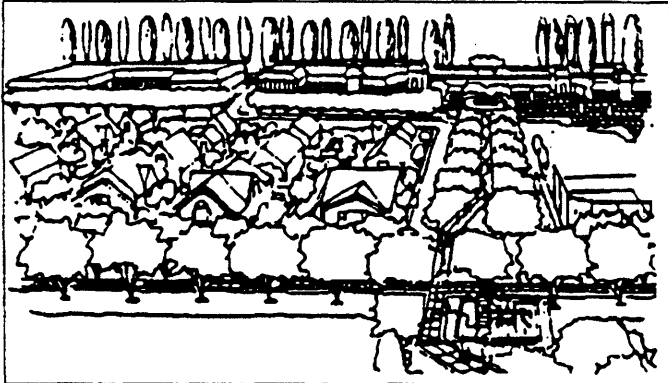


FINAL
ENVIRONMENTAL IMPACT REPORT
HIGHLAND RESERVE NORTH
PLAN



**AN AMENDMENT
TO THE EXISTING
NORTH CENTRAL
ROSEVILLE SPECIFIC PLAN**

PREPARED FOR

THE CITY OF ROSEVILLE
PLANNING DEPARTMENT
316 VERNON STREET NO. 104
ROSEVILLE, CA 95678

MAY 1997

FINAL
ENVIRONMENTAL IMPACT REPORT

State Clearinghouse Number 96062065

HIGHLAND RESERVE NORTH SPECIFIC PLAN

**AN AMENDMENT TO THE
EXISTING NORTH CENTRAL ROSEVILLE SPECIFIC PLAN**

MAY 1997

Prepared for:
The City of Roseville

Prepared by:
DAMES & MOORE

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1.0 INTRODUCTION

1.0 INTRODUCTION

This document is the Final Environmental Impact Report (Final EIR) for the Highland Reserve North Specific Plan (the Proposed Project). This Final EIR is required by law, pursuant to Section 15132 of the California Environmental Quality Act (CEQA) Guidelines.

The Draft Environmental Impact Report (Draft EIR) for this project, dated December 1996, is hereby incorporated into this Final EIR by reference. This Final EIR describes the substantive changes to the Specific Plan since the circulation of the Draft EIR, primarily as a result of ongoing negotiations between the City of Roseville and the Applicant, and agency and public comments on the Draft EIR. It examines the potential effects on the environment as a result of these changes, and examines these effects in light of the conclusions regarding environmental impacts identified in the Draft EIR.

The substantive changes that have occurred to the project since release of the Draft EIR are:

- Reduction in proposed residential units under the Full Project development scenario from 1,970 units to 1,770 units;
- Minor changes in land use allocation resulting in 1.1 greater acres for residential land use, 6.9 greater acres for commercial land use, and slightly less acreage for park, open space, and right-of-way land uses;
- Increase in wetland impacts under the Full Project development scenario of 0.2 acre of intermittent drainages from 0.66 acre to 0.86 acre;
- Changes in the Proposed Project's Circulation Master Plan to identify the location and number of future traffic signals;
- Direction from the Roseville City Council on January 22, 1997 that the Full Project development scenario for the Highland Reserve North Specific Plan be processed (as opposed to the Phase I only scenario);
- Further refinements in the amendments to the North Central Roseville Specific Plan (NCRSP), including the relocation of the planned fire station site from NCRSP Parcel 61 to a new location west of Pleasant Grove Boulevard between the Roseville Parkway and State Route (SR) 65, General Plan/Specific Plan Amendments for NCRSP Parcel 61 changing the designation from fire station to Public/Quasi Public use, General Plan/Specific Plan Amendments and rezone for NCRSP Parcel 55a from park to open space use, and making several adjustments in the program of infrastructure construction and property acquisition to be funded by the North Central Roseville Community Facilities District (NCR CFD) Pay-As-You-Go financing program, the effect of which is to reduce the Pay-As-You-Go obligation; and
- Reservation of an interim fire station site in the HRNSP, which reservation shall terminate upon completion of the Pleasant Grove Interchange.

Where the above changes result in a change in impacts identified in the Draft EIR, or result in a change in the level of significance identified in the Draft EIR, or require change(s) in mitigation

measures identified in the Draft EIR, they are identified in this Final EIR. None of the changes would result in new significant adverse impacts. Furthermore, none of the changes would change an impact from a less-than-significant level to a significant level.

This document also includes both written and oral comments received during the public review period, which extended from December 9, 1996 to March 28, 1997. The City of Roseville, Lead Agency under CEQA, filed a Notice of Completion of the Draft EIR with the State Clearinghouse on December 9, 1996, and also notified the community of the availability of the Draft EIR and opportunity to comment by direct mail notification to property owners within 300 feet of the project site and by publication of a notice in the Roseville Press Tribune Newspaper. A copy of the Notice of Completion and availability of the Draft EIR is provided in this Final EIR as Appendix A.

Written comments are included in this Final EIR in their entirety. Oral comments on both the Draft EIR and the Specific Plan were received at five public hearings. Oral comments on the Draft EIR addressed during the public hearings are summarized in this Final EIR. Written and oral comments and responses to these comments are sequentially numbered, and are further distinguished by a prefix indicating the meeting at which the comment was received:

- T Transportation Commission Meeting, February, 18, 1997
- RPUC Roseville Public Utilities Commission Meeting, February 25, 1997
- PR Parks and Recreation Commission Meeting, March 3, 1997
- P1 Planning Commission Meeting, March 20, 1997
- P2 Planning Commission Meeting, March 27, 1997

These comments and respective responses do not require revisions to the Proposed Project or reassessment of environmental impacts.

A separate Mitigation Monitoring and Reporting Plan has been prepared for the project pursuant to California Public Resources Code (PRC) 21081.6 (effective January 1, 1991) and is included in the Draft EIR as Appendix G.

2.0 REVISED IMPACT SUMMARY TABLE - PROPOSED PROJECT

2.0 REVISED IMPACT SUMMARY TABLE - PROPOSED PROJECT

Table 2 on the following page is the Impact Summary Table previously contained in the Draft EIR (formerly Table 2-3) with revisions identified in ~~strikeout~~ and ~~redline~~ text. These revisions primarily relate to either additional mitigation measures or clarifications to existing mitigation measures as described in Sections 3.2 through 3.7. The residual significance of impacts has not changed from less than significant to potentially significant as described in Section 3.1.

**TABLE 1
(REVISED TABLE ES-1)
SUMMARY OF IMPACTS AND MITIGATION**
Page 1 of 9

Impact Number	Impact	Significance	Mitigation Measure Number	Mitigation	Residual Significance
Land Use, Public Plans and Policies					
L-1(a) and (b)	Land use conversion	Less than significant		None warranted	
L-2(a) and (b)	Substantial incompatibility of Public/Quasi Public uses at the Adventure Christian Church/School with existing adjacent residential land uses of the Summerfield subdivision	Potentially significant	L-A	Provide a landscape buffer between the church/school site and adjacent existing residential uses	Less than significant
L-3(a) and (b)	Substantial incompatibility of proposed land uses along the Roseville-Rooklin boundary west of Stanford Ranch Road and at the transfer parcels.	Potentially significant	L-B L-C	Implement development guidelines and standards Provide a logical transition from the open space corridor in Sunset West to High Density Residential uses on Parcel No. 31	Less than significant
L-4(a) and (b)	Substantial incompatibility of residential and public/quasi public uses with an existing gasoline pipeline and of residential uses with a natural gas transmission pipeline	Potentially significant	L-B L-D	Implement development guidelines and standards Maintain a 35 to 50-foot minimum habitable building setback from the property line	Less than significant
Population and Housing					
PH-1(a) and (b)	Increase in population within the City of Roseville during project construction	Less than significant		None warranted	
PH-2(a) and (b)	Increase in population within the City of Roseville after project construction	Less than significant		None warranted	

TABLE 1
(REVISED TABLE ES-1)
SUMMARY OF IMPACTS AND MITIGATION
Page 2 of 9

Impact Number	Impact	Significance	Mitigation Measure Number	Mitigation	Residual Significance
PH-3(a) and (b)	Consistency with the City's 10 percent affordable housing goal.	Less than significant (with a minimum 80 unit allocation) Significant (with no unit allocation)		None warranted None available (with no unit allocation)	Less than significant (with a minimum 80 unit allocation) Significant (with no unit allocation)
PH-4(a) and (b)	Changes in jobs/housing balance	Less than significant		None warranted	
Public Services and Utilities					
PS-1(a) and (b)	Increased demand for domestic water	Significant	PS-A	Restrict development based upon accessible water supply	Less than significant
PS-2(a) and (b)	Decreased water supply during drought periods	Significant	PS-A	Restrict development based upon accessible water supply	Less than significant
PS-3(a) and (b)	Increased demand for domestic water treatment	Significant	PS-B	Restrict development based upon water treatment capacity	Less than significant
PS-4(a) and (b)	Increased demand on distribution system	Potentially significant	PS-C	Provide adequate distribution system capacity	Less than significant
			PS-D	Execute a pipeline extension or service order agreement with the PCWA	
PS-5(a) and (b)	Increased demand on wastewater collection system Option 1 - All wastewater directed to NCRSP system Option 2 - Wastewater from Parcel No. 61 directed to Rocklin system	Less than significant (Option 1); Potentially significant (Option 2)		None warranted (Option 1) Provide adequate sanitary sewer and pump station capacity (Option 2)	Less than significant
PS-6(a) and (b)	Increased demand on wastewater treatment capacity	Less than significant		None warranted	

**TABLE 1
(REVISED TABLE ES-1)
SUMMARY OF IMPACTS AND MITIGATION
Page 3 of 9**

Impact Number	Impact	Significance	Mitigation Measure Number	Mitigation	Residual Significance
PS-7(a) and (b)	Increased demand on electrical supply, requiring new supplies	Less than significant		None warranted	
PS-8(a) and (b)	Increased demand on natural gas supply	Less than significant		None warranted	
PS-9(a) and (b)	Increase in solid waste generation	Less than significant		None warranted	
PS-10(a)	Increased demand for police services	Less than significant		None warranted	
PS-10(b)	Increased demand for police services	Significant	PS-I	Increase number of police officers within the beat area	Less than significant
PS-11(a) and (b)	Increased demand for fire emergency services	Potentially significant	PS-F	Construct the NCRSP fire station	Less than significant
PS-12(a) and (b)	Increased demand on cable television and telephone services	Less than significant		None warranted	
PS-13(a) and (b)	Increased demand for school services	Potentially significant	PS-G	Complete a school facility funding agreement	Less than significant
PS-14(a) and (b)	Increased demand for library facility and services	Less than significant	PS-H	Require payment of school impact fees	
PS-15(a) and (b)	Increased demand for public parks and recreational facilities	Less than significant		None warranted	
Traffic and Circulation					
T-1(a) and (b)	Increased traffic volumes on Stanford Ranch Road due to development of Parcel No. 61	Less than significant		None warranted	
T-2(a) and (b)	Increased traffic volumes on Stanford Ranch Road due to the unit transfer	Less than significant		None warranted	

TABLE 1
(REVISED TABLE ES-1)
SUMMARY OF IMPACTS AND MITIGATION
 Page 4 of 9

Impact Number	Impact	Significance	Mitigation Measure Number	Mitigation	Residual Significance
T-3(a) and (b)	Increased demand for transit service (both bus and light rail)	Significant	T-A	Update Long-Range Transit Master Plan	Less than significant
T-4(a) and (b)	Increased demand for transportation-related bicycle trips	Significant	T-B	Update Bikeway Master Plan	Less than significant
T-5(b)	Reduction in level of service to LOS "D" at the intersection of Roseville Parkway and Pleasant Grove Boulevard With the floor area ratio (FAR) for the project's retail acreage assumed at 0.25 as analyzed in Appendix B of this Final EIR, the Level of Service for this intersection remains at "C", and therefore no impact occurs.	Significant Less than significant	T-C	Update the Transportation EIP to provide a third southbound through lane to Roseville Parkway at Pleasant Grove Boulevard None warranted	Less than significant
Air Quality					
A-1(a) and (b)	Short-term increase in ambient air pollutant concentrations as a result of construction-related emissions	Potentially significant	A-A A-B	Prepare and implement a dust control plan Maintain construction equipment and vehicles	Less than significant
A-2(a) and (b)	Increase in regional emissions of NO _x , ROG, and PM ₁₀ generated by stationary and mobile sources	Significant (NO _x and ROG)	A-C	Provide public awareness materials	Significant (NO _x and ROG)
A-3(a) and (b)	Increased localized CO concentrations generated by vehicular traffic	Less than significant		None warranted	
A-4(a) and (b)	Consistency with goals and policies of applicable air quality plans	Significant	A-C A-D	Provide public awareness materials Require EPA-certified wood-burning devices	Significant

**TABLE 1
(REVISED TABLE ES-1)
SUMMARY OF IMPACTS AND MITIGATION
Page 5 of 9**

Impact Number	Impact	Significance	Mitigation Measure Number	Mitigation	Residual Significance
Noise					
N-1(a) and (b)	Short-term sound level increases at noise-sensitive areas near construction activities	Significant (short term)	N-A	Develop and implement a construction noise abatement program	Significant (short term)
N-2(a) and (b)	Increase in peak-hour sound levels related to vehicular traffic	Less than significant	N-B	Locate temporary rock crushing activities at least 1,000 feet from noise-sensitive receptors	
N-3(a) and (b)	Increase in average 24-hour sound levels along local roadways	Less than significant		None warranted	
N-4(a) and (b)	Introduction of noise-sensitive receptors to the study area	Less than significant		None warranted	
N-5(a) and (b)	Increase in sound levels at existing residences abutting the Adventure Christian Church	Less than significant		None warranted	
Soils, Geology, and Seismicity					
G-1(a) and (b)	Topographic alteration resulting from earth grading	Less than significant		None warranted	
G-2(a) and (b)	Potential for seismic activity	Less than significant		None warranted	
G-3(a) and (b)	Potential for increased erosion during and after construction	Potentially significant	G-A	Comply with City of Roseville Improvement Standards for the preparation and implementation of rough and final grading plans, including erosion control measures	Less than significant

TABLE 1
(REVISED TABLE ES-1)
SUMMARY OF IMPACTS AND MITIGATION
 Page 6 of 9

Impact Number	Impact	Significance	Mitigation Measure Number	Mitigation	Residual Significance
G-4(a) and (b)	Differential settlement of soils under proposed structures	Potentially significant	G-A	Comply with City of Roseville Improvement Standard for the preparation and implementation of rough and final grading plans, including erosion control measures	Less than significant
G-5(a) and (b)	Differential settlement caused by expansive soils	Potentially significant	G-B	Comply with the conclusions of a geotechnical investigation and report	Less than significant
G-6(a) and (b)	Foundation instability	Potentially significant	G-B	Comply with the conclusions of a geotechnical investigation and report	Less than significant
G-7(a) and (b)	Slope instability	Potentially significant	G-B	Comply with the conclusions of a geotechnical investigation and report	Less than significant
G-8(a) and (b)	Development constraints due to shallow depth to hard rock	Potentially significant	G-B	Comply with the conclusions of a geotechnical investigation and report	Less than significant
Hazardous Waste					
HW-1(a) and (b)	Possible soil contamination	Potentially significant	HW-A	Investigate areas of possible contamination, and if necessary, remediate	Less than significant
HW-2(a) and (b)	Increased fire potential	Potentially significant	HW-B HW-C	Clear areas slated for construction activities of materials that could serve as fire fuel prior to initiating these activities. Require spark-generating construction equipment to be equipped with manufacturer's recommended spark arresters	Less than significant

TABLE 1
(REVISED TABLE ES-1)
SUMMARY OF IMPACTS AND MITIGATION
 Page 7 of 9

Impact Number	Impact	Significance	Mitigation Measure Number	Mitigation	Residual Significance
HW-3(a) and (b)	Accidental release of hazardous substances	Potentially significant	HW-D HW-E	Follow City of Roseville Fire Department Guidelines for the storage and handling of hazardous materials Immediately contain and excavate spill-contaminated soil and dispose of at an approved facility	Less than significant
Hydrology and Water Quality					
H-1(a) and (b)	Increase in the rate of runoff	Potentially significant	H-A	Ensure detention facilities are adequate to govern the rate of runoff	Less than significant
H-2(a) and (b)	Increase in on-site and off-site flood elevations	Potentially significant	H-A H-B	Ensure detention facilities are adequate to govern the rate of runoff Pay developer fees for regional flood control improvements	Less than significant
H-3(a) and (b)	Localized alteration in drainage patterns	Potentially significant	G-A	Comply with City of Roseville Improvement Standards for the preparation and implementation of rough and final grading plans, including erosion control measures	Less than significant
H-4(a) and (b)	Increased erosion and sedimentation during construction	Potentially significant	G-A	Comply with City of Roseville Improvement Standards for the preparation and implementation of rough and final grading plans, including erosion control measures	Less than significant
H-5(a) and (b)	Degraded water quality resulting from increased rate of erosion	Potentially significant	G-A	Comply with City of Roseville Improvement Standard for the preparation and implementation of rough and final grading plans, including erosion control measures	Less than significant

TABLE 1
(REVISED TABLE ES-1)
SUMMARY OF IMPACTS AND MITIGATION
 Page 8 of 9

Impact Number	Impact	Significance	Mitigation Measure Number	Mitigation	Residual Significance
H-6(a) and (b)	Reduced storm water runoff water quality	Potentially significant	H-C	Implement storm water quality Best Management Practices (BMPs)	Less than significant
Biology					
B-1(a) and (b)	Loss of fairy shrimp species	Potentially significant	B-A	Implement a wetland mitigation plan	Potentially significant
B-2(a) and (b)	Temporary disturbance to wildlife during construction	Less than significant	B-C	Restrict worker and equipment access	Less than significant
B-3(a)	Loss of up to 2.49 acres of vernal pools, 0.35 acres of seasonal wetlands and 0.15 acres of intermittent drainages	Significant	B-A	Implement a wetland mitigation plan	Potentially significant
B-3(b)	Loss of up to 4.20 acres of vernal pools, 0.62 acres of seasonal wetlands and 0.66 acres 0.86 acres of intermittent drainages	Significant	B-B	Provide a comprehensive mitigation monitoring plan	Potentially significant
B-4(a) and (b)	Long-term loss of wildlife habitat	Significant	B-A	Implement a wetland mitigation plan	Potentially significant
B-5(a) and (b)	Loss of wildlife movement corridors and restriction of wildlife movement across the study area and between open spaces	Potentially significant	B-B	Provide a comprehensive mitigation monitoring plan	Potentially significant
B-6(a) and (b)	Degradation of stream habitats due to erosion and sedimentation	Potentially significant	B-D	Implement erosion control measures	Significant
			B-E	Establish wetland and grassland preserves	
			B-E	Establish wetland and grassland preserves along drainages	Less than significant
			B-D	Implement erosion control measures	Less than significant

TABLE 1
(REVISED TABLE ES-1)
SUMMARY OF IMPACTS AND MITIGATION
 Page 9 of 9

Impact Number	Impact	Significance	Mitigation Measure Number	Mitigation	Residual Significance
Visual Resources					
V-1(a)	Alteration of characteristic landform and undeveloped landscape character by grading and introduction of structures	Significant	V-A	Retain 29.5 28.7 acres of open space/riparian habitat near identified wetlands	Significant
			V-B	Utilize native or compatible landscaping plants in open space areas	
V-1(b)	Alteration of characteristic landform and undeveloped landscape character by grading and introduction of structures	Significant	V-B	Utilize native or compatible landscaping plants in open space areas	Significant
			V-F	Retain an additional 6.8 6.4 acres of open space/riparian habitat	
V-2(a)	Decrease in visual quality due to elimination of natural landscape features deemed important to high visual quality	Significant	V-A	Retain 29.5 28.7 acres of open space/riparian habitat near identified wetlands	Less than significant
			V-B	Utilize native or compatible landscaping plants in open space areas	
V-2(b)	Decrease in visual quality due to elimination of natural landscape features deemed important to high visual quality	Significant	V-B	Utilize native or compatible landscaping plants in open space areas	Less than significant
			V-F	Retain an additional 6.8 6.4 acres of open space/riparian habitat	

TABLE 1
(REVISED TABLE ES-1)
SUMMARY OF IMPACTS AND MITIGATION
 Page 10 of 9

Impact Number	Impact	Significance	Mitigation Measure Number	Mitigation	Residual Significance
V-3(a) and (b)	Decrease in visual quality at residences abutting the Adventure Christian Church nearby due to introduction of night-time light	Potentially significant	V-C V-D	Establish landscaping in buffer areas as part of the first phase of construction Install directional cut-off luminaries at the Adventure Christian Church for security and other outdoor lighting proximate to abutting residential properties	Less than significant
V-4(a) and (b)	Decrease in visual quality at residences due to the introduction of night-time light	Potentially significant	L-A V-E	Provide a landscape buffer between the church/school site and adjacent existing residential uses Implement as part of the development guidelines and standards the requirement to use directional cut-off luminaries and install where required	Less than significant
V-5(a) and (b)	Decrease in visual quality at residences abutting the portion of NCRSP Parcel No. 21B redesignated business-professional	Less than significant		None warranted	
Cultural Resources					
C-1(a) and (b)	Damage to undiscovered cultural resources	Potentially significant	C-A	Consult a qualified archaeologist if buried cultural resources are discovered during construction and comply with stated recommendations	Less than significant

3.0 CHANGES TO THE SPECIFIC PLAN

3.0 CHANGES TO THE SPECIFIC PLAN

3.1 Introduction

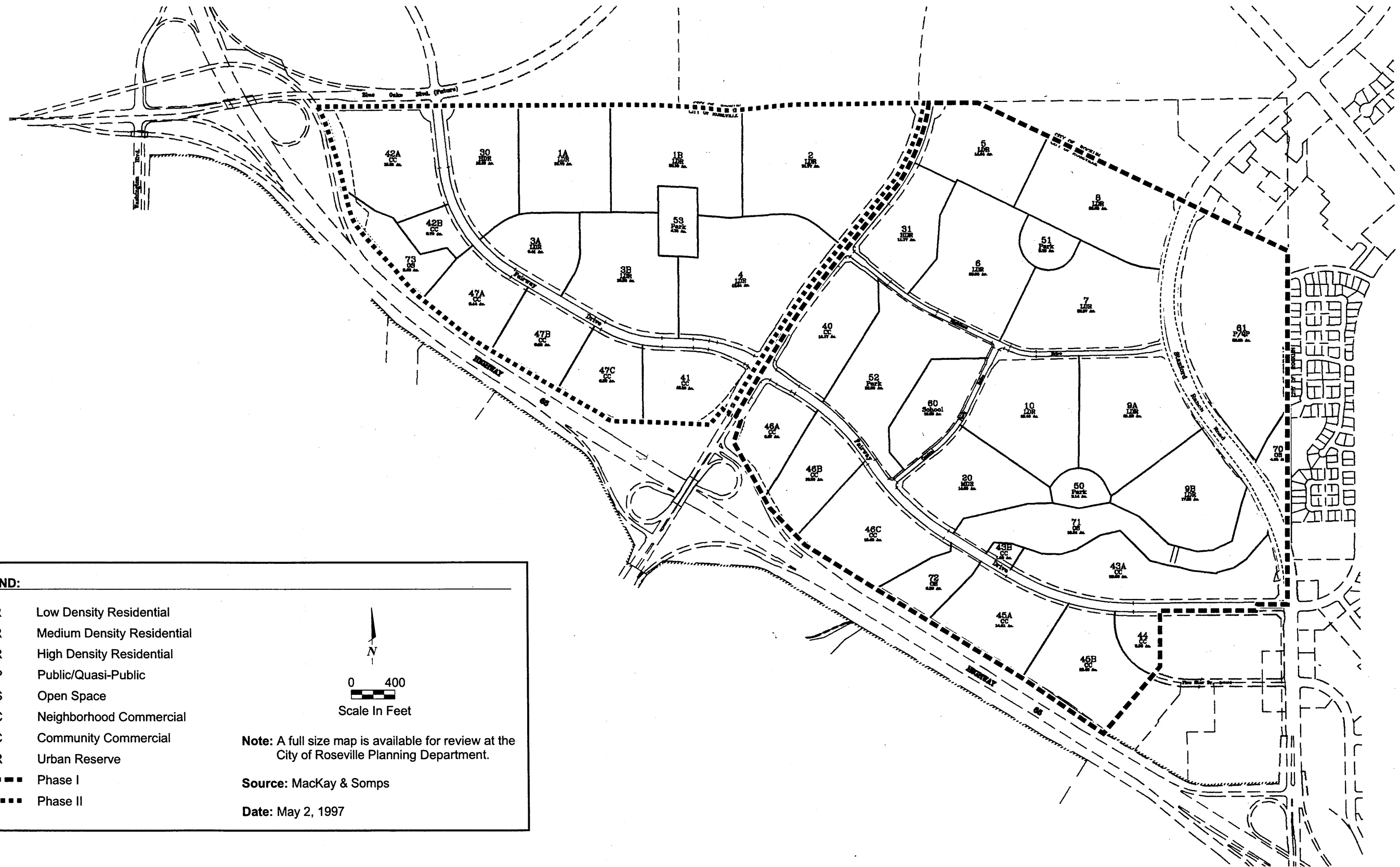
During the public comment period, a number of comment letters and speakers at the public hearings provided additional information on the Draft EIR. This information identified certain minor discrepancies contained in the Draft EIR or provided an update to the baseline conditions. The additional information provided in comment letters and by speakers at public hearings is contained in Sections 4.0 and 5.0, respectively, of this Final EIR. None of the information presented resulted in a change in the substantive conclusions of the Draft EIR (i.e., identification of new unmitigated significant impacts).

3.2 Reduction in Proposed Residential Units/Changes to Land Use Allocation

Description of the Change

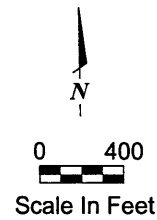
Changes in land uses have been incorporated into the draft Specific Plan dated May 5, 1997 as identified in Table 2 and *revised Figure 2-3* (attached). Since release of the Draft EIR on December 9, 1996, the number of residential units in the Proposed Project has been reduced from 1,970 units to 1,770 units—an approximate 10 percent reduction in units. This change is primarily the result of ongoing negotiations between the City and the Applicant. The change reduces the number of medium density residential units from 127 to 117. It also reduces the number of high density residential units from 660 to 470. A corresponding reduction in acreage assigned to these categories also occurred.

TABLE 2 LAND USE MODIFICATIONS TO DRAFT EIR				
Land Use	Draft EIR		Current Proposal	
	Units	Acres	Units	Acres
Low Density Residential	1,183	249.5	1,183	264.0
Medium Density Residential	127	14.9	117	14.6
High Density Residential	660	38.8	470	25.7
Subtotal, Residential	1,970	303.2	1,770	304.3
Commercial	—	158.5	—	165.4
School, School/Church	—	46.5	—	46.5
Park	—	38.4	—	32.1
Open Space	—	36.3	—	34.9
Right-of-way	—	32.1	—	31.8
TOTALS	1,970	615.0	1,770	615.0



LEGEND:

- LDR Low Density Residential
- MDR Medium Density Residential
- HDR High Density Residential
- P/QP Public/Quasi-Public
- OS Open Space
- NC Neighborhood Commercial
- CC Community Commercial
- UR Urban Reserve



Note: A full size map is available for review at the City of Roseville Planning Department.

Source: MacKay & Soms

Date: May 2, 1997

- Phase I
- Phase II

CONCEPT LAND USE MAP

City of Roseville
 Highland Reserve North Project EIR
 Roseville, California



FIGURE 2-3

The 1,770 residential units now proposed under the Full Project development scenario would originate from two sources: transfer of previously-approved units from the NCRSP area south of SR65; and allocation of available units from the City's land use pool. The transfer of 732 units of 1,453 approved and fully entitled residential units from Parcels No. 20, 21A, and 21B of the NCRSP area south of SR65 was previously described on page 2-18 of the Draft EIR. The remaining 1,038 units (1,770 minus 732) would originate from the City's pool of existing unallocated or underutilized units within the 39,200 dwelling unit allocation of the General Plan. No General Plan dwelling unit amendment would be necessary for the Proposed Project.

Table 3 provides a revised Table 2-4 which was contained on page 2-9 of the Draft EIR.

TABLE 3 (REVISED TABLE 2-4 FROM DRAFT EIR) PROPOSED FULL PROJECT LAND USES			
Land Use	Units	Acres	Density (Du/Ac)
Low Density Residential	1,183	264.0	4.5
Medium Density Residential	117	14.6	8.0
High Density Residential	470	25.7	18.3
Subtotal, Residential	1,770	304.3	
Commercial	--	165.4	
School, School/Church	--	46.5	
Park	--	32.1	
Open Space	--	34.9	
Right-of-way	--	31.8	
TOTALS:	1,770	615.0	

With the modifications listed above, there are also changes to the acreage for the project's individual parks, as identified in Table 4.

TABLE 4 PARK LAND USE CHANGES TO DRAFT EIR		
Parcel	Draft EIR (acres)	Current Proposal (acres)
Parcel 50	3.4	3.1
Parcel 51	3.9	3.8
Parcel 52	26.1	20.5
Parcel 53	5.0	4.7
Total	38.4	32.1

Effect on the Environment

The residential unit changes would result in a net decrease in public utility (i.e., water, wastewater, electric, etc) and service (i.e., schools, police, fire, etc.) demands. This would result in a slight reduction of the impacts expected to be caused by the Proposed Project. The reduction in acreage for parks and open space areas would not result in any new significant unavoidable adverse impacts not previously identified in the Draft EIR.

3.3 Increase in Wetland Impacts

Description of the Change

In response to a request from the United States Fish and Wildlife Service (USFWS), wetland impact acreages were rechecked. During this verification, it was discovered that impacts to intermittent drainages were incorrectly identified for the Full Project development scenario contained in Section 3.10.3 of the Draft EIR. The Draft EIR identified 0.66 acre of intermittent drainages being impacted. The correct number should be 0.86 acre. The Draft EIR is hereby amended to reflect the change in intermittent drainage impacts.

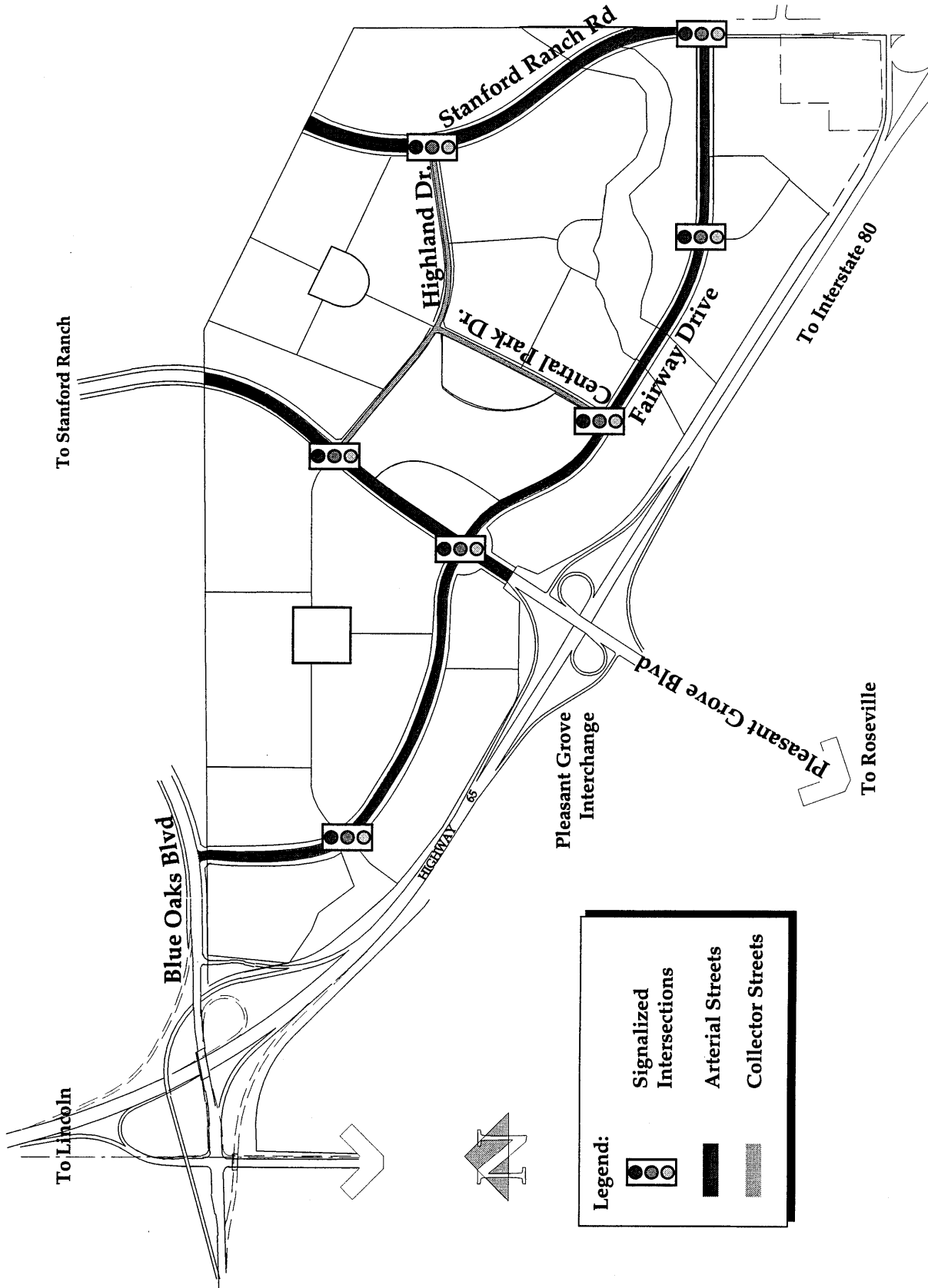
Effect on the Environment

Impact No. B-3(b) of the Draft EIR (page 3.10-15) identified the “loss of ... 0.66 acre of intermittent drainages” as significant. Mitigation Measure B-A (Implement a wetland mitigation plan) and Mitigation Measure B-B (Provide a comprehensive mitigation monitoring program) were developed to help reduce this significant impact. However, the residual significance remained “potentially significant” after mitigation. The change in impact acreage from 0.66 to 0.86 of intermittent drainages would not change the level of significance identified in the Draft EIR. In addition, the Applicant will be required to fully mitigate all impacts (including the additional 0.20 acre of intermittent drainages) as a condition of wetland permits issued and administered by the U.S. Army Corps of Engineers and the USFWS.




3.4 Changes in Circulation

Description of the Change

Since release of the Draft EIR in December 1996, the Circulation Master Plan, Figure 2-6 of the Draft EIR, has been more refined as to the location and number of future traffic signals. A *revised Figure 2-6* is attached on the following page.



Legend:

-  Signalized Intersections
-  Arterial Streets
-  Collector Streets

Source: Wade Associates

CIRCULATION MASTER PLAN

City of Roseville
 Highland Reserve North Project EIR
 Roseville, California

May 1997
 10026-048-047

 **DAMES & MOORE** FIGURE 2-6

Effect on the Environment

The change in the location and number of future traffic signals contained within the Proposed Project area would have minor effects on circulation patterns. The indirect effects on air quality and noise would be extremely minor and would not change levels of significance identified in the Draft EIR.

3.5 Processing of the Full Project Development Scenario Only

Description of the Change

On January 22, 1997, the Roseville City Council directed City Staff to only process the Full Project development scenario for the Highland Reserve North Specific Plan (as opposed to the Phase I development scenario). The Phase I development scenario by itself was found to be economically infeasible. As noted earlier, 732 units are being transferred from the NCRSP to the HRNSP project, while the remaining 1,038 units would originate from the City's pool of existing unallocated or underutilized units within the 39,200 dwelling unit allocation of the General Plan. As a result of the allocation of units to the HRNSP, the Proposed Project is consistent with the City's 10 percent affordable housing goal.

Effect on the Environment

Processing of only the Full Project development scenario would have no additional effect on the environment beyond that already identified in the Draft EIR. Analysis of this scenario is contained in the Draft EIR released for public review in December 1996. The Draft EIR's discussion of the two phases of the Proposed Project remains important for the reader as it helps explain and distinguish the impacts from development east and west of the future extension of Pleasant Grove Boulevard.

3.6 Changes to the North Central Roseville Specific Plan

Description of the Change

The amendments to the NCRSP which are components of the Proposed Project have been further refined since release of the Draft EIR to include:

- Movement of the fire station from the existing 2.28 acre site, NCRSP Parcel 61 (which is proposed to be rezoned from fire station to Public/Quasi Public use), to NCRSP Parcel 65, a new site located on a 2.28 acre portion of existing NCRSP Parcel 48a (which is proposed to be rezoned from Light Industrial to Public/Quasi Public use), with attendant NCRSP and General Plan Amendments.
- Rezoning of a 2.28 acre portion of Parcel 55a from Park to Light Industrial, and rezoning of the balance of Parcel 55a to Open Space, with attendant NCRSP and General Plan Amendments.

- An amendment to the Roseville Properties Investment Partners Development Agreement to reflect these rezonings and plan amendments and to make several adjustments in the program of infrastructure construction and property acquisition to be funded by the NCR CFD Pay-As-You-Go financing program, the effect of which is to reduce the Pay-As-You-Go obligation.

Effect on the Environment

The revisions to the NCRSP would result in no net increase in industrial acreage. The relocation of the fire station would have negligible impacts on circulation patterns, and, in the case of noise impacts, would move the fire station further away from planned residential uses than the current fire station. The transfer of 732 existing units from the NCRSP south of SR65 to Highland Reserve North would result in a reduction in credited parkland required to meet the city's standard of 9 acres per 1,000 residents from 84.1 acres to 72.5 acres. The rezone of Park Site 55a to Open Space would result in a reduction in credited parkland within the NCRSP south of SR65 from 93.5 acres to 82.5 acres, approximately 10 acres more than required to meet the City standard. These changes would not change levels of significance identified in the Draft EIR.

3.7 Reservation of Fire Station in the HNRSP

Description of the Change

The HRN Development Agreement now designates an interim fire station site on an approximately one acre site located at the western corner of HRN Parcel 43, adjacent to Fairway Drive and HRN Parcel 71. Upon completion of the Pleasant Grove/SR65 Interchange, the Applicant's obligation to dedicate and convey the reserved fire station site would terminate.

Effect on the Environment

The reservation of the interim fire station site would have minor effects on circulation patterns, noise, or other environmental areas, as the site is located near commercial, not residential properties, and along an arterial street. Any such effects would not change levels of significance identified in the Draft EIR.

4.0 WRITTEN COMMENTS



ROSEVILLE TELEPHONE COMPANY

**PLACER COUNTY
DATE
RECEIVED**

DEC 3 1 1996

PLANNING DEPARTMENT

December 20, 1996

Kitty Thompson
Placer County Planning Department
11414 B Avenue
Auburn, California 95603

Dear Ms. Thompson:

Re: Environmental Impact Report - Comprehensive General Plan Land Use Element Update For Highland Reserve North Specific Plan

Telephone/Communication Facilities

Roseville Telephone Company will provide service to new developments in accordance with our filed tariffs. Telephone facilities will be constructed in conjunction with development. 1-1

Public utility easements will be required to serve new development projects. Several 30' x 60' rights-of-way may also be required for controlled environmental vault (CEV) sites. The above requirements will be identified prior to development. If interior streets are privately owned, all on-site telephone facilities may be the financial responsibility of the developer. 1-2

Roseville Telephone will provide telephone facilities to a single, mutually agreeable, termination point within any commercial development. The installation and maintenance of all telephone facilities between this termination point and each tenant space is the developer's responsibility. To assist in the design, installation and/or maintenance of the inside wiring of any apartments, housing projects and commercial buildings, RTC Communications (RCC), a division of Roseville Telephone Company, is available to provide any or all of these services. 1-3

Impacts

Although no unusual problems are anticipated in providing telephone service, Roseville Telephone requires approved plans to determine the exact routes to access a new development. Underground substructure requirements will be installed in conjunction with street infrastructure. This substructure must be clear of all landscape vegetation with root systems that extend deeper than 36 inches. 1-4

The developer is expected to provide sufficient lead time for Roseville Telephone to procure materials and schedule labor to install telephone facilities.

1-5

Roseville Telephone reserves the right to place a limited number of surface-mounted terminals in any new project. Telephone facilities both above and below ground require a 12-foot radius clear of any obstructions that would hinder access to these locations.

1-6

Any temporary facilities placed for the developers use, that cannot be incorporated into a permanent feed cable, will be billed to the developer. In addition, if any existing telephone facilities need relocation due to the construction of a project, the developer will bear the cost.

1-7

It should be noted that leap-frog development may impact the developer with increased installation costs and line extension charges.

1-8

Please include this information in the Draft E.I.R. released to the general public. If I can be of any further assistance to you regarding this plan, please feel free to contact me at 786-4591.

Sincerely,



Steve Addiego
Assistant Engineer

COMMENT LETTER NO. 1: STEVE ADDIEGO, ASSISTANT ENGINEER
 ROSEVILLE TELEPHONE COMPANY

December 20, 1996

Response No. 1-1: Comment noted.

Response No. 1-2: Comment noted.

Response No. 1-3: Comment noted.

Response No. 1-4: Comment noted. The Applicant will work with Roseville Telephone Company to identify appropriate utility routes.

Response No. 1-5: Comment noted.

Response No. 1-6: Comment noted.

Response No. 1-7: Comment noted.

Response No. 1-8: The project does not represent leap frog development, but a logical extension of development within the City of Roseville and the NCRSP area.

MEMORANDUM

TO: Aaron Busch, Associate Planner
FROM: Garth Gaylord, Associate Engineer, Floodplain Management Section
DATE: December 26, 1996
SUBJECT: COMMENTS ON DRAFT EIR FOR HIGHLAND RESERVE
DATED DECEMBER 1996

The following is a list of comments on the Highland Reserve North Administrative Draft dated August 1996, prepared by Dames & Moore:

1. The Engineer for Highland Reserve needs to provide documentation showing that the 100-year floodplain lies totally within Lots 70, 71, 72 and 73.] 2-1
2. The Developer's Engineer needs to respond on how he chose the frictional co-efficient of the channel ("N" factor) that they used in their model. Is it likely that State and Federal Environmental Agencies will not allow disruption to this wetland for channel maintenance.] 2-2

December 22, 1996


Response No. 2-1: Comment noted. The Applicant has provided data to the City that delineates the extent of the 100-year flood plain. These areas lie within Parcels 70, 71, 72 and 73.

Response No. 2-2: The frictional coefficient of the channel (i.e., n-factor) used in the HEC-2 analysis conforms to the requirements set forth in the Placer County Flood Control and Water Conservation District (PCFCWCD) storm water management manual. The coefficients used in the study were confirmed with City staff in a letter to the City dated December 20, 1994. Final project design will be coordinated with and approved by the City to ensure that long term design capacity (including appropriate channel maintenance) and protection of property is provided by the proposed drainage improvements.

MEMORANDUM

from Public Works/Transportation Division

TO: Aaron Busch, Associate Planner

FROM: Heidi L. Dwyer, Transportation Manager 

DATE: December 31, 1996

SUBJECT: Comments on Draft Highland Reserve North EIR

The following are comments on the Draft Highland Reserve North EIR for your consideration:

Page 3.4-10 TRANSIT

- 1. The opening paragraph should read: "Transit is currently provided to residents of the City of Roseville by two transit providers, Roseville Transit Services, and Placer County Transit." instead of the current first sentence which is confusing. There should then be a major heading for ROSEVILLE TRANSIT and then sub-headings which go on to describe the three Roseville Transit services: Roseville Fixed-Route, Roseville Commuter, and RADAR (Roseville Area Dial-A-Ride). 3-1
- 2. Roseville Transit - This should be a sub-heading and read: "Roseville Fixed-Route". Change eight scheduled routes to seven. 3-2
- 3. RADAR - This should read: "curb to curb" not "door to door". 3-3
- 4. Figure 3.4-3 needs to be update to include the current routes (see attached route map). 3-4

Page 3.4-13 Rail

- 1. Reference should be made to the fact that Southern Pacific is now Union Pacific. 3-5

Page 3.4-24 Impact No. T-3(a)

- 1. I do not agree that the most likely demand for transit service from the Project will be commuters. As is stated in the transit section, commuters make up a small percentage of our overall intra-city transit ridership. The author is leaving out all the individuals who historically rely on public transit, seniors, people with disabilities, students, and low income residents. These groups should be identified in this section and mention should be made that for many public transit is their only form of transportation. 3-6
- 2. I would like an explanation as to how the act of "updating the City's Long Range Transit Plan" will reduce any impact????????? The only way to reduce the impact of increased demand on the service is to either provide more service (funded service) or eliminate the demand by not developing. As transit providers we can tell you theoretically where service needs to be expanded to....on all major arterials. The actual addition/extension of service will depend on the type of development that actually occurs in any given area and the funds that are available at that time. 3-7

December 31, 1996

- Response No. 3-1:** Comment noted. Transit is provided to the City of Roseville by two transit providers: Roseville Transit Services and Placer County Transit.
- Response No. 3-2:** The EIR is modified to include the following language on page 3.4-10, under the heading "Roseville Transit":
- "There are currently seven schedule routes."*
- Response No. 3-3:** The EIR is modified to include the following language on page 3.4-10, under the heading "RADAR Service":
- "RADAR is a curb-to-curb system..."*
- Response No. 3-4:** Comment noted.
- Response No. 3-5:** The EIR is modified to include the following language on page 3.14-13, under the heading "Rail":
- "Southern Pacific's (recently merged with Union Pacific)..."*
- Response No. 3-6:** The commentor is correct in stating that commuters would most likely not represent the majority of transit users from the project. Transit-dependent persons, including the groups mentioned, would provide the greatest demand for transit. On a city-wide basis however, projected transit use is estimated to represent only one to two percent of overall person-trips.
- Response No. 3-7:** Comment noted. "Updating the City's Long Range Transit Plan" is the implementation mechanism by which funding allocations are determined to meet future transit demands. Transit funding in Roseville is allocated from the General Fund by the City Council.

SACRAMENTO METROPOLITAN

NORMAN D. COVELL
Air Pollution Control Officer

TIMOTHY W. TAYLOR
Chief, Mobile Source Division

AIR QUALITY
MANAGEMENT DISTRICT

RECEIVED

January 22, 1997

JAN 24 1997

PLANNING DEPARTMENT

Mr. Aaron Busch
Associate Planner
Roseville Planning Department
316 Vernon Street, Suite 104
Roseville, CA, 95678

Subject: PROJECT NAME: DRAFT ENVIRONMENTAL IMPACT REPORT - HIGHLAND
RESERVE NORTH PLAN
OUR FILE NUMBER: 960108

Dear Mr. Busch:

Thank you for the opportunity to review the above-captioned draft EIR. The staff of the Air Quality Management District (District) has reviewed the document and offers the following comments.

- 1. The District staff concurs with the mitigation measures recommended in the draft EIR. 4-1
- 2. In addition, we recommend that consideration be given to the following emission reduction measures:
 - a. When heavy-duty off-road equipment is used in various construction phases of the project, require that it (they) be powered by reduced-emission engines.
 - b. For residential developments, require the installation of electrical service to facilitate the recharging of electric vehicles. 4-2
 - c. Require the use of low-NOx water heaters in residential, commercial, and industrial applications.
 - d. For low-density residential developments, require the installation of an additional electrical outlet to facilitate the recharging of cordless electric lawnmowers.

Again, thank you for referring the draft EIR to us for comment. If you have any questions regarding these comments, please feel free to call me at (916) 386-7032.

Sincerely,

Phil Stafford
Associate Air Quality Planner

cc: Ron Maertz, SMAQMD
Dick Johnson, Placer County APCD
Dave Vintze, Placer County APCD

COMMENT LETTER NO. 4 PHIL STAFFORD, ASSOCIATE AIR QUALITY
 PLANNER
 SACRAMENTO METROPOLITAN AIR QUALITY
 MANAGEMENT DISTRICT

January 22, 1997

Response No. 4-1: Comment noted.

Response No. 4-2: Comment noted. The City and the Applicant will consider these measures during preparation and implementation of the Proposed Project's air quality mitigation measures identified in Section 3.5.4 of the Draft EIR.



PETE WILSON
GOVERNOR

State of California

GOVERNOR'S OFFICE OF PLANNING AND RESEARCH

1400 TENTH STREET
SACRAMENTO 95814



LEE GRISSOM
DIRECTOR

RECEIVED

January 23, 1997

JAN 24 1997

AARON BUSCH
CITY OF ROSEVILLE
316 VERNON STREET, #104
ROSEVILLE, CA 95678

PLANNING DEPARTMENT

Subject: HIGHLAND RESERVE NORTH SPECIFIC PLAN SCH #: 96062065

Dear AARON BUSCH:

The State Clearinghouse submitted the above named environmental document to selected state agencies for review. The review period is closed and none of the state agencies have comments. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

5-1

Please call Kristen Derscheid at (916) 445-0613 if you have any questions regarding the environmental review process. When contacting the Clearinghouse in this matter, please use the eight-digit State Clearinghouse number so that we may respond promptly.

Sincerely,

ANTERO A. RIVASPLATA
Chief, State Clearinghouse

Project Title: Highland Reserve North Specific Plan

Lead Agency: City of Roseville

Contact Person: Aaron Busch

Street Address: 316 Vernon St., #104

Phone: (916) 774-5276

City: Roseville, CA

Zip: 95678

County: Placer

Project Location

County: Placer

City/Nearest Community: Roseville

Cross Streets: Stanford Ranch Rd. & SR 65

Zip Code: 95678

Total Acres: 615.04

Assessor's Parcel No. 017-120-022 & 026

Section: 23

Twp. 11N

Range: 6E

Base:

Within 2 Miles: State Hwy #: 65

Waterways:

Airports:

Railways:

Schools: Vencil Brown Elementary

Document Type

- CEQA: [] NOP, [] Supplement/Subsequent, [] EIR (Prior SCH No.), [] Other, [] NOI, [] EA, [] Draft EIS, [] FONSI, [] Joint Document, [] Final Document, [] Other

Local Action Type

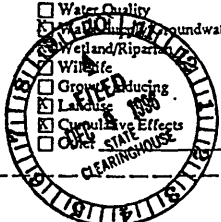
- [] General Plan Update, [X] General Plan Amendment, [] General Plan Element, [] Community Plan, [X] Specific Plan, [] Master Plan, [] Planned Unit Development, [] Site Plan, [X] Rezone, [] Prezone, [X] Use Permit, [X] Land Division (Subdivision, Parcel Map, Tract Map, etc.), [] Annexation, [] Redevelopment, [] Coastal Permit, [] Other

Development Type

- [] Residential: Units 1970 Acres 304.71, [] Office: Sq.ft. Acres Employees, [X] Commercial: Sq.ft. Acres 158.23 Employees, [] Industrial: Sq.ft. Acres Employees, [X] Educational: 10 acre Elementary School Site, [X] Recreational: 39 acres of public parks, [] Water Facilities: Type MGD, [] Transportation: Type, [] Mining: Mineral, [] Power: Type Watts, [] Waste Treatment: Type, [] Hazardous Waste: Type, [] Other

Project Issues Discussed in Document

- [X] Aesthetic/Visual, [] Agricultural Land, [X] Air Quality, [X] Archeological/Historical, [] Coastal Zone, [X] Drainage/Absorption, [] Economic/Jobs, [] Fiscal, [] Flood Plain/Flooding, [] Forest Land/Fire Hazard, [] Geologic/Seismic, [] Minerals, [X] Noise, [X] Population/Housing Balance, [X] Public Services/Facilities, [X] Recreation/Parks, [X] Schools/Universities, [] Septic Systems, [X] Sewer Capacity, [X] Soil Erosion/Compaction/Grading, [] Solid Waste, [] Toxic/Hazardous, [X] Traffic/Circulation, [] Vegetation, [] Water Quality, [] Wetland/Riparian, [] Wildlife, [] Growth Producing, [X] Land Use, [X] Cumulative Effects, [] Other



Present Land Use/Zoning/General Plan Use

Urban Reserve

Project Description The Highland Reserve North Specific Plan is a comprehensive plan for the development of the North Central Roseville Specific Plan (NCRSP) Urban Reserve area, that is located in the northern boundaries of the City of Roseville and encompasses approximately... The plan addresses all aspects of land use, circulation, infrastructure, public...

State Clearinghouse Contact: Ms. Angel Howell (916) 445-0613

Project Sent to the following State Agencies

State Review Began: 12.9.96
Dept. Review to Agency: 1.16
Agency Rev to SCH: 1.21
SCH COMPLIANCE: 1.23.97

- [X] Resources, [] Boating, [] Coastal Comm, [] Coastal Consv, [] Colorado Rvr Bd, [X] Conservation, [X] Fish & Game # 2, [] Delta Protection Commission, [X] Forestry, [X] Parks & Rec/OHP, [] Reclamation, [] BCDC, [X] DWR, [X] OES, [] Bus Transp Hous, [] Aeronautics, [] CHP, [X] Caltrans # 3, [X] Trans Planning, [X] Housing & Devel, [] Health & Welfare, [] Dept. of Health, [] Medical Waste, [] State/Consumer Svcs, [] General Services, [] Cal/EPA, [X] ARB, [X] CA Waste Mgmt Bd, [] SWRCB: Grants, [] SWRCB: Delta, [] SWRCB: Wtr Quality, [] SWRCB: Wtr Rights, [X] Reg. WQCB # 2, [] DTSC/CTC, [] Yth/Adlt Corrections, [] Corrections, [] Independent Comm, [] Energy Comm, [X] NAHC, [] PUC, [] Santa Mn Mtns, [X] State Lands Comm, [] Tahoe Rgl Plan, [] Other

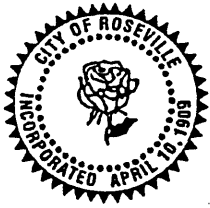
Please note SCH Number on all Comments: 96062065
Please forward late comments directly to the Lead Agency
AQMD/APCD (Resources): 12/14/96

COMMENT LETTER NO. 5

ANTERO A. RIVASPLATA, CHIEF
STATE CLEARINGHOUSE

January 23, 1997

Response No. 5-1: Comment noted.



PARKS & RECREATION
CITY OF ROSEVILLE
 TRADITION • PRIDE • PROGRESS

401 VERNON STREET, #B • ROSEVILLE, CA 95678
 (916) 774-5242 • TDD (916) 774-5220 • FAX (916) 773-5595

RECEIVED

MEMO

FEB 25 1997

TO: AARON BUSCH, ASSOCIATE PLANNER
 FROM: PAULA FINLEY, PARK DEVELOPMENT MANAGER
 SUBJECT: HIGHLAND RESERVE NORTH - DRAFT EIR
 DATE: FEBRUARY 5, 1997

PLANNING DEPARTMENT

We have reviewed the Draft EIR for the Highland Reserve North and have the following comments:

- 1) Page 2-17, Project Implementation section: Any comments related to a Lighting and Landscape District formation needs to be revisited and alternate funding sources need to be identified for services based upon the recent passage of Prop. 218. This comment holds true throughout the document. 6-1
- 2) Page 2-9: Table 2-4: Park acreage's need to be revised to reflect new acres, 6-2
- 3) Page 2-10, Neighborhood and Community Park Section: Park acreage's here need to reflect revised park sizes and indicate which are neighborhood/community or city wide parks. Also timing of the park development program needs to be addressed. 6-3
- 4) Page 2-15, 2nd paragraph: Again, park acreage's listed here should reflect final figures for active and passive park acres. 6-4
- 5) Page 2-15, 2nd paragraph: Delete "trails" and replace with walkways. Also this section does not mention the promenade. This feature should be included here. 6-5
- 6) Figures 2-16 and 2-17 need to be revised to reflect revised park sizes and configurations. 6-6
- 7) Page 3.3-14, Local Setting paragraph: Reference to Vencil Brown Park scheduled to open in October 1996. Correct to read "The park *opened* in October 1996". 6-7

cc: Mike Shellito
 Dan Dameron

February 5, 1997

Response No. 6-1: Based on the Proposed Project's Development Agreement, a Community Facilities District (i.e., Mello Roos District) would be established to fund a majority of the major infrastructure in the project area including the long-term maintenance of public areas such as turf and landscaping in parks.

Response No. 6-2: The EIR is modified to include the following revised Table 2-4 on page 2-9:

TABLE 5 (REVISED TABLE 2-4) PROPOSED FULL PROJECT LAND USES			
Land Use	Units	Acres	Density (Du/Ac)
Low Density Residential	1,183	264.0	4.5
Medium Density Residential	117	14.6	8.0
High Density Residential	470	25.7	18.3
Subtotal, Residential	1,770	304.3	
Commercial	--	165.4	
School, School/Church	--	46.5	
Park	--	32.1	
Open Space	--	34.9	
Right-of-way	--	31.8	
TOTALS:	1,770	615.0	

In addition, the following table identifies changes in park acreages since release of the Draft EIR:

TABLE 6 PARK LAND USE CHANGES TO DRAFT EIR		
Parcel	Draft EIR (acres)	Current Proposal (acres)
Parcel 50	3.4	3.1
Parcel 51	3.9	3.8
Parcel 52	26.1	20.5
Parcel 53	5.0	4.7
Total	38.4	32.1

Response No. 6-3: The EIR is modified to include the following revised text on page 2-7, under the heading “Neighborhood and Community Parks”:

“The Phase I development scenario includes three parks that would vary in size from 3.1 to 20.5 acres, and encompasses a total of 27.4 acres.....The community park (parcel No. 52) would encompass approximately 20.5 acres ...”

The EIR is modified to include the following revised text on page 2-10, under the heading “Neighborhood and Community Parks”:

“The Full Project development scenario includes a total of four parks encompassing 32.1 acres. Two neighborhood parks (3.1 and 3.8 acres) and one community park (20.5) are proposed....An additional neighborhood park (4.7 acres)....”

The timing of the park development program is identified in the project Development Agreement.

Response No. 6-4: The EIR is modified to include to following language on page 2-15, under the heading “Parks and Recreation”:

“The Proposed Project designates four park sites encompassing a total of 32.1 acres in neighborhood and community-type parks....”

Response No. 6-5: The EIR is modified to include to following language on page 2-15, under the heading “Parks and Recreation”:

“The community park (Parcel No. 52) is intended to be the center of activity for the entire plan area and may include recreational facilities that are both

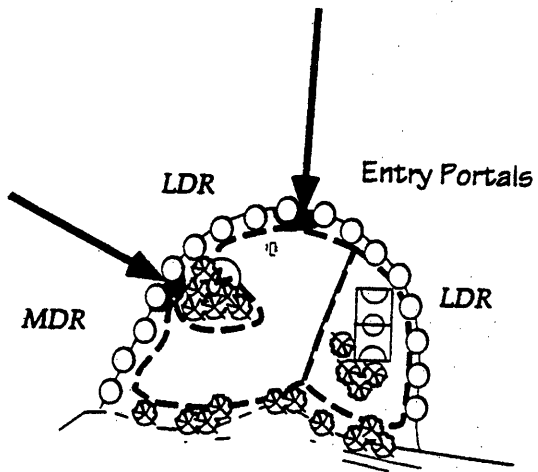
active and passive such as ballfields, soccerfields, tennis and basketball courts, an outdoor amphitheater, walkways, ...”

“A pedestrian promenade is proposed which would extend across the Village Square tying together the commercial, park, and school land uses.”

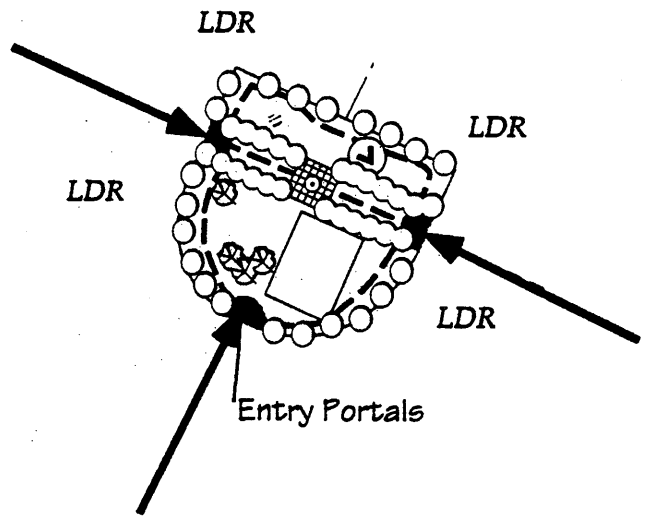
Response No. 6-6: The EIR has been modified to include the attached figures, Figures 2-16 and 2-17.

Response No. 6-7: The EIR has been modified to include the following language on page 3.3-14, under the heading “Local Setting”:

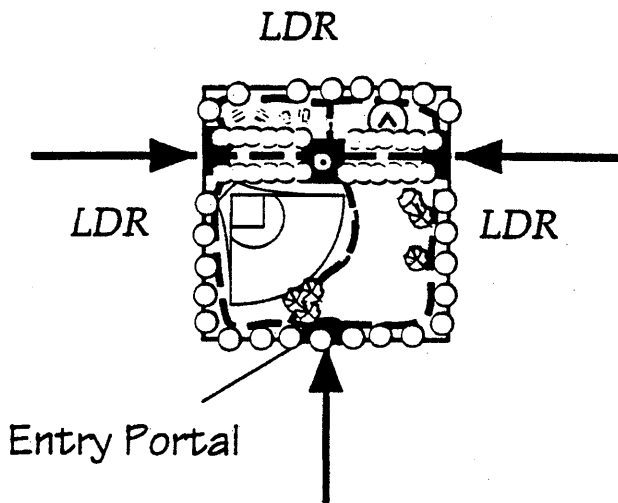
“The park opened in October 1996.”



PARCEL 50: 2.27 NET ACRES



PARCEL 51: 3.19 NET ACRES



PARCEL 53: 4.0 NET ACRES

CONCEPTUAL DESIGN OF NEIGHBORHOOD PARKS

May 1997
10026-048-047

City of Roseville
Highland Reserve North Project EIR
Roseville, California



COMMUNITY PARK - VILLAGE SQUARE

May 1997
 10026-048-047

City of Roseville
 Highland Reserve North Project EIR
 Roseville, California



FIGURE 2-17

DEPARTMENT OF FISH AND GAME

REGION 2

1701 NIMBUS ROAD, SUITE A

RANCHO CORDOVA, CALIFORNIA 95670

(916) 358-2900



RECEIVED

FEB 14 1997

PLANNING DEPARTMENT

February 10, 1997

Mr. Aaron Busch
City of Roseville
316 Vernon Street, #104
Roseville, California 95678

Dear Mr. Busch:

The Department of Fish and Game (DFG) has reviewed the Draft Environmental Impact Report (EIR) for Highland Reserve North, mixed use development in the North Central Roseville Specific Plan (NCRSP) Urban Reserve Area, Placer County (SCH #96062065). The 615-acre development, as proposed, will be bisected by the north-south extension of Pleasant Grove Boulevard and divided into two phases. Phase I includes 386.6 acres east of the Pleasant Grove Boulevard extension; Phase II includes 228.4 acres west of the extension. The Draft EIR analyzes development scenarios for Phase I only and the full project.

Significant resources on the project site, particularly on the western and central (Phase II) portions of the site include: **Northern Volcanic Mudflow Vernal Pools**, a rare habitat type rapidly diminishing in Placer County, seasonal wetlands and perennial streams. The western side of the project site also contains a 12.44-acre Wetland Preservation and Compensation Area created to mitigate impacts associated with a light industrial project just off-site (Highland Reserve - Longmeadow, ACOE #9100237). A portion of this preserve would be impacted by Phase II of the proposed project.

The DFG continues to have concerns with the following impacts and mitigation measures:

1. The project's inconsistency with general plan guidelines regarding open space and significant biological resources.

The City of Roseville General Plan Policy LG-7 is to: "Encourage project designs that place a high priority and value on open space, and the preservation, enhancement and incorporation of natural resources and other features including consideration of topography, vegetation, wetlands and water courses." This is the last opportunity to set aside any

significant amount of this habitat within the City of Roseville. (See attached maps for extent of remaining habitat). The DFG requested consideration (DFG letter dated July, 17, 1996) of alternative designs which avoided a significant amount of this habitat on-site. The adoption of Phase I only would avoid a portion of it and is preferred to adoption of the full project.

7-1

2. The need to plan for stormwater detention basins.

It is unclear where stormwater detention basins will be placed. Proposed open space corridors near streams are narrow and in some cases already contain compensation wetlands for impacts to other projects. Detention basins or settling ponds should not be placed where they have an adverse impact upon existing wetlands.

7-2

In addition, DFG will recommend to the United States Fish and Wildlife Service (USFWS) that the acquisition component of off-site compensation for unavoidable losses to fairy shrimp and Northern Volcanic Mudflow Vernal Pools be of like habitat. That is, Northern Volcanic Mudflow Vernal Pool habitat should be acquired. Avoidance or off-site purchases of like habitat is the only way to minimize the level of residual impact.

7-3

The applicant should be advised that work consisting of but not limited to diversion or obstruction of the natural flow or changes in the channel, bed, or bank of any river, stream, or lake, will require notification to the DFG as required by Fish and Game Code Section 1600 et seq. The notification (with a fee), and subsequent agreement, must be completed prior to initiating any such work. Notification to the DFG should be made after the project is approved by the Lead Agency. The Lead Agency is reminded that the Streambed Alteration Agreement process is not a Certified Regulatory Program per CEQA Section 21080.5 and therefore cannot be used in lieu of specific mitigation measures in the environmental document.

7-4

The applicant and lead agency should be aware that the definition of a stream for purposes of Section 1603 of the Fish and Game Code is provided in Title 14, Section 1.72 of the California Code of Regulations.

7-5

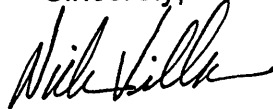
This project will have an impact to fish and/or wildlife habitat. Assessment of fees under Public Resources Code Section 21089 and as defined by Fish and Game Code Section 711.4 is necessary. Fees are payable by the project applicant upon filing of the Notice of Determination by the lead agency.

7-6

Mr. Aaron Busch
February 10, 1997
Page Three

Thank you for the opportunity to review this project. If the DFG can be of further assistance, please contact Ms. Monica Parisi, Wildlife Biologist, (916) 358-2882 or Mr. David S. Zezulak, Environmental Services Supervisor, (916) 358-2929.

Sincerely,



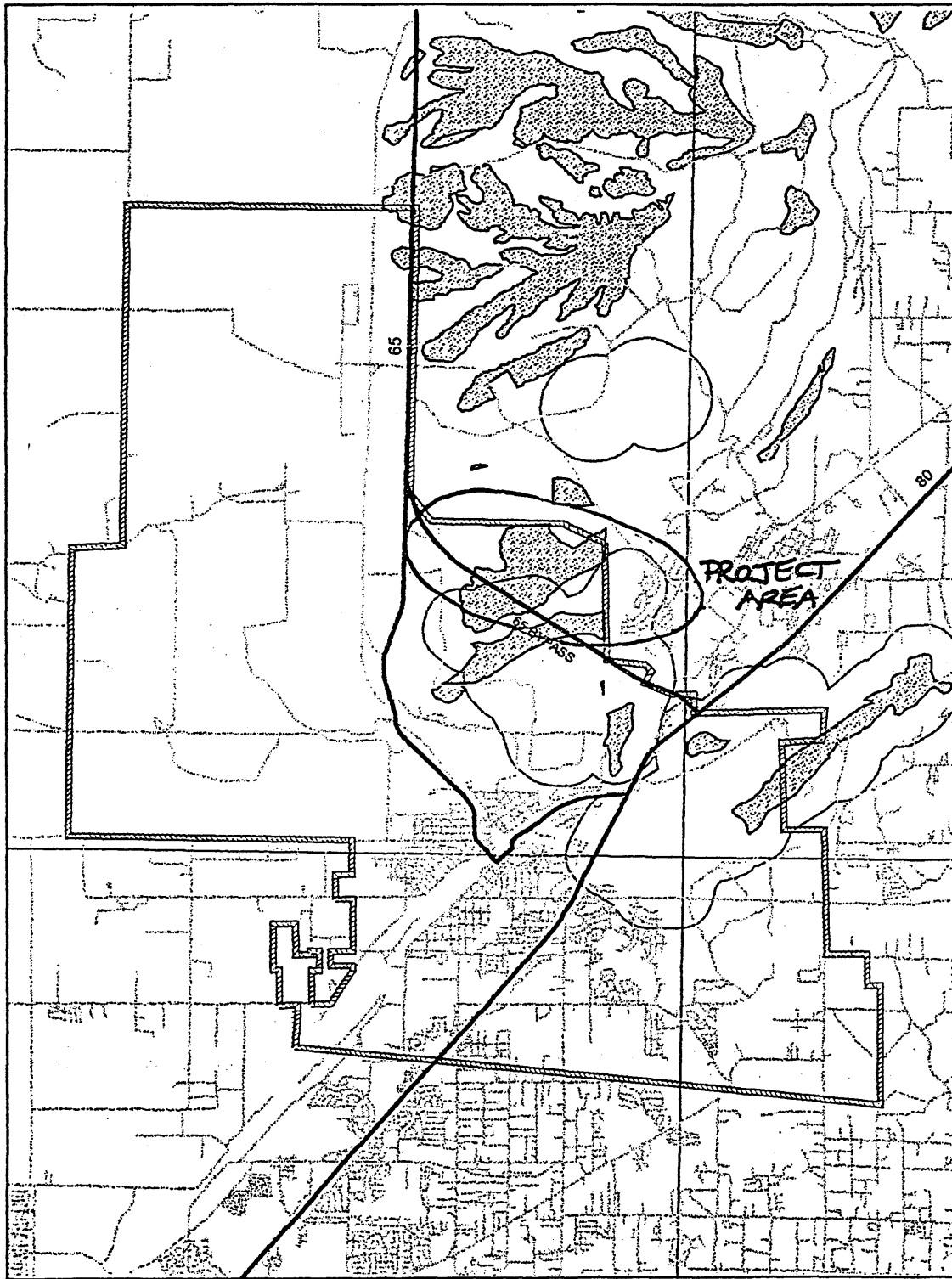
for Banky E. Curtis
Regional Manager

Enclosures

cc: Ms. Monica Parisi
Mr. David S. Zezulak
Department of Fish and Game
Rancho Cordova, California

Ms. Jan Knight
Endangered Species Office
U.S. Fish and Wildlife Service
3310 El Camino Avenue, Suite 130
Sacramento, California 95821-6340

Extent of Remaining Northern Volcanic Mudflow Vernal Pool Habitat Roseville, California

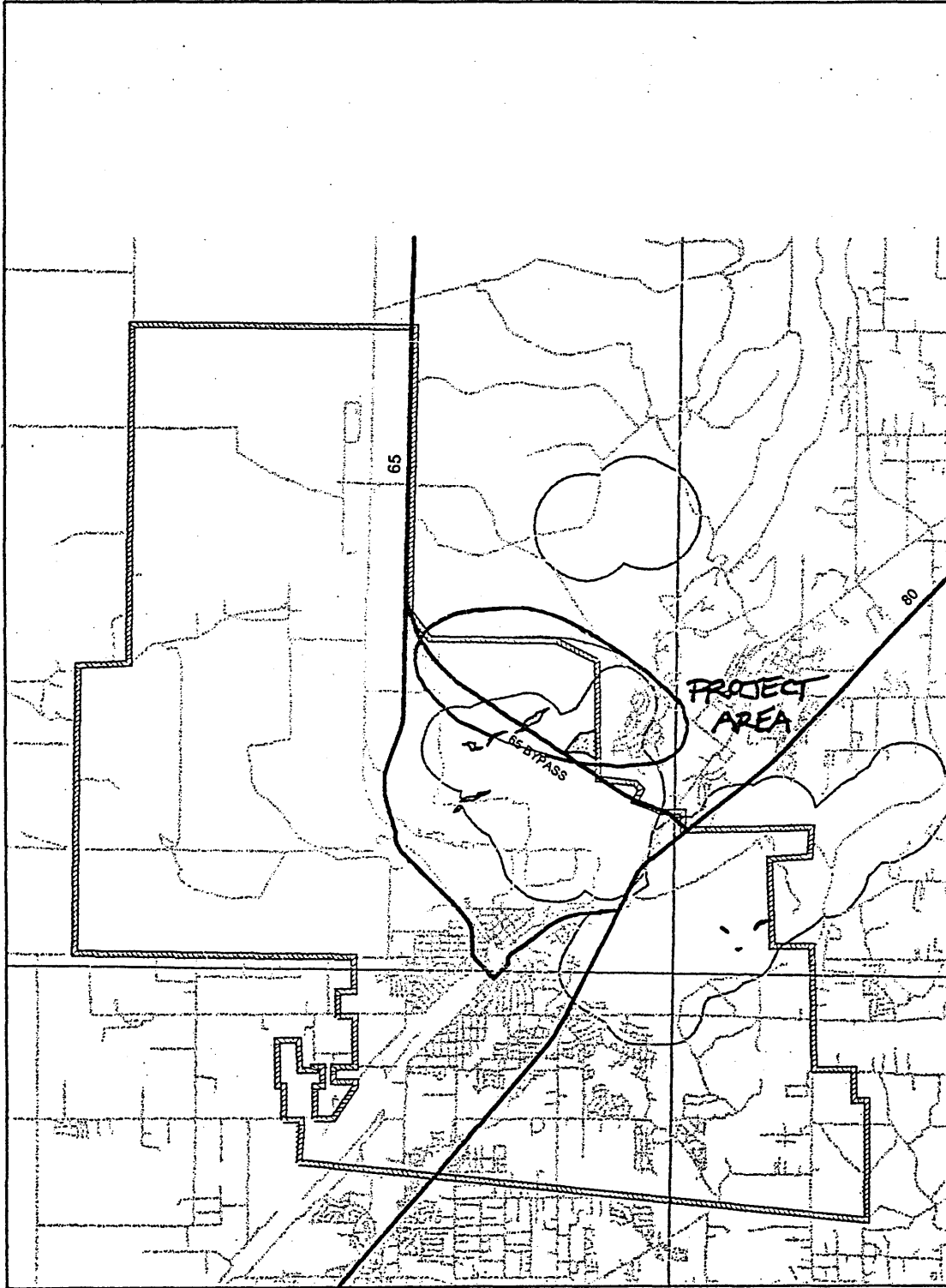


-  Highways
-  Roads
-  USGS Quad Boundaries
-  Significant Natural Areas
-  Extent of Remaining Vernal Pools on Volcanic Mudflow

Sources: Holland, Dr. Robert (1995), Mapping Project for Vernal Pool Recovery Plan, U.S. Fish and Wildlife Service overlaid with northern mudflow breccia as mapped by Livingston, John G. (1976), Handbook of Environmental Geology, Placer County, California



Vernal Pool Preserves and Compensation Areas on Northern Volcanic Mudflow
Roseville, California



- Response No. 7-1:** The EIR identifies loss of up to 4.20 acres of vernal pools as a significant project impact. The EIR also recognizes and discloses that long-term viability of created vernal pools is subject to on-going monitoring, and identifies residual impacts to these habitats as potentially significant. The U.S. Army Corp of Engineers has issued a conditional Nationwide Permit 26, conditioned in part on compliance with Section 7 of the U.S. Endangered Species Act. The Applicant is in Section 7 consultation with the U.S. Fish and Wildlife Service for effects to and mitigation of effects to vernal pools and related special status species. This mitigation will include both on-site preservation and mitigation of vernal pool impacts at USFWS-sanctioned off-site locations. The Proposed Project is not economically feasible without development of the Full Project scenario.
- Response No. 7-2:** As described on page 2-14 of the EIR, detention would be provided on either a portion of Parcel No. 42 or off-site within the previously-approved Sunset West Plan Area detention basin in Rocklin. Wetland impacts associated with the onsite detention basin have been included in wetland acreage estimates.
- Response No. 7-3:** The commentor is referred to Response No. 7-1, above.
- Response No. 7-4:** Comment noted.
- Response No. 7-5:** Comment noted.
- Response No. 7-6:** Comment noted.



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Ecological Services

Sacramento Field Office

3310 El Camino Avenue, Suite 130
Sacramento, California 95821-6340

IN REPLY REFER TO:

In Reply Refer To:
PDN 9300755

February 13, 1997

Aaron Busch, Associate Planner
Roseville Planning Department
316 Vernon Street, #104
Roseville, California 95678

Subject: Highland Reserve North Specific Plan Draft Environmental Impact Report, Highland Reserve North, LP, Roseville, Placer County, California

Dear Mr. Busch:

The U.S. Fish and Wildlife Service (Service) has reviewed the *Highland Reserve North Specific Plan Draft Environmental Impact Report (DEIR)*, dated December 2, 1996, and received on December 16, 1996. Our comments are intended to assist you in your review of the proposed project and will not take the place of any formal comments that may be required at a later date pursuant to the Fish and Wildlife Coordination Act (FWCA) or the Endangered Species Act of 1973, as amended (Act).

Service Policy

Under provisions of the FWCA, the Service advises the U.S. Army Corps of Engineers (Corps) on projects involving dredging and fill activities in "waters of the United States," and special aquatic sites, which include wetlands such as those found on the proposed project site. Since the proposed project will require a Corps permit, pursuant to Section 404 of the Clean Water Act, the Service will provide comments to the Corps under FWCA authority. When reviewing Corps public notices, the Service may support projects when they meet the following criteria:

1. They are ecologically sound;
2. The least environmentally damaging reasonable alternative is selected;
3. Every reasonable effort is made to avoid or minimize damage or loss of fish and wildlife resources and uses;
4. All important recommended means and measures have been adopted, with guaranteed implementation to satisfactorily compensate for unavoidable damage or loss consistent with the appropriate mitigation goal; and
5. For wetlands and shallow water habitats, the proposed activity is clearly water dependent and there is a demonstrated public need.

Project Description

The Highland Reserve North project (proposed project) is a planned residential/commercial development within the City of Roseville in southwestern Placer County. The proposed 615 acre project area would include 303 acres of residential area, 158.5 acres of commercial and business space, and 85 acres of associated recreation and institutional units such as parks, schools, and churches.

The Highland Reserve North project was originally granted a permit to fill 4.68 acres of wetlands within the project site under the Corps' Nationwide 26 General Permit program. In the Service's comments regarding this permit proposal, we urged the Corps to require an Environmental Impact Report (EIR) be completed for the project prior to federal permitting. This was requested due to the potentially significant impacts of the project that would affect the environment and to satisfy California Environmental Quality Act (CEQA) and local planning requirements. The permit was issued in 1994 without an EIR first being completed.

8-1

The Service is now tasked with reviewing two distinctly different projects with separate mitigation proposals for the same site simultaneously. No alternatives proposed in this DEIR are comparable, in their impacts to biological resources, to those permitted under the Corps' conditional general permit. The Service is providing comments on this DEIR in order to provide the City of Roseville Planning Department our assessment of the biological impacts associated with the latest proposal. The Service is not abdicating any measures that we have previously agreed to or that have been previously permitted.

8-2

General Comments

The project site contains approximately 612 acres of annual grasslands. Although grasslands are not regionally scarce, they are being converted to urban uses at an alarming rate. The grasslands at the site are likely to support badgers (*Taxidea taxus*), coyotes (*Canis latrans*), blacktailed jackrabbits (*Lepus californicus*) and several species of small mammals. Small mammals provide an important prey base for raptors in the area, including golden eagles (*Aquila chrysaetos*), northern harriers (*Circus cyaneus*) and red-tailed hawks (*Buteo jamaicensis*). In addition, many birds, such as California horned larks (*Eremophila alpestris actia*), western burrowing owls (*Athene cunicularia hypugea*) and western meadowlarks (*Sturnella neglecta*) depend on grassland habitats for feeding, foraging, and nesting. The project site also provides suitable habitat for animal and plant species that are listed, proposed, or candidates for listing under the Act including the federally threatened vernal pool fairy shrimp (*Branchinecta lynchii*).

During the rainy season the vernal pools, seasonal wetlands, perennial stream and intermittent drainages provide habitat for migratory waterfowl and shorebirds. These areas also provide water for a variety of other wildlife species that would be expected to inhabit the area, including deer, small mammals, amphibians, and many species of resident and migratory birds. The value of the surrounding grasslands is enhanced by the presence of these wetlands.

The Service's mitigation goal for wetlands is no net loss of in-kind habitat value or acreage, whichever is greater because wetlands, including riparian areas, provide high value habitats to migratory birds and many wildlife species; and they are becoming increasingly scarce in California. Wetland types found on the site include Mehrten formation vernal pools, seasonal wetlands and two formally ephemeral streams.

Mehrten formation vernal pools occur on Exchequer soils on the project site (Soil Conservation Service, 1980). These soils are shallow and very stony loams underlain by hard andestitic breccia (volcanic bedrock). Bedrock is typically encountered at a depth of 11 inches. This soil type is restricted in occurrence, found on 9,555 acres or 2.3 percent of Placer County, (including inclusions of rock outcrop unsuited for vernal pool formation). To date, approximately 3,430 acres (35 percent) of Exchequer soils have been constructed on, or have approved development plans/permits. Based upon data developed by the Service, there may be fewer than 300 acres of jurisdictional wetland vernal pools on Exchequer soils within Placer County. Pools found on these soil types have been recognized as: a unique subset of vernal pools (Stromberg, 1987; Jokerst, 1990).

SPECIFIC COMMENTS

SECTION 2 PROPOSED PROJECT DESCRIPTION

Page 2-7 Open Space Subheading and Figure 2-10 Multiple uses are proposed, under this development scenario, to utilize areas designated as open space for uses such as an off-street pedestrian and bikeway corridor and space for onsite management of stormwater drainage.

Comment

The northern drainage within the proposed project site is protected by a 12.44 acre mitigation area established to offset impacts associated with the Longmeadow project (Corps Project No. 199100466 and 199100237) west of Highway 65. A 41.6 acre preservation area extending the length of the southern drainage corridor within the proposed project site was protected as partial mitigation for the Highland Reserve North project (Corps Permit No. 199300755). An additional 8.06 acres was preserved adjacent to the northern drainage preservation area as part of this mitigation as well. The multiple uses proposed under this subheading would not be consistent with previous agreements.

8-3

Figure 2-10 shows the planned paved bike pathway within the open space area. The proposed bike/pedestrian pathway, as proposed, would seem to be in direct violation of special condition (b) of the conditional general permit issued by the Corps on November 16, 1994.

8-4

The use of the open space areas as stormwater drainage or detention areas is inconsistent with previously agreed upon mitigation. It is unclear what longterm effects this project will have on the Pleasant Grove Creek watershed. By changing the hydrology along the two drainages which cross the project site, the proposed project will contribute to an increase in the water flow regime which may impact adjacent upland and wetland habitats along these unnamed tributaries as well as Pleasant Grove Creek. The Service is specifically concerned that changes in the hydrology of the southern tributary will result in the alteration of the hydrology of seasonal wetlands and vernal pools within the preserve area on site and additional preserve areas downstream of the project site.

8-5

SECTION 3.1 LAND USE, PUBLIC PLANS AND POLICIES

Page 3.1-2 Existing Land Uses Subheading This section describes existing land uses as well as easements which lie within the project boundaries.

8-6

Comment

This section should include a discussion on the use of a portion of the Highland Reserve North property as a wetland compensation area for off-site mitigation for the Longmeadow project as well as for the previously permitted Highland Reserve North project.

Page 3.1-5 Section 3.1.3 Impacts The stated goal of this section is, "to provide a more conservative (i.e. worst case) impact analysis" that "utilize current planned land uses, as conditions upon which the Proposed Project is added".

Comment

This section omits potentially significant impacts associated with the conversion and fragmentation of the existing wetland compensation areas. The first bulleted statement under this section heading states that, "Fundamental conflicts with applicable environmental plans or policies adopted by jurisdictional agencies" were assessed and it was determined that the proposed project would not have potentially significant impacts. We disagree with this assumption and question the assessment that was done to arrive at this

8-7

conclusion. The conversion and fragmentation of previously agreed upon wetland compensation areas, we believe, represents a fundamental conflict with environmental plans adopted by jurisdictional agencies resulting in potentially significant impacts.

SECTION 3.10 BIOLOGY

Comments

Page 3.10-5 Table 3.10-2 This table summarizes jurisdictional waters that occur within the site according to wetland type.

Comment

Several discrepancies arise when trying to compare this table with data provided elsewhere in the document. The total acreage for intermittent drainages, designated as impacted on Page 3.10-15 Full Project Impact No. B-3(b) (0.66 acres), exceeds the total for all intermittent drainages listed as occurring on-site in this table (0.52 acres). This also calls into question the intermittent drainage impact acreage totals under Impact No. B-3(a) on Page 3.10-12.

The total acreage of vernal pools listed in this table as occurring within the project area (4.02 acres) is less than the total acreage of vernal pools listed as impacted on Page 3.10-12 Impact No. B-3(a) discussion (4.20 acres), Page 3.10-14 Impact No. B-1(b) discussion (4.20 acres), Impact No. B-3(b) discussion (4.20 acres) and Page 3.10-18 Table 3.10-5 (4.20 acres).

The total acreage of all wetland types listed in this table as occurring within the project site (7.62 acres) cannot be justified with data found elsewhere in the document. Page 3.10-15 Impact No. B-3(b) identifies impacts to 5.48 acres of wetlands and proposes to preserve 5.21 acres of wetlands for a total of 10.69 acres of wetlands on-site.

These totals seem to reflect the omittance of the previously established Longmeadow wetland compensation/preservation area in the pre-project wetland totals but include these areas in the impacts and as mitigation/preservation. A differentiation should be made in this table between the wetland types within the established wetland compensation area and the remainder of the project site. An attempt should be made, within the specific impact discussions, to clarify the amount of acreage proposed to be impacted within the compensation area by separating these areas from the remainder of the project. Furthermore, the acres of wetlands to be avoided/preserved on the project site should be separated from the previously established compensation/preservation area.

8-8

Page 3.10-5 Jurisdictional Waters of the United States Subheading The first paragraph on this page states that the, "3.07 acre Longmeadow preserve is located on the Proposed Project site".

Comment

This statement should be corrected in order to avoid any misinterpretation of current land uses within the proposed project site. The Longmeadow preserve is a 12.44 acre preserve area that contains 3.07 acres of preserved and constructed wetlands within its boundaries.

8-9

Page 3.10-5 Special Status Species Subheading The section states that, "the applicant is assuming, for permitting purposes", that special status species are present within the site.

Comment

This statement should be corrected to reflect actual data previously provided by the applicant. The general permit application submitted by the applicant

8-10

on July 20, 1994, titled *Section 404 Regulatory Compliance Highland Reserve North*, indicates that special status species were previously surveyed for and found on the site. Page 2.9 of the above referenced document lists federally listed as threatened vernal pool fairy shrimp (*Branchinecta lynchi*) as having been found in several pools across the project site in conjunction with California linderella (*Linderella occidentalis*), a previously proposed species no longer being considered for listing. This claim by the applicant, that the status of federally protected species within the proposed project area is unknown, is repeated throughout this document. Page 3.10-9 - Vernal Pool Aquatic Invertebrates Subheading, Page 3.10-11 Phase I Impact No. B-1(a) - Loss of Fairy Shrimp Species, and Page 3.10-14 Full Project Impact No. B-1(b) - Loss of Fairy Shrimp Species, all contain statements referring to the unknown status of federally protected vernal pool fairy shrimp and should be corrected to reflect information previously provided by the applicant.

Page 3.10-14 Full Project Impact No. B-5(b) Loss of Wildlife Movement Corridors The discussion of this impact states that, in areas of intense development, wildlife will often utilize drainages for movement. The residual significance of this project following mitigation measures is deemed less than significant.

Comment

The Service disagrees with the finding of less than significant for this impact. A portion of the northern drainage, under this Project Proposal, is eliminated from protection and converted to residential development. This drainage is currently contained within a 20.5 acre preservation area. This area has been protected as compensation for impacts that have occurred at the Longmeadow project site (12.44 acres) and as partial mitigation for impacts proposed by the applicant and permitted by the Corps under the conditional general permit (8.06 acres). This proposed project seeks to eliminate (what appears to be) half of the preserve areas within and adjacent to this drainage and convert these areas to residential development.

The southern drainage, under this Project Proposal, would be reduced in extent and fragmented by a road crossing and numerous water, wastewater and drainage lines. This southern drainage corridor is contained within a 41.9 acre preservation area that was previously set aside as partial mitigation for impacts proposed and permitted by the Corps under the conditional general permit obtained by the applicant.

8-11

A total of 62.4 acres remain preserved within the Highland Reserve North site under the original proposal by the applicant and conditionally permitted by the Corps. An existing preserve of 49.96 acres containing approximately 3.5 acres of wetlands has been set aside as partial mitigation for impacts originally proposed by the applicant and conditionally permitted by the Corps in 1994. An additional 12.44 acre preservation area, set aside as mitigation for the Longmeadow project, is not included in the 49.96 acre total and remains within the project site. This Longmeadow preserve includes the entire length of the northern drainage and contains 0.74 acres of preserved wetlands and 2.33 acres of constructed wetlands.

The current proposal outlined in this DHIR seeks to eliminate a portion of the northern preserve area and decrease the size of the southern preserve. The resulting preserve areas would be reduced to 36.32 acres. This total includes the remains of the 12.44 acre Longmeadow preservation area that the applicant seeks to impact and then (re)preserve as mitigation for this project. We believe that, following the proposed impacts, reducing in size and (re)designating as protected the remaining fragmented areas would not constitute mitigation to a less than significant level.

Page 3.10-18 Table 3.10-5 This table summarizes the residual impacts to biological resources.

Comment

See references to Page 3.10-16 Full Project Impact No. B-5(b) - Loss of wildlife movement corridors and Page 3.10-5 Table 3.10-2 - Jurisdictional waters summary above.

8-12

Summary

This proposed project would severely reduce the value of the site to most species of wildlife that currently occur on the site. Over 600 acres of annual grasslands will be lost in addition to over 5 acres of wetlands. Wildlife using the remaining upland and wetland habitats will be subject to increased levels of human disturbance, resulting in a net loss in function and value of the site to wildlife.

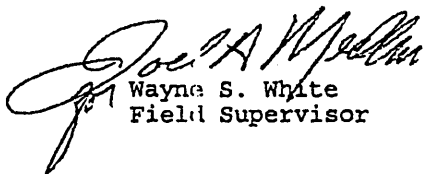
A specific wetland mitigation plan to offset the impacts associated with the proposed project has not been identified. In order to accurately assess any residual impacts associated with the proposed project, a mitigation plan needs to be identified that compensates for in-kind habitat losses of function and value.

The previously established wetland compensation area located on the Highland Reserve North property, as off-site mitigation for impacts that occurred at another site within the Roseville area, will be severely degraded. These proposed impacts and the resulting fragmentation of the compensation area is inconsistent with previously agreed upon mitigation.

The applicant has previously demonstrated that development can occur within the project site with substantially reduced impacts to both upland and wetland habitats over what is proposed within this DEIR. Any impacts above this level cannot be considered by the Service as the least environmentally damaging of the reasonable alternatives available to the applicant. The Service therefore believes that the least ecologically damaging and best alternative is Alternative 1 - No Project Alternative.

If you have any further questions regarding these comments, please contact Steve Miller (Wetlands) at (916) 979-2113.

Sincerely,



Wayne S. White
Field Supervisor

cc: AES-Portland, OR
EPA, San Francisco
COE, Sacramento (Michael Finan)
CDFG Region 2, Rancho Cordova (Dave Zezulak)

Literature Cited:

- Jokerst, J. 1990. Floristic Analysis of Volcanic Mudflow Vernal Pools, in Vernal Pool Plants - Their Habitat and Biology, D. Ikeda and R. Schlising, California State University, Chico.
- Soil Conservation Service. 1980. Soil Survey of Placer County, California: Western Part.
- Stromberg, L.P. 1987. Vernal Pool Survey and Evaluation for North Central Roseville Specific Plan Area.

Response No. 8-1: The Highland Reserve North Specific Plan (HRNSP) area is a portion of the North Central Roseville Specific Plan (NCRSP) area. An EIR was certified for development of the NCRSP area (including the HRNSP area) in July 1990. The conditional 1994 Nationwide Permit (NWP) 26 authorizes filling of 4.62 acres of wetlands within the HRNSP area, which was analyzed in the July 1990 NCRSP EIR. In 1991, the 12.44-acre Longmeadow preserve, also called the northern preserve, was established within the HRNSP area to compensate for wetlands impacts of a nearby but off-site 38.2-acre light industrial project. In 1994, the approximately 44-acre southern preserve area was also established within the HRNSP area to compensate for wetlands impacts of developing the HRNSP area of the NCRSP area (i.e., on-site mitigation).

Response No. 8-2: Only one development project, Highland Reserve North, is proposed for that portion of the NCRSP area north of State Route (SR) 65. However, two related wetland mitigation proposals are ongoing:

1) Mitigation Associated with NCRSP and Associated 1990 EIR: The existing wetland mitigation plan for the Highland Reserve North portion of the NCRSP area, of which USFWS acceptance is a condition of the Corp's 1994 NWP 26 and which is not yet accepted by the USFWS, assumes substantial on-site mitigation for wetlands impacts within the Highland Reserve North area. In light of the 1994 federal listing of the fairy shrimp and subsequently-released USFWS programmatic guidelines which require higher wetland compensation ratios for impacts to fairy shrimp habitat, the Applicant, now engaged in formal consultation with the USFWS, is revising the 1994 mitigation plan to increase wetland mitigation to address effects to federally-listed species, but at an off-site location. This revised mitigation proposal is subject to USFWS approval through the on-going Section 7 consultation process.

2) Mitigation Associated With HRNSP and this EIR: The currently proposed HRNSP assumes (in light of the USFWS-issued programmatic guidelines) that the 1994 mitigation plan conditionally approved by the Corp but not yet accepted by the USFWS will need to be modified to reflect the Service's preference for off-site mitigation, and that some on-site areas previously set aside for wetland preservation and creation will now be available for

development via a boundary adjustment of the existing on-site wetland preserve. This would result in impacts to naturally occurring (0.23 acre) and created (0.39 acre) wetlands (containing fairy shrimp habitat) within the existing Longmeadow preserve and southern Highland Reserve North preserve. The boundary adjustment will require off-site mitigation of this 0.62 acre along with 0.44 acre of other jurisdictional wetlands for a total of 1.06 acres. The boundary adjustment will require new permitting action by the Corp subject to review by the USFWS.

Response No. 8-3: The HRNSP assumes the 1994 mitigation plan conditionally approved by the Corp will be modified to accommodate off-site mitigation and current on-site development plans, including a wetland preserve boundary adjustment. This modification of the mitigation plan and the potential for impacts to a cumulative 5.68 acres of wetlands, evaluated in the current EIR, are subject to a new permitting action by the Corp (or amendment of the existing conditional NWP 26) and additional review by the USFWS. With modification of the plan and new or amended authorization, no inconsistency will exist.

Response No. 8-4: The paved bikeway has been deleted from the open space area.

Response No. 8-5: An analysis of wetland impacts associated with the Proposed Project including the 8.5 acre-foot detention basin to be potentially located (if the Sunset West detention basin is not feasible) on a portion of Parcel 42 was included in the Draft EIR in Section 3.10.3 (Impact No. B-3(b)). Wetlands impacted by this basin are included in the acreage calculations as appropriate and will be mitigated through the permitting process with the Corps and the USFWS. Wetland impacts (after mitigation) were determined to be potentially significant.

Regarding potential impacts to hydrology, the Applicant has completed a detailed hydrologic analysis "Final Hydrology Study for Highland Reserve and Highland Reserve North, a portion of the North Central Roseville Specific Plan Area, October 10, 1995," and developed a detailed HEC-2 Water Surface Profile model. Appropriate hydrologic impact analyses are reported in the Draft EIR on pages 3.9-7 through 3.9-13. Mitigation measures are identified on pages 3.9-13 through 3.9-14.

The predicted change in hydrology of the creek, from seasonal to perennial, is not anticipated to alter the characteristic vegetation found in the vernal pools and seasonal wetlands on the adjacent terrace. It is expected that any increases in peak discharge and runoff volume from winter storms that are sufficient to spill up onto the vernal pool terrace will be at a time when the isolated basins are inundated by direct rainfall. This water will drain quickly

from this area, with such drainage occurring within the same time period as it has historically.

The increase in summer flows would likely alter the bottom of the creek. Because the creek is 2 to 4 feet in depth, summer flows are not expected to affect the vernal pools and seasonal wetlands which are positioned on the adjacent terrace.

The watershed soils have low permeability in their natural state. Therefore they have a high coefficient of runoff and low infiltration rates. Proposed urban development is not expected to increase infiltration significantly. Therefore the vernal pools and seasonal wetlands will not have an increase in hydrology from ground water flows.

Response No. 8-6: The EIR is modified to include the following language on page 3.1-3 under the heading "Planned Land Uses":

"Currently planned land uses within the study area include urban reserve, residential, park, open space (including wetland mitigation areas), school, and commercial uses, including a high-intensity community corridor adjacent to SR65, between Stanford Ranch Road and Blue Oaks Boulevard."

Response No. 8-7: The Proposed Project would convert an additional 0.23 acres of naturally-occurring and 0.39 acres of created wetland representing fairy shrimp habitat, along with 0.44 acres of other jurisdictional wetlands, to other uses via a wetland preservation boundary adjustment. These wetland losses would be fully mitigated off-site subject to Corps and USFWS approval. The Proposed Project would not separate preserved areas and would not fragment habitat.

Response No. 8-8: As identified by the USFWS, the original table did not include acreages within the Longmeadow preserve, which may have lead to confusion. The EIR is modified to include the following revised baseline Table 3.10-2:

Habitat type	Highland Reserve North	Longmeadow	Total
Intermittent Drainage	0.52	0.69	1.21
Seasonal Wetland	0.69	--	0.69
Perennial Stream	2.39	--	2.39
Vernal Pool	4.02	0.40	4.42
Perennial/Seasonal Marsh	--	1.98	1.98
Total	7.62	3.07¹	10.69

¹ Note: These 3.07 acres are located on Parcels No. 73 and 30.

In response to this comment, impact acreages were verified and the EIR is modified to include the following table.

Habitat type	Phase I	Full Project
Intermittent Drainage	0.15	0.86
Seasonal Wetland	0.35	0.62
Perennial Stream	--	--
Vernal Pool	2.49	4.20
Total	2.99	5.68

Response No. 8-9: The EIR is modified to include the following language on page 3.10-5 under the heading "Jurisdictional Waters of the United States":

"The 12.44-acre Longmeadow preserve, which contains 3.07 acres of preserved and constructed wetlands, ..."

Response No. 8-10: The commentator is correct in stating that *Branchinecta lynchi* were found on-site as described in Section 404 Regulatory Compliance Highland Reserve North (Sugnet & Associates, 1994). The EIR is modified to reflect the presence of *Branchinecta lynchi* on-site. For purposes of the analysis, *Branchinecta lynchi* were assumed to be present onsite and wetland impacts

and corresponding mitigation measures contained in the Draft EIR reflect this assumption.

Response No. 8-11: Modifications to the preserve boundaries, as proposed in the HRNSP, do not significantly adversely impact corridor characteristics of the Corps-approved on-site wetland preserves for the following reasons:

- The majority of water which flows through the northern preserved areas is contributed by the watershed area south of SR65 and not by the Proposed Project area. In addition, the portion of the Longmeadow preserve to be replaced with off-site compensation is immediately downshed of an existing aggregate mining operation which does not provide significant habitat value for wildlife use. The opportunity for better habitat preservation offsite is created by this plan. Although the proposed boundary adjustments would reduce the size of the preserved area, preserved areas would remain contiguous. The proposed adjustment would not result in habitat fragmentation (i.e., separation of habitat).
- Although the boundary adjustments proposed for the southern preserve reduce the width of the corridor, no isolation of existing habitat areas would result.

For these reasons, the impact was found to be potentially significant. Implementation of project mitigation including establishment of wetland and of grassland preserves would reduce the impact to a level that is less than significant.

Response No. 8-12: Comment noted. Please see responses to comments 8-8, 8-9, 8-10, and 8-11, above.

**MEMORANDUM
ENGINEERING DIVISION**

DATE: FEBRUARY 24, 1997

TO: AARON BUSCH, Associate Planner

CC: LARRY PAGEL, Director of Public Works / City Engineer
RHON HERNDON, Senior Civil Engineer
SCOTT GANDLER, Associate Engineer

FROM: ROB JENSEN, Senior Civil Engineer

RE: HIGHLAND RESERVE NORTH SPECIFIC PLAN DRAFT EIR

Engineering has reviewed the Highland Reserve North Specific Plan Draft EIR and has the following comments:

1. The Arterial Street System section should update the existing traffic volumes on the City's street system. These volumes are based on counts taken between 1993 and 1996. The volumes in the NRSP and HRN EIR should match. At this time they do not. Listed below are necessary changes to this section and Figure 3.4-2.

9-1

Atkinson Road - south of Foothills (8,000 veh/day)

Baseline Road is an east-west arterial which links west Roseville with the Dry Creek area and SR-99. Baseline Road is a two-lane road from the City limits to Woodcreek Oaks Boulevard. From Woodcreek Oaks to Foothills where Baseline Road becomes Main Street, Baseline Road provides for two west-bound lanes and one east-bound lane. Daily volumes on Baseline Road east of Country Club Drive are about 8,700 veh/day.

Blue Oaks Boulevard is a four lane east-west arterial that links SR65 to Foothills Boulevard which serves 15,200 veh/day. A two lane extension of Blue Oaks Boulevard from Foothills Boulevard to Fiddymont Road is currently under construction.

Eureka Road - Between Sunrise and Rocky Ridge (32,000 veh/day).

Foothills Boulevard - Between Baseline and Junction (24,600 veh/day).

Harding Boulevard - North of Douglas (13,500 veh/day), south of Atlantic (14,000 veh/day), over SP rail line (13,800 veh/day).

Junction Boulevard - Between Foothills and Washington (15,400 veh/day),

west of Foothills (11,300 veh/day).

Pleasant Grove is an east-west arterial that extends from Fiddymment Road to Roseville Parkway and connects the Del Webb Specific Plan to the Northwest Roseville Specific Plan and the North Central Roseville Specific Plan. It is a two lane road between Fiddymment Road and Woodcreek Oaks and a four lane between Woodcreek Oaks and Foothills Boulevard. From Foothills Boulevard to Roseville Parkway it is a six lane facility. Daily traffic volumes on Pleasant Grove Boulevard range from 8400 veh/day west of Foothills Boulevard to 3,300 veh/day west of Woodcreek Oaks.

Riverside Avenue - Both Auburn Boulevard and Riverside Avenue serve heavy daily traffic volumes near the I-80 interchange (29,300 veh/day and 44,300 veh/day, respectively).

Rocky Ridge Drive - North of Cirby (19,400 veh/day).

Roseville Parkway - Sierra College to Douglas (11,200 veh/day), north of Douglas (4,400 veh/day).

Roseville Road - 9600 veh/day

Stanford Ranch Road - North of Fairway Drive (30,700 veh/day).

Sunrise Avenue - South of Cirby (40,500 veh/day), north of Douglas (17,900 veh/day).

Vernon Street - South of Douglas (7,600 veh/day).

Washington Boulevard - Modify the second half to read, "From Junction Boulevard to Oak Street it is a four-lane arterial on which the maximum daily volume is 22,900 veh/days (south of Main Street).

Woodcreek Oaks Boulevard is a north-south arterial that extends from Baseline Road to north of Pleasant Grove Boulevard. From Baseline Road to Junction Boulevard it is a four-lane road. From Junction Boulevard to its northern terminus it is a two lane road.

2. Figure 3.4-1 should show Fiddymment Road, the extension of Blue Oaks from Foothills to Fiddymment Road, and the Pleasant Grove overcrossing. 9-2
3. Gibson Drive is labeled incorrectly as East Park Drive on Figure 3.4-1. 9-3
4. Figure 3.4-2 should be revised to reflect the updated volumes. 9-4
5. Page 3.4-11, under Bikeway Classifications, should state that Class I bikeways 9-5

have a minimum width of "10" feet if two directional.

6. The approved truck route section should be revised to show Blue Oaks as an approved truck route from Fiddymment Road to SR 65. 9-6
7. Figure 3.4-5 should be revised to show the extension of Blue Oaks to Fiddymment Road. 9-7

February 24, 1997

Response No. 9-1: The existing traffic conditions and figures reflect the 1995 transportation system and traffic volumes. The stated improvements were not yet completed in 1995 and were therefore not included.

Response No. 9-2: See the response to comment no. 9-1.

Response No. 9-3: Comment noted. The EIR is modified to reflect the proposed changes.

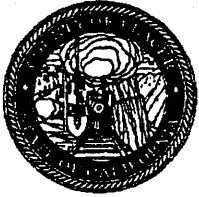
Response No. 9-4: See the response to comment no. 9-1.

Response No. 9-5: Comment noted. However, according to the Caltrans Highway Design Manual, the minimum width should be 8 feet, not 10 feet.

Response No. 9-6: Comment noted. The EIR is modified to include the following language on page 3.4-13 under "Trucks":

“■ *Blue Oaks between Fiddymont Road and SR65;*”

Response No. 9-7: See the response to comment no. 9-1.



PLACER COUNTY
AIR POLLUTION CONTROL DISTRICT

11464 B Avenue, Auburn, CA 95603 • (916) 889-7130 • FAX (916) 889-7107

Richard G. Johnson, Air Pollution Control Officer

February 27, 1997

Roseville Planning Department
 City of Roseville
 Attn: Aaron Bush
 316 Vernon Street
 Roseville, CA 95678

**Subject: Highland Reserve North Specific Plan
 Draft Environmental Impact Report SCH# 96962065**

Dear Mr. Busch:

The Placer County Air Pollution Control District (District) has reviewed the above referenced document and has the following comments:

1. The California Environmental Quality Act (CEQA) Appendix G (x) should have been used as impact evaluation criteria. It is unclear where the criteria on page 3.5-5 was derived from requiring a "5%" increase of the applicable standard. How would this work for the ozone or PM10 standard? 10-1

2. The "Residual Significance" related to Impact NO.A-1(a) on page 3.5-5 should be characterized as significant. The DEIR on page 3.5-7 states that "unmitigated dust emissions from earthmoving activities would be likely to create short-term violations of ambient PM10 standards and to generate emissions exceeding the 275 pound per day significance threshold." The mitigation measures identified are not adequate to reduce impacts from construction activities below the level of significance. The following measures would have to be made conditions of future project approval to ensure that construction related impacts remain below the significance level: 10-2
 - a. A project applicant shall submit a construction emission/dust control plan to the District for approval 45 days prior to groundbreaking. This plan shall include the following measures:
 - Equipment rinsing morning and evening.
 - Application of approved chemical soil stabilizers to all inactive construction areas (previously graded areas which remain inactive for 96 hours).
 - Reestablish ground cover on the construction site through seeding and watering.
 - Utilize existing power sources rather than temporary power generators.

- Employ construction activity management techniques when Spare The Air days are declared, such as: extending the construction period; reducing the number of pieces used simultaneously; increasing the distance between emission sources; reducing or changing the hours of construction; and scheduling activity during off-peak hours.
- Sweep streets if silt is carried over to adjacent public thoroughfares.
- Reduce traffic speeds on the site to 15 miles per hour or less.
- Maintain construction equipment engines by keeping them tuned.
- Use low sulfur fuel for stationary construction equipment.
- No open burning of removed vegetation during construction shall occur.
- Provide a flagperson to guide traffic and reduce congestion at construction sites.
- Schedule operations affecting traffic on major arterials for off-peak hours.
- Minimize obstruction of through traffic lanes.

Implementation: The applicant should be required to submit a District approved construction emission/dust control plan to the City of Roseville prior obtaining a grading permit.

3. The second paragraph on page 3.5-6 states that emissions from construction employee vehicle trips, equipment exhaust, architectural coating, asphalt paving would be "minor" and that they "would not be likely to exceed the applicable significance criteria." Please explain the criteria that was used to make this determination. It would appear that due to the size of the Plan area and the development potential, ozone precursor emissions from these sources would be substantial.

10-3

4. The DEIR did not contain the model inputs for the Caline 4 analysis. A discussion justifying the location of sensitive receptors (100 feet) and background concentrations used in the model needs to be provided. It would appear that the background concentrations used may be low and the distance to sensitive receptors high and therefore the predicted concentrations are too low. The no project predicted eight hour level of 1.8 ppm is lower than any of the recorded eight-hour maximum concentrations found in Table 3.5-1 and the one hour no project predicted concentrations are lower than the average of the monitoring data for 1991-1994. The Caline analysis should be run with inputs agreed upon by the District.

10-4

5. Table 3.5-3 should contain estimated Carbon Monoxide emissions using the Urbemis 5 Model. Carbon Monoxide is also a "Criteria Pollutant". Carbon Monoxide emissions from buildout would be expected to exceed the significance criteria and therefore result in significant impacts. This analysis is separate from the Caline 4 Carbon Monoxide analysis which is primarily concerned with Hotspots resulting from traffic congestion.

10-5

6. Full project impacts (cumulative?) should all be considered significant based on CEQA Appendix G(x) significance criteria.

10-6

7. The DEIR consultants should contact the District in order to identify the appropriate level of mitigation for the Plan area. The following are a few measures that at a minimum should be implemented by project's within the Plan area.

10-7

- a. Install only low NOx (nitrous oxide) emitting hot water heaters. These units shall meet South Coast Air Basin emission limitations.
- b. Install only U.S. EPA certified woodburning devices and inserts. No open fireplaces shall be permitted.
- c. Install an electrical outlet at the front and back of a home for electrical yard equipment.
- d. Install a natural gas outlet in the backyard for gas burning barbecues.
- e. Install the plumbing for a natural gas hook up in each home near any proposed fireplaces.

Implementation: The applicant should submit building plans to the District for review and approval prior to issuance of building permits.

If you have any questions or concerns, please contact me at (916) 889-7130.

Sincerely,



David A. Vintze
Air Quality Specialist/Associate Planner

DV:dv

T:\APC\DV\CEQA\ROSSPHI.EIR

- Response No. 10-1:** Significance criteria from Appendix G of CEQA Guidelines were used to evaluate project impacts. The guidelines state that “a project will normally have a significant effect on the environmental if it will...violate any ambient air quality standard, contribute substantially to an existing or project air quality violation, or expose sensitive receptors to substantial pollutant concentrations.” As described in section 3.5.1 of the Draft EIR, “Environmental Setting,” some pollutants, such as CO, are localized, and the impacts of these pollutant emissions may be addressed through microscale modeling. The “five percent increase” refers to such microscale CO modeling (SMAQMD CEQA Guidelines page 36). Section 3.5.1 also describes how other pollutants, including particulates and ozone, are “Regional” in nature; for these pollutants project-level modeling is normally not feasible (e.g., for ozone, long-term airshed modeling is normally conducted at the regional or state level), and the potential for project emissions to violate ambient air quality standards or contribute substantially to an existing or project air quality violation is typically assessed through emission-based significance criteria and not through microscale modeling.
- Response No. 10-2:** Mitigation Measure A-A requires preparation and implementation of a dust control plan, which is subject to City and District approval prior to project construction.
- Response No. 10-3:** Screening level calculations were conducted to estimate potential ozone precursor emissions from these sources. Screening estimates showed that emissions would not approach significance criteria.
- Response No. 10-4:** Because of their technical nature, CALINE inputs are not typically included in Draft EIRs; the CALINE modeling analysis followed modeling procedures specified in Caltrans Air Quality Technical Analysis Notes (CAQTAN), a guide prepared by Caltrans for use in CALINE modeling. Receptor locations were determined through an area survey; receptors near intersections with noticeable project-generated traffic increases were typically at least 100 feet from the subject intersections. As specified in footnotes to Tables 3.5-4 and 3.5-6, background concentrations reflect the *highest second-high* monitored value over a three-year period; this is the background concentration determination method recommended in CAQTAN. Concentrations presented

in Table 3.5-1 represent the *highest* monitored values over a three-year period. The sum of the highest second-high concentration and the predicted “No Project” increment was lower than the monitored high concentrations.

Response No. 10-5: The commentor is referred to Response No. 10-1. Because CO is a localized pollutant, it is evaluated through microscale concentration modeling, not regional project emissions estimation.

Response No. 10-6: The commentor is referred to Response No. 10-1, above, and page 4-10 of the Draft EIR, which identifies significant cumulative air impacts related to CO, ozone precursors, and PM₁₀. These impacts are the result of area-wide non-attainment, to which the Proposed Project would contribute.

Response No. 10-7: Comment noted. The City and the Applicant will consider these measures during preparation and implementation of the Proposed Project’s air quality mitigation measures identified in Section 3.5.4 of the Draft EIR.



SUTTER COUNTY
COMMUNITY SERVICES DEPARTMENT

Animal Control
Building Inspection
Fire/Emergency Services
Planning
Environmental Health

Rich Hall, Director
Dan McVey, Assistant Director
Community Services
Gary Kraus, Assistant Director
Fire & Emergency Services

February 28, 1997

City of Roseville
Planning Department
Attn: Aaron Busch, Associate Planner
316 Vernon Street #104
Roseville CA 95678

Post-It® Fax Note	7671	Date	2/28/97	# of pages	1
To	Aaron Busch	From	John Farhat		
Co./Dept.	Roseville Planning	Co.	Sutter County		
Phone #		Phone #	822-7400		
Fax #	774-5129	Fax #	822-7109		

Re: Draft Environmental Impact Report for the Highland Reserve
North Specific Plan--SCH# 96062065

Dear M. Busch:

Sutter County is receipt of the February 27, 1997 Notice of Extension of the public review period for the above referenced document. This extension from February 28 to March 28, 1997 is appreciated in consideration of the disruption experienced during the recent flooding events. The considerable turmoil resulted in the misplacement of this document. Sutter County therefore respectfully requests another copy of the document if at all possible. Thank you for your assistance in this matter.

11-1

Sincerely,

John Farhat
John Farhat
Senior Planner

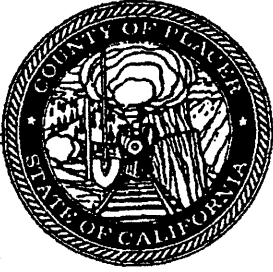
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COMMENT LETTER NO. 11

JOHN FARHAR, SENIOR PLANNER
SUTTER COUNTY COMMUNITY SERVICES
DEPARTMENT

February 28, 1997

Response No. 11-1: A second copy of the Draft EIR was sent to the Sutter County Community Services Department on March 3, 1997.



**PLACER COUNTY
DEPARTMENT OF PUBLIC WORKS**

February 28, 1997

Mr. Aaron M. Bush, Associate Planner
City of Roseville
Planning Department
316 Vernon Street, #104
Roseville, CA 95678

Subject: Highland Reserve North Specific Plan DEIR

Dear Mr. Bush:

The Transportation Planning Division of the Public Works Department and the Planning Department have reviewed the DEIR for the Highland Reserve North Specific Plan, and have the following comments:

No mention is made regarding the project's impacts to the operations on State Route 65, Interstate 80 or the interchanges that will be utilized to access the project (i.e. Pleasant Grove Boulevard and Blue Oaks Boulevard). Reference should be made to the Highway 65 Joint Powers Authority and the planning and timing of the Pleasant Grove Boulevard and Blue Oaks Boulevard interchanges.

12-1

Figure 3.4-8 indicates a decrease in daily volume on Stanford Ranch Road when comparing Phase 1 and Phase 2 scenarios; however, the volume on Fairway Drive between Stanford Ranch Road and Pleasant Grove Boulevard increases by 3,700 vehicle trips. Why the disparity?

12-2

This project will have a significant impact on the demand for County facilities and services. Although the project is proposed within the City, the County provides a large number of necessary services to incorporated area residents and businesses. An analysis of this impact and a proposal to mitigate this impact should be addressed in the EIR. The County has all the necessary information to analyze this impact and will provide it to the City upon request.

12-3

If you have any questions regarding these comments, please contact me at (916) 889-7581.

Sincerely,

William J. Moore, P.E.
Associate Engineer

WJM:jlb

February 28, 1997

- Response No. 12-1:** Analysis of daily traffic volumes on state highways (i.e., Interstate 80 and SR65) and p.m. peak hour LOS on ramp terminal intersections in the vicinity of the Proposed Project were analyzed for 2010 Market conditions with No Project and with Full Project. The Proposed Project would not cause a highway segment or intersection operating at an acceptable LOS (C or better) to deteriorate to an unacceptable level (LOS D or worse).
- Response No. 12-2:** The Project is no longer considered phased (Phase I vs. Full Project). The projected increase in traffic volumes on Fairway Drive between Stanford Ranch Road and Pleasant Grove Boulevard is due to the additional roadway improvements that were assumed to be implemented as part of the development of what was considered Phase II of the Proposed Project. These improvements included the extension of Fairway Drive from Pleasant Grove Boulevard to Blue Oaks Boulevard. The travel demand model projected that the directionality of traffic volumes on Stanford Ranch Road would change between the Phase I and Full Project scenarios, such that while the total volume remains fairly similar, the volume of traffic added to Fairway Drive from Stanford Ranch Road increases by approximately 3,000 daily vehicle trips. The remaining 700 daily vehicle trips is attributed to an increase in traffic volumes on Fairway Drive east of Stanford Ranch Road.
- Response No. 12-3:** It is acknowledged that the Proposed Project would have a fiscal impact upon some County services, as does development within the County upon City services. Currently, the City of Roseville and the County are working on an agreement to examine how these fiscal impacts are to be addressed. As described in Section 15131(a) of the CEQA Guidelines, "economic or social effects of a project shall not be treated as significant effects on the environment."

**PLACER COUNTY
FLOOD CONTROL AND WATER CONSERVATION DISTRICT**

JAN WITTER, Executive Director
DENNIS HUFF, District Engineer
CHRIS FERRARI, Development Coordinator
DANI RASSON, Secretary

RECEIVED

MAR 11 1997

PLANNING DEPARTMENT

March 7, 1997

Aaron Busch, Associate Planner
City of Roseville Planning Department
316 Vernon Street, #104
Roseville, CA 95678

SUBJECT: Highlands Reserve Final Hydrology Study and DEIR

Dear Aaron,

Review of the Highlands Reserve Final Hydrology Study has been made.

- 1. Attached are letters from previous reviews by the Flood Control District. At that time the HEC-1 models were reviewed and detention was required to avoid increases in downstream runoff. No additional information has been provided since then that would change our view. 13-1

It was envisioned that the proposed Sunset West detention facility along Pleasant Grove Creek would provide detention for Highlands Reserve. However, the current plan for the Sunset West detention basin does not provide detention storage for this project. 13-2

The following information on detention facilities should be included in the Hydrology and Hydraulic analysis:

- a) An evaluation of the ability of the detention basin(s) to attenuate flood flows and a discussion of the significance of the proposed reduction of flood flows offsite of the proposed site. 13-3
- b) An assessment of whether on-site mitigation measures will aggravate flooding downstream of the project site. 13-4
- c) Identify the location of the detention ponds related to the 100-year floodplain. 13-5
- d) Utilize the HEC-1 program to determine peak flow rates. 13-6

Page 17 of the Final Hydrology study indicates a meeting was held by various County personnel and it was agreed detention would not be included in subbasin PG1-7. An exhibit should be included in the study which indicates the location of this subbasin.

13-7

2. Experience has shown that existing dry channels such as those in this project will become densely vegetated after development due to summer flows. This raises channel roughness and floodplain elevations. Removing the vegetation through maintenance can be difficult. To determine reasonable floodplain boundaries, a sensitivity analysis using an n-value typical of heavily vegetated unmaintained channels is recommended at this preliminary stage to understand the potential effects of the 100-year floodplain in the open space area and to target pad elevations for development.

13-8

We recommend the city carefully consider the need for effective long term maintenance, funding and accountability. We would be pleased to review the specific proposal and provide our comments.

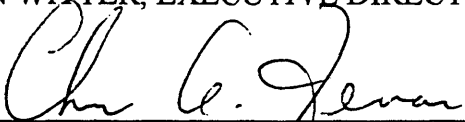
13-9

3. Any increase flow in this tributary will have negative impact on the 2 - 5' x 10' box culverts which cross Highway 65. The box culverts are at capacity during a 100 year event under current land use conditions. Additional flow may potentially flood Highway 65. Additional review on these culverts will be needed if developed flows are not mitigated.

13-10

If you have any questions regarding any of my comments, please call me at 889-7303.

PLACER COUNTY FLOOD CONTROL AND
WATER CONSERVATION DISTRICT
JAN WITTER, EXECUTIVE DIRECTOR



Chris A. Ferrari, P.E.
Development Coordinator

cc: Dennis Huff

DH:CF:DR

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**PLACER COUNTY
FLOOD CONTROL AND WATER CONSERVATION DISTRICT**

JAN WITTER, Acting Director
DENNIS HUFF, District Engineer
TIM NASH, Associate Engineer
DIANE RAMAR, Secretary

August 10, 1995

Garth Gaylord
City of Roseville
316 Vernon Street
Roseville, CA 95678

SUBJECT: North Central Roseville Specific Plan (NCRSP) Detention

We recommend detention to mitigate increases in peak flows in this watershed. We have reviewed the hydrologic analysis by MacKay & Somps to assess the need for detention in the NCRSP area and for determining the effectiveness of a combined detention facility in the Sunset West development to mitigate the increase in peak flow due to development in both the Sunset West area and the NCRSP area.

Hydrologic models

The HEC-1 models were based on those prepared for the FCD by CH2M Hill for the Cross Canal Study, in which the Snyder Unit Hydrograph method was used. The NCRSP area was broken down into smaller subbasins and modeled with the Kinematic Wave option and combined with the previous CH2M Hill model. Although not entirely consistent with the Stormwater Management Manual criteria (the analysis employed the Holtan Loss Rate methodology as used in the CH2M Hill models), the models are reasonably representative with respect to our current models of the watershed. However, the models developed by Lowell and Associates give results that vary based on differing modeling techniques and assumption regarding design storms. Also, according to Tom Leland of Lowell & Associates, the design objective of the Sunset West detention basins was not only to mitigate the impacts of the Sunset West development, but also to keep the flows downstream of industrial boulevard below the values used by the FEMA Flood Insurance Study so as to avoid issues associated with FEMA.

Findings

- 1) NCRSP detention would be an acceptable for mitigating NCRSP increases in peak flow and would avoid increases in downstream flows.
- 2) Bridges & culverts at Highway 65 crossings significantly reduce flows from the NCRSP area.
- 3) The Sunset West detention basin reduces peak flows to less than existing flows even without detention in NCRSP because it was designed with an objective outflow much less than we would require.

Garth Gaylord
NCRSP Detention
August 10, 1995

Page 2

According to the Mackay and Soms analysis, peak flows at downstream points, with detention in Sunset West alone, with the North Central Specific plan area developed, is less than the peak flows with no detention at all, for both 1989 and buildout conditions. Furthermore, the resulting peak flows also meet the factor of safety requirement as detailed in Figure 7-1 and section VII D 1. a. of the Stormwater Management Manual. However, the various Lowell & Associates models predict peak flows of different magnitudes and different resulting reductions in peak flows due to the detention basins. Also the design objectives of the Sunset West development would not be met with only detention in the North Branch of Pleasant Grove Creek.

Recommendations

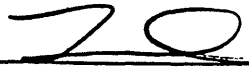
We recommend detention in the Pleasant Grove Watershed in general to avoid adverse impacts on existing problems downstream. According to the analysis, detention in NCRSP would reduce downstream flows.

It would be acceptable as an alternative to satisfy NCRSP detention needs in combination with Sunset West. There is a need to have some written agreement acceptable to all agencies and proponents as to how, when and who assumes responsibilities and we would like to see a written proposal.

We have not reviewed plans for detention in NCRSP and would need to do so in order to determine adequacy of a specific proposal or a specific site.

At this point, we do not now plan to accept responsibility for maintenance or ownership of the proposed detention facilities, although we would consider a proposal to do so provided firm funding would be assured.

PLACER COUNTY FLOOD CONTROL AND
WATER CONSERVATION DISTRICT
JAN WITTER, ACTING DIRECTOR


Tim N. Nash, P.E.
Associate Engineer

cc: Alan Roy
Jan Witter
Dennis Huff
Archie Moosakhanian
Terry Lowell
Glenn Uyeda

**PLACER COUNTY
FLOOD CONTROL AND WATER CONSERVATION DISTRICT**

JACK WARREN, Director
DENNIS HUFF, District Engineer
TIM NASH, Associate Engineer
DIANE RAMAR, Secretary

June 15, 1995

Garth Gaylord
Associate Civil Engineer
City of Roseville
316 Vernon Street
Roseville, CA 95678

Subject: Review of the MacKay & Soms assessment of the effects of detention in the North Central Roseville Specific Plan (NCRSP) area

Background

Glenn Uyeda of MacKay & Soms has proposed that the requirement for detention in the NCRSP area be waived. His request is based on the claim that due to detention in the Sunset West Development and the timing of the resultant hydrographs, detention in the NCRSP area would increase flows on Pleasant Grove Creek, compared with detention in Sunset West only. At the same time, there is a concern among the agencies that each development mitigate its impacts on downstream peak flows.

Hydrologic Models

The HEC-1 models were based on those prepared for the PCFCD by CH2M Hill for the Cross Canal study, in which the Snyder Unit Hydrograph method was used. The NCRSP area was broken down into smaller sub-basins and modeled with the Kinematic Wave option and combined with the previous CH2M Hill model. Although not entirely consistent with the Stormwater Management Manual criteria (the analysis employed the Holtan Loss Rate methodology as used in the CH2M Hill models), the models are reasonably representative with respect to our current models of the watershed. There were no assumptions made that, if slightly different, would invalidate the conclusions.

Findings

Based on the MacKay & Soms analysis, detention in both the NCRSP area and Sunset West results in a decrease in the peak flow at Industrial Boulevard by approximately 2.5 percent over detention in Sunset West alone, during the 100-year event. The effect diminishes downstream on Pleasant Grove Creek. The modeled detention basins mitigate the peak flow impacts as they exit the NCRSP area modeled in the study.

Garth Gaylord
North Central Roseville Specific Plan - Detention Requirement
June 15, 1995

Page 2

Recommendations We recommend detention in the Pleasant Grove watershed to avoid adverse impacts on existing problems downstream. According to the analysis, detention in NCRSP would be effective in avoiding increases in downstream flows. Therefore, a waiver of the detention requirement for this project is not recommended at this time.

Sincerely,

PLACER COUNTY FLOOD CONTROL
AND WATER CONSERVATION DISTRICT
JAN WITTER, ACTING DIRECTOR



Tim Nash, P.E.
Associate Engineer

DH:TN:dr
Ref95-31

cc: Jan Witter
Alan Roy
Dennis Huff
Archie Moosakhanian
Terry Lowell
Glenn Uyeda

March 7, 1997

Response No. 13-1: Comment noted. Detention is included as Mitigation Measure H-A.

Response No. 13-2: Comment noted. The EIR presents two options for controlling runoff rates from the Proposed Project. One of the options is for detention storage at the Sunset West site. The second option is for detention storage on the Proposed Project site, should the Sunset West site not be constructed, or if it proves to be inadequate for the purposes of the Proposed Project. This is discussed further in Mitigation Measure H-A (Ensure detention facilities are adequate to govern the rate of runoff from the site). The Applicant's Engineer in conjunction with City staff will review the current Sunset West Detention Basin proposal to determine if any changes in the basin size have occurred since preparation of the final hydrology study.

Response No. 13-3: Comment noted. Impact No. H-1 discusses changes in runoff rates associated with the Proposed Project. As discussed, the Applicant prepared and submitted a technical study, titled "Final Hydrology Study for Highland Reserve and Highland Reserve North—a Portion of the North Central Roseville Specific Plan, October 10, 1995." This document is available for review at the City Planning Department. Analysis presented in the document includes the HEC-1 and HEC-2 modeling to evaluate changes in runoff rate, detention storage requirements and flood attenuation that would result from proposed mitigation (detention storage) ponds. The 100-year baseline flow rate downstream of the Proposed Project on Pleasant Grove Creek is 3,351 cfs. Without mitigation, flow rate downstream of the Proposed Project would be 3,483 cfs. Using on-site detention in conjunction with the proposed Sunset West detention basin (discussed in Mitigation Measure H-A), the flow rate downstream of the Proposed Project would be 2,921 cfs (430 cfs less than the baseline flow rate). Using a single detention basin in Sunset West (Mitigation Measure H-A Option 1: Off-site Detention Storage), the flow rate downstream of the Proposed Project would be 3,021 cfs (330 cfs less than the baseline flow rate). Assuming Highland Reserve North is developed prior to Sunset West being developed, and using the on-site detention basin (Mitigation Measure H-A Option 2: On-site Detention Storage with 8.5 acre-foot on-site detention basin that will be located near the Blue Oaks interchange with SR65 on Parcel 42), the flow rate downstream of the Proposed Project on Pleasant Grove Creek would be 3,256 cfs (95 cfs less

than the baseline flow rate). The location of the on-site detention pond is shown on Figure 6-5 in the Highland Reserve North Specific Plan. The location of the off-site detention basin in Sunset West would be located in the Sunset West development just downstream of Sunset Boulevard.

Response No. 13-4: The commentor is referred to Response No. 13-3, above.

Response No. 13-5: The commentor is referred to Response No. 13-3, above.

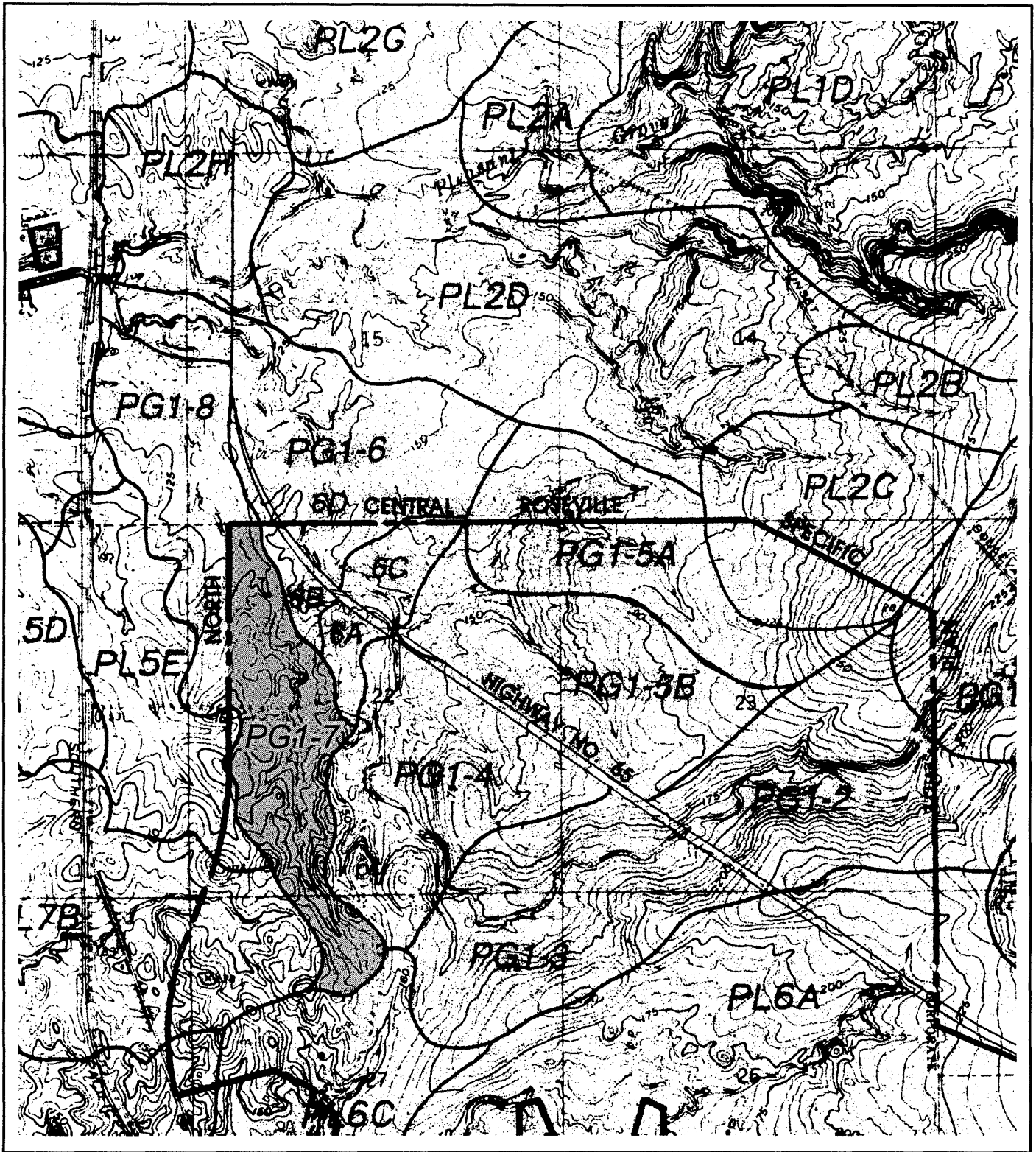
Response No. 13-6: The commentor is referred to Response No. 13-3, above.

Response No. 13-7: Subbasin PG1-7 is shown on Figure 2-B of the “Final Hydrology Study for Highland Reserve and Highland Reserve North—a Portion of the North Central Roseville Specific Plan, October 10, 1995,” (see attached figure).

Response No. 13-8: The commentor is referred to Response No. 2-2.

Response No. 13-9: Comment noted. Maintenance will be provided by a Community Facilities District as specified in the Development Agreement.

Response No. 13-10: The comment concerns the unnamed tributary that drains the NCRSP and Highland Reserve North. This tributary passes through the Sunset West development and crosses SR65 through two 5 foot x 10 foot concrete box culverts prior to joining the main branch of Pleasant Grove Creek. The Applicant has proposed Mitigation Measure H-A (page 3.9-13 of the Draft EIR) to ensure detention facilities are adequate to govern the rate of runoff from the site. No adverse impacts are anticipated at the above referenced culvert crossing at SR65.



SUBBASIN PG1-7

May 1997
10026-048-047

City of Roseville
Highland Reserve North Project EIR
Roseville, California



FIGURE 3.9-2



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MAR 20 1997
PLANNING DEPARTMENT

March 18, 1997

MR. AARON BUSCH
City Of Roseville
Planning Department
316 Vernon Street, #104
Roseville, CA. 95678

Re: E.I.R. For Highland Reserve North Specific Plan

Dear Mr. Busch;

This letter is a revision to our response sent on August 13, 1996.

Telephone/Communication Facilities

The Roseville Telephone Company will provide telephone service to new development in accordance with our filed tariffs. These facilities will be constructed in conjunction with proposed development.

14-1

A 12.5 foot public utility easement will be required adjacent to all public streets. Roseville Telephone also requires a 30'x 60' right-of-way on Parcel 40 contiguous to Pleasant Grove Blvd. This parcel lies roughly in the center of this geographical specific plan, which makes it attractive to our serving capabilities. Buried underground in this right-of-way will be a concrete vault housing state-of-the-art electronic telephone equipment, with only a 4'x 4'x 3' high hatch visible. If interior streets are privately owned, all on-site telephone facilities may be the financial responsibility of the developer.

14-2

Roseville Telephone will provide telephone facilities to a single, mutually agreeable, termination point within any commercial development. The installation and maintenance of all telephone facilities between this termination point and each tenant space is the developers responsibility. To assist in the design, installation and/or maintenance of the inside wiring of any apartments, housing projects, and commercial buildings, RTC Communications (RCC), a division of the Roseville Telephone Company, is available to provide any or all of these services.

14-3

Impacts

Although no unusual problems are anticipated in providing telephone service, Roseville Telephone requires approved plans to determine the exact routes to access all new development. Underground substructure requirements will be installed in conjunction with street infrastructure. This substructure must be clear of all landscape vegetation with root systems that exceed 36 inches in depth.

14-4

The developer is expected to provide sufficient lead time for Roseville Telephone to procure materials and schedule labor to install telephone facilities.

14-5

Roseville Telephone reserves the right to place a limited number of surface-mounted terminals in any new project. Telephone facilities both above and below ground require a 12 foot radius clear of any obstructions that would hinder access.

14-6

Any temporary facilities placed for the developers use that cannot be incorporated into a permanent cable plan, will be billed to the developer. In addition, if existing telephone facilities need relocation due to construction of a project, the developer must bear these costs as well.

14-7

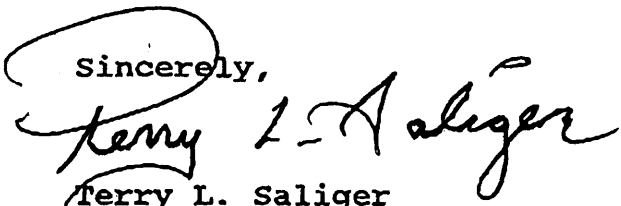
The City of Roseville should give serious consideration to expansion impacts for all utilities. Leap-frog development could cause undue hardships on both the utilities and the developers in the form of increased installation costs and line extension charges.

14-8

Please include this information in the Draft E.I.R. and our easement requirements as conditions of approval.

If I can be of further assistance, please contact me at (916)786-1209.

Sincerely,



Terry L. Saliger
Engineer

COMMENT LETTER NO. 14: TERRY L. SALINGER, ENGINEER
ROSEVILLE TELEPHONE COMPANY

March 18, 1997

Response No. 14-1: The commentor is referred to Response No. 1-1.

Response No. 14-2: The commentor is referred to Response No. 1-2.

Response No. 14-3: The commentor is referred to Response No. 1-3.

Response No. 14-4: The commentor is referred to Response No. 1-4.

Response No. 14-5: The commentor is referred to Response No. 1-5.


Response No. 14-6: The commentor is referred to Response No. 1-6.

Response No. 14-7: The commentor is referred to Response No. 1-7.

Response No. 14-8: The commentor is referred to Response No. 1-8.

MEMORANDUM

To: Aaron Busch, Associate Planner

From: Ed Kriz, Facility Engineer 

Subject: Comments to Highland Reserve North Draft Environmental Impact Report

Date: March 18, 1997

The following comments related to Environmental Utilities Water Division are provided for the Highland Reserve North Draft Environmental Impact Report:

1. Figure 2-11, City Water Supply Option - Update to reflect the entire area that is contained in the higher pressure zone as well as improvements necessary to serve this area. 15-1
2. Figure 2-12, PCWA Water Supply Option - Update to reflect the entire area that is contained in the higher pressure zone as well as improvements necessary to serve this area. 15-2
3. Page 3.3-2, Local Setting 15-3
 - a) 24" waterline 1,600 feet east of Washington is a planned line and not currently existing for water feed to HRN.
 - b) 24" waterline off Gibson has been reduced to a 12" waterline in revised HRN layouts.

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MAR 19 1997

PLANNING DEPARTMENT

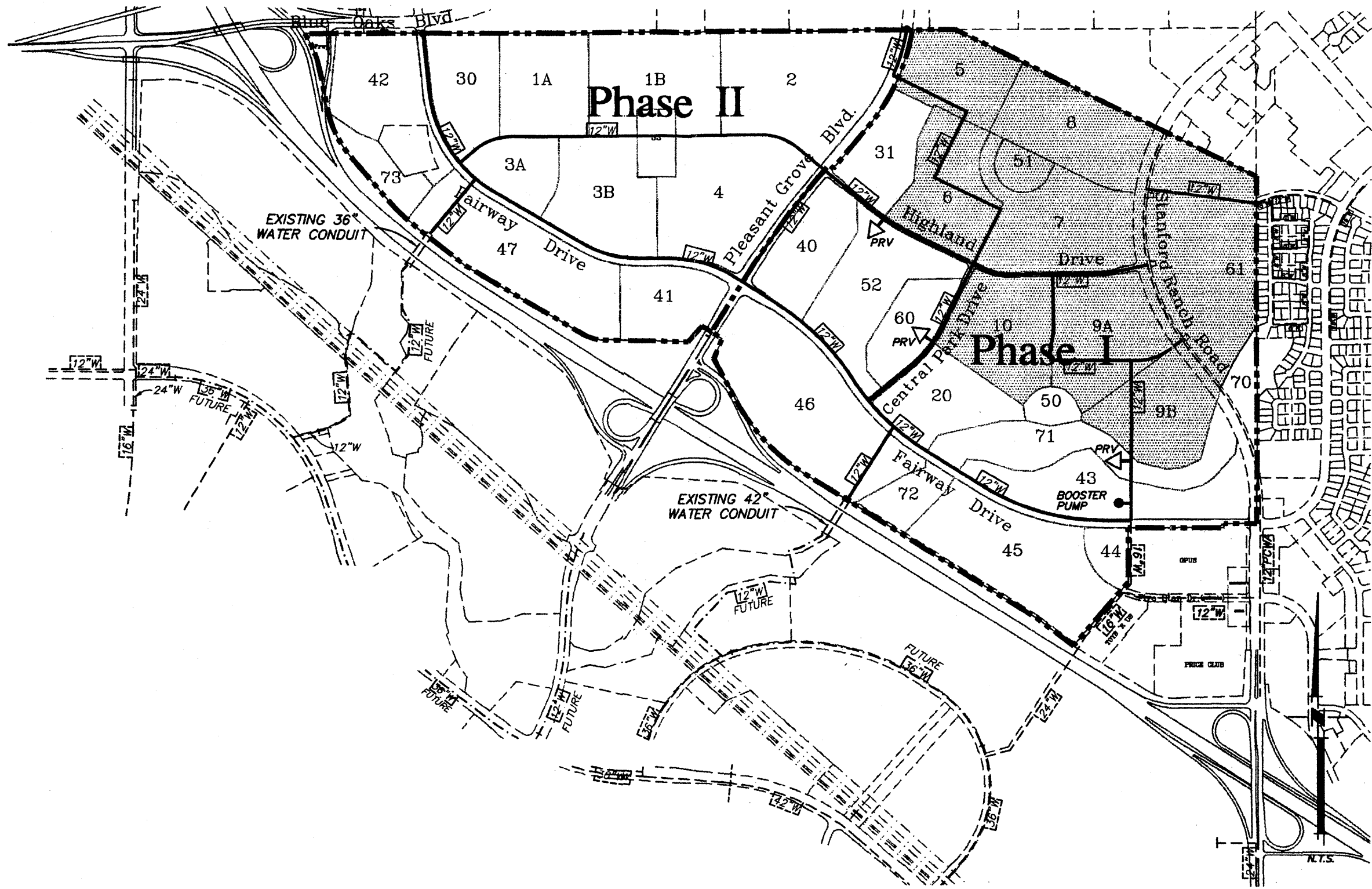
March 18, 1997

Response No. 15-1: Comment noted. An updated Figure 2-11 follows this page.

Response No. 15-2: Comment noted. An updated Figure 2-12 follows this page.

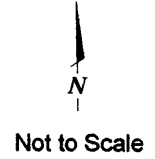
Response No. 15-3: Comment noted. The EIR is modified to include the following language on page 3.3-2 under "Water Distribution - Local Setting":

"A 24-inch line is planned to the north from Roseville Parkway about 1,600 feet east of Washington Boulevard."



Source: MacKay & Somps
 Date: February 27, 1997

- LEGEND:**
- Existing Water Lines
 - - - Future Water Lines
 - Proposed Water Lines
 - ▨ City of Roseville, Zone 3
 - 24"W Water Line Size



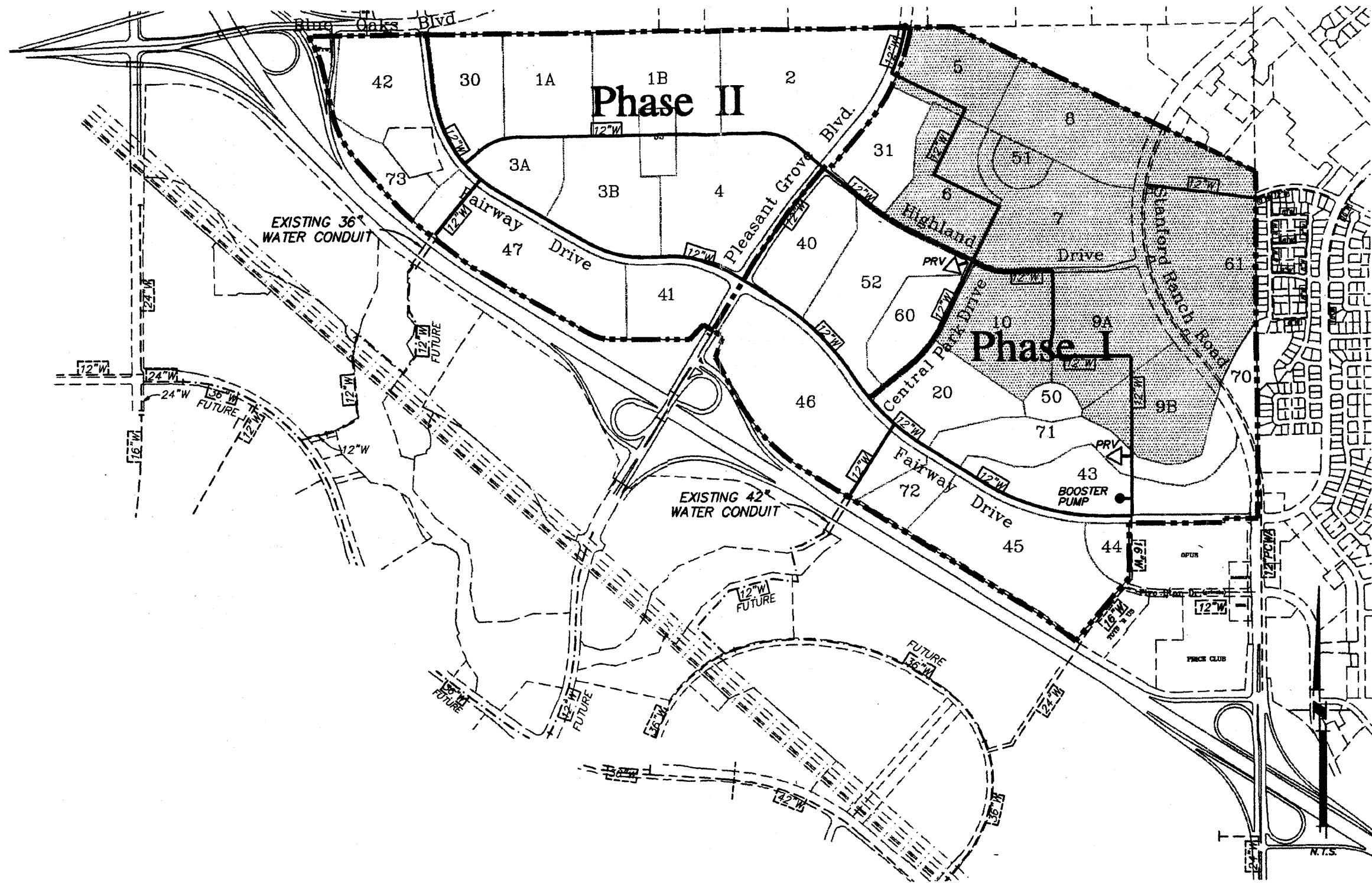
THIS EXHIBIT IS CONCEPTUAL AND IS FOR PLANNING PURPOSES ONLY

PROPOSED WATER SYSTEM

City of Roseville
 Highland Reserve North Project EIR
 Roseville, California



FIGURE 2-11



Source: MacKay & Soms
 Date: February 27, 1997

LEGEND:

- Existing Water Lines
- - - Future Water Lines
- Proposed Water Lines
- ▨ City of Roseville, Zone 3
- 24"W Water Line Size

N
 Not to Scale

THIS EXHIBIT IS CONCEPTUAL AND IS
 FOR PLANNING PURPOSES ONLY

OPTIONAL WATER SYSTEM

City of Roseville
 Highland Reserve North Project EIR
 Roseville, California
 April 1997
 10026-048-047

DAMES & MOORE
 A DAMES & MOORE GROUP COMPANY

FIGURE 2-12



City of Rocklin

3970 Rocklin Road
P.O. Box 1380
Rocklin, CA 95677
916-632-4000
TDD 916-632-4013

March 21, 1997

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PLANNING DEPARTMENT

Mr. Aaron Busch, Associate Planner
Roseville Planning Department
316 Vernon Street, #104
Roseville, CA 95678

RE: Comments on Highland Reserve North Specific Plan Draft EIR

Dear Mr. Busch:

Thank you for allowing time for the City of Rocklin to comment on the Highland Reserve North Specific Plan (HRNSP) Draft EIR. Rocklin appreciates the fact that the City's previous comments on the Notice of Preparation (NOP) were taken into account. In particular, the Draft EIR addresses the setbacks from the high pressure pipeline that traverses the northern boundary of the project area. The Draft EIR also analyzes the three intersections which Rocklin identified in the comments on the NOP as well as additional intersections in the area. Specific consideration was also given to the noise impact identified by the residents of Zircon Court within the Rocklin City limits.

The Draft EIR provides a substantial amount of information on the project and prompts the City of Rocklin to submit the following comments for consideration by the Roseville Planning Commission and City Council. In summary, the City's main concerns as further discussed in the body of this letter are:

Summary of Main Concerns

1. There appears to be an excess of land designated for commercial use to service the project area. This may generate traffic beyond what the roadways can handle at full buildout of the Roseville and Rocklin general plan for the area. An alternative addressing less commercial development should be considered before acceptance of the Final EIR.

16-1

2. The EIR traffic conclusions are based on an inadequate time frame for addressing long-term traffic impacts. The traffic analysis needs to provide projections to at least the year 2020 in order to adequately assess roadway impacts caused by land uses which expect buildout well beyond the year 2010.

16-2

3. Based on other traffic studies prepared for the Highway 65 Joint Powers Authority, it appears that Stanford Ranch Road has the potential to receive traffic well beyond what a

16-3

6-lane roadway can handle. An alternative that eliminates the new connection of Fairway Drive to Stanford Ranch Road should be considered before acceptance of the Final EIR.

4. Based on the current noise impact generated from Stanford Ranch Road, a soundwall needs to be incorporated as a mitigation measure to reduce existing noise, as well as, projected traffic noise between Stanford Ranch Road and the houses along Zircon Drive.

16-4

A. Land Use

1. A land use map of the adjoining Rocklin area to the north (referred to as the Sunset West Project) should be provided in order to assist the decision maker in addressing land use compatibility issues with the surrounding area.

16-5

2. The proposed Low Density Residential (LDR) designation for Parcels 5 and 6 will abut property to the north in Rocklin that is currently zoned for commercial. The EIR should address the impacts that residential properties could experience from future commercial development. Such impacts include be noise, visual and odors. Mitigation to those impacts should include designating all, or a portion of, Parcels 5 & 6 with a more compatible land use including an open space buffer.

16-6

3. Parcel 40 on Page 2-6 is described as neighborhood commercial but shown as Community Commercial on Figure 2-3. Depending on which designation is correct, would there be a difference in the traffic analysis?

16-7

4. The amount of proposed commercial land use appears to be excessive of the amount needed to serve the HRNSP. This excess commercial will add to impacts such as traffic and air quality by generating traffic from beyond the region, especially after the year 2010. Reduction in the amount of commercially designated land should be considered as a project alternative.

16-8

B. Traffic and Circulation

1. Basing the overall traffic impacts on the growth assumptions for the year 2010, rather than the year 2020, provides the decision makers and the public with short-sighted information on which to make a long-term decision regarding land use. The year 2010 represents only a 13-year period of traffic impacts for a large developing area of Roseville and the region. This area is going to develop well beyond the year 2020. Rocklin, SACOG, and Placer County Transportation and Planning Agency (PCTPA) have development information to the year 2020. The traffic information for the HRNSP Draft EIR should be updated to the year 2020. This becomes even more important when analyzing the additional growth that may occur in Roseville from other proposed projects, such as North Roseville Specific Plan, and the Stoneridge Specific Plan as addressed in Appendix E of the DEIR

16-9

The City of Rocklin is aware of traffic projections for the 2020 scenario produced for the Highway 65 Joint Powers Authority which indicate traffic yields at much higher levels than the 2010 projections. It is our understanding that those traffic numbers put in excess of 60,000 vehicle trips onto Stanford Ranch Road. Planning for the HRNSP provides an opportunity to address mitigation measures beyond that required for the year 2010. Why should the 2020 scenario be ignored, when there is preliminary data which suggest that traffic problems will occur within a short time after the year 2010? Government Code Section 653000 requires that general plans take a "long-term" perspective. Good planning principles and practices, as addressed in the State General Plan Guidelines, encourage that long-term plans consider 15 to 25-year planning horizons.

2. The EIR should include a summary table, similar to Table 3.4-3, which would indicate the level of service for each intersection in the Phase 1 scenario and at the Full Project scenario. This would provide an easier reference for identifying the conclusion of the traffic impacts. The text of the Draft EIR seems to conclude that there will be no significant unmitigatable traffic impacts on any of the project roadways to the year 2010. It would be more appropriate, and it would assist the reviewers of the Draft EIR, if the subsequent level of service impacts, at each intersection, were shown in a table format similar to Table 3.4-3.

16-10

3. The project includes the transfer of 732 dwelling units from the North-Central Roseville Specific Plan (NCRSP) area, south of Highway 65, to the proposed project area, north of Highway 65. According to the Draft EIR, this is considered a redistribution of previously allocated units within the Roseville General Plan. The traffic analysis further concludes that this would not result in a significant unmitigatable traffic impact to the year 2010.

By transferring those units to the north of Highway 65, and by extending Fairway Drive to the west, more traffic is added to the area than had been previously contemplated for Stanford Ranch Road north of Highway 65. While the traffic analysis concludes no significant impact at the intersection of Fairway Drive and Stanford Ranch Road, that conclusion is only good for up until the year 2010. Beyond the year 2010, traffic on Stanford Ranch Road is projected to increase to 60,000 vehicles as noted in item #1 above. Long-range planning would dictate that alternatives to reducing traffic on Stanford Ranch Road should be considered at this time in order for the traffic not to exceed the roadway capacity of 6-lanes. An alternative should therefore be considered in the EIR that eliminates the extension of Fairway Drive intersection to the west. This would have the potential to reduce traffic on Stanford Ranch Road (especially beyond the year 2010) and keep traffic impacts, associated with those 732 units, to the south of Highway 65 where plans from the NCRSP had previously accommodated that increase.

16-11

4. The Draft EIR states on Page 3.4-20 that the land use assumptions used for the City of Rocklin include the residential buildout scenario developed by the City of Rocklin in it's recent Circulation Element Update.

It is assumed that the Rocklin update referred to in the DEIR is the North Rocklin Circulation Element which analyzed traffic impacts to the year 2020 based on market absorption rates for residential and non-residential land uses. It is not clear from the statement on Page 3.4-20 whether the non-residential assumptions for Rocklin were included in the traffic analysis for the HRNSP along with the residential assumptions. If not, they should have been considered.

16-12

5. Required roadway improvements under the 2010 market scenario (Table 3.4-4) and the project traffic improvements (identified on Pages 2-11 and Figures 2.6 through 2.9) are all assumed to be in place. The conclusions of the analysis can only be valid if all the assumed improvements are installed. There is no discussion of the timing of these improvements relative to the timing of the development of this project and other approved projects. If the analysis is relying on the Roseville Capital Improvement Plan Program to address the timing of traffic improvements, then it is necessary to provide a summary or projection of when key traffic improvements are expected to be installed. Additionally, some discussion of the criteria used to prioritize projects in the CIP will give an indication of when improvements can be expected.

16-13

6. The traffic study indicates 29,300 vehicle trips will occur on Stanford Ranch Road south of Sunset Boulevard for Phase 1 and that Stanford Ranch Road would remain at 4 lanes. The study further states that at 2010, market buildout and full buildout of the project, traffic south of Sunset Boulevard would be reduced to 29,200 yet Stanford Ranch Road would need to be 6 lanes.

It appears that Stanford Ranch Road would need to be widened to 6 lanes with the completion of Phase 1 since normally a 4-lane roadway is designed to handle 20,000 to 24,000 vehicles per day. Also, the traffic study should indicate the amount of traffic that would be occurring on the existing 4-lane portion of Stanford Ranch Road between the Rocklin City limits and Fairway Drive for the project's Phase 1 development and full buildout scenario.

16-14

7. To provide further reduction to traffic and it's associated problems on Stanford Ranch Road, the EIR should consider the alternative of having the HRNSP project connect Pleasant Grove Boulevard, from Highway 65 north, to the future Park Drive extension at the Rocklin City limits, with the Phase 1 development. This would allow an earlier opportunity for Park Drive, in Rocklin, to be connected to Highway 65 and reduce traffic on Stanford Ranch Road during Phase 1, instead of waiting until Phase 2.

16-15

C. Hydrology

1. The Draft EIR (Page 3.9-7) relies on the "Final Hydrology Study for Highland Reserve, October 10, 1995", and concludes that the project would increase the rate of runoff. The prescribed mitigation (H-A) is to "ensure detention facilities are adequate to govern the rate of runoff." The discussion and conclusion on Hydrology does not meet the basic objective of an EIR to disclose the proposed impacts of the project. If the EIR is relying on a separate document which is not attached to the EIR, it will be helpful to provide a summary of the analysis and conclusions of that document in a level of detail that quantifies the anticipated impacts and the proposed mitigation. In this particular case, the summary must include the existing runoff, anticipated runoff without mitigation, specific mitigation (including the location and size of any detention basins), and post-development runoff with the proposed mitigation.

16-16

2. The project drainage calculations for Pleasant Grove Creek should include the upstream land uses within the City of Rocklin, including the most recent land use plans for the Sunset West project, Stanford Ranch project and the Whitney Oaks project.

16-17

D. Noise

The City of Rocklin is especially concerned about the noise impact caused by traffic onto the adjacent residents of Zircon Drive, just east of Stanford Ranch Road, adjoining the east side of Parcel 70. The noise analysis in the Draft EIR concludes, based on the year 2010 scenario, that there will be no significant noise increase caused by traffic on those residents. That finding is based on the DEIR's conclusion that an increase in ambient noise level of less than 5 dBA is considered not significant. The noise analysis concludes that the ambient noise of Stanford Ranch Road is 68 dBA and will increase to 71 dBA under the 2010 scenario (Table 3.6-7).

According to the analysis, the residents on Zircon Drive are currently experiencing noise levels of 65 dBA (Table 3.6-2) which is in excess of the standard 60 dBA that is considered compatible for residential outside activities in accordance with the Roseville General Plan (Table 3.6-4). This noise level will increase substantially closer to 71 dBA by the year 2010 (Table 3.6-7) and to higher levels in excess of 71 dBA as Stanford Ranch Road gets additional traffic from the project beyond the year 2010.

The noise impact currently being experienced by the residents of Zircon Drive should warrant mitigation based on existing noise levels of 65 dBA. The existing noise level represents an increase of 5 dBA since Stanford Ranch Road was widened last year within the City of Roseville from 2-lanes to the current 4-lanes (see existing noise data for Stanford Ranch Road as documented in a noise study by Brown-Buntin Associates for the City of Roseville and City of Rocklin dated March 1996). The increase in noise to 71 dBA by the year 2010, and certainly as a result of traffic beyond 2010 further

16-18

Mr. Aaron Busch
March 21, 1997
Page 6

demonstrates that noise attenuation from the homes on Zircon Drive is warranted. The EIR should, therefore, provide further analysis on attenuation for existing as well as future noise impacts from Stanford Ranch Road. A noise attenuation sound wall should be analyzed along the east boundary of the Stanford Ranch Road right of way that abuts Parcel 70. If such sound wall would attenuate the noise closer to the standard of 60 dBA, then it should be included as a mitigation measure.

E. Church/School Parcel 61

1. The proposed church/school on Parcel 61 could have an adverse visual impact on the adjacent residential properties to the east. Because Parcel 61 is situated substantially higher than the residential area, tall buildings could be intrusive to the current view shed from the residential areas. Also, the potential church/school buildings could impact the passive solar opportunities that the current residents may have.

16-19

2. Although the church/school development is oriented such that the activity areas are fronting away from the residential areas to the east and a landscape buffer is proposed, the project mitigation should also include a decorative masonry type fence along the east boundary. This would further reduce any nuisance complaints that might arise for the project's use of the service road and the outdoor recreation areas designated for soccer, softball, etc.

16-20

Thank you for the opportunity to comment on the EIR for Highlands Reserve North Specific Plan.

Sincerely



Terry A. Richardson
Community Development Director

cc: Carlos Urrutia, City Manager
Rocklin Councilmembers

TAR:llf2
f:/word/corresp/1997/busch

March 21, 1997

Response No. 16-1: The HRNSP has intentionally been planned to include commercial land use in excess of that required to serve plan area residents only. These commercial uses are primarily located adjacent to the SR65 frontage where they can take advantage of high freeway visibility and regional access, as well as proximity to the approved regional mall site to the south in NCRSP. These factors make the HRNSP an ideal location to accommodate commercial uses that, in addition to local serving, focus on a city wide and regional market.

Based on market absorption projections prepared for the City by Keyser Marston Associates (February 1996) and Hausrath Economics Group (March 1997), Roseville is and will continue to be the primary regional shopping destination for South Placer County. In addition to City and Placer County residents, some residents of Sacramento, Yuba and El Dorado Counties will shop in Roseville, particularly once the mall is built. The planned regional mall will significantly change shopping patterns and will likely attract other commercial and office development to the City, specifically to the HRNSP and NCRSP areas. The market absorption projections also indicate that without the addition of commercial land uses in the HRNSP, the demand for regional commercial growth in the City will exceed land use supply without the conversion of some existing land uses in the NCRSP to commercial. The HRNSP land use plan is reflective of this market opportunity.

It should also be noted that the Commercial land use designation applied in the HRNSP allows for a variety of uses beyond typical retail commercial. These include service and other related uses such as hospital services, libraries and museums, private schools and specialized education, commercial, recreation, community care and day care facilities, and lodging services. In addition, professional and medical offices are permitted by this land use category. To reflect the possibility that significant office development will occur as a permitted use, both Commercial Parcels 43 and 47 assume that 50 percent of each site will be built out as office.

As for impacts upon the circulation system, both the Proposed Project and cumulative analyses in the Draft EIR assume full buildout of all HRNSP land uses including the Commercial land uses. These impacts are fully disclosed in Section 3.4 (Traffic and Circulation) and 4.2 (Cumulative Impacts) of the EIR. The EIR analysis addresses impacts on area roadways, including those in the City of Rocklin.

The Draft EIR did consider and eliminate a lower intensity alternative to the Proposed Project which would have reduced both the amount of residential and commercial development. As is stated in Section 5.1.2 (Project Alternatives) of the Draft EIR, this alternative was rejected because decreasing the amount of development in the plan area would not allow the project to absorb the costs of providing infrastructure without carrying a bonded indebtedness at a level that renders the project economically infeasible from a market perspective. This is reflective of the significant infrastructure costs associated with the plan, much of which provides benefits to an area much broader than the HRN itself. Examples of such improvements include completing the widening of Stanford Ranch Road through Roseville to Rocklin, accelerating construction of the Pleasant Grove Boulevard/SR65 interchange, and extending Pleasant Grove Boulevard to connect with Park Drive in Rocklin.

Response No. 16-2: The Draft EIR traffic analysis included a cumulative analysis and accompanying traffic projections to well beyond the year 2010. The cumulative condition assumed that the Proposed Project, all existing specific plans in Roseville (Southeast, Northeast, Northwest [including Silverado Oaks 7], North Central, Del Webb), the Hewlett Packard Master Plan, the NEC Facility Expansion, together with the proposed North Roseville Specific Plan and Stoneridge Specific Plan, would be built out. The cumulative traffic projects are depicted on Figure 4-1 of the Draft EIR. Therefore, the cumulative condition represents a post-2010 scenario within the City, and 2010 market conditions in surrounding communities. This is a common approach shared by many local jurisdictions, including the City of Rocklin, as it analyzes 2020 conditions within the City and 2010 market conditions in surrounding communities.

Response No. 16-3: The reader is referred to Response No. 16-2 regarding the forecast year assumptions. The Highway 65 Joint Powers Authority (JPA) analysis that is referred to by the commentor includes several land use assumptions that exceed current 2020 growth forecasts. The elimination of the Fairway Drive connection to Stanford Ranch Road could have serious ramifications with regards to future interchanges along SR65. Caltrans requires that local jurisdictions provide parallel routes along freeways to accommodate local trips and thereby preserve the freeway's capacity for longer distance travel.

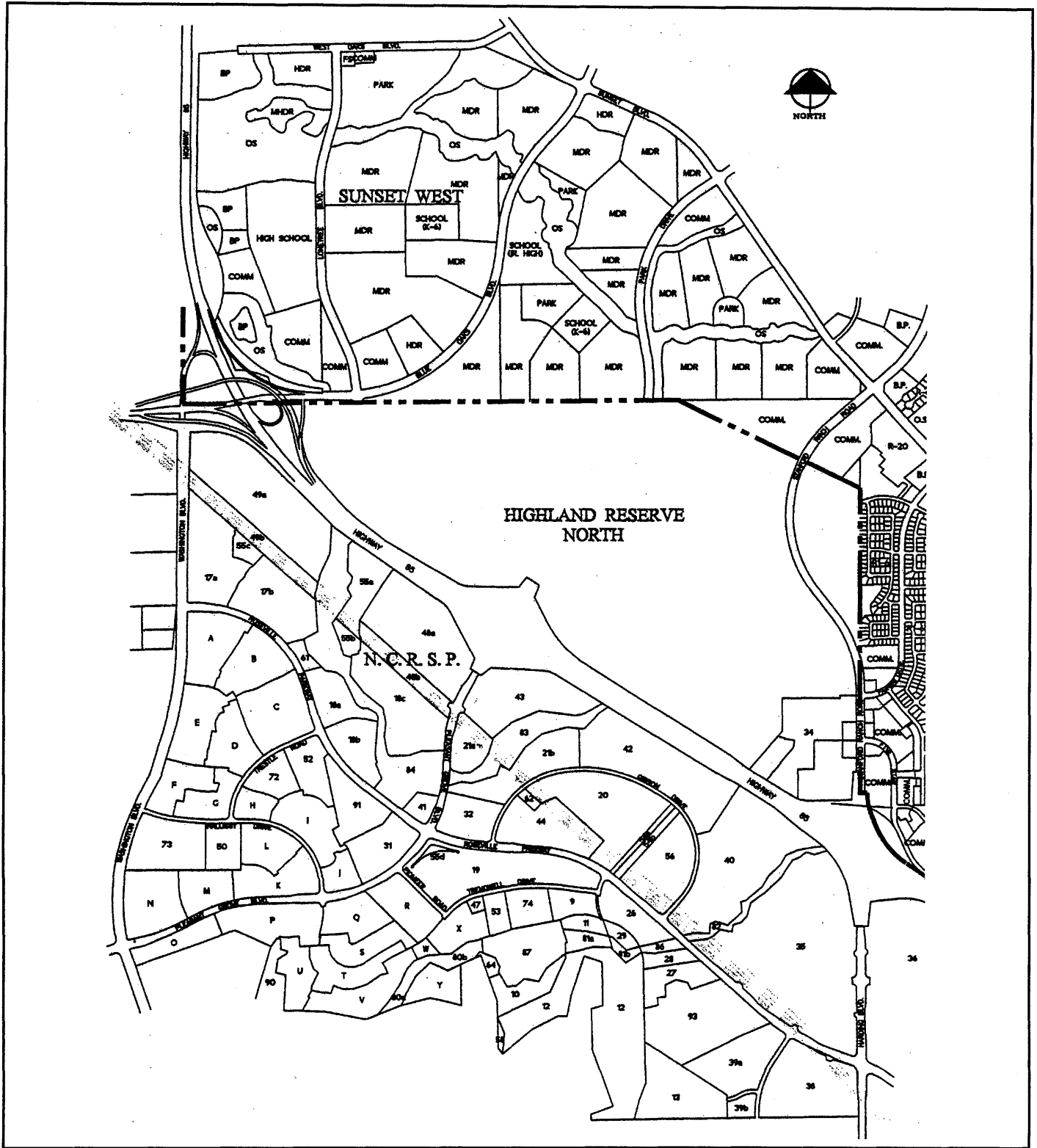
The elimination of the Fairway Drive connection to Stanford Ranch Road could jeopardize Caltrans' approval of interchanges along SR65. Fairway Drive provides an important east-west connection between the Sunset/Whitney area of Rocklin and other areas of Rocklin and Roseville on both sides of SR65.

Response No. 16-4: As correctly stated by the commentor, the current noise impact along Stanford Ranch Road is an existing pre-project condition. This impact is a result of noise generated by existing traffic along Stanford Ranch Road. Based on existing traffic volume counts, over 95 percent of current daily trips along Stanford Ranch Road are coming to or from the City of Rocklin. In essence, a majority of the impact to the adjacent Rocklin residents results from trips with an origin or destination in Rocklin. In recognition of this, the City of Rocklin has already conditioned the Stanford Ranch 4 project to mitigate this noise impact.

In response to the current impact and current conditions identified by the City of Rocklin, the Stanford Ranch 4 project applicant has completed a series of acoustical and engineering analyses to identify mitigation alternatives. A majority of the alternatives include construction of a soundwall between the impacted residents and Stanford Ranch Road. The various alternatives are detailed in a letter to the City Managers of both Rocklin and Roseville dated March 17, 1997. These alternatives are scheduled to be discussed by the Roseville City Council at an upcoming meeting so that the Stanford Ranch 4 project applicant can proceed to comply with this existing condition.

It should be noted that the HRNSP will increase noise levels along Stanford Ranch Road. However, the EIR analysis concludes that this increase would be less than the identified 5 dBA significance threshold. In general, noise increases of less than 5 dBA are not readily audible, and therefore not considered significant. A full disclosure of HRNSP noise impacts can be found in Section 3.6 (Noise) of the Draft EIR.

Response No. 16-5: The commentor is referred to page 3.1-3, under "Planned Land Uses", page 3.1-8, under "Impact L-3(a)", page 3.1-9, under "Impact L-4(a)", and page 3.1-11 under "Impact L-3(b)" and "Impact L-4(b)" for detailed discussions of land use issues related to compatibility of planned and existing uses in the City of Rocklin. In addition, Figure 3.1-1 identifies Proposed Project planned land uses and existing regional land uses (including those of Rocklin) and Figure 3.1-2 identifies the habitable building setback proposed in Mitigation Measure L-D. An additional figure, Figure 3.1-3, is attached which identifies surrounding planned land uses.



SURROUNDING PLANNED LAND USES

May 1997
10026-048-047

City of Roseville
Highland Reserve North Project EIR
Roseville, California



FIGURE 3.1-3

Response No. 16-6: Parcels No. 5 and 8 (not 6) are designated low density residential and abut planned commercial uses in Rocklin. The EIR analyzes potential incompatibility of these uses on page 3.1-8, under “Impact L-3(a)”. The commentor is referred to this discussion and the corresponding mitigation measures. In addition, lots on Parcels No. 5 and 8 that back-up and side-on Rocklin will have an on-site planting program completed prior to home sale to provide a buffer between uses. There is an increased (50 feet) habitable building setback from the property line from these parcels due to an existing fuel line in the area. This standard is the design standard used for the Sunset West Plan area.

Response No. 16-7: The EIR is modified to include the following language on page 2-6 under “Commercial Uses”:

“The Phase in development scenario features a community commercial area (parcel No. 40)...”

Based on the comment, the traffic model was rechecked and a community commercial trip rate was verified for this parcel in the analysis.

Response No. 16-8: The commentor is referred to Response No. 16-1, above.

Response No. 16-9: The reader is referred to Response No. 16-2 regarding the forecast year assumptions. The Highway 65 Joint Powers Authority (JPA) analysis that is referred to by the commentor includes several land use assumptions that exceed current 2020 growth forecasts. In addition, the cumulative analysis included Stanford Rand Road, which was found to operate at an acceptable level of service under the cumulative conditions described in Response No. 16-2.

Response No. 16-10: The following table summarizes the levels of service (LOS) and volume-to-capacity (V/C) ratios for signalized intersections in the vicinity of the Proposed Project, under 2010 Market conditions with No Project and Full Project Buildout. The Phase I development scenario is no longer considered a viable project and is therefore not included in this response.

**TABLE 9
2010 MARKET LEVELS OF SERVICE AT SIGNALIZED INTERSECTIONS
NO PROJECT AND FULL PROJECT SCENARIOS**

Intersection	No Project		Full Project	
	LOS	V/C Ratio	LOS	V/C Ratio
Washington Bl. at Blue Oaks Bl.	A	0.51	A	0.55
Foothills Bl. at Blue Oaks Bl.	A	0.59	B	0.62
Foothills Bl. at Pleasant Grove Bl. ¹	C	0.79	C	0.81
Washington Bl. at Pleasant Grove Bl.	C	0.73	C	0.77
Harding Bl. at Roseville Pkwy. ²	n/a	n/a	n/a	n/a
Harding Bl. at Atlantic St.	B	0.60	A	0.58
In-80 WB on-ramp at Atlantic St.	A	0.32	A	0.30
In-80 EB off-ramp/Taylor at Eureka Rd.	C	0.74	C	0.76
Pacific St. at Sunset Bl. (Rocklin)	B	0.67	B	0.68
Park Dr. at Sunset Bl. (Rocklin)	A	0.47	A	0.45
Stanford Ranch Road At Sunset Bl. (Rocklin)	B	0.66	B	0.70
Stanford Ranch Rd. at Fairway Dr.	B	0.68	C	0.75
Stanford Ranch Rd. at Five Star Bl.	B	0.69	C	0.76
Stanford Ranch Rd. at NB SR-65 on-ramp	B	0.67	C	0.71
Stanford Ranch Rd. at SB SR-65 on-ramp	B	0.66	C	0.77
Stanford Ranch Rd. at SB SR-65 on-ramp	B	0.66	C	0.77
Pleasant Grove Bl. at NB SR-65 ramps	A	0.40	B	0.62
Pleasant Grove Bl. at SB SR-65 ramps	A	0.28	A	0.50
Pleasant Grove Bl. at Roseville Pkwy.	C	0.79	C ³	0.81

1. Assumes mitigation from Hewlett-Packard Master Plan EIR
2. The City's 2010 CIP assumes a grade separated interchange at this location.
3. This intersection had been identified in the Draft EIR (Impact T-5(b); page 3.4-27) as operating at LOS "D" before mitigation. This intersection no longer represents an impact under the revised land use assumptions (see Appendix B of this Final EIR).

Response No. 16-11: The commentor is referred to Response Nos. 16-2 and 16-3, above.

- Response No. 16-12:** The No Project and Proposed Project alternatives assumed 2010 Market levels of development in Rocklin for both residential and non-residential uses. Those 2010 land use assumptions (listed in Table 3.4-5 of the Draft EIR) are consistent with the 2010 market levels developed for the North Rocklin Traffic Study and used in Rocklin's Capital Improvement Program to phase their 2020 roadway needs. Paragraph 2 on page 3.4-20 incorrectly states that Rocklin's residential buildout assumptions in the Circulation Element Update were used to develop traffic forecasts for the No Project Alternative and the Proposed Project.
- Response No. 16-13:** The timing of project improvements is set forth in the Proposed Project's Development Agreement.
- Response No. 16-14:** Only the Full Project development scenario is being considered. The widening of Stanford Ranch Road to six lanes is required under the Proposed Project. Pursuant to the Development Agreement, the widening of Stanford Ranch Road would occur prior to the completion of Phase 1 of the Proposed Project.
- Response No. 16-15:** The Project is no longer considered as two phases. Under the Draft Development Agreement for the Proposed Project, the extension of Pleasant Grove Boulevard from the SR65 interchange to the City of Rocklin limits would be phased to coincide with the construction of the Pleasant Grove interchange from SR65 to the extension of Park Drive from Sunset Boulevard to the City of Roseville limits. It is currently estimated by the City that the Pleasant Grove interchange and the extension of Pleasant Grove Boulevard would occur roughly mid-way through the development of the Project.
- Response No. 16-16:** Comment noted. The commentor is referred to Response No. 13-3.
- Response No. 16-17:** Comment noted. All off-site Pleasant Grove drainage sheds were assumed to be fully developed.
- Response No. 16-18:** The commentor is referred to Response No. 16-4, above.
- Response No. 16-19:** The visual impacts of the Adventure Christian Church are identified in Impact Nos. V-3(a) and (b). Mitigation Measures V-C, V-D, and L-A are proposed to reduce the visual quality impacts associated with the church to a level that is less than significant.
- Response No. 16-20:** Comment noted. The analysis in the Draft EIR concluded that a masonry-type fence is not needed for mitigation of the Church's impacts. A decorative masonry-type fence will be considered during the Design Review Commission hearings on the Church's site plan.



Roseville Joint Union High School District

1750 CIRBY WAY, ROSEVILLE, CALIFORNIA 95661 • (916) 786-0307 • FAX (916) 786-2681

RICHARD STRICKLAND, Deputy Superintendent

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MAR 25 1997

PLANNING DEPARTMENT

March 24, 1997

Aaron Busch, Associate Planner
 City of Roseville Planning Department
 316 Vernon Street, Suite 104
 Roseville, CA 95678

**SUBJECT: DRAFT ENVIRONMENTAL IMPACT REPORT
 HIGHLAND RESERVE NORTH SPECIFIC PLAN**

Dear Mr. Busch:

Thank you for the opportunity to comment on the DEIR for the Highland Reserve North Specific Plan. Please accept the following comments:

1. The language contained in the DEIR is somewhat misleading and does not fully explain the impact associated with the transfer of 732 dwelling units from the NCRSP to the proposed HRN. Page 3.3-33 states that an additional 179 high school students would be generated creating a total student population (coupled with elementary student population) of approximately 500. The author goes on to state that those students associated with the 732 unit transfer were previously accounted for in school facility planning associated with the NCRSP.

While this is true, the reader is lead to believe that the impacts associated with the transfer are a wash. This is not the case. The land use of the 732 units within the NCRSP is high density residential which generates a total of 33 high school students. Those units are being transfered to low and medium density residential in the HRN Phase I project, which would result in 173 high school students.

The new 300 high density units generate 13 high school students. Therefore, the total high school student generation that could be expected at build-out of Phase I is 186.

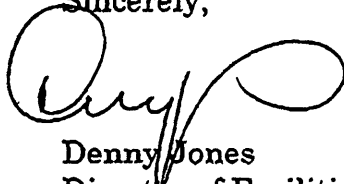
17-1

Aaron Busch
March 24, 1997
Page 2

2. I find no discussion of the impacts associated with the full project scenario. Phase II would allocate 938 dwelling units which would generate an additional 152 high school age students. Therefore, the impact of the full project scenario is 325 high school students, 33 of which have previously been accounted for in the NCRSP. 17-2
3. I find no discussion of cumulative impacts associated with the proposal. 17-3
4. I find no discussion of existing school facilities and the project's impact on those facilities. The project is within the Roseville High School attendance boundary. Assigning students to Woodcreek High School is not an option, as this school faces critical capacity problems in the very near future. 17-4
5. Roseville High School is an older school with capacity of approximately 1,400 students. This school faces critical capacity problems with the addition of the HRN project and other projects currently being processed. Roseville High School cannot adequately serve these cumulative needs. 17-5
6. The District would require 100% mitigation as part of this project. 17-6

Thank you again for allowing the District to comment on the proposed project. If you have any questions, please contact me at 786-2051, Ext. 1501.

Sincerely,



Denny Jones
Director of Facilities Development

cc: Rich Strickland

March 24, 1997

- Response No. 17-1:** Additional students could be generated from the transfer of high density residential units to low density residential units. However, Impacts PS-13(a) and PS-13(b) identify the increased demand for school services resulting from the Proposed Project as potentially significant. The change in number of students would not affect the significance determination in the Draft EIR. Mitigation Measure PS-H requires the payment of school impact fees to mitigate the increased demand for school services. In addition, the City's General Plan requires adequate school facilities to be available and financing secured before new residential development is approved. As such, the Applicant would be required to pay all necessary school impact fees including up to 100 percent of financing.
- Response No. 17-2:** The commentor is referred to pages 3.3-42 and 3.3-43 of the EIR for discussion of the Full Project scenario. In addition, see the response to comment no. 17-1.
- Response No. 17-3:** The commentor is referred to page 4-6 of the EIR for discussion of cumulative impacts to schools.
- Response No. 17-4:** A discussion of existing school facilities is presented on page 3.3-12 of the Draft EIR. Proposed Project impacts are described on pages 3.3-32 and 3.3-42 of the Draft EIR. In addition, see the response to comment no. 17-1.
- Response No. 17-5:** The commentor is referred to page 4-6 of the EIR which discusses cumulative school impacts.
- Response No. 17-6:** Comment noted. See the response to comment no. 17-1.

MEMORANDUM

To: Aaron Busch, Associate Planner

From: Ed Kriz, Facility Engineer *EK*

Subject: Comments to Highland Reserve North Draft Environmental Impact Report

Date: March 26, 1997

Further review of the Highland Reserve Draft EIR have resulted in additional comments related to Environmental Utilities Water Division.

1. Section 3.3.1, Water Supply reflects an average annual water demand of approximately 28 mgd and maximum day of 54 mgd. Per the 1993 Spink Water Study the demands are 27.6 mgd average annual and 55.2 mgd maximum day for the 2010 time frame selected.
2. In addition to looking at the 2010 planning horizon the Draft EIR should consider buildout water demands for the City as well as Highland Reserve. For the City, again per 1993 Spink Water Study, water demands are 33.6 mgd average day demand and 73.3 mgd maximum day demand at buildout.

18-1

18-2

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MAR 27 1997

PLANNING DEPARTMENT

March 26, 1997

Response No. 18-1: Comment noted. The minor discrepancy in water supply estimates would not change the conclusions discussed in the Draft EIR.

Response No. 18-2: The cumulative impact analysis contained in Section 4.2 of the Draft EIR analyzed water demands for a partial buildout scenario in the City. Specifically, the analysis assumed existing conditions, the General Plan 2010 Market Specific Plan Buildout scenario, the Hewlett-Packard Campus Master Plan, the NEC Semiconductor Manufacturing Expansion Project, and full buildout of three of the City's urban reserve areas: the Highland Reserve North Project (i.e., the Proposed Project), the North Roseville Specific Plan, and the Stoneridge Specific Plan (i.e., East Area). These assumptions are considered reasonable for purposes of the cumulative impact analysis. Full buildout of other areas of the City (i.e., infill, other urban reserve areas, etc.) would be considered speculative under CEQA and therefore should not be analyzed.



SUTTER COUNTY
COMMUNITY SERVICES DEPARTMENT

Animal Control
Building Inspection
Fire/Emergency Services
Planning
Environmental Health

Rich Hall, Director
Dan McVey, Assistant Director
Community Services
Gary Kraus, Assistant Director
Fire & Emergency Services

March 26, 1997

City of Roseville
Planning Department
Attn: Aaron Busch, Associate Planner
316 Vernon Street #104
Roseville, CA 95678

Re: Draft Environmental Impact Report for the Highland Reserve North Plan--SCH# 96062065

Dear Mr. Busch:

Sutter County appreciates the opportunity to comment on the Draft Environmental Impact Report for the Highland Reserve North Specific Plan. Sutter County continues to have serious concerns regarding the drainage impacts of additional development within the City of Roseville on downstream properties located within Sutter County.

On page 3.9-9 it is stated that regional retention facilities would be prohibitive in cost and yet a regional retention basin is needed for mitigation. This contradiction needs clarification as well as an explanation of all planned detention facilities intended to provide mitigation for this impact. The deferral of responsibility to the Counties of Placer and Sutter does not provide adequate disclosure of impacts nor are there mitigation measures identified that would clearly reduce the impacts to a level that is less than significant. It would appear that since adequate mitigation is not available the City of Roseville should not continue approving development projects that will result in such impacts.

19-1

Sutter County has repeatedly expressed similar such concerns in response to a wide range of development proposals in the City of Roseville that would contribute to an incremental increase in flood hazards within Sutter County. These cumulative impacts are compounding as the City continues to permit development within the contributory watersheds. The DEIR properly identifies the need for regional solutions to achieve mitigation. However, until such time as a regional flood control plan is in place the impacts of additional development will continue to increase, along with the legal liability associated with it.

19-2

DEIR - Highland Reserve North Plan
March 26, 1997
Page 2

Additionally, development within this area will incrementally decrease the groundwater recharge capability that will ultimately affect the aquifer underlying the southern portion of Sutter County. This potential impact should be identified as significant and the mitigation should be clearly identified. A regional retention facility could serve the dual purpose of mitigating flooding impacts downstream and providing groundwater recharge mitigation as well. The DEIR should have considered these impacts in more detail and provided an explanation of how the groundwater recharge along the water courses could be enhanced.

19-3

Thank you again for the opportunity to comment on the Draft EIR. Please provide Sutter County a copy of the response to comments and Final EIR at such time as they become available.

Sincerely,



Thomas A. Last, Principal Planner
Community Services Department

TAL:rlb

A:\RRNSPEIR.WPD

- Response No. 19-1:** As of yet, no agreement has been reached between Placer County, Sutter County and the City of Roseville with regard to implementation of a specific regional retention basin. The Proposed Project incorporates detention facilities to regulate the rate of runoff from the Proposed Project site such that there is no increase in the rate of flow in downstream waterways. However, the implementation of detention storage for this project would not reduce existing flood conditions within Sutter County. As discussed in Mitigation Measure H-B, in the absence of a regional (joint Sutter County and Placer County) approach to managing flooding, Placer County has implemented a flood management strategy that is designed to manage runoff from new development projects. In addition, the City of Roseville is separately developing a flood control strategy for the Pleasant Grove Creek watershed that incorporates a possible retention facility. The Applicant is responsible for contributing development fees to fund the City and/or County efforts at managing flow rates within the upper Pleasant Grove Creek watershed. This is discussed in further in Mitigation Measure H-B. The Draft EIR fully discloses impacts and mitigation in both the Hydrology and Water Quality Section (Section 4.9) and on pages 4-11 and 4-12 of the Draft EIR (Cumulative Impact Analysis).
- Response No. 19-2:** Comment noted. The City continues to apply sound engineering principles and judgment to update, review and evaluate hydrologic and hydraulic modeling to assess project specific and cumulative impacts associated with development within the City and to identify appropriate mitigation measures to reduce project and cumulative impacts to a level that is less than significant. In the absence of agreement regarding a joint flood control approach between Placer County, Sutter County and the City of Roseville, the City is pursuing a prudent policy in conjunction with Placer County to develop and implement flood management strategies that effectively mitigate project specific and cumulative impacts associated with new developments.
- Response No. 19-3:** Comment noted. Soils at the Proposed Project site are predominantly categorized as belonging to hydrologic group D. Group D soils generate high levels of runoff because they are highly impermeable. Because of their impermeable nature, the incremental change in groundwater recharge associated with impervious surface construction at the Project site would be less than significant. However, groundwater recharge is known to occur along

drainage ways and creeks. Because these features have been retained by the Proposed Project in a mostly natural condition, their recharge capability has been preserved. In addition, the Proposed Project incorporates detention storage ponds that will incrementally enhance the rate of recharge when water is present in the ponds. The commentor does correctly identify that a regional retention facility could further enhance the rate of groundwater recharge (if properly designed and maintained).

LAW OFFICES
OF
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March 27, 1997

Mr. Aaron Busch
Associate Planner
City of Roseville
316 Vernon Street
Roseville, CA 95678

RE: Highland Reserve North Draft EIR

Dear Aaron:

On behalf of Highland Reserve North, L.P., I would like to submit the enclosed summary of a traffic impact sensitivity analysis prepared for the Highland Reserve North (HRN) project by Fehr & Peers Associates which utilizes a commercial floor area ratio (FAR) for the HRN's 165 commercial acres at 0.25 instead of the 0.20 FAR figure used in the HRN Draft EIR.


As the analysis shows, there are no impacts from increasing the FAR from 0.20 to 0.25, and one intersection (Sunrise Avenue/Cirby Way) actually improves its level of service with this change. We believe that the analysis in the EIR more than adequately encompasses this assumed increase in FAR, as (1) the HRNSP is now proposing only 1,770 units, as opposed to 1,970 units studied in the Draft EIR, and (2) the City Council gave direction on January 22, 1997, that all of those 1,770 units are now anticipated to come out of existing, approved units in the City's pool of units under the existing General Plan unit allocation, rather than just 732 units coming from that pool of units as contemplated and analyzed in the Draft EIR.

20-1

Please incorporate this analysis into the Final EIR.

Very truly yours,

LAW OFFICES OF MARCUS J. LO DUCA



Marcus J. Lo Duca

Enclosure

cc: Steve Thurtle
Alan Telford



Fehr & Peers Associates, Inc.
Transportation Consultants

1620 Lead Hill Road
Suite 100
Roseville, CA 95661
916 773-1900
FAX 916 773-2015

March 27, 1997

Mr. Steve Thurtle
Highland Reserve North
2240 Douglas Boulevard, Suite 120
Roseville, CA 95661

Re: Highland Reserve North - 2010 Traffic Impact Sensitivity Analysis

Dear Mr. Thurtle:

Fehr & Peers Associates has completed the *Traffic Impact Sensitivity Analysis* for the Highland Reserve North project in Roseville. The purpose of this analysis was to determine the 2010 traffic impacts that would occur if the commercial floor area ratio (FAR) used in the traffic analysis for the *Highland Reserve North Plan Draft Environmental Impact Report (DEIR)* was increased from 0.20 to 0.25 and the total residential units were reduced from 1,970 to 1,770.

To analyze this scenario, Fehr & Peers Associates obtained the 2010 traffic model files used for the DEIR from DKS Associates. These files were modified to reflect 1,770 total residential units and a commercial FAR of 0.25. No roadway network modifications were made for this analysis. After making these changes, turning movement forecasts were generated for the 86 intersections required by the City of Roseville for a long-term traffic study, and p.m. peak hour levels of service (LOS) for each intersection were generated.

The LOS results indicate that increasing the commercial FAR and decreasing the total number of residential units would not cause an adverse change in the LOS results from the *Highland Reserve North Plan DEIR*. In fact, one intersection (Sunrise Avenue/Cirby Way) actually experiences an improved LOS.



Fehr & Peers Associates, Inc.
Transportation Consultants

Mr. Steve Thurtle
March 27, 1997
Page 2

We would be happy to provide our supporting materials to you and the City upon request. Please call me if you have any questions or need additional information.

Sincerely,

FEHR & PEERS ASSOCIATES, INC.

Ronald T. Milam, AICP
Associate

972-664

March 27, 1997

Response No. 20-1: In response to Comment No. 20-1, the City of Roseville contracted with the transportation consulting firm of DKS Associates to analyze the submitted materials. DKS Associates revised the land use assumptions used in the traffic analysis contained in the Draft EIR to reflect adjustments to parcel boundaries. These adjustments resulted in changes to the amount of developable non-residential acreage and the number of dwelling units. The main differences were:

- A reduction in total dwelling units from 1,970 to 1,770. The most significant reductions occurring in Parcels 30 (from 360 to 250 high density dwelling units) and 31 (from 300 to 220 high density dwelling units).
- An increase in the assumed retail floor area ratio (FAR) from 0.20 to 0.25. This increase would result in an increase in the total amount of developed, retail square footage from 1,157 thousand square feet (ksf) to 1,529 ksf.

A p.m. peak hour level of service analysis was conducted for the major signalized intersections in the City of Roseville, as well as intersections in the City of Rocklin that are in the vicinity of the project. The LOS results from this scenario were compared to LOS results from the initial project assumptions contained in the Draft EIR and from 2010 Market/No Project conditions. The results indicate the following:

- The Proposed Project, with its revised land use assumptions, would not create level of service impacts to City of Roseville intersections that would not exist under 2010 Market/No Project conditions.
- The Proposed Project, with its revised land use assumptions, would not create level of service impacts to City of Rocklin intersections in the vicinity of the project.
- The intersections of Sierra College Boulevard/Douglas Boulevard and Sunrise Avenue/Cirby Way, which would operate at LOS "D" under 2010 Market/No Project conditions, would also operate at LOS "D"

under the revised Proposed Project.

- The intersection of Roseville Parkway/Pleasant Grove Boulevard, which would operate at LOS “C” under 2010 Market/No Project conditions, would also operate at LOS “C” under the revised Proposed Project. This intersection had been identified in the Draft EIR (Impact T-5(b); page 3.4-27) as operating at LOS “D” before mitigation and LOS “C” after mitigation. This intersection no longer represents an impact under the revised land use assumptions, nor requires Mitigation Measure T-C under the revised land use assumptions. This change likely results from minor shifts in the critical volumes at the intersection which in turn results in a marginally lower total critical volume (1,108 under the revised assumptions compared to 1,166 under the initial assumptions).

A Technical Memorandum prepared by DKS Associates and supporting this response is contained in Appendix B of this Final EIR.

STANFORD RANCH

April 1, 1997

Ms. Patty Dunn
Director of Planning
City of Roseville
316 Vernon Street
Roseville, CA 95678

Subj: Highland Reserve EIR


Dear Patty,

In reviewing the environmental documentation for the Highland Reserve project, we are concerned that several issues have not been dealt with adequately. In summary, they are as follows:

- 1. The traffic study should focus on the impacts through the year 2020 versus the year 2010 that the current documentation is using. The data through the year 2020 is available via the work the JPA has been doing on Highway 65.] 21-1
- 2. The acoustic reports for Stanford Ranch Road do not appear to adequately project future noise levels. The existing homes on Stanford Ranch Road will be impacted by the noise level unless sound attenuation is provided.] 21-2
- 3. Stanford Ranch Road will likely reach unacceptable levels of service from the intersection of Fairway and Stanford Ranch Road to Highway 65. In addition to widening Stanford Ranch Road to 6 lanes, Highland Reserve should not be allowed to make a connection to Stanford Ranch Road at either Fairway Drive or Five Star Boulevard. This would result in traffic from the Highland Reserve bi-passing Stanford Ranch Road and entering Highway 65 at Blue Oaks or Pleasant Grove.] 21-3
- 4. It is quite possible that the development of this area may impact the capacity of Sunset. This should also be covered in the EIR.] 21-4

Please contact me with any questions or comments.

Sincerely,
STANFORD RANCH I, LLC


Alan Hersh
Vice President

AH:des

cc: Cindy Schaeer
Carlos Urrutia
Larry D. Kelley

April 1, 1997

Response No. 21-1: The commentor is referred to Response Nos. 16-2 and 16-3 in the responses to comments on the letter from Terry Richardson, City of Rocklin.

Response No. 21-2: The commentor is referred to Response No. 16-4. The Proposed Project would not affect sound levels discernibly along Stanford Ranch Road. As shown on Table 3.6-7 the existing peak-hour sound level along Stanford Ranch Road 50 feet from the centerline was estimated at 68 dBA. Under No Project conditions, this value would increase to 71 dBA. The proposed project would increase traffic volumes slightly along this roadway, however the traffic volume increase would not change the predicted future sound level, and the predicted future sound level along Stanford Ranch Road would remain 71 dBA at 50 feet.

Response No. 21-3: The commentor is referred to Response No. 16-3 in the responses to comments on the letter from Terry Richardson, City of Rocklin. The traffic impact analysis of the Proposed Project assumed that Five Star Drive would not be extended as a public roadway into the Highland Reserve North plan area.

Response No. 21-4: The traffic impact analysis of the Proposed Project included an analysis of Sunset Boulevard between Pacific Street and SR65. Projected daily traffic volumes under 2010 Market conditions with and without the project are included in Figure 3.4-8 of the Draft EIR. The intersections of Sunset Boulevard at SR65, Park Drive, Stanford Ranch Road and Pacific Street were all analyzed under p.m. peak hour conditions; the analysis concluded that each of these intersections would operate at LOS "C" or better conditions under 2010 Market conditions with the Proposed Project, which satisfies the City of Rocklin's level of service goals. The analysis also indicated that Sunset Boulevard would have adequate capacity to handle the traffic volumes that are forecast under the Proposed Project.

5.0 PUBLIC HEARING COMMENTS

PLANNING
CITY OF ROSEVILLE

TRADITION PRIDE PROGRESS
316 VERNON STREET, SUITE 104 ROSEVILLE, CA 95678 PHONE (916) 774-5276

HIGHLAND RESERVE NORTH DRAFT ENVIRONMENTAL IMPACT REPORT
TRANSPORTATION COMMISSION MEETING NOTES
Tuesday, February 18, 1997

SUBJECT: HRN DRAFT EIR: TRANSPORTATION AND CIRCULATION IMPACTS

ATTENDEES: Tom Folsom, Richard Hipkins, Alan Chun, Kirk Smith

Staff: Dan Dameron, Rob Jensen, Aaron Busch

Consultants: Mark Rackovan, DKS Associates

NOTES BY: Aaron Busch

At their meeting of February 18, 1997, the Transportation Commission reviewed the Highland Reserve North Specific Plan (HRNSP) Draft Environmental Impact Report (EIR). Although no formal action was taken by the Transportation Commission, several comments were raised by the Commission. The following represents the Commission's comments on the Transportation and Circulation Sections of the Draft EIR. These comments will also be included in the Final EIR which will be forwarded to the City Council for review and consideration. Commissioners comments are identified in **bold**, while the response is provided in normal text.

Commissioner Smith:

- **Are Class II bike lanes located on both sides of the streets?**

Response: The Proposed Project includes class II bicycle facilities on both sides of every arterial and collector roadway shown on the Project's circulation plan.

- **What does the travel model assume for outside of the City of Roseville?**

Response: The City's 2010 Market travel model was used to analyze the transportation-related impacts of the Proposed Project. It assumes 2010 forecasts that have been developed by every major jurisdiction in the modeled area. This area extends from just north of the City of Colfax to the City of Galt in the south and from east of the City of Placerville to west of the City of Davis. Outside the City of Roseville, the 2010 forecasts used in this model are generally consistent with the 2010 forecasts developed by the Sacramento Area Council of Governments (SACOG) for the Metropolitan Transportation Plan (MTP).

- **How can the traffic volumes be reduced on Douglas Boulevard in the east part of the City as a result of the HRNSP project (cumulative analysis)?**

Response: This comment refers to a noted decrease in the number of intersections that would operate at LOS "D" or worse under cumulative conditions, compared to a cumulative/no project condition. The cumulative condition includes not only buildout of the Proposed Project but also buildout of each specific plan (including the proposed North Roseville and Stoneridge Specific Plans), and buildout of the Hewlett-Packard Master Plan. The net effect of this condition is a significant shift in traffic volumes citywide. The level of service at an intersection is controlled by the traffic volume and capacity of a limited number of "critical movements" in that intersection. The development of all residential and non-residential land in the northern and western portions of the City will change people's travel patterns in the Infill and southeastern portions of the City and shift some traffic from a "critical movement" to a "noncritical movement", thereby marginally improving intersection levels of service along Douglas Boulevard, Eureka Road and Riverside Drive, amongst others. In most cases the change in traffic volumes is minor, but is enough to improve level of service from "D" to "C".

- **Requested clarification on the unit transfer concept and its impact upon the City's transportation system.**

Response: The Proposed Project includes a unit transfer of 732 dwelling units from parcels located in the North Central Roseville Specific Plan Area (south of SR-65) to Phase I of the Project. This is accomplished by the rezoning of the parcels from which the units are transferred to a lower density. By reducing the dwelling unit capacity of these parcels, the Applicant is able to allocate dwelling units to the Proposed Project without exceeding the General Plan development levels. Table 1 details the unit transfer that is included as part of the Proposed Project.

Table 1: Proposed Unit Transfer

Parcel Number	Acres	Existing Density	Existing Capacity	Proposed Density	Proposed Capacity	Net units transferred
21a	8.66	20.5 units/ac	177 units	14.0 units/ac	121 units	56 units
21b	19.52	20.5 units/ac	400 units	14.0 units/ac	119 units	281 units
20	34.42	25.5 units/ac	876 units	14.0 units/ac	481 units	1395 units
Total:						732 units

In terms of traffic forecasting, the 732 units would generate trips at a rate of 6.5 trips/unit under their existing density (as multi-family dwelling units), resulting in 4,778 daily vehicle trips, above and beyond the significant background volumes that would exist in the North Central Specific Plan area in the year 2010. Under their proposed zoning, these 732 units would be considered single-family dwelling units, which generate trips at a rate of 9.0 trips/unit, or a total of 6,588 daily vehicle trips, but would be generated from the project site, which would have very low background traffic volumes in the year 2010. While the Proposed Project would result in an additional 2,000 daily vehicle trips, it would be in an area that has significantly less background traffic, which results in lesser impacts on the transportation system.

- **Requested clarification on the timing of the Blue Oaks and Pleasant Grove Interchanges.**

Response: Presently an agreement is being prepared for the Joint Powers Authority (JPA) that would provide the necessary funding for the Blue Oaks Interchange to begin construction documents by the end of this year. The agreement also makes provisions that will allocate funding towards the construction of the Pleasant Grove Interchange from 1998-2002. That funding, along with the significant financial contribution from the HRNSP could cause the construction of that interchange within five (5) years.

Commissioner Hipkins:

- **What is the expected trip generation for the Adventure Christian Church (ACC) project, and what is the impact of this project upon Stanford Ranch Road?**

Response: The commentor is referred to Page 3.4-23, Impact No. T-1 (a), which not only describes the trip generation of this project, but also its potential impact to Stanford Ranch Road.

- **What kind of traffic impacts were analyzed and can be expected in Rocklin as a result of the ACC project?**

Response: The ACC project was analyzed as part of Phase I of the Proposed Project. Project-related impacts were analyzed for the following City of Rocklin streets and intersections in the vicinity of the project:

Sunset Boulevard between Pacific Street and SR-65
Stanford Ranch Road between the City of Roseville and Sunset Boulevard
Fairway Drive between Stanford Ranch Road and Sunset Boulevard
Stanford Ranch Road at Sunset Boulevard
Stanford Ranch Road at Fairway Drive Stanford Ranch Road at Five Star Boulevard

It was determined that the Proposed Project would not create any significant, transportation-related impacts to the City of Rocklin's transportation system. Since it was also determined that the ACC project by itself would have no significant impact to Stanford Ranch Road, it can be inferred that the ACC project would have little to no impact on the overall transportation system in the City of Rocklin.

- **Requested clarification on the timing of development for the HRNSP and the ACC.**

Response: According to the project description for the ACC, the church anticipates constructing the project in six (6) phases over a period of six (6) years. As for the development of the HRNSP, the applicant has indicated that they anticipate beginning grading and infrastructure improvements on portions of the project next year. Buildout of the HRNSP will likely be over a 10 year or more period.

Commissioner Chun:

- **Noted that the Draft EIR indicated that the increased demand for public transit could be significant if measures were not taken. Questioned how the funding of additional public transit services was to be provided and if there was a transit mitigation fee.**

Response: A portion of the sales tax that is generated from the commercial development within the HRNSP will be used to fund any expansion of transit services within the area. The use of a transit mitigation fee is not envisioned as transit cannot be bound to any one area, so the use of a transit fee is not recommended.

- **What level of impact does light rail contribute to the Level of Service impacts within the HRNSP?**

Response: It has been forecast that under 2010 Market levels of development, transit will only comprise between 1 and 2 percent of the overall daily traffic volumes in the region; light rail would

comprise a portion of this. The analysis of level of service impacts in the City of Roseville is typically based on p.m. peak hour volumes, which represents roughly 9 percent of the daily traffic volumes on a given roadway or intersection. Therefore, for every 1,000 daily trips, light rail would represent less than one (1) p.m. peak hour trip, which would have an insignificant impact on level of service on traffic volumes within the plan area.

- **Does the HRNSP project make any intersections within the City which are operating at a Level of Service "C" or better under the "No Project" scenario, and make them worse?**

Response: The commentor is referred to Page 3.4-27, Impact No. T-5(b), which identifies the intersection of Roseville Parkway and Pleasant Grove Boulevard as the only intersection which would operate at LOS "C" or better under the No Project scenario but would operate at LOS "D" or worse under the Proposed Project. However, mitigation is identified (update the Transportation CIP to provide a third southbound through lane to Roseville Parkway) which would mitigate this impact.

Commissioner Folsom:

- **Raised safety concerns relating to Parcel 61 (ACC project). In particular, school traffic and access in the peak morning hours.**

Response: The intersection of Stanford Ranch Road and Highland Drive, which forms the main entrance to the ACC project, is proposed to be signalized; it will include crosswalks and pedestrian signals for safety of students that walk to the site and need to cross Stanford Ranch Road. As shown in Figure 2-5 (behind page 2-8 in the EIR), the school portion of the project is along the back side of the parcel, which infers that most student loading and unloading would be performed well away from Stanford Ranch Road.

- **Expressed concerns that there is a proposal for a 3,000 seat sanctuary in the ACC project, and that there appears to be only one access point into the church facility.**

Response: The Adventure Christian Church project is to be served by three (3) driveways onto Stanford Ranch Road, including one signalized intersection at Highland Drive. As part of the application requirements for the Adventure Christian Church project, a traffic study was prepared to analyze the potential traffic impacts of the proposed project. The traffic study concluded that the proposed project will not adversely impact the circulation pattern on Stanford Ranch Road, or within the project itself due to the design of the on-site circulation pattern.

- **Requested that the Draft EIR include what would be the expected transit ridership from the HRNSP.**

Response: Year 2010 transit usage forecasts for the Sacramento region is between 1 and 2 percent of the overall number of daily trips. The average daily trip generation of the Proposed Project has been calculated to be approximately 64,000 trips, of which between 600 and 1,300 would potentially utilize transit (if transit is available to the Proposed Project).

- **Raised concerns about the safety of pedestrians and cyclists when crossing the roads at Parcels 52 and 60 (Central Park and Public School Parcels).**

Response: The intersections of Central Park Drive and Fairway Drive, and Central Park Drive and Highland Drive will be signalized intersections which will include pedestrian crosswalks, and pedestrian signals. In addition, these streets will also provide Class II bike lanes on the street for cyclists. These measure will help ensure the safety of pedestrians and cyclists.

**HIGHLAND RESERVE NORTH DRAFT ENVIRONMENTAL IMPACT REPORT
PUBLIC UTILITIES COMMISSION MEETING NOTES
Tuesday, February 25, 1997**

SUBJECT: HRN DRAFT EIR: PUBLIC UTILITIES AND SERVICES IMPACTS

ATTENDEES:
Commissioners: Daron Anderson, Bryan Gross, Francis Stoffels, Ralph McGrew, David Hess

Staff: Derrick Whitehead, Dave Dockham, Aaron Busch

NOTES BY: Aaron Busch

At their meeting of February 25, 1997, the Public Utilities Commission reviewed the Highland Reserve North Specific Plan (HRNSP) Draft Environmental Impact Report (EIR). Although no formal action was taken by the Public Utilities Commission, several comments were raised by the Commission. The following represents the Commission's comments on the Public Utilities and Services Sections of the Draft EIR. These comments will also be included in the Final EIR which will be forwarded to the City Council for review and consideration. Commissioners comments are identified in **bold**, while the response is provided in normal text.

Commissioner Hess:

- **If the PCWA serves the site, will they put in portions of the required infrastructure?**

Response: The water infrastructure improvements to be installed under either water service option (City vs. PCWA) will be City of Roseville improvements that are installed by the developer of the HRNSP. Under the PCWA option, only PCWA water will be used

- **Is there any downfall to the use of the PCWA option?**

Response: No. In the event that the PCWA could not provide service, the City has the ability to accommodate the HRNSP.

- **Is the electrical substation site in the NCRSP of adequate size to accommodate the HRNSP project as planned?**

Response: The electrical substation site planned on NCRSP Parcel 62 has yet to be constructed but it has always been planned that the station will be sized to be large enough to provide the necessary power to the HRNSP.

Commissioner Stoffels:

- **If the Highland Reserve North Specific Plan were to go forward, and the City of Roseville had to provide water service to the plan, could that be accomplished?**

Response: The City is presently negotiating a new contract with the US Bureau of Reclamation to increase the City's water supply from the Folsom Reservoir. As a result of this new service, the City of Roseville could definitely provide water service to the HRNSP.

Commissioner Anderson:

- **Who is responsible for putting in the water meters for the PCWA option?**

Response: In accordance with the terms of the project Development Agreement, the HRNSP developer would be responsible for the installation of the water meters.

- **Is there a benefit to other portions of the City with the PCWA option?**

Response: The PCWA option will directly benefit the HRNSP as well as the remainder of the City. The intertie with the PCWA water lines provides additional water interconnections to the City. In addition, the PCWA water comes from the Bear River, which expands the water sources feeding the city.

- **Can the EIR include a reference in Table 3.3-3 about market purchasing of electric power?**

Response: The Final EIR which will be reviewed by the City Council will include such a reference.

Response No. RPUC-1.1: Table 3.3-3 of the Draft EIR is hereby amended to include the following note:

Note: Assembly Bill 1890, signed into law on September 23, 1996, provides a legal framework for a restructured electric industry in California starting January 1, 1998. Retail competition for the generation component of electricity may affect the power purchases of the City of Roseville and its residents.

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**HIGHLAND RESERVE NORTH DRAFT ENVIRONMENTAL IMPACT REPORT
PARKS AND RECREATION COMMISSION MEETING NOTES
Monday, March 3, 1997**

SUBJECT: HRN DRAFT EIR: PARKS AND RECREATION IMPACTS

ATTENDEES:

Commissioners: Brian Tisdale, David Uribe, Nick Alexander, George Goto, Kathy McIntyre, Ken Sahl, Joe Tapia

Staff: Mike Shellito, Dan Dameron, Aaron Busch

NOTES BY: Aaron Busch

At their meeting of March 3, 1997, the Parks and Recreation Commission reviewed the Highland Reserve North Specific Plan (HRNSP) Draft Environmental Impact Report (EIR) and proposed parks plan. Although no formal action was taken by the Parks and Recreation Commission, several comments were raised by the Commission. The following represents the Commission's comments on the Parks and Recreation portions of the Draft EIR. These comments will also be included in the Final EIR which will be forwarded to the City Council for review and consideration. Commissioners comments are identified in **bold**, while the response is provided in normal text.

Commissioner Uribe:

- **Where will parking be provided for neighborhood parks?**

Response: Parking for the neighborhood parks within the HRNSP will provided on the adjacent residential street as has been done throughout the City.

Commissioner Goto:

- **Why has Park 52 has been downsized from the size identified in the Draft EIR?**

Response: Since the time the Draft EIR was released for comment, the land use plan for the HRNSP has been slightly modified in some areas including Park 52.

- **Is the school site acreage included in the Central Park acreage?**

Response: No. The school site has been sized to 10 acres to serve as a stand alone facility with regards to recreation opportunities. However, due to the close proximity of the school and the park, opportunities for shared facilities will still be utilized.

- **Is the proposal for seven (7) foot wide bike paths in the streets large enough for bicycles?**

Response: Seven (7) feet represents the standard Class II bike lanes that are found on all arterials and collectors within the HRNSP. This type of bike lane is also found throughout the City.

Commissioner Tapia:

- **The City has received concerns from neighbors adjacent to neighborhood parks regarding on-street parking. Will the City expect the same concerns from this plan?**

Response: The size and nature of the proposed parks don't really lend themselves to be used for competition purposes. Furthermore, the City could work with the recreation leagues to ensure that those parks are not heavily used for competition purposes. The Central Park (Park 52) is a more appropriate site for that type of competition. Therefore, it is expected that the proposal for on-street parking will be less problematic.

- **How are the provisions for restrooms being handled?**

Response: Those types of details will be reviewed when the final parks plan for the HRNSP is brought back to the Parks Commission for review and approval.

Commissioner Alexander:

- **How does the interface between the Central Park and the Village Square Commercial Center work and are there any design guidelines proposed?**

Response: The proposed Specific Plan document includes a separate section (Appendix A) that is devoted to specific design issues associated with the HRNSP, including the issue of the park\commercial interface. Detailed design standards have been created to ensure a seamless transition between the two properties.

Commissioner McIntyre:

- **How much of the parking in the Central Park is to be shared with the adjacent commercial center?**

Response: The commercial center will be required to provide all of its required parking within the boundaries of the commercial site. As a result, it is not anticipated that parking proposed in the Central Park will be used by the commercial center patrons.

- **Does the Draft EIR contemplate lighted ball fields within the parks?**

Response: Presently the Draft EIR includes only a general statement with regards to nighttime lighting. This section will be amended to more accurately reflect the proposal for lighted ball fields within the parks.

Response No. PR-1.1: As part of the analysis of night time lighting impacts, the Draft EIR assumed that the Central Park (Parcel 52) would include a lighted soccer field and lighted softball field. As indicated on Figure 2-17 of the Draft EIR, the lighted fields would be located in the southwestern portion of the parcel which is surrounded by non-residential uses. Therefore, the impact from these two lighted fields, as was previously analyzed, was concluded to be less than significant. The turf playground planned in the northern portion of the parcel across from the Low Density Residential uses on Parcel 6 would not be lighted. Furthermore, any lighting used in this portion of the park would be for theme lighting and would not create any significant visual impacts and would comply with the requirements of Mitigation Measure V-E (Use of directional cut-off luminaires).

- **What is the average lot size for the Low Density Residential (LDR) parcels?**

Response: The average lot size for the LDR parcels will be between 4,500 square feet to 6,000 square feet with an average density of 4.6 units per acre.

Commissioner Tisdale:

Expressed concern about the size of Park 53 and the potential for on-street parking problems.

Response: Please refer to the earlier response concerning this matter.

PLANNING COMMISSION MEETING - MARCH 20, 1997

Commissioners:

Audrey Huisking, Chair
Earl Rush, Vice-Chair
Jim Gray
Dan Goodhall
Kevin Joy
Doug Selby

Staff:

Patty Dunn
Dan Dameron
Aaron Busch
Rich Glenn
Rob Jensen
Virginia Eldred

The following comments on the Draft EIR were not responded to during the meeting:

COMMENTOR NO. P1-1: EARL RUSH, COMMISSIONER

Comment No. P1-1.1: Mr. Rush indicated that the Pleasant Grove extension/railroad overcrossing was not included in the baseline traffic model used in the EIR. Was it included in the 2010 projections?

Response No. P1-1.1: The Pleasant Grove extension/railroad overcrossing and the Pleasant Grove Interchange at SR65 are both included in the City's Capital Improvement Program (CIP) and therefore were included in the 2010 traffic projections used in the EIR.

Comment No. P1-1.2: Mr. Rush asked why there was little reference to the Blue Oaks Interchange or the Pleasant Grove Interchange at SR65 in the EIR as these interchanges will have a major impact on future traffic flow in the City.

Response No. P1-1.2: Both interchanges are included in the City's CIP and therefore were included in the 2010 traffic projections used in the EIR.

PLANNING COMMISSION MEETING - MARCH 27, 1997

Commissioners:

Audrey Huisking, Chair
Earl Rush, Vice-Chair
Jim Gray
Dan Goodhall
Kevin Joy
Doug Selby

Staff:

Patty Dunn
Dan Dameron
Aaron Busch
Rich Glenn
Rob Jensen
Susan Viley

The following comments on the Draft EIR were not responded to during the meeting:

COMMENTOR NO. P2-1: KEVIN JOY, COMMISSIONER

Comment No. P2-1.1: Mr. Joy asked what the Applicant was doing to respond to the Roseville Joint Union High School District letter (Comment Letter No. 17) concerning 100 percent of school mitigation.

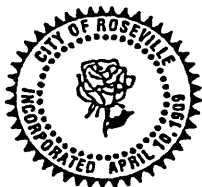
Response No. P2-1.1: The Applicant is currently working with both the High School District and Roseville City School District to explore funding and mitigation options. Impacts PS-13(a) and PS-13(b) identify the increased demand for school services resulting from the Proposed Project as potential significant. Mitigation Measure PS-H requires the payment of school impact fees to mitigate the increased demand for school services. In addition, the City's General Plan requires adequate school facilities to be available and financing secured before new residential development is approved. As such, the Applicant would be required to pay all necessary school impact fees including up to 100 percent of financing.

COMMENTOR NO. P2-2: EARL RUSH, COMMISSIONER

Comment No. P2-2.1: Mr. Rush inquired as to whether there are air quality monitoring stations in Roseville or are they located to the west of Roseville. Are the results weighted for Roseville as prevailing winds push pollutants from Sacramento and the San Francisco Bay Area? Does the Roseville station monitor all pollutants?

Response No. PC-2.1: Table 3.5-1 of the Draft EIR shows monitored pollutant concentrations for the years 1991 through 1994. As identified in "Note 2" on the table, monitoring data for 1991 and 1992 were collected at the Sierra College monitoring station in Rocklin; 1993 and 1994 pollutant data were collected at the Roseville monitoring station, located at 150 North Sunrise Boulevard. The Roseville monitoring station commenced operation in 1993 and measures ozone, carbon monoxide, and PM₁₀. The Roseville monitoring station was used for baseline data in the air quality analysis contained in the EIR.

APPENDIX A-NOTICE OF COMPLETION



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NOTICE OF COMPLETION

December 9, 1996

DRAFT ENVIRONMENTAL IMPACT REPORT

FOR THE

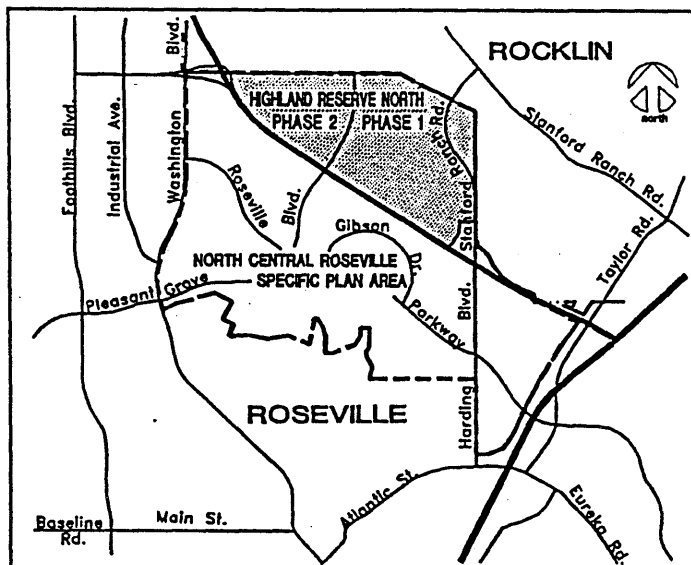
HIGHLAND RESERVE NORTH SPECIFIC PLAN SCH# 96062065

The Roseville Planning Department has released a Draft Environmental Impact Report (DEIR) for the following project:

Project Name: Highland Reserve North Specific Plan

Name of Proponent: Highland Reserve North, LP
2240 Douglas Boulevard, Suite 120
Roseville, CA 95661

Project Location: The plan area is located in the northern boundaries of Roseville, north of State Route 65, and encompasses approximately 615 acres.



Lead Agency:

City of Roseville: Contact:

Aaron Busch, Associate Planner
Roseville Planning Department
316 Vernon Street, # 104
Roseville, CA 95678

**Summary Description
of Project:**

The proposed project is a specific plan for the development of the North Central Roseville Specific Plan (NCRSP) Urban Reserve area. The Highland Reserve North Specific Plan anticipates a mixed use community to be developed in two phases. Phase 1 (east of the proposed extension of Pleasant Grove Boulevard) includes 1,032 residential units (of which 732 units are entitled multi-family units that are being transferred from existing parcels in the NCRSP), 99 acres of commercial land, and a 36.5 acre private church and school site. Phase 2 (west of the proposed extension of Pleasant Grove Boulevard) includes 938 residential units and 59 acres of commercial land. The Specific Plan also includes a total of 74 acres of parks and open space, and a 10 acre elementary school site. The proposed Specific Plan addresses aspects of land use, circulation, infrastructure, public services, implementation, and design characteristics.

The Draft EIR analyses the environmental impacts of the Specific Plan, as well as other actions and documents associated with the proposed plan. These include a General Plan and Specific Plan Amendment, Rezone, Development Agreement, Large Lot Tentative Subdivision Map, and a Major Project Permit for the private church and school project.

Document Availability:

Copies of the Draft EIR are available for review at the Roseville Planning Department, at the above address. In addition, copies of the of the Draft EIR may be reviewed at the Roseville City Library (225 Taylor Street, Roseville CA) and the Maidu Branch Library (1530 Maidu Drive, Roseville CA).

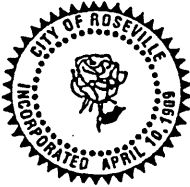
Copies of the Specific Plan and other related documents will be available for review at the Roseville Planning Department.

Public Review Period:

The Draft EIR is being made available for public comment for an extended review period, beginning Monday, December 9, 1996 and ending Friday, February 28, 1997. All written comments and oral testimony received during the review period will be addressed in the Final EIR. All comments must be submitted in writing to the Roseville Planning Department no later than 5:00 p.m. February 28, 1997.

The Specific Plan Draft EIR and other related documents require public hearings and approval by the City of Roseville Planning Commission and City Council. It is tentatively scheduled that the Planning Commission will begin hearings on January 23, 1997. Please call the Planning Department to confirm the public hearing schedule.

For further information regarding the Draft EIR, Specific Plan, related documents or hearing schedule, please contact the Roseville Planning Department at (916) 774-5276.



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EXTENSION OF PUBLIC REVIEW PERIOD

DATE: February 27, 1997

TO: Responsible and Trustee Agencies of California
Interested Individuals

FROM: City of Roseville
Planning Department
316 Vernon Street, #104
Roseville, CA 95678

SUBJECT: Public Review Period for the Draft Environmental Impact Report for the Highland Reserve North Specific Plan – SCH# 96062065

This is to inform you that the public review period for comments on the Draft Environmental Impact Report for the Highland Reserve North Specific Plan has been extended from the original date of February 28, 1997, until 5:00 p.m., March 28, 1997 in order to accommodate the public hearing schedule associated with this project. Please send your response to Aaron Busch, Associate Planner at the address listed above.

Thank you in advance for your comments on the Draft Environmental Impact Report.

Aaron M. Busch
Associate Planner

cc: HRNSP Distribution List

APPENDIX B—TRAFFIC TECHNICAL MEMORANDUM

DKS Associates

8950 Cal Center Drive, Suite 340
Sacramento, CA 95826-3259
Phone: (916) 368-2000
Fax: (916) 368-1020

TECHNICAL MEMORANDUM

TO: Aaron Busch, City of Roseville

CC: Jeff Stephens, Dames & Moore
Marcus LoDuca, Highland Reserve North, LP

FROM: Mark Rackovan

DATE: April 30, 1997

RE: Highland Reserve North Specific Plan EIR: Analysis of
2010 Market plus Project Scenario with 25% Retail FAR P96149-24 /Sac

We have completed the traffic impact analysis for the revised 2010 Market scenario. This memorandum summarizes the revised assumptions related to the Proposed Project and compares the associated traffic impacts to the impacts that would result from the original assumptions.

Background

The Notice of Preparation (NOP) for the Highland Reserve North Specific Plan (HRNSP) EIR was released in June 1996; it included a summary table of land uses within the Proposed Project. This table indicated that the Proposed Project would include 1,970 dwelling units, 132.8 acres of Community Commercial (retail) uses, and 25.4 acres of Business/Professional (office) uses, in addition to several acres of parks and open space and a public elementary school. It would also include the Adventure Christian Church site, which was initially assumed to include a 52,000 square foot, 3000-seat sanctuary and related religious facilities as well as a private school for 700 students (grades K-12).

The Proposed Project was initially considered to be in two phases, with the first phase comprising those properties within the project area and east of the proposed Pleasant Grove Boulevard extension, and the second phase comprising the remaining properties west of the Pleasant Grove Boulevard extension. It was further assumed that 732 dwelling units included in Phase 1 would be the result of a unit transfer from existing entitled units in the NCRSP.

MEMORANDUM

April 30, 1997

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This would be accomplished through down-zonings and re-zonings of existing NCRSP parcels zoned as multi-family residential.

It was assumed that the various land uses included in the Proposed Project would have land use characteristics consistent with the City's Capital Improvement Program (CIP), including the estimated trip generation rates and floor-area-ratios (FARs). Based on this assumption, retail land uses were calculated using an FAR of 0.20.

These assumptions were analyzed in the Draft EIR; the resulting traffic-related impacts were documented based on scenarios that included phase 1 only and both phases. It has since been determined that phase 1 would not be feasible by itself and therefore on January 22, 1997, City Council directed that the HRNSP be analyzed as a full project (phases 1 and 2) only.

Revised Land Use Assumptions

While processing has continued on both the HRNSP and the accompanying EIR, the project description has undergone revisions. Many of these revisions were adjustments to parcel boundaries, resulting in changes to the amount of developable non-residential acreage or the number of dwelling units. The resulting land use assumptions were significantly different than the initial assumptions. The main differences were:

- A reduction in total dwelling units from 1,970 to 1,770. The most significant reductions occurring in parcels 30 (from 360 to 250 high-density dwelling units) and 31 (from 300 to 220 high-density dwelling units).
- An increase in the assumed Retail FAR from 0.20 to 0.25. This would result in an increase in the total amount of developed, retail square footage from 1,157 ksf to 1,529 ksf.

Smaller changes were also noted related to Office uses (a net decrease of 6.1 ksf) and Park acreage (a net decrease of 7 acres). The Adventure Christian Church site (parcel 61) was not significantly changed. Table 1 compares the revised land use assumptions to the initial assumptions.

The trip generation rates used to analyze the initial land use assumptions were also applied to the revised land use assumptions. In total, the revised Proposed Project would generate approximately 1,400 additional daily vehicle trips compared to the initial assumptions.

Table 1 HRNSP Land Use Assumptions		
	Land Use Assumptions in HRNSP NOP	Revised Land Use Assumptions
Residential		
Single Family dwelling units	1,190	1,183
Multi-Family dwelling units	<u>780</u>	<u>587</u>
Total dwelling units	1,970	1,770
Non-Residential		
Retail Floor-Area-Ratio	0.20	0.25
Community Commercial - acres ¹	132.83 ac	140.37 ac
Community Commercial - ksf	1,157.2 ksf	1,528.6 ksf
Office Floor-Area-Ratio	0.30	0.30
Business/Professional - acres	25.41 ac	24.99 ac
Business/Professional - ksf	332.3 ksf	326.2 ksf
Parks/Open Space		
Parks - acres	39.16 ac	32.15 ac
Open Space - acres	36.37 ac	22.66 ac
Adventure Christian Church		
Church-related	77.2 ksf	77.2 ksf
School-related	66.0 ksf	66.0 ksf
1. Assumed that 50 percent of gross acreage of parcels 43 and 47 would be Business/Professional land uses.		

Traffic Analysis

The revised land use assumptions of the full Proposed Project were analyzed under 2010 Market conditions, using the same methodology described in Section 3.4.3 of the Draft EIR. The projected daily traffic volumes are shown in Figure 1 for the full project under both sets of land use assumptions.

A p.m. peak hour level of service analysis was conducted for the major, signalized intersections in the City of Roseville, as well as intersections in the City of Rocklin that are in the vicinity of the project. The LOS results from this scenario were compared to LOS results from the initial project assumptions and from 2010 Market/No Project conditions. This comparison is shown in Table 2. The results indicate the following:

MEMORANDUM

April 30, 1997

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- The Proposed Project, with its revised land use assumptions, would not create level of service impacts to City of Roseville intersections that would not exist under 2010 Market/No Project conditions.
- The Proposed Project, with its revised land use assumptions, would not create level of service impacts to City of Rocklin intersections in the vicinity of the project.
- The intersections of Sierra College Boulevard/Douglas Boulevard and Sunrise Avenue/Cirby Way, which would operate at LOS "D" under 2010 Market/No Project conditions, would also operate at LOS "D" under the revised Proposed Project.
- The intersection of Roseville Parkway/Pleasant Grove Boulevard, which would operate at LOS "C" under 2010 Market/No Project conditions, would also operate at LOS "C" under the revised Proposed Project. It had been identified as operating at LOS "D" in the Draft EIR, but no longer represents an impact under the revised land use assumptions. This appears to be due to minor shifts in the critical volumes at the intersection, which results in a marginally lower total critical volume (1,108 under the revised assumptions, compared to 1,166 under the initial assumptions). The LOS analysis sheets for this intersection have been attached for comparison.

We also evaluated the change in daily traffic volumes that would occur on I-80 and SR-65 in the vicinity of the project. Table 3 compares the traffic volumes on these facilities under 2010 Market conditions with No Project, the Project as analyzed in the DEIR, and the Project with its revised land use assumptions. Traffic volumes do not appear to be significantly increased due to the revised land use assumptions, and in many cases may decrease marginally.

Facility/Segment	No Project		Proposed Project (from DEIR)		Proposed Project (revised land use)	
	ADT	LOS	ADT	LOS	ADT	LOS
Interstate 80						
west of SR-65	118,600	E	119,300	E	119,100	E
east of SR-65	118,400	E	118,400	E	118,500	E
State Route 65						
I-80 to Harding/Stanford Ranch	51,800	B	55,400	C	55,600	C
Harding to Pleasant Grove	57,700	C	56,000	C	55,800	C
Pleasant Grove to Blue Oaks	41,300	A	40,900	A	40,800	A
Blue Oaks to Sunset	34,600	A	36,200	A	36,400	A

MEMORANDUM

April 30, 1997

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P.M. Peak Hour analysis of signalized intersections at the ramp connections between SR-65 and Harding/Stanford Ranch, Pleasant Grove and Blue Oaks Boulevard all indicate that the Proposed Project would not cause any of these intersections to operate at LOS "D" or worse; these results are included in Table 2.

Other Transportation-Related Impacts

All other traffic impacts associated with the Proposed Project would be similar to those discussed in Section 3.4.3 of the Draft EIR under the heading "Full Project Impacts".

The impact of increased traffic volumes on Stanford Ranch Road due to the development of Parcel 61 would remain a less than significant impact that requires no mitigation. Since the assumptions related to development of this parcel were not changed, this impact would remain unchanged as well.

The impact of increased traffic volumes on Stanford Ranch Road due to the unit transfer would remain a less than significant impact that requires no mitigation. The unit transfer assumptions under the revised land use are the same as under the initial land use assumptions; therefore, the impact remains unchanged.

The impact of increased demand for transit service remains a significant impact that can be mitigated to less than significant by the addition of both fixed-route and demand-responsive transit service to the area of the Proposed Project, and the update of the Long Range Transit Master Plan to include these eventual services. The level of this impact would not change considerably under the revised land use assumptions; demand for commuter-related transit service would decrease proportionately with the decrease in dwelling units, but demand for shopping-related transit service would increase due to the higher amount of retail square footage that is assumed.

The impact of increased demand for transportation-related bicycle trips would remain a significant impact that can be mitigated to less than significant by updating the Bikeway Master Plan to include to system of bikeways that are proposed by the Applicant. This includes all bikeway connections between the Proposed Project and the City's existing and planned bikeway system.

Mitigation Measures T-A and T-B are still required to mitigate impacts of the Proposed Project. Mitigation Measure T-C (the addition of a third southbound through lane to the intersection of Roseville Parkway and Pleasant Grove Boulevard) is no longer required, since this intersection would operate at LOS "C" or better under 2010 Market conditions that include the revised Proposed Project.

Table 2
HRNSP EIR
Comparison of 2010 Market LOS

N/S Street	Intersection E/W Street	Control Type	No Project		Project+-20 Retail		Project+-25 Retail		Notes
			LOS	V/C	LOS	V/C	LOS	V/C	
HARDING BLVD	DOUGLAS BLVD	6-Phase Signal	B	0.69	B	0.67	B	0.67	
SUNRISE AVE	DOUGLAS BLVD	8-Phase Signal	C	0.75	C	0.74	C	0.76	
EUREKA RD	DOUGLAS BLVD	8-Phase Signal	C	0.75	C	0.72	C	0.75	
SIERRA COLL BL	DOUGLAS BLVD	8-Phase Signal	D	0.90	D	0.87	D	0.90	
SUNRISE AVE	LEAD HILL BLVD	8-Phase Signal	B	0.61	B	0.62	B	0.62	
HARDING BLVD	ATLANTIC ST	3-Phase Signal	B	0.60	A	0.58	A	0.57	
TAYLOR RD	EUREKA RD	4-Phase Signal	C	0.74	C	0.76	C	0.74	
SUNRISE AVE	EUREKA RD	8-Phase Signal	A	0.53	A	0.52	A	0.53	
FOOTHILLS BLVD	ATKINSON RD	5-Phase Signal	B	0.69	B	0.68	B	0.69	
ROSEVILLE RD	CIRBY WAY	3-Phase Signal	C	0.74	C	0.74	C	0.74	
OAK RIDGE DR	CIRBY WAY	6-Phase Signal	C	0.73	C	0.73	C	0.74	
SOUTH CIRBY WAY	OLD AUBURN RD	3-Phase Signal	A	0.58	A	0.58	A	0.58	
PARKVIEW DR	CIRBY WAY	2-Phase Signal	A	0.26	A	0.25	A	0.26	
RIVERSIDE AVE	CIRBY WAY	8-Phase Signal	C	0.78	C	0.75	C	0.77	
ROCKY RIDGE DR	CIRBY WAY	3-Phase Signal	B	0.61	A	0.57	B	0.61	
SUNRISE AVE	CIRBY WAY	8-Phase Signal	D	0.91	D	0.90	D	0.89	
VERNON ST	CIRBY WAY	8-Phase Signal	C	0.71	B	0.69	B	0.70	
SUNRISE AVE	COLOMA WAY	5-Phase Signal	C	0.73	C	0.73	C	0.71	
FOLSOM RD	DOUGLAS BLVD	6-Phase Signal	A	0.59	A	0.57	A	0.59	
ROCKY RIDGE DR	DOUGLAS BLVD	8-Phase Signal	C	0.79	C	0.78	C	0.78	
E ROSEVILLE PKY	DOUGLAS BLVD	8-Phase Signal	C	0.75	C	0.74	C	0.75	
SANTA CLARA DR	DOUGLAS BLVD	6-Phase Signal	B	0.67	B	0.67	B	0.66	
SIERRA GARDENS	DOUGLAS BLVD	6-Phase Signal	B	0.69	B	0.68	B	0.69	
FOOTHILLS BLVD	JUNCTION BLVD	8-Phase Signal	A	0.57	A	0.57	A	0.57	
SUNRISE AVE	FRANCES DR	5-Phase Signal	B	0.66	B	0.65	B	0.65	
RIVERSIDE AVE	W/B I-80 OVRAMP	2-Phase Signal	C	0.78	C	0.78	C	0.78	
WASHINGTON BLVD	JUNCTION BLVD	8-Phase Signal	A	0.42	A	0.44	A	0.44	
SUNRISE AVE	SANDRINGHAM WAY	5-Phase Signal	A	0.54	A	0.55	A	0.55	
WASHINGTON BLVD	MAIN ST	5-Phase Signal	C	0.76	C	0.72	C	0.75	
WASHINGTON BLVD	OAK ST	4-Phase Signal	C	0.74	C	0.72	C	0.71	
SUNRISE AVE	OAK RIDGE DR	2-Phase Signal	C	0.73	C	0.73	C	0.74	
RIVERSIDE AVE	DOUGLAS BLVD	3-Phase Signal	C	0.79	C	0.80	C	0.81	
KEEHNER/DONNER	DOUGLAS BL	3-Phase Signal	A	0.39	A	0.39	A	0.39	
TARGET/TJ MAXX	DOUGLAS BL	5-Phase Signal	C	0.78	C	0.74	C	0.76	
CHURCH/LINCOLN	MAIN/LINCOLN	4-Way Stop	B	n/a	B	n/a	B	n/a	

Table 2
HRNSP EIR
Comparison of 2010 Market LOS

I/N/S Street	Intersection E/W Street	Control Type	No Project		Project+20 Retail		Project+25 Retail		Notes
			LOS	V/C	LOS	V/C	LOS	V/C	
GRANT ST	VERNON ST	2-Phase Signal	A	0.58	A	0.58	A	0.58	
FOOTHILLS BL	MAIN ST	8-Phase Signal	C	0.72	C	0.72	C	0.73	
FOOTHILL BLVD	PLEASANT GROVE	8-Phase Signal	D	0.83	D	0.86	D	0.85	does not assume 4th SB thru
FOOTHILL BLVD	BLUE OAKS	8-Phase Signal	A	0.59	B	0.62	B	0.60	
WOODCREEK OAKS	BASELINE RD	2-Phase Signal	A	0.43	A	0.43	A	0.43	
WOODCREEK OAKS	PLEASANT GROVE	8-Phase Signal	A	0.41	A	0.42	A	0.42	
WASHINGTON BLVD	PLEASANT GROVE	8-Phase Signal	C	0.73	C	0.77	C	0.78	
FOOTHILL BLVD	ROSEVILLE PKWY	8-Phase Signal	B	0.62	B	0.63	B	0.63	
WASHINGTON BLVD	ROSEVILLE PKWY	8-Phase Signal	A	0.59	A	0.57	A	0.55	
ROSEVILLE PKWY	PLEASANT GROVE	8-Phase Signal	C	0.79	D	0.85	C	0.81	no longer impact of project
HARDING BLVD	ROSEVILLE PKWY	8-Phase Signal	E	0.99	F	1.04	F	1.01	grade separation not assumed
TAYLOR RD	ROSEVILLE PKWY	8-Phase Signal	C	0.76	C	0.77	C	0.78	
SUNRISE AVE	ROSEVILLE PKWY	8-Phase Signal	C	0.71	C	0.74	C	0.74	
ROSEVILLE PKWY	EUREKA RD	8-Phase Signal	A	0.57	B	0.61	A	0.59	
SIERRA COLLEGE	ROSEVILLE PKWY	8-Phase Signal	C	0.72	C	0.74	C	0.74	
HARDING BLVD	LEAD HILL BLVD	3-Phase Signal	A	0.54	A	0.54	A	0.55	
ROCKY RIDGE	LEAD HILL BLVD	8-Phase Signal	A	0.53	A	0.53	A	0.53	
EUREKA RD	LEAD HILL BLVD	8-Phase Signal	A	0.41	A	0.39	A	0.40	
SIERRA COLLEGE	EUREKA RD	8-Phase Signal	A	0.55	A	0.55	A	0.55	
SIERRA COLLEGE	OLD AUBURN RD	6-Phase Signal	C	0.73	C	0.72	C	0.72	
WASHINGTON	BLUE OAKS	8-Phase Signal	A	0.51	A	0.55	A	0.56	
SR 65 NB OFF	BLUE OAKS-EAST	2-Phase Signal	A	0.34	A	0.39	A	0.38	
INDUSTRIAL BLVD	BLUE OAKS BLVD	2-Phase Signal	B	0.62	B	0.64	B	0.63	
HARDING/STANFOR	SR 65 NB ON	4-Phase Signal	B	0.67	C	0.71	C	0.71	
HARDING/STANFOR	SR 65 SB ON	4-Phase Signal	B	0.66	C	0.77	C	0.78	
SR 65 NB OFF	PLEASANT GROVE	2-Phase Signal	A	0.40	B	0.62	B	0.61	
SR 65 SB OFF	PLEASANT GROVE	2-Phase Signal	A	0.28	A	0.50	A	0.51	
SR 65 NB OFF	SUNSET	2-Phase Signal	A	0.23	A	0.24	A	0.24	
SR 65 SB OFF	SUNSET	2-Phase Signal	A	0.18	A	0.18	A	0.18	
FIDDYMENT RD	BASELINE RD	8-Phase Signal	B	0.69	B	0.70	B	0.70	
FIDDYMENT RD	PLEASANT GROVE	3-Phase Signal	A	0.28	A	0.30	A	0.29	
FIDDYMENT RD	DEL WEBB BLVD	3-Phase Signal	A	0.15	A	0.15	A	0.15	
FIDDYMENT RD	BLUE OAKS BLVD	8-Phase Signal	A	0.30	A	0.30	A	0.31	
DEL WEBB BLVD	BLUE OAKS BLVD	3-Phase Signal	A	0.23	A	0.24	A	0.25	
WOODCREEK OAKS	BLUE OAKS BLVD	8-Phase Signal	A	0.26	A	0.29	A	0.28	

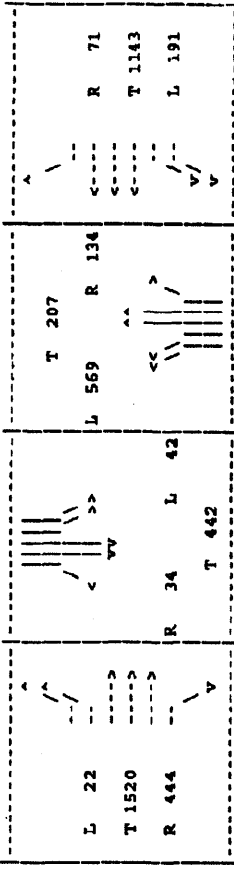
Table 2
 HRNSP EIR
 Comparison of 2010 Market LOS

N/S Street	Intersection E/W Street	Control Type	No Project		Project+-20 Retail			Project+-25 Retail			Notes
			LOS	V/C	LOS	FAR	V/C	LOS	FAR	V/C	
SUN CITY BLVD	PLEASANT GROVE	8-Phase Signal	A	0.31	A	0.32	A	0.29			
STANFORD RANCH	SUNSET BL	8-Phase Signal	B	0.66	B	0.70	C	0.71			
STANFORD RANCH	FAIRWAY DR	8-Phase Signal	B	0.68	C	0.75	C	0.73			
STANFORD RANCH	FIVE STAR BL	6-Phase Signal	B	0.69	C	0.76	C	0.77			
I-80 WB ON	ATLANTIC ST	3-Phase Signal	A	0.32	A	0.30	A	0.30			
PACIFIC ST	SUNSET BL	8-Phase Signal	B	0.67	B	0.68	B	0.69			
PARK DR	SUNSET BL	8-Phase Signal	A	0.47	A	0.45	A	0.46			
STANFORD RANCH	HIGHLANDS DR	6-Phase Signal	n/a	n/a	C	0.80	C	0.80			
CENTRAL PARK	FAIRWAY DR	8-Phase Signal	n/a	n/a	A	0.59	B	0.68			
CENTRAL PARK	HIGHLAND DR	8-Phase Signal	n/a	n/a	A	0.16	A	0.19			
PLEASANT GROVE	FAIRWAY DR	8-Phase Signal	n/a	n/a	A	0.55	A	0.56			assumes dual NB & WB lefts
PLEASANT GROVE	HIGHLAND DR	8-Phase Signal	n/a	n/a	A	0.35	A	0.36			

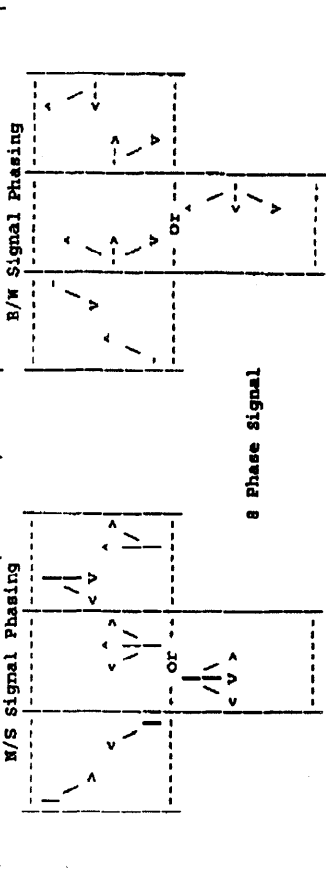
CIRC 212 Signalized Intersection Analysis
 Program Licensed To: DKS Associates DKS Associates

Highland Reserve North Spec Plan EIR
 2010 Market+Project w/Retail FAR=25%
 H102A/H102/HEAR25 4/28/97 1530
 Intersection: 45 ROSEVILLE PKWY & PLEASANT GROVE

Lane Configuration and Turn Volumes



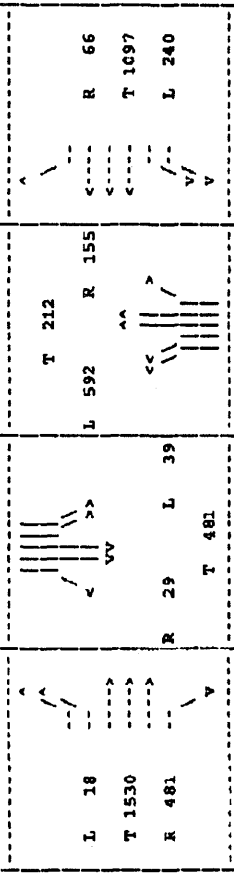
Appr	Lane Group	No of Lanes	Per Lane Critical Volume	Maximum Total Critical Volumes
NB	EXL	2	284	384
	T	2	104	
	EXR	1	134	
SB	EXL	2	21	221
	T	2	221	
	EXR	1	34	
EB	EXL	2	11	507
	T	3	507	
	EXR	1	444	
WB	EXL	2	96	96
	T	3	381	
	EXR	1	71	
Total Critical Volume				1108



CIRC 212 Signalized Intersection Analysis
 Program Licensed To: DKS Associates DKS Associates

Highlands Reserve North Traffic Study
 2010 Market plus Phases 1 and 2 Scenario
 H102I/H102/H102C 06/24/96 09:20
 Intersection: 45 ROSEVILLE PKWY & PLEASANT GROVE

Lane Configuration and Turn Volumes



Appr	Lane Group	No of Lanes	Per Lane Critical Volume	Maximum Total Critical Volumes
NB	EXL	2	296	296
	T	2	106	
	EXR	1	155	
SB	EXL	2	20	240
	T	2	240	
	EXR	1	29	
EB	EXL	2	9	510
	T	3	510	
	EXR	1	481	
WB	EXL	2	120	120
	T	3	366	
	EXR	1	66	
Total Critical Volume				1166

