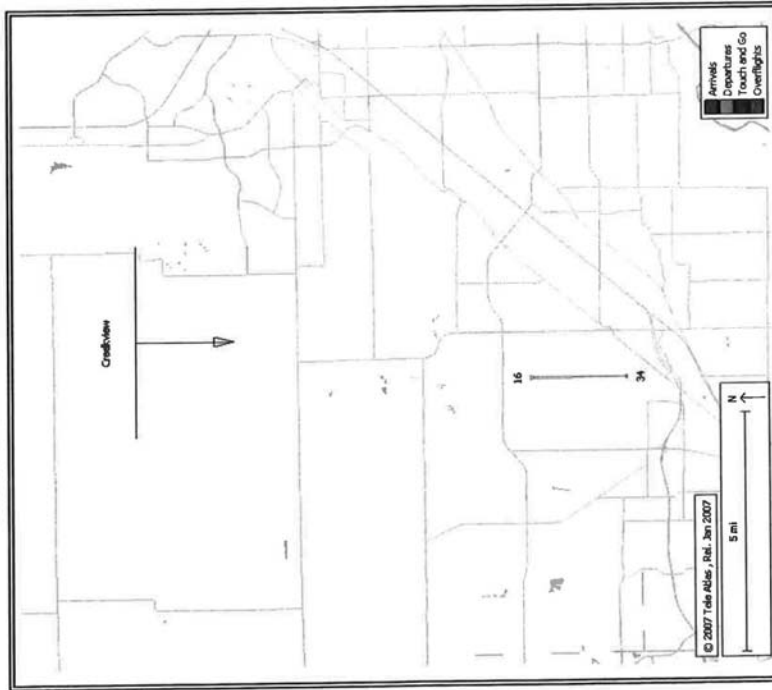
J. Glen Rickelton
Airport Manager
Planning and Environment

Attachments (3)

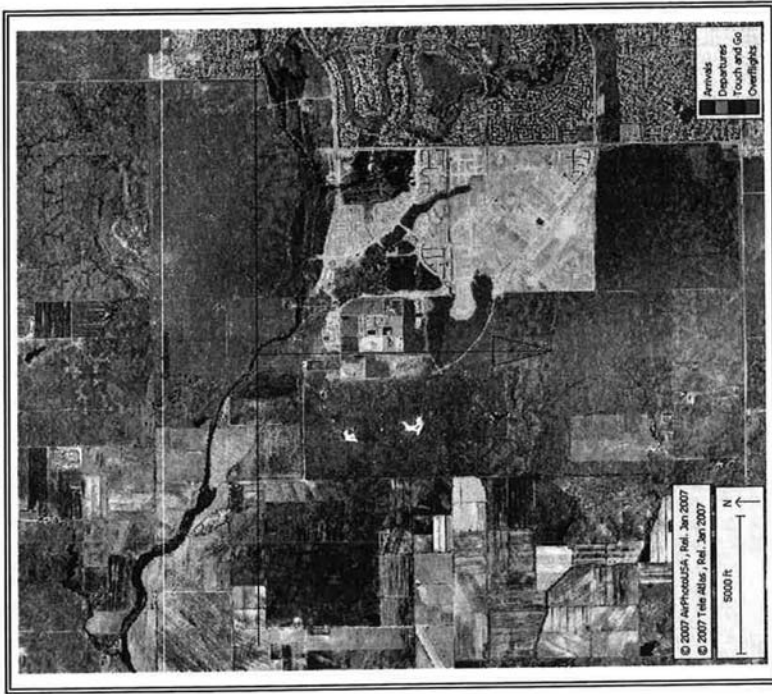
**Sacramento County Airport System
 Aircraft Noise Information Office
 McClellan Airfield Flight Altitudes Near Proposed Creekview Specific Plan Location
 Flight Track Analysis**



Basic Penetration Gate



Geographic Representation of the Gate

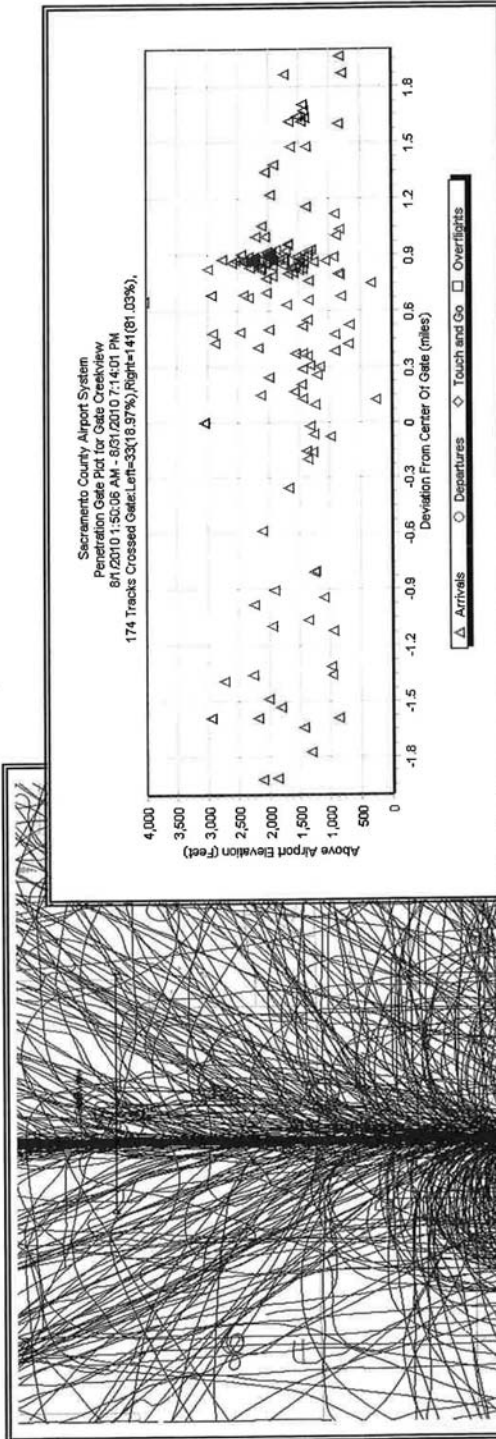


The penetration gate is centered at the coordinates of 38.799679, -121.384128, spanning the site for four miles, two miles to the east and two miles to the west of the center, and is oriented to capture flights that directly overfly or are in close proximity to the location.



**Sacramento County Airport System
Aircraft Noise Information Office
McClellan Airfield Flight Altitudes Near Proposed Creekview Specific Plan Location
Flight Track Analysis**

Arrival Analysis



During August 2010, 765 arrival flight tracks were recorded on Runway 16 at McClellan Airfield. Of these, 174 penetrated the gate spanning the location. As indicated by the graphic above, these flights typically passed over the site at altitudes between 500 and 3,000 ft MSL.

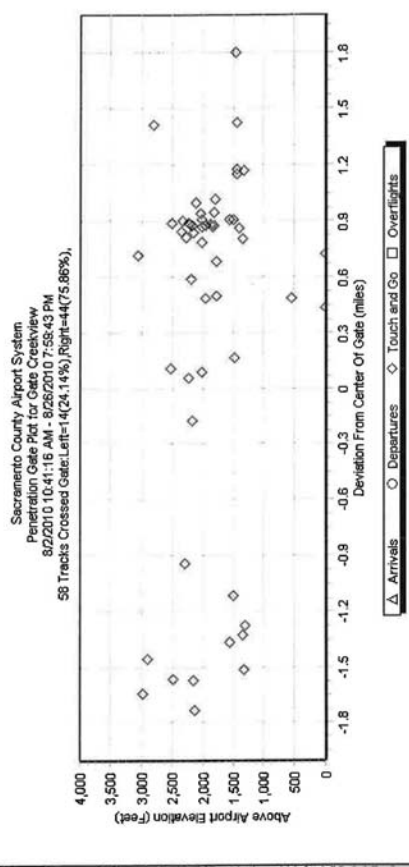
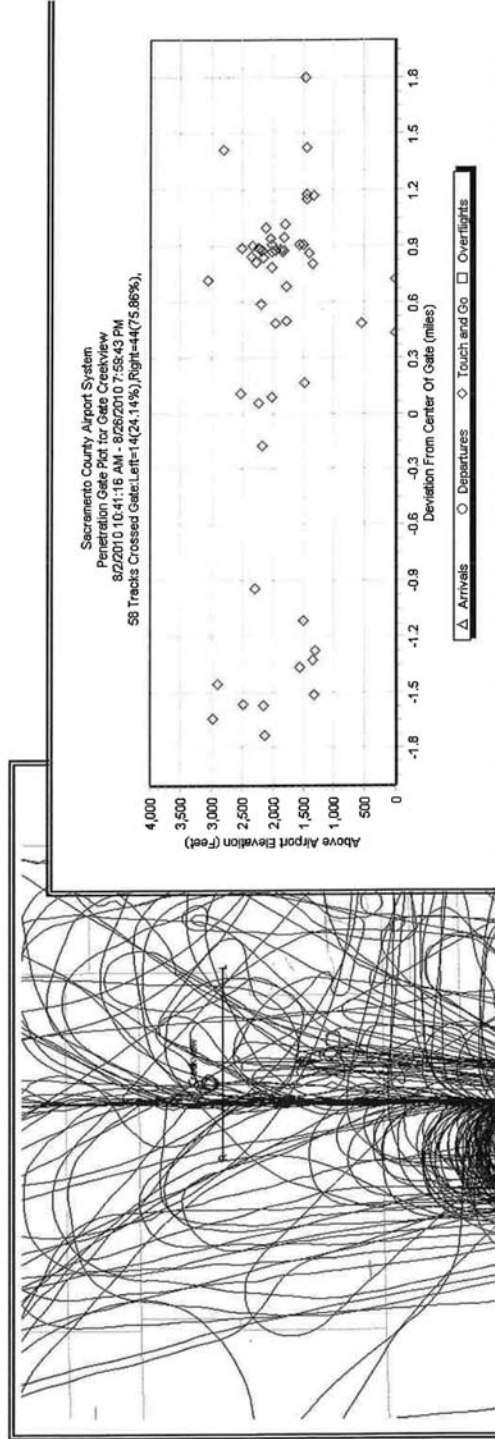
There are a small number of operations at MCC by heavy Boeing 747 aircraft. Travis Air Force Base (Travis) will on occasion contract private cargo carriers to haul freight for the military. Due to limited ramp space at Travis, once these aircraft have unloaded they will frequently fly to MCC for fuel or overnight parking. The County does on occasion receive complaint calls regarding some of these operations.

The center of the proposed location is approximately one mile from the centerline of the Instrument Landing System (ILS) Approach for Runway 16 at MCC.

**Sacramento County Airport System
 Aircraft Noise Information Office
 McClellan Airfield Flight Altitudes Near Proposed Creekview Specific Plan Location
 Flight Track Analysis**



Touch-and-Go Analysis



During August 2010, 412 touch-and-go flight tracks were recorded on Runway 16 at McClellan Airfield. Of these, 58 penetrated the gate spanning the location. As indicated by the graphic above, these flights typically passed over the site at altitudes between 1,000 and 3,000 ft MSL.

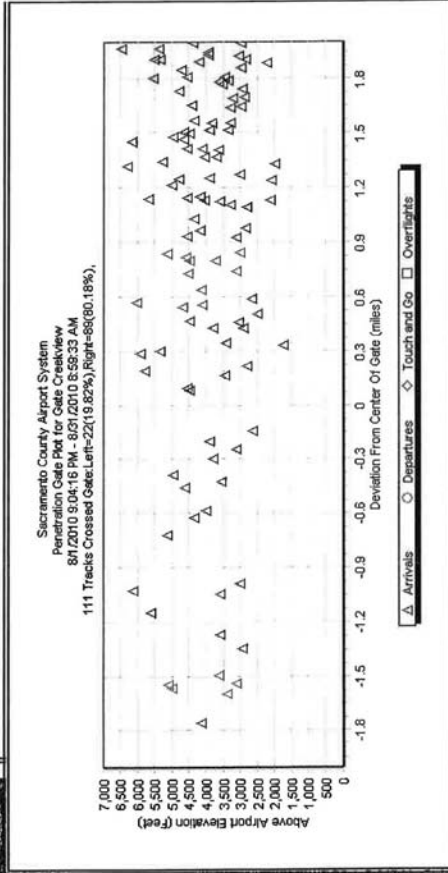
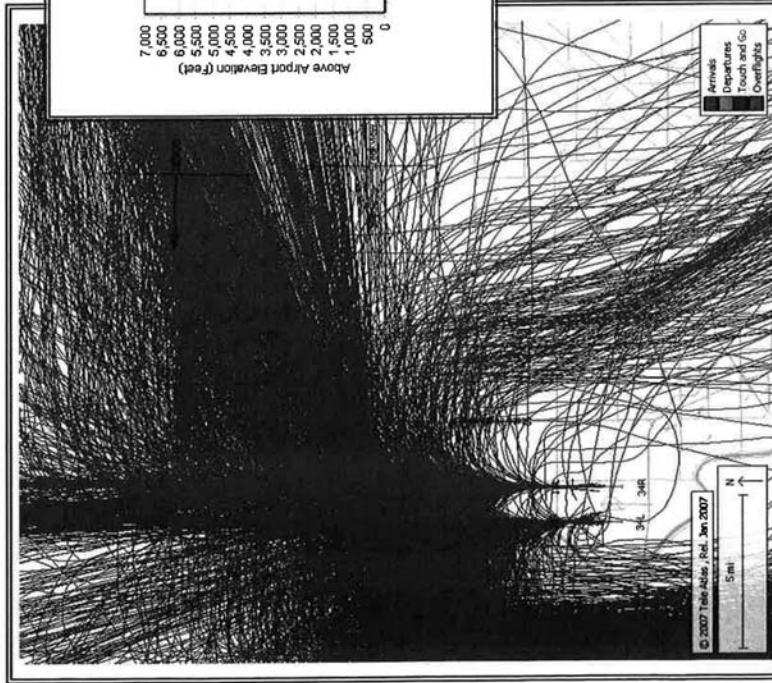
Coast Guard Air Station Sacramento is located at the north end of MCC. In addition to 24-hour immediate response capability, with a "ready" Search and Rescue crew on duty at all times, the Coast Guard conducts a number of training activities. These are conducted in HC-130 "Hercules" turboprop aircraft. The County does on occasion receive complaint calls regarding some of these operations.

Proximity to the centerline of the ILS Approach also affects the number of touch-and-go (training) operations near the project location.

**Sacramento County Airport System
 Aircraft Noise Information Office
 Sacramento International Airport Flight Altitudes Near Proposed Creekview Specific Plan Location
 Flight Track Analysis**



Arrival Analysis



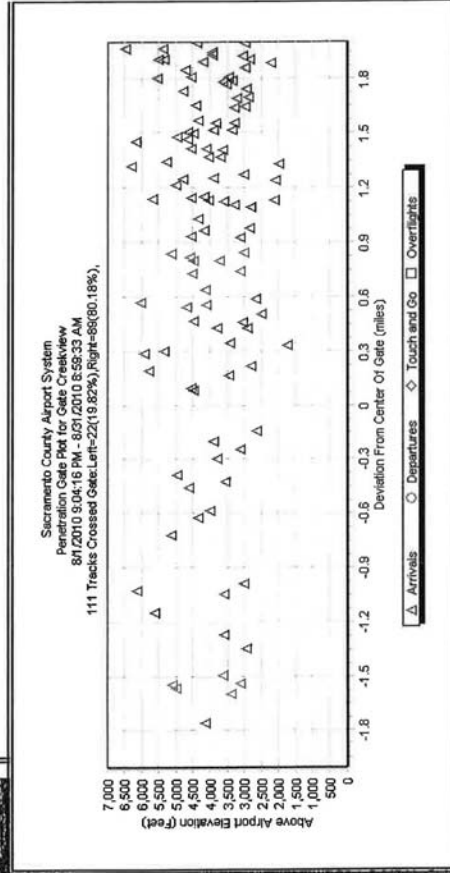
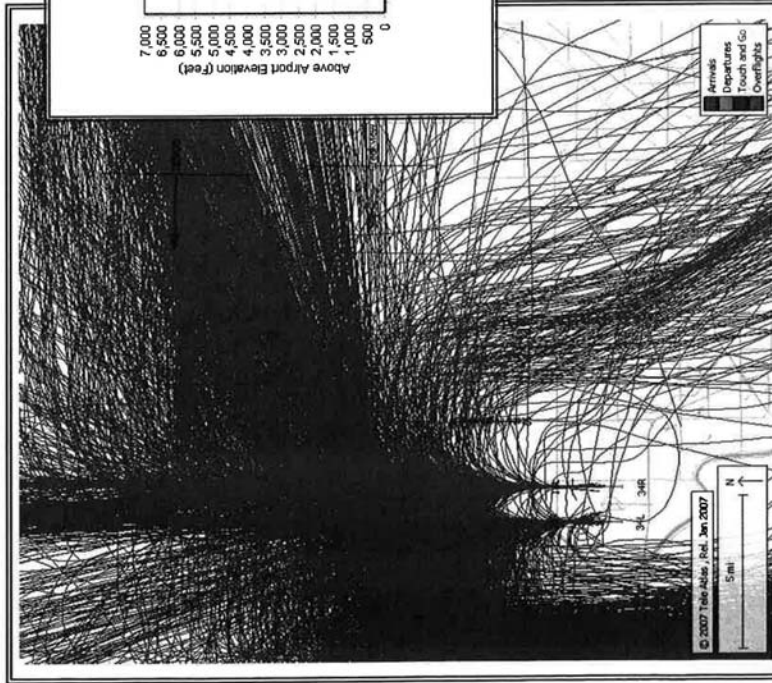
During August 2010, 111 flight tracks, arriving to Runways 16L and 16R at SMF, penetrated the gate spanning the location. As indicated by the graphic above, these flights typically passed over the site at altitudes between 2,000 and 6,000 ft MSL.

The center of the proposed location is approximately six miles to the south from the Approach Fix, TENCO, on the FLUNK THREE Standard Terminal Arrival used by SMF arrivals approaching from the east. The gate was re-oriented in order to capture the majority of the overflights of the location.

**Sacramento County Airport System
Aircraft Noise Information Office
Sacramento International Airport Flight Altitudes Near Proposed Creekview Specific Plan Location
Flight Track Analysis**



Arrival Analysis



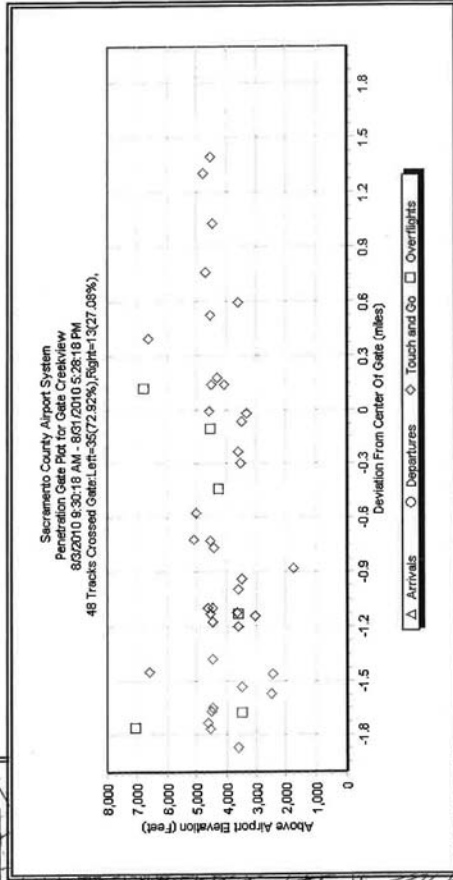
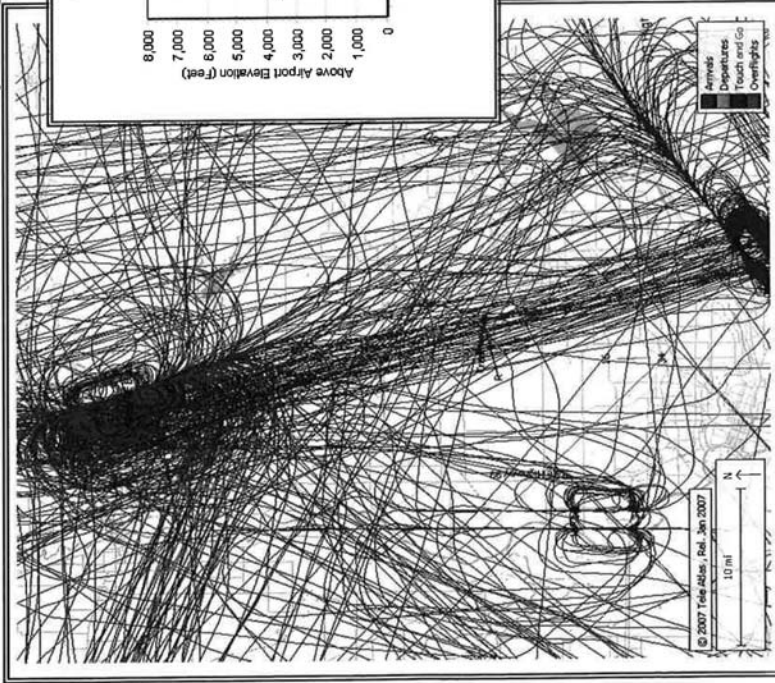
During August 2010, 111 flight tracks, arriving to Runways 16L and 16R at SMF, penetrated the gate spanning the location. As indicated by the graphic above, these flights typically passed over the site at altitudes between 2,000 and 6,000 ft MSL.

The center of the proposed location is approximately six miles to the south from the Approach Fix, TENCO, on the FLUNK THREE Standard Terminal Arrival used by SMF arrivals approaching from the east. The gate was re-oriented in order to capture the majority of the overflights of the location.

Sacramento County Airport System
Aircraft Noise Information Office
Military Training Activity Altitudes Near Proposed Creekview Specific Plan Location
Flight Track Analysis



Military Training Activity Analysis

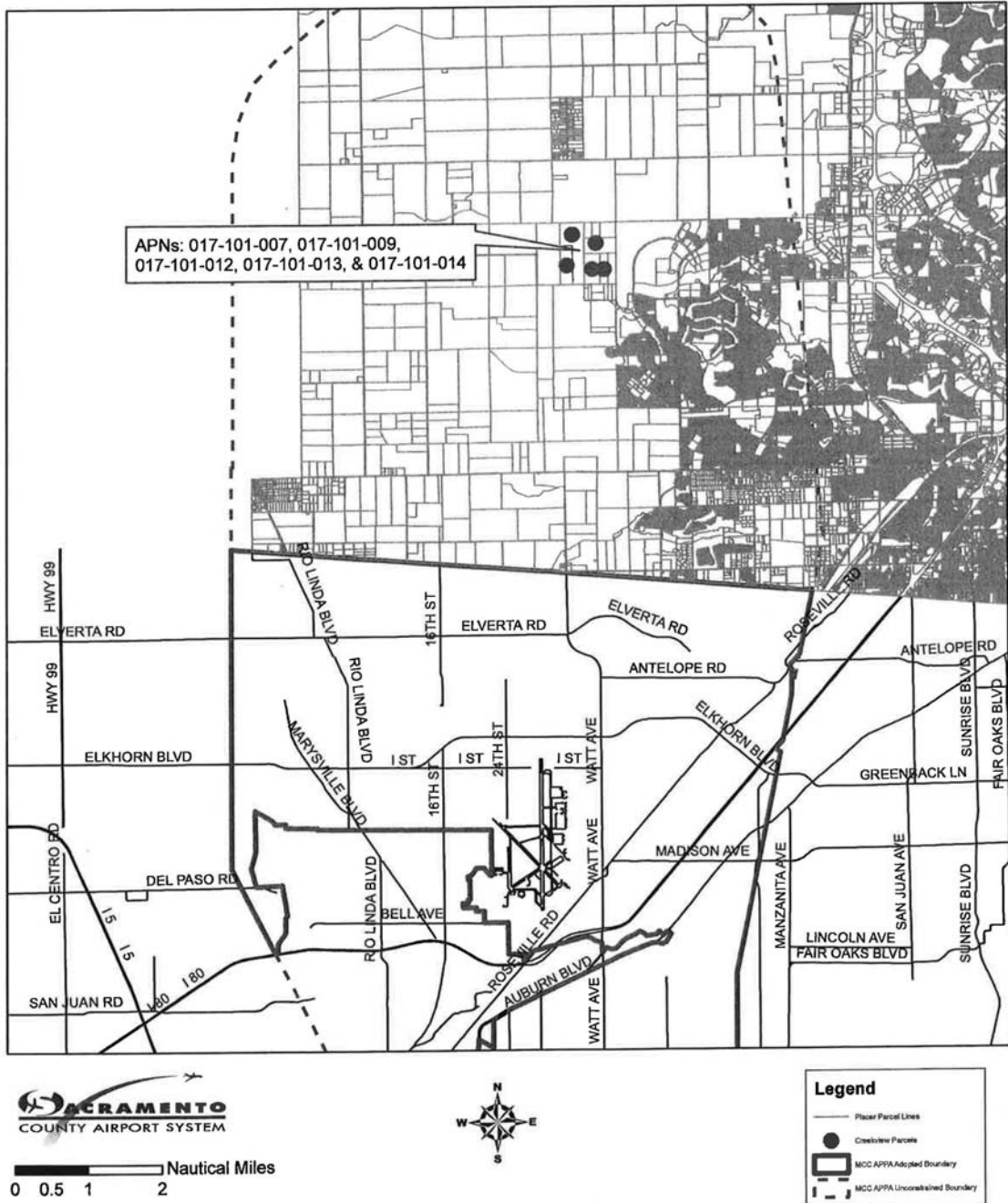


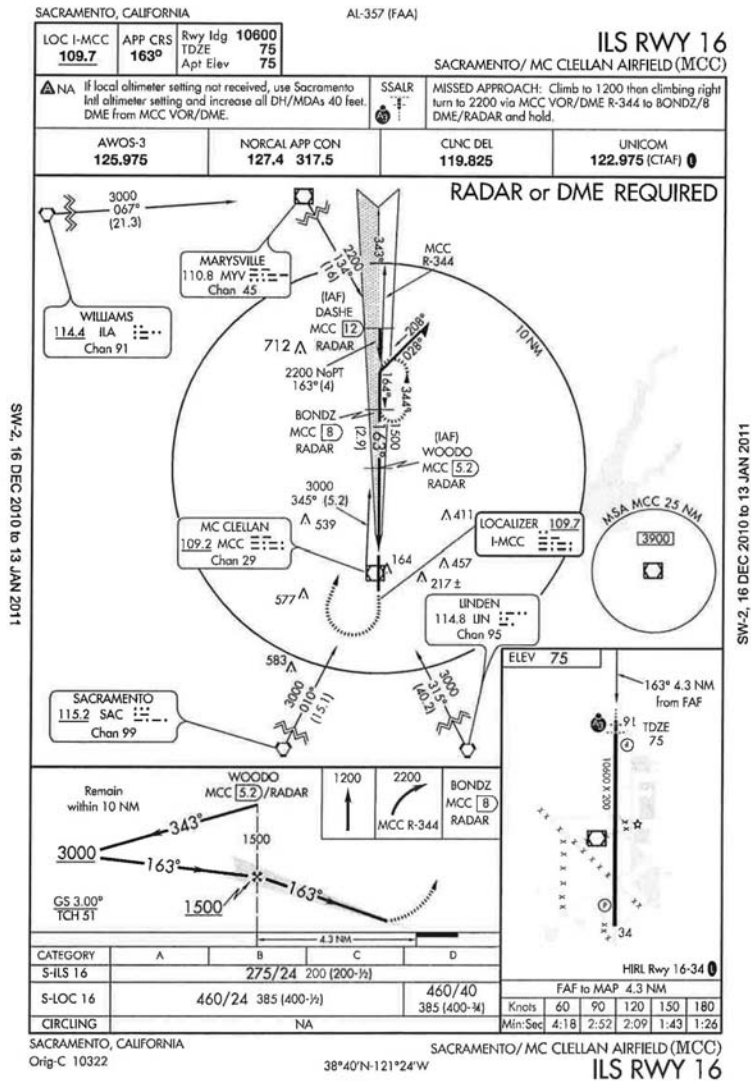
During August 2010, 364 T-38 flight tracks were recorded from Beale Air Force Base. Of these, 48 penetrated the gate spanning the location. As indicated by the graphic above, these flights typically passed over the site at altitudes primarily between 3,000 and 5,000 ft MSL.

Beale Air Force Base is home to the 9th Reconnaissance Wing, flying U-2 reconnaissance aircraft and the T-38 jet trainer. These aircraft frequently take advantage of the 11,301 ft. runway at MHR for training purposes. The County does on occasion receive complaint calls regarding some of these operations.

The center of the proposed location is approximately seventeen miles from the threshold of Runway 22L at Mather Airport. Aircraft transitioning between Beale and MHR are likely to overfly the location. The gate was re-oriented in order to capture the majority of the overflights of the location.

Creekview Specific Plan's Location within the Draft Unconstrained
McClellan Airport Planning Policy Area and in Proximity to the
Adopted (2006) McClellan Airport Planning Policy Area





RESPONSE TO COMMENT LETTER 8**FROM THE SACRAMENTO COUNTY AIRPORT SYSTEM****Response to Comments 8-1**

This comment indicates that the project is located entirely within the unrestricted boundaries of the McClellan Airfield (MCC) airport planning policy area (APPA). The City of Roseville disagrees with this statement because Sacramento County has no authority to adopt an APPA in Placer County. The Placer County Transportation Planning Agency (PCTPA) acts as the Airport Land Use Commission (ALUC) in Placer County and has not designated this part of the County as an MCC APPA. Rather, the APPA for MCC stops at the Sacramento/Placer County border.

Response to Comment 8-2

This comment indicates the Sacramento County Board of Supervisors adopted an APPA on April 19, 2006 and outlines restrictions within the APPA boundary. The Board action specifically excluded areas outside of the county. The comment further acknowledges "*..the Project area location is not within the jurisdiction of the County of Sacramento.*"

As stated on page 4.6-44 of the DEIR, large aircraft (over 75,000 pounds) operating under 3,000 feet could cause annoyance to residential or other sensitive uses.

Response to Comment 8-3

This comment encourages the City to condition the Creekview project on recordation of aviation easements. The City of Roseville is not proposing to condition future residences with this requirement, which would not substantially lessen or avoid any significant environmental effects of the proposed project.

Response to Comment 8-4

This comment provides additional information related to the aircraft holding pattern designated for aircraft to orbit while awaiting further clearance to proceed on their planned flight path. The comment goes on to state that the County Airport System supports the City's conclusion that the project area is not located within the adopted 60 and 65 dB CNEL contours and is within acceptable limits per FAA and NEPA guidelines, but nonetheless will still result in annoyance. This is consistent with the conclusions in the DEIR.

Response to Comment 8-5

This comment indicates that the project is approximately 12-13 miles from the Sacramento International Airport. Operations will result in overflights of the area between 2,000 to 6,000 feet

The County Airport System recommends that the DEIR be amended to include Sacramento International overflights in the deed disclosure found on page 4.6-46 of the DEIR. The FEIR includes a text amendment to add this information. This does not change the DEIR conclusion, because the noise analysis is based on noise measurements of all aircraft over the site.

Response to Comment 8-6

This comment indicates that the project area could also be subject to overflight activity from Mather Airport and Beale Airforce Base. The comment goes on to acknowledge that this activity would not exceed any federal, state or city thresholds of significance. The FEIR includes text amendments to add information on Mather and Beale in the deed disclosure. This does not change the DEIR conclusion, because the noise analysis is based on noise measurements of all aircraft over the site.

Municipal Services Agency
Department of Transportation
Michael J. Penrose, Director



Steven Szalay, Interim County Executive
Robert Leonard, Agency Administrator

County of Sacramento

February 10, 2011

Ms. Kathy Pease
City of Roseville
Planning & Redevelopment Department
311 Vernon Street
Roseville, California 95678

**SUBJECT: COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR)
FOR THE CREEKVIEW SPECIFIC PLAN**

Dear Ms. Pease:

The Sacramento County Department of Transportation has received a notice of public hearing & availability of a DEIR for the Creekview Specific Plan. We appreciate the opportunity to review the DEIR for this project. We have completed the cursory review of the DEIR and have no comment to offer this time.

9-1

Should you have any questions, please feel free to contact me at (916) 875-2844 or atwalk@saccounty.net.

Sincerely,

Kamal Atwal, P.E.
Associate Transportation Engineer
Department of Transportation

KA:mp

c: Matt Darrow, DOT
Dean Blank, DOT

"Leading the Way to Greater Mobility"



Design & Planning: 906 G Street, Suite 510, Sacramento, CA 95814 . Phone: 916-874-6291 . Fax: 916-874-7831
Operations & Maintenance: 4100 Traffic Way, Sacramento, CA 95827 . Phone: 916-875-5123 . Fax: 916-875-5363
www.sacdot.com

RESPONSE TO COMMENT LETTER 9

FROM THE SACRAMENTO COUNTY DEPARTMENT OF TRANSPORTATION

Response to Comment 9-1

This comment indicates that Sacramento County Department of Transportation has no comment. No response is necessary.



PLACER COUNTY
FLOOD CONTROL AND WATER CONSERVATION DISTRICT

Ken Grehm, Executive Director
Brian Keating, District Engineer
Andrew Darrow, Development Coordinator

February 10, 2011

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

RE: Creekview Specific Plan / Draft EIR & Drainage Master Plan

Paul:

We have reviewed both the Draft EIR (DEIR) dated December 2010 and the Drainage Master Plan dated December 13, 2010 for the subject project and have the following comments.

- 1. The DEIR states that downstream peak flow runoff will be mitigated through the implementation of several engineering solutions, including the use of Low Impact Development (LID). On Page 4.13-25, the DEIR states that “the use of Low Impact Development (LID) strategies will reduce the amount of runoff by providing opportunity to allow stormwaters to infiltrate into the ground.” However, per the Drainage Master Plan, it appears that peak flow runoff mitigation will only be provided through various floodplain storage enhancements including the creation of wetland habitat areas and vegetated swales, additional conveyance in overbank areas (Pleasant Grove Creek bypass channel), and through the use of constricted stream crossings. LID is only provided as a potential stormwater mitigation measure through hydromodification. LID should only be included as a mitigation measure in the DEIR if it is a certain requirement of the project. Have the applicant correct this discrepancy between the DEIR and Drainage Master Plan if necessary. 10-1
- 2. The applicant is adequately proposing mitigation measures for increases in peak flow runoff from the proposed development. Per the Drainage Master Plan, the proposed development will provide this mitigation primarily through the creation of floodplain storage. 10-2
- 3. The total increase in volume runoff from the Creekview Specific Plan Area is estimated to be 40.3 acre-feet. Per the DEIR, the subject project will provide volume runoff mitigation through the City of Roseville’s proposed regional retention facility at Reason Farms. 10-3

3091 County Center Drive, Suite 220 / Auburn, CA 95603 / Tel: (530) 745-7541 / Fax: (530) 745-3531

Paul Richardson, City of Roseville Planning, Housing and Redevelopment Department
February 10, 2011

RE: Creekview Specific Plan / Draft EIR & Drainage Master Plan

Page 2 of 2

4. The DEIR adequately demonstrates that the proposed fill within the Pleasant Grove Creek and University Creek floodplains will not significantly increase 100-year water surface elevations outside of the project boundaries. Per the District's requirements, the 100-year floodplain analysis was performed assuming future, fully developed, unmitigated conditions.] 10-4

We request the opportunity to review any future drainage analysis revisions or stormwater detention design plans. Please call me at (530) 745-7541 if you have any questions regarding these comments.



Andrew Darrow, P.E.
Development Coordinator

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3091 County Center Drive, Suite 220 / Auburn, CA 95603 / Tel: (530) 745-7541 / Fax: (530) 745-3531

RESPONSE TO COMMENT LETTER 10**FROM THE PLACER COUNTY FLOOD CONTROL AND WATER
CONSERVATION DISTRICT****Response to Comment 10-1**

The implementation of Low Impact Development strategies (LIDs) were evaluated within the Drainage Master plan as a water quality treatment process and to address hydro-modification. LIDs were not evaluated to mitigate peak flow discharges. Peak flow discharges are addressed with the floodplain storage enhancements within Pleasant Grove Creek and the bypass channel, as acknowledged in the Comment 10-2. Because they are proposed as part of the proposed project and would be required as mitigation pursuant to Mitigation Measure 4.13-2, to the extent LIDS would reduce peak flows in addition to improving water quality, they would further reduce a less-than-significant impact.

Response to Comment 10-2

This comment indicates that the project adequately mitigates for peak flow run off. No response necessary.

Response to Comment 10-3

This comment notes that mitigation will be provided in the City's Reason Farms Retention Project. No response is necessary.

Response to Comment 10-4

This comment confirms that the project adequately addresses 100-year surface elevations. No response is necessary.



3091 County Center Drive, Suite 240, Auburn, CA 95603 (530) 745-2330 • Fax (530) 745-2373
 www.placer.ca.gov/apcd Thomas J. Christofk, Air Pollution Control Officer

February 11, 2011

Sent via email: KPease@roseville.ca.us

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

SUBJECT: Creekview Specific Plan, Comments on the DEIR

Dear M. Pease,

Thank you for providing the Placer County Air Pollution Control District with the opportunity to comment on the Creekview Specific Plan DEIR. The District has reviewed the document and has the following comments for your consideration.

IMPACT 4.4-2: GENERATE LONG-TERM OPERATIONAL RELATED (REGIONAL) EMISSIONS

The Draft EIR indicates that operational emissions would exceed the APCD thresholds for criteria pollutants after the implementation of mitigation measures. It appears that Mitigation Measure 4.4-2 (H) was inadvertently placed under construction related mitigation measures and left from the identifiable measures to further reduce operational emissions. The District recommends this measure to be identified within the impact statement and listed under the operational measures and removed from the construction related mitigation measures.

11-1

Further, the District recommends the following modification to the following mitigation measure to address the various types of discretionary projects which may include the recordation of a parcel map/final map or issuance of a building permit for timing of when fees would be due.

Mitigation Measure

The proposed project exceeds the cumulative air quality thresholds as established by the APCD (a maximum of 10 pounds per day of ROG and/or NOx). The estimated total amount of excessive ROG and Nox for this project is _____ pounds per day (equivalent to _____ tons per year). In order to mitigate the projects contribution to long-term emission of pollutants, the applicant shall either:

- a. **(Preferred by APCD):** Establish mitigation on-site by incorporating design features within the project. This may include, but not be limited to: "green" building features such solar panels, energy efficient heating and cooling, exceeding Title 24 standards, bike lanes, bus shelters, etc. **NOTE:** The specific amounts of "credits" received shall be established and coordinated through the Placer County Air Pollution Control District.
- b. Establish mitigation off-site within the same region (i.e. east or west Placer County) by participating in an offsite mitigation program, coordinated through the Placer County Air Pollution Control District. Examples include, but are not limited to participation in a "Biomass" program that provides emissions benefits; retrofitting, repowering, or replacing heavy duty engines from mobile sources (i.e. busses, construction equipment, on road haulers); or other program that the project proponent may propose to reduce emissions.
- c. Participate in the Placer County Air Pollution District Offsite Mitigation Program by paying the equivalent amount of money, which is equal to the projects contribution of pollutants (ROG and NOx), which exceeds the cumulative threshold of 10 pounds per day. The estimated payment for the proposed project is \$_____ based on \$14,300 per ton for a one year period. The actual amount to be paid shall be determined, and satisfied per current California Air Resource Board guidelines, at the time of (Choose one): [recordation of the Final Map, issuance of a Building Permit].

11-2

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d. Any combination of a, b, or c, as determined feasible by the Director of APCD.

Additionally, to further reduce particulate matter, the District recommends the restriction of wood burning appliances, consistent with measures identified in the Sierra Vista Specific Plan and Riolo Vineyard Specific Plan.

- Only gas fireplaces should be permitted. Where propane or natural gas service is not available, only EPA Phase II certified wood-burning devices shall be allowed in single-family residences. The emission potential from each residence shall not exceed 7.5 grams per hour. Wood-burning or Pellet appliances shall not be permitted in multi-family developments.

11-3

IMPACT 4.4-5: EXPOSURE OF SENSITIVE RECEPTORS TO ODORS

The DEIR identifies potential sources of odor located south of the plan area such as the Pleasant Grove Waste Water Treatment Plant (WWTP). The District has concern regarding the conclusion made in the document and lack of mitigation measures to address potential future nuisances caused by the WWTP and other industrial sources including the Roseville Energy Park and future development of industrial sources. It is correct that the District has not received complaints of nuisance from these facilities, provided that the surrounding area is vacant of any development. Once the proposed project is developed, the District anticipates the potential for nuisance complaints from odor and other nuisances generated by these sources.

11-4

The District has received similar complaints resulting from similar industrial sources within the County. Citizens in communities near commercial activities, industrial sites, wastewater treatment plants, landfills, and agricultural operations have the potential to experience non-specific symptoms and may report that odors are making them sick. The symptoms reported include: headaches, nausea, reflex nausea, gastrointestinal distress, fatigue, eye irritation, throat irritation, and shortness of breath, runny nose, sleep disturbance, inability to concentrate, and classical stress response. The District; therefore, requests that the City consider this impact potentially significant and incorporate additional measures to ensure that future residents within the plan area are fully aware of the nearby sources and potential for nuisance. Additionally, potential odor nuisances should be further investigated at the time of proposed residential development south of the plan area to ensure that future notification is adequate to reduce nuisance complaints.

Sincerely,

Angel Rinker
Angel Rinker
Associate Planner, APCD

RESPONSE TO COMMENT LETTER 11**FROM THE PLACER COUNTY AIR POLLUTION CONTROL DISTRICT****Response to Comment 11-1**

This comment requests that Mitigation Measure 4.4-2 (H) be listed under the operational measures and removed from the construction related mitigation measures. The text of the FEIR is amended to move this measure into the operational measures.

Response to Comment 11-2

The comment requests that Mitigation Measure 4.4-2 (H) be modified to include that the mitigation would be required at recordation of a parcel map/final map in addition to being required at the time of building permit. The City has determined that at the time of building permit is the appropriate time to require specific mitigation measures to reduce this impact.

Response to Comment 11-3

This comment requests that only gas fire places be allowed. The Final EIR is amended to include the suggested mitigation measure.

Response to Comment 11-4

This comment expresses concern with odor associated with the Pleasant Grove Waste Water Treatment Plant (PGWWTP). The EIR acknowledges odor issues and identifies a requirement for future residences within the project to be provided with a deed notification that industrial uses are located south of the project area, as a condition of the project. This City has not received complaints from existing residences within the West Roseville Specific Plan that are located immediately adjacent to the PGWWTP. Operations at the PGWWTP have not been identified as a significant source of odors. Therefore, while odor could be a potential nuisance, it would not be a significant impact.

STATE OF CALIFORNIA

Arnold Schwarzenegger, Governor

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-4082
(916) 657-5390 - Fax



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December 28, 2010



RECEIVED

FEB 09 2011

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

RE: SCH# 2008032017 Creekview Specific Plan Draft Environmental Impact Report; Placer County.

Dear Ms. Pease:

The Native American Heritage Commission (NAHC) has reviewed the Notice of Completion (NOC) referenced above. The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resource, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA Guidelines 15064(b)). To comply with this provision the lead agency is required to assess whether the project will have an adverse impact on historical resources within the area of project effect (APE), and if so to mitigate that effect. To adequately assess and mitigate project-related impacts to archaeological resources, the NAHC recommends the following actions:

- ✓ Contact the appropriate regional archaeological Information Center for a record search. The record search will determine:
 - If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources.
 - If any known cultural resources have already been recorded on or adjacent to the APE.
 - If the probability is low, moderate, or high that cultural resources are located in the APE.
 - If a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
 - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- ✓ Contact the Native American Heritage Commission for:
 - A Sacred Lands File Check. USGS 7.5 minute quadrangle name, township, range and section required.
 - A list of appropriate Native American contacts for consultation concerning the project site and to assist in the mitigation measures. Native American Contacts List attached.
- ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
 - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
 - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
 - Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

12-1

Sincerely,

Katy Sanchez
Program Analyst
(916) 653-4040

cc: State Clearinghouse

RESPONSE TO COMMENT LETTER 12

FROM THE NATIVE AMERICAN HERITAGE COMMISSION

Response to Comment 12-1

This comment requests that projects assess whether it will have an adverse impact on historical resources within the area of project effect and to mitigate such impacts. Section 4.9 of the Draft EIR analyzes the impacts of the proposed project on cultural resources, both historical and archeological resources, on the project site and in the area where off-site infrastructure would be constructed (Impacts 4.9-1 through 4.9-4). As explained on Draft EIR pages 4.9-4 to 4.9-6, the project area was surveyed and a records search was conducted. Mitigation Measures WMM 4.8-2, 4.8-3, 4.8-11 and 4.8-13, and MM 4.9-1 and 4.9-3, identified in the Draft EIR, require pre-construction surveys for cultural resources, proper handling of cultural resources discovered during construction, provisions for stopping work and conducting necessary investigations, and implementation of management measures.

PUBLIC HEARING MEETING NOTES



**Planning, Housing & Redevelopment
Department**
311 Vernon Street
Roseville, CA 95678

**CREEKVIEW SPECIFIC PLAN EIR WORKSHOP
PLANNING COMMISSION MEETING NOTES
Thursday, January 13, 2011**

ATTENDEES:

Commissioners: Krista Bernasconi, Robert Dugan, Sam Cannon, Gordon Hinkle,
Audrey Huisking, Dave Larson, Don Brewer
Staff: Nela Luken, Kathy Pease, Chris Kraft, Kelye McKinney,
Scott Vaughan, Steve Lindbeck

At the Planning Commission public meeting of January 13, 2011, staff conducted an informational workshop about the Draft Environmental Impact Report for the Creekview Specific Plan. The following represents the comments made by the Commission and the public, which will be forwarded to the City Council for review and consideration.

Commissioner Brewer

I have a concern about the noise levels from McClellan. How many flights will there be? What are the noise levels? Will there be flights at night?

We don't have the specific numbers. Sacramento County came out to measure the aircraft noise levels at the site, and they were actually quite low. The average noise levels will be below 50 dB, which is below the State standards. However, there will be instances where a single aircraft flies over Creekview quite low and the noise levels with those aircraft could be about 70 dB, which will be noticeable. There will be flights at night and the single event aircraft noise could disturb some residents. While it is not a significant noise impact, there is a requirement for a deed disclosure in the Development Agreement because of a potential noise compatibility issue.

Commissioner Bernasconi

I understand the buildout for this project is 2025. What is on the near horizon?

Houses probably won't be built in Creekview until at least 2014. The Development Agreement is a 30 year agreement, but a lot depends on the market. If there is a hotter market, houses get built sooner and faster.

What is the residential population proposed?

At 2,011 units times 2.54 persons per household, there is an estimated population of 5,108.

Is there one school site?

Yes, one elementary school.

Commissioner Cannon

The larger aircraft now using McClellan are the Cal-Fire C130s, which come in quite low. Do we know what kinds of aircraft could use the field and how many?

It's hard to say. The approved use of the field is up to 20,000 flight operations per year, which is what it was when the Air Force was there. In recent years it has been about 7,000 operations. It could go up to the historic level, but that depends who's using it. Frequency of flights is not within the City's control.

How does this project help the joint City-County project on Baseline Road?

The City will collect traffic mitigation fees for both local and regional impacts, including improvements to Baseline Road. The Creekview project won't have as large an impact on Baseline, but it will pay its fair share for the improvements to Baseline.

Commissioner Hinkle

We have talked in the past about widening Riego Road. Do we know what the timeline for that is? Are we talking with Sutter County about this?

There is no timeline. Because the area is outside the City's jurisdiction, we can't say how and when it will be developed. Road widening is tied to adjacent development, and as fees are collected. If and when fee programs are established, Creekview would have to contribute its fair share.

At certain times, odors from the landfill are bad. Is this addressed?

The EIR does address odors, both from the landfill and the waste water treatment plant. We are requiring a deed disclosure for these compatibility issues.

Commissioner Larson

How many people attended the January 10th public informational meeting?

About 8 people.

Wildlife habitat impacts are stated as less than significant. Are there any remaining issues?

The proposed open space preserves in Creekview (Pleasant Grove Creek and the Northern Preserve) will connect to Reason Farms and open space corridors in the West Plan. These connections provide a huge benefit as migratory corridors. The City met early in the process with the Resource Agencies, which resulted in increasing the size of the Northern Preserve and reducing the wetlands impact. Because of that, the federal permit process is anticipated to qualify for an environmental assessment, akin to a negative declaration, and with mitigations there will be no impacts.

How large an area was subject to flooding as a result of the constriction in Pleasant Grove Creek? How will the creek be altered to fix this? Will homes in the vicinity need flood insurance?

About 70 acres on the south side of the creek would flood because of the constriction. The creek channel will remain. The bypass channel is an amenity that will carry water during flood events, increase the width of Pleasant Grove Creek and provide additional creek habitat. Flood insurance will not be required in this area, because all building pads will be graded a minimum 2 feet above the 100-year flood elevation.

Commissioner Dugan

When will the bypass channel be built?

The bypass channel is required for the development of Phase A on the south side of Pleasant Grove Creek. It would be built early in the improvements for Phase A.

When will the roads be built?

The roads will be built in phases, not all at once. For example, the bridge over Pleasant Grove Creek is not needed until the beginning of Phase C.

How is the air traffic noise here different than what was analyzed in the Sierra Vista Specific Plan?

It's quite a bit less in Creekview. The noise impact was significant and unavoidable for Sierra Vista, because that project is only about two miles from McClellan. When aircraft noise was measured for Creekview and also in the Del Webb area, noise levels were found to be less than significant.

What about the Roseville Energy Park noise?

There were noise measurements on the Creekview site which found REP noise levels to be less than the projected traffic noise levels from Blue Oaks and Westbrook in 2025.

Commissioner Huisking

Right now the large aircraft that use McClellan are the Cal-Fire planes, Coast Guard, etc. Most commercial like UPS go out of Mather. Could the commercial use McClellan? Will residents, even with the deed disclosure, be able to bring suit to stop the noise?

It would be difficult to bring lawsuits if they've had notice and the residents would have been made aware. The City has been talking with Sacramento County about providing some kind of advance notification to residents about changes in the airfield operations.

Public Comments

None

MINUTES
Public Utilities Commission

February 8, 2011

7:00 p.m.

Council Chambers
311 Vernon Street
Roseville, CA 95678

1. Roll Call

PUC Commissioners Present: Tom Barrington

Jim Hardy

Bruce Houdesheldt

Joe McCaslin

Tom O'Meara

Bruce Scheidt

Jim Viele

PUC Commissioners Absent: None

Staff Present: Derrick Whitehead, Environmental Utilities Director
Kelye McKinney, Environmental Engineering Manager
Nela Luken, Senior Planner
Kathy Pease, Senior Planner
Michelle Bertolino, Electric Utility Director
Scott Vaughn, Electric Engineering Manager
Joseph Mandell, Deputy City Attorney

2. Pledge of Allegiance

3. Minutes of January 25, 2011

The minutes of January 25 , 2011 were approved as submitted.

4. Oral Comments/Public Comment

None

5. Old Business

Public Hearing – Creekview Specific Plan Draft Environmental Impact Report

Presentation by the Planning and Redevelopment Department, Environmental Utilities and Roseville Electric on the Public Utilities sections of the Draft Environmental Impact Report and the Creekview Specific Plan for review and comment.

Chairman Barrington opened the public hearing.

Nela Luken, Planning and Redevelopment Senior Planner, Kelye Mckinney, Environmental Utilities Manager and Scott Vaughn, Electric Engineering Manager provided an overview of the Draft Environmental Impact Report and the Creekview Specific Plan.

There was no public comment.

Vice-Chairman Viele expressed concerns regarding funding for the expansion on the waste water treatment plan.

Commissioner Scheidt expressed concerns regarding the assumption on the water supply.

Commissioner Houdesheldt expressed concerns about total water demand.

Commissioner O’Meara expressed concerns regarding the expansion for the waste water treatment plant and asked about the noise of the power plant.

Commissioner Hardy expressed concerns regarding the landfill impacts.

Chairman Barrington asked if there were any adverse rate impacts on any of the utilities.

Commission Scheidt asked about the timeline for the entitlements and final map.

Chairman Barrington commented that he understood staff prepared the draft EIR. Kelye McKinney gave kudo’s to Kathy Pease, Senior Planner for a job well done. She did a fair amount of work on this.

6. Reports – Commission/Staff

Commissioner Viele invited everyone to attend the City Council Workshop at 6:00pm on February 9, 2011.

7. Adjournment

Commissioner Hardy moved for adjournment of the February 8, 2011 Public Utilities Commission meeting. Commissioner Scheidt seconded the motion. The motion passed unanimously at 7:53 p.m.

Tom Barrington
Chairperson

Therese Keller
Recording Secretary



Planning, Housing & Redevelopment
Department
311 Vernon Street
Roseville, CA 95678

**CREEKVIEW SPECIFIC PLAN
PUBLIC UTILITIES COMMISSION MEETING NOTES
Tuesday, February 8, 2011**

ATTENDEES:

Commissioners: Tom Barrington, Jim Hardy, Bruce Houdeshelt, Joe McCaslin,
Tom O'Meara, Bruce Scheidt, Jim Viele
Staff: Kelye McKinney, Scott Vaughan, Derek Whitehead, Michelle
Bertolino,
Nela Luken, Therese Keller

At the meeting of February 8, 2011, the Public Utilities Commission reviewed the Creekview Specific Plan and Draft Environmental Impact Report (EIR). Although no formal action was taken by the Commission, several comments and questions were raised by the Commission; there were no comments from the public. These comments will be forwarded to the City Council for review and consideration.

Commissioner Viele

Will the project pay for the wastewater treatment plant expansion?

The Creekview project will pay its fair share for the plant expansion. Any new development, whether in the West Plan, Sierra Vista or Creekview, pays building permit fees including water connection fees and sewer connection fees, which are used to pay for the expansion of facilities.

Will the wastewater treatment plant expansion include a new digester?

That is being looked at as part of the expansion project. Any facilities required for the new discharge permit from the State will also be incorporated into the expansion project.

Will the discharge permit accommodate Creekview or need to be modified?

Creekview will need to be incorporated into the South Placer Wastewater Authority boundary. The current discharge permit allows up to 12 million gallons per day. When that point is reached, there is a need for a new amended permit.

The staff report mentions project financing and something referred to as ‘other financing mechanisms’. I looked on the City website for the Creekview Development Agreement but could not find it. Is it available?

Not yet, the development agreement is still in negotiation between staff and the landowners. It will be made available before the project goes to the Planning Commission and City Council.

Commissioner Scheidt

The assumptions on water supply include that the City would realize a 20 percent reduction in demand during drier and driest years. Has the City ever actually realized a 20 percent reduction in drier and driest years?

In 2009, the City asked customers to make a voluntary 20 percent reduction. The City actually got about 18 percent reduction overall, which was a fairly aggressive reduction by our customers without much impact on their operations.

Is it correct that for 14 out of 100 years the City would be in drier or driest year conditions? Would we have to achieve a 20 percent reduction for supply to meet demand in those years?

The assumption is that in a maximum of 14 out of 100 years, the City would need to use some ground water. During drier or driest years the City would use both conservation and ground water to meet demand. It could be that conservation achieves much and only a little ground water is needed. Or there could be times where more ground water is needed.

The water assumptions are based on build-out. Does build-out include the Sierra Vista Specific Plan?

Yes.

How does Creekview get annexed to the Roseville Electric service area boundary? Is a vote needed, like what happened in Yolo County with SMUD?

When the Creekview is annexed to the City it will be in the RE service area. It will not require a vote.

What is the timeline for entitlements? When will Creekview develop?

Development is market driven, so there must be a market for development to happen. As far as the entitlement process is concerned, the project still needs to be reviewed by the Planning Commission and City Council. If approved by Council, the project next goes through the annexation process at the Local Agency Formation Commission. Typically, specific plan developers will form a community facilities district to fund the backbone infrastructure and the landowners will get tentative maps approved, so that when the annexation is complete they can start construction of the infrastructure then the subdivisions. In the case of Creekview, the site has the West Plan on the east and south sides, so it relies on infrastructure located in the West

Plan, much of which is not yet built. The Creekview developers can either wait to proceed after the West Plan builds that infrastructure, or it could choose to build it themselves and seek reimbursement from the West Plan.

Commissioner Houdeshelt

Regarding the updated water tables in the staff report, I want to understand that the CEQA conclusions are correct. It appears to show that water demand went down. Is that correct?

The revised tables only correct an error in the printing of the EIR document that was released. The impacts shown in the revised tables do not change the conclusions in the EIR as it was printed, that there are no significant water supply impacts.

Commissioner O'Meara

Is it possible that the wastewater treatment plan expansion would trigger new requirements for the entire plant?

Any new discharge permit from the State could possibly involve new standards and requirements. The permit must be renewed every five years, whether or not growth occurs. There is always a negotiation process with the State to get a new permit, and with that comes a possibility for new information or new technologies that result in the State asking for something different.

Was there adequate study of the volume and quality of groundwater that might be used? Would that ground water need to go to the water treatment plant?

The ground water in the basin currently meets all State and federal drinking water standards. It is expected that the quality of groundwater will be the same in the future. Of course any new ground water well would be tested before being put into production to ensure it does meet the standards. Ground water does not need to go through the water treatment plant; it can be mixed directly into the potable water distribution system.

Is about 5 megawatts of electricity needed to serve Creekview? How will that be met?

Yes. The City will meet the demand with new energy supply contracts.

How far is Creekview from the Roseville Energy Park? Will having residents close to the power plant create a problem for its operation, for a noise or other perspective?

The Roseville Energy Park is located just south of the site, across Blue Oaks Boulevard. This is one of the site constraints for the land use plan. Accordingly, the commercial land use on the north side of Blue Oaks Boulevard serves as a buffer between the REP and Creekview's residential land use. Noise from the REP was monitored for the Draft EIR, and it was found to be less than the road noise expected from Blue Oaks Boulevard at build-out.

Commissioner Hardy

The EIR indicates the landfill has existing capacity to year 2042. Does that projection take into account the build-out of all cities that use the facility? Can the landfill be

expanded? Of course, increased waste diversion requirements could affect the life of the landfill too.

The information about the existing landfill capacity was provided by Placer County and is assumed to account for growth from all landfill customers. The authority owns additional land across the road, so they have land available for another landfill.

Commissioner Barrington

The amount of remaining water supply, 801 acre-feet per year, what is that in relation to the total? It seems like a small margin.

Compared to the City's overall demand of 62,000 acre-feet per year, it is a small percentage. Put in perspective, 800 acre-feet can serve about 1,600 dwelling units, and Creekview's demand, which factors in conservation, is 900 acre-feet. Looking forward to the State-mandated 20 percent reduction by year 2020, the remaining water supply margin will increase as the City achieves reductions in other areas.

I understand that City staff wrote the EIR. Do you have any comments on that?

The Draft EIR was prepared by staff, mostly by Kathy Pease, and it was a fair amount of work. This is the second Draft EIR written by staff; the Sierra Vista Draft EIR was the first. Kudos to Kathy!



**Planning, Housing & Redevelopment
Department**
311 Vernon Street
Roseville, CA 95678

**CREEKVIEW SPECIFIC PLAN
PARKS & RECREATION COMMISSION MEETING NOTES
Monday, February 7, 2011**

ATTENDEES:

Commissioners: Nick Alexander, Allen Archuleta Jr., Marie Campos-Vergara,
Paul Gonzalez, Jacob Priley, Doyle Radford Jr., Robert Smith
Staff: Jeff Dubchansky, Tara Gee, Nela Luken

At the meeting of February 18, 2011, the Parks & Recreation Commission reviewed the Creekview Specific Plan and Draft Environmental Impact Report (EIR). Several comments and questions were raised by the Commission. No members of the public spoke regarding the matter. These comments will be included in the Final EIR which will be forwarded to the City Council for review and consideration.

Commissioner Smith

Based on the sizes of the parks, what kinds of fields can be developed on them, and how many?

The 7-acre school park (C-60) could accommodate two youth ball fields, with the outfield turf doubling as a small soccer field. The 5 acre park (C-61) could accommodate a regulation-size soccer field. While the fields in Creekview may not include lighting for night play, the City-wide parks planned in the West Roseville Specific Plan are intended to meet that need for the west side of the City. The concept is for a regional sports park with multiple lighted soccer and baseball fields, including joint-use facilities with the adjacent high school.

So we can't get a City-wide park in Creekview? Is that a trade-off due to the amount of land needed for habitat preserves?

No, it's because this area already has 170 acres designated for City-wide parks on Blue Oaks Boulevard in the adjacent West Plan. Those large sites are intended to be developed using City-wide park fees collected from the West Plan and from the surrounding areas, including Creekview.

I'm still concerned that we won't meet the youth league demand for baseball and softball fields. I feel we will have a period of years where youth sports demand increases faster than we can develop fields to meet the demand.

The City continues to develop additional youth sports fields. There will be two backstops at Nichols Park (by Chilton Middle School), which should be ready by Fall 2011. Also, the concept for Central Park (behind Nugget Market) is to include two ball fields, potentially lighted.

What about the west side high school? Currently, youth from the west side must travel across town to Oakmont; and for league sports they will again be going across town to other fields. That results in more traffic, pollution and energy costs. We should mitigate that.

The Roseville High School District is working on plans for the site on Hayden Parkway, which include a 90 foot baseball field. In coordination with the District, the City intends to develop an adjacent 90 foot baseball field on the City-wide park.

Commissioner Archuleta

I also feel we need more facilities for bat and ball sports. Is it possible to put baseball on the school park (C-60)?

The conceptual plan shows two youth ball fields, with a soccer field overlaid on the outfield turf.

I see the bike trail plan for Creekview and the connections to the West Plan. Will there be parking for trail users. I think most small parks don't have off-street parking lots.

Typically, a school park is designed with a slightly larger parking lot that is shared by both the school and the park. That is, the school uses the parking during the day, and park users can use it on weekends and evenings. Smaller neighborhood parks typically only have parking on the street frontage. Neighborhood park users generally live within a mile of the park, and will walk or bike there.

Commissioner Alexander

I assume the school park site is a joint use facility that we coordinate with the district as to site development.

Yes

Does Creekview round out the MOU area?

There is at least one more specific plan-annexation coming after Creekview.

One thing that stands out to me is that park and open space land represents 30 percent of the project, which is a huge amount. Only 15.3 acres of open space is required but Creekview is providing 136.2 acres, which is a huge benefit to Roseville residents. Yet they get only a small credit, based on the General Plan.

The Creekview developers are actually getting a higher 5-to-1 credit for this land, because of the value of the wetlands resources. Other plan areas got only 10-to-1 credit.

Is there a link to the Al Johnson Wildlife Preserve? I think I saw it on the map.

Yes.

Another standout feature that I noticed about the plan is that the paseo system is looped to link the open spaces, parks, school and commercial areas. Overall, I think this is a good plan, it provides a tremendous amount of open space, and the looped trail system.

Commissioner Radford

You said the City-wide parks are about a mile away. What are those called?

These parks aren't named yet; the land is still owned by the developer and hasn't been dedicated. One is the sports complex site adjacent to the high school. The other park site has a lot of oak trees.

My concern is the shortfall. I hope that fees earmarked for City-wide parks get used for City-wide parks and not get lost in the shuffle down the road. What is the park by the school?

All in-lieu fees collected for City-wide parks go into the City-wide park fund, for City-wide park improvements and amenities. In the West Plan, there is a City-wide sports complex park adjacent to the high school. In Creekview, there is a neighborhood park by an elementary school.

Commissioner Campos-Vergara

Please tell us how park site C-63 will be developed? Will there be street frontage? Will it have townhomes adjacent to it?

With such an unusual shape, it will be a unique neighborhood park, something we don't have elsewhere in the City. The conceptual plan shows three half-courts for basketball, some sand volleyball, some casual turf area, and a picnic area. There will be a street on the long side and either end. There is not yet a lot layout for the adjacent residential parcels.

Commissioner Gonzalez

The largest park is 7.3 acres. Isn't it actually bigger because of the school? With the school and park together, won't there be more area for recreational use?

The park is 7.3 acres and the school is separate from that. The City and the District will work together to design both sites to result in a larger, joint-use play field.



**Planning, Housing & Redevelopment
Department**
311 Vernon Street
Roseville, CA 95678

**CREEKVIEW SPECIFIC PLAN
PLANNING COMMISSION MEETING NOTES
Thursday, February 10, 2011**

ATTENDEES:

Commissioners: Krista Bernasconi, Robert Dugan, Sam Cannon, Gordon Hinkle,
Audrey Huisling, Dave Larson, Don Brewer
Staff: Nela Luken, Kathy Pease, Chris Kraft, Kelye McKinney,
Scott Vaughan, Steve Lindbeck

At the meeting of February 10, 2011, the Planning Commission reviewed the Creekview Specific Plan and Draft Environmental Impact Report (EIR). Although no formal action was taken by the Commission, several comments and questions were raised by the Commission; there were two comments from the public. These comments will be forwarded to the City Council for review and consideration.

Commissioner Hinkle

Will there be any street roundabouts?

There will not be roundabouts in the Creekview Specific Plan.

Commissioner Dugan

What is the status of the Placer Parkway project?

Placer County is doing a Request for Proposals to prepare the project level environmental review for the first segment, which is from Highway 65 to Foothills Boulevard.

Will the two bikeways crossing the creek be adjacent to roadways crossing the creek?

No, the bikeways crossing the creek will be separate pedestrian-bikeway bridges.

What is this recycle site? Will it be run by the City or a vendor?

It will be operated by the City, with bins for cardboard, bottles, etc. Similar recycle sites are currently provided at several locations around the City, and have also been designated in both the West Plan and Sierra Vista.

Commissioner Huisking

What is it that makes a roadway a truck route?

The standard road sections of truck routes are built to handle the weight load of trucks. Truck routes are designated so that trucks don't drive on other City streets, limiting the number of streets with trucks on them.

What will trigger actual bus service?

First, the plan area needs to build out to have sufficient rider demand. Then, funds must be available to establish new bus routes. Until then, the City provides dial-a-ride service, so no residents have to do without public transit.

Commissioner Larsen

In the past we have seen different routes suggested for Placer Parkway. Is the route shown in tonight's presentation confirmed?

Yes, it is the approved route.

On a scale of 0 to 100 percent, what is the average operation of the wastewater treatment plant? Are we still in capacity at complete build-out of Creekview?

The average is about 50 to 67 percent. The plant currently operates at 6 to 8 million gallons per day. The plant's current discharge permit allows up to 12 million GPD, and with some modifications to the plant will allow up to 15 million GPD. The plant is a regional facility, processing the City's wastewater and that of our regional partners, Placer County and the South Placer Municipal Utility District. Based on regional growth, it is expected that in 10 years the plant may need to be expanded.

Regarding the additional 2,011 additional units, how is that split up as to low, medium and high density units?

The 2,011 units will consist of 836 low density units (41.6%), 655 medium density units (32.6%), and 520 high density units (25.8%).

What is the projected value of the in-lieu fee for not providing a City-wide park?

Staff did not know that number at this meeting.

Will the Mello-Roos fees for Creekview be comparable to those for Sierra Vista?

Both plan areas have the same types of fees, traffic impact fees, etc., but the fee amounts will vary by plan area because of specific conditions. For example, Creekview needs to build a bridge over Pleasant Grove Creek. Sierra Vista was flatter, and other projects have their own

characteristics that influence the cost of public improvements and facilities. Generally, the fees for Creekview are in line with other new areas.

Public Comments

Diauni Robinson

I was wondering if this plan is really worth all the effects it'll have on the environment?

The City has looked at the Creekview Specific Plan area and has prepared a Draft Environmental Impact Report on the proposal. Although the Draft EIR identifies significant effects, the City has also identified findings of fact, which are reasons why the overriding benefits of the project would lead the decision makers to approve the project. For instance, the project will provide traffic fees that help build roadways and alleviate traffic impacts. The project will improve Pleasant Grove Creek, build bike trails that are of benefit to the City, and provide parks and schools for the residents. The environmental review process is a disclosure process, although final action on the project may take other benefits into consideration which override impacts.

Brianna (last name unknown)

I was a little confused about the traffic plan. Will it go around Creekview or through Creekview? Do you find that a safety hazard for the children? There aren't even walkways near the school. I drive by Creekview School a lot and there are no walkways for the students.

This hearing is about the Creekview Specific Plan, which is currently an undeveloped area located at the northwest corner of Roseville. It is not related to the Creekview Ranch Middle School in the Dry Creek District, which is located in unincorporated Placer County approximately 4.5 miles southeast of the Creekview Specific Plan area. The Creekview Specific Plan includes an extensive paseo system throughout the area. The paseos provide walkways to parks and the school that are separate and apart from the roadways. The walkway passes under Westbrook Boulevard then crosses the creek on a bridge that will have no cars. Where there is an at-grade pedestrian crossing at Holt and Westbrook, there will be a push button activated stop light.

**CREEKVIEW SPECIFIC PLAN
PLANNING COMMISSION MEETING NOTES
Thursday, March 10, 2011**

ATTENDEES:

Commissioners: Krista Bernasconi, Robert Dugan, Gordon Hinkle,
Audrey Huisking, Dave Larson, Don Brewer
Staff: Nela Luken, Steve Lindbeck, Lisa Binner

At the meeting of March 10, 2011, the Planning Commission reviewed the Creekview Specific Plan, the CSP Design Guidelines, the Development Agreement and fiscal considerations. At the conclusion of the public hearing, the Planning Commission voted to forward its recommendation to the City Council to approve the project. The following represents the comments made by the Commission, which will be forwarded to the City Council for review and consideration.

Commissioner Duggan**Is the cost of the bypass channel figured into the fiscal analysis as a public benefit of this project?**

No. The fiscal analysis looks at impacts of the project on the City's General Fund, like police and library services. The construction cost of improvements required for the project, including the bypass channel, are development costs of the project. The CSP proposes to extend some improvements from the City's flood control project onto the CSP site in order to alleviate some flood plain on the property.

What is the plan and timeline for the City's flood control project on the Al Johnson Wildlife Area?

Construction of the flood control project is funded by development fees. As development fees are paid, the project can proceed.

What is planned to ensure the flood channel remains open for its primary purpose?

The flood control project and the bypass channel are designed to be a natural channel and will be wide enough to carry flood flows with natural vegetation. The finance plan also includes funding for long term maintenance of the channel.

Commissioner Larson**What is the estimated in lieu fee for City-wide parks?**

The City has negotiated with CSP for a City-wide fee of about \$3,200 per unit, for a total of about \$6.4 million. This includes the City-wide park fee, the in-lieu fee, and a bike trail component.

Public Comments

None