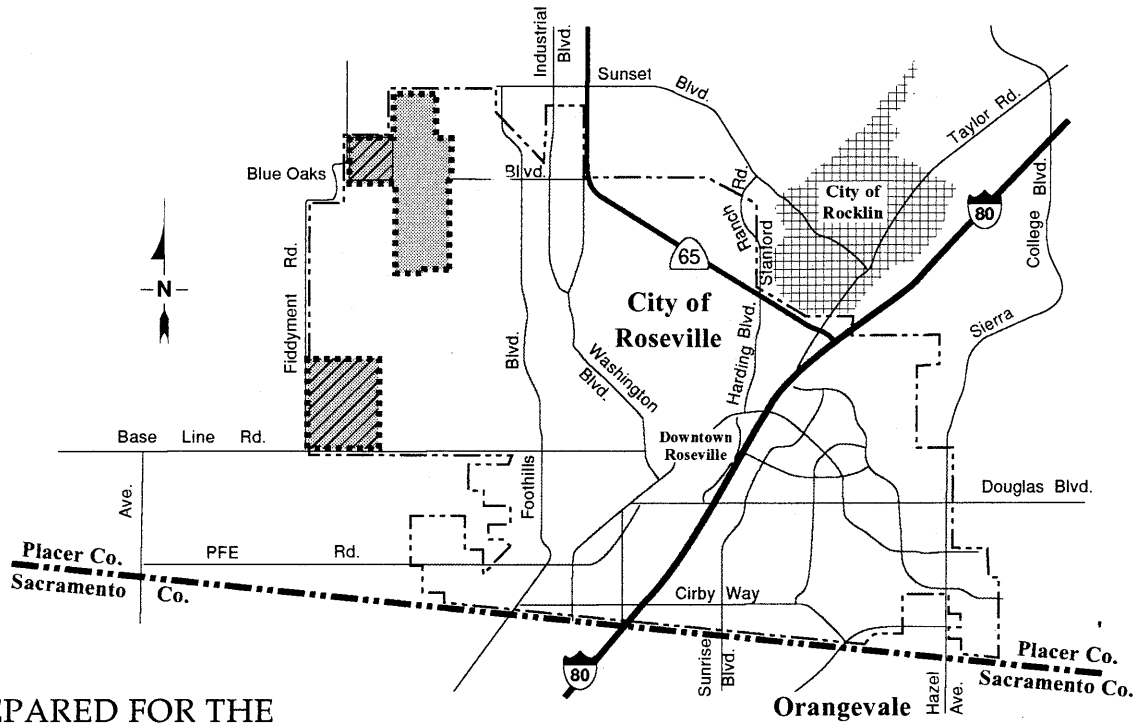


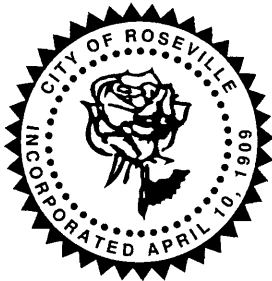
# North Roseville Specific Plan

Final Environmental Impact Report  
SCH #96112014



PREPARED FOR THE

**City of Roseville  
Planning Department**



PREPARED BY

**EIP Associates**



July 1997

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**REVISIONS TO THE NORTH ROSEVILLE  
SPECIFIC PLAN DRAFT EIR (AUGUST 1997)**

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This chapter presents all of the revisions made to the DEIR as a result of responding to comments, as well as minor corrections and revisions initiated by staff based on their on-going review. Text changes are presented in the page order in which they appear in the DEIR.

**TEXT CHANGES**

**NOTE:** *Deleted text is struck through; new text is underlined.*

**3.0 Project Description**

The land uses identified in Table 3-1 on page 3-10 of the DEIR have been changed. The changes include:

- ◆ A 49 dwelling unit reduction, with a 3.7-acre reduction in residentially-designated areas.
- ◆ An increase in the Eskaton site from 50.8 acres to 52.1 acres to incorporate a small open space parcel on the eastern border of the Eskaton parcel, with a corresponding decrease in open space from 81.5 acres to 80.2 acres.
- ◆ A 4-acre increase in community commercial uses.
- ◆ A 2-acre reduction in the total Plan Area, due to the removal of a 2-acre public/quasi-public parcel.
- ◆ Redesignation of Parcels DC-30 and DC-33 in the Diamond Creek portion of the Plan Area from CC (community commercial) to CC/SA (community commercial/special area overlay district).

The revised Table 3-1 is shown on the following page.

The eighth bullet on page 3-12 of the DEIR is revised to read:

- ~~gardens, planted fields, greenhouse.~~ irrigated pasture.

**REVISED  
TABLE 3-1**

**NORTH ROSEVILLE SPECIFIC PLAN  
LAND USE MODIFICATIONS TO DRAFT EIR**

Land Use	Draft EIR				Current Proposal/Changes to Draft EIR			
	Phase I		Phase II		Phase I		Phase II <sup>1</sup>	
	Units	Acres	Units	Acres	Units	Acres	Units	Acres
Low Density Residential (R-1)	1,689	366.1	1,835	392.4	1,654	370.9	1,835	392.4
Medium Density Residential (R-1)	159	28.3	294	36.3	155	18.9	294	36.3
High Density Residential (R-1)	275	14.8	446	22.5	265	15.4	446	22.5
Eskaton Village Units <sup>2</sup> (Independent Living)	400	50.8	0	0.0	400	52.1	0	0.0
<b>Subtotal Residential</b>	<b>2,523</b>	<b>460.0</b>	<b>2,575</b>	<b>451.2</b>	<b>2,474</b>	<b>457.3</b>	<b>2,575</b>	<b>451.2</b>
Community Commercial (CC)		37.7		6.9		41.7		6.9
Business Professional (BP)		4.4		0.0		4.4		0.0
School K-6 (P/QP)		16.0		10.0		16.0		10.0
School 7-8 (P/QP)		22.3		0.0		22.3		0.0
School Administration (P/QP)		0.0		3.9		0.0		3.9
Park (P/R)		79.2		29.6		79.2		29.6
Open Space (OS)		81.5		111.7		80.2		111.7
Fire Station (P/QP)		0.0		1.5		0.0		1.5
Electric Substation (P/QP)		1.0		0.0		1.0		0.0
Other P/QP uses		2.3		0.0		0.3		0.0
Street Right-of-ways		31.9		38.8		31.9		38.8
<b>Total Plan Acreage</b>		<b>736.3</b>		<b>653.6</b>		<b>734.3</b>		<b>653.6</b>
<b>Total Units</b>		<b>2,523</b>		<b>2,575</b>		<b>2,474</b>		<b>2,575</b>

1. Phase II acreage amounts and number of units does not change from the Draft EIR.

2. Eskaton also includes licensed care and associated services.

SOURCE: Wade and Associates, 1997.

The following text is inserted after the third paragraph on page 3-17 of the DEIR:

Blue Oaks Boulevard will initially be constructed as a four (4) lane arterial, but is shown on the City's General Plan as ultimately a six (6) lane arterial. Blue Oaks Boulevard is also presently designated as a truck route. As a result, this boulevard is expected to accommodate a major flow of car and truck traffic. The right-of-way for Blue Oaks Boulevard is wide enough to accommodate eight (8) travel lanes and there have been recent discussions regarding the possibility of extending Blue Oaks Boulevard westerly to facilitate travel to Sacramento Metropolitan Airport and Interstate 5. However, a further widening (to eight (8) lanes) and/or a westerly extension of Blue Oaks Boulevard have not been approved by the City in any planning document and other options for a westerly extension have also been discussed. No formal application for either proposal has been submitted to any federal, state or local agency; and there is no indication that such an application will be filed or that there is any verifiable timetable for such filing. Therefore, while it is important to acknowledge the discussions which have taken place, this EIR has not attempted to analyze the impacts of either possibility, it being concluded that any such analysis at this point would be speculative in nature.

Figure 3-7 on page 3-24 of the DEIR has been revised to show the land use modifications and is provided on the following page.

#### 4.1 Land Use

The Highland Reserve North portion of Figure 4.1-1 on page 4.1-3 of the DEIR has been shaded to indicate that it is an approved specific/master plan area.

The last sentence on page 4.1-4 of the DEIR in the paragraph under Del Webb Specific Plan is revised to read:

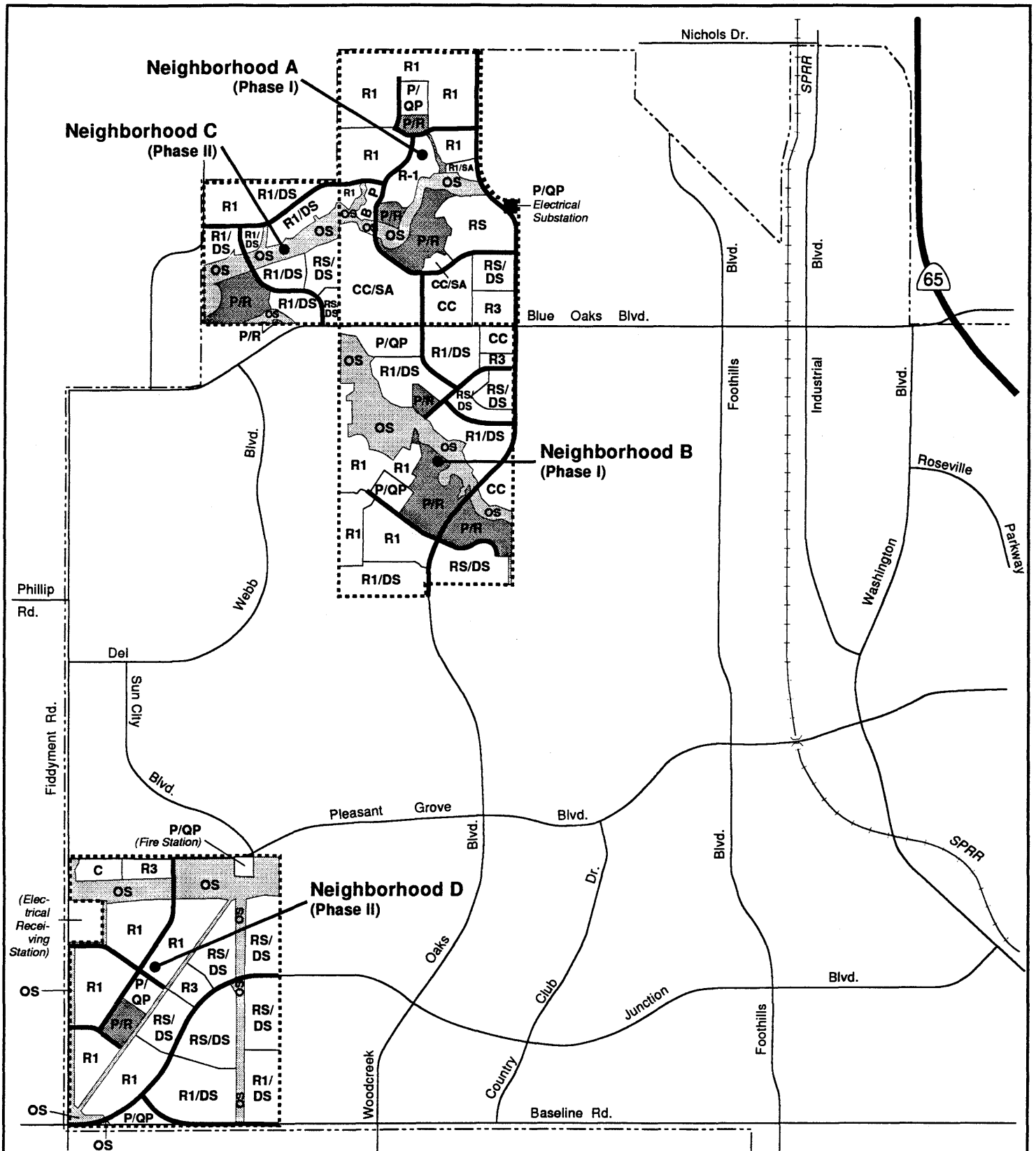
At full buildout the development will include 3,500 dwelling units and ~~23~~ 12.1 acres of commercial property

The following sentence is added to the end of the first full paragraph on page 4.1-6 of the DEIR:

A Draft EIR was circulated for the amphitheatre project. The proposal for the amphitheatre is being amended. Assuming a revised application is submitted, the County expects to recirculate the Draft EIR before acting on the project.

On page 4.1-14 of the DEIR, the second paragraph under Impact 4.1-3(A), beginning with the fourth sentence, is revised to read:

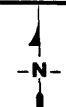
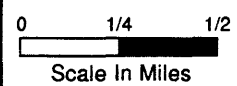
The HPMP provides for light industrial uses. ~~in a campus-like setting, similar to the existing HP facility.~~ Such light industrial development would have to comply with existing General Plan policies and City ordinances. While the Hewlett-Packard development would be expected to generate and nuisances that are sometimes attributed to industrial uses, such as



- ..... Neighborhood Boundary Within Specific Plan Area
- - - - - Roseville City Limits
- Open Space
- Parks
- Existing and Approved Roads
- Proposed Roads

**R1**=Single Family (low and medium density)  
**R3**=Attached Housing (high density)  
**RS**=Single Family (medium density)  
**BP**=Business Professional  
**CC**=Community Commercial  
**DS**=Development Standard Overlay Zone  
**OS**=Open Space  
**P/QP**=School/Park/Fire Station  
**P/R**=Park  
**SA**=Special Area Overlay District

## REVISED Figure 3-7 Zoning Designations



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SOURCE: Wade Associates, North Roseville Specific Plan, 1997; EIP Associates, July 1997.

noise, glare ~~extensive lighting~~, or odors typical of other light industrial uses, these impacts would not be expected to constitute nuisances to adjacent uses in the North Roseville Specific Plan Area, due to setbacks, road rights-of-way, landscape corridors, soundwalls, and building orientations. ~~would not be expected from the HP development.~~ NRSP land uses proposed adjacent to the HPMP are MDR, BP and a very minor amount of LDR. ~~These uses are considered to be compatible with the Light Industrial Campus style land uses pattern of the HPMP.~~ In addition, With respect to other land use issues, circulation interconnections appear complete; adjacent uses are similar or complimentary; important open space corridors remain continuous; and design themes would not be expected to conflict. Therefore, potential incompatibilities are considered a less-than-significant impact.

Figures 4.1-4 and 4.1-5 on pages 4.1-15 and 4.1-16 of the DEIR have been revised to indicate that the parcel in the northwest corner of the Del Webb Specific Plan area is residential, rather than community commercial.

#### 4.4 Hydrology and Water Quality

The first sentence of the first full paragraph on page 4.4-19 of the DEIR is revised to read:

In addition, General Plan Floodplain Development Regulations allows development within the future ~~floodway~~ or floodway fringe on a case-by-case basis if it can be demonstrated that development would only be limited to the floodway fringe and would not result in any increase in off-site water surface elevation.

#### 4.5 Biological Resources

The third sentence of the last paragraph on page 4.5-13 of the DEIR is revised to read:

Fills of less than one third acre ~~can~~ may be permitted without notification if they comply with the provisions of one or more general permits.

The second sentence of the first full paragraph on page 4.5-15 of the DEIR is revised to read:

The limit of CDFG jurisdiction is, subject to the judgment of the Department, up to the ~~100-year flood level~~ banks that contain flows under any flow regime.

The first sentence of the first paragraph under Impact 4.5-3(A) on page 4.5-20 of the DEIR is revised to read:

Phase I of the Proposed Project would result in fill of up to approximately ~~5.77~~ 5.65 acres of vernal pools, seasonal wetlands, swales and intermittent drainages.

The fourth sentence of the first paragraph on page 4.5-22 of the DEIR is revised to read:

In addition to grasslands, approximately ~~5.77~~ 5.65 acres of vernal pools and other wetlands and 12.6 acres of oak woodland/riparian habitat would be affected by the Proposed Project.

The first sentence under Impact 4.5-3(B) on page 4.5-20 of the DEIR is revised to read:

The Full Project could result in fill of up to approximately ~~10.08~~ 9.96 acres of vernal pools, seasonal wetlands, swales and intermittent drainages.

The second sentence under Impact 4.5-5(B) on page 4.5-28 of the DEIR is revised to read:

The Full Project could result in the loss of up to 1,129.3 acres of annual grassland, an important community for a variety of wildlife and used for foraging habitat for Swainson's hawks and other protected raptors, as well as 15.0 acres of oak woodland/riparian and ~~10.08~~ 9.96 acres of various wetland habitats.

#### 4.9 Transportation and Circulation

On page 4.9-3, Footnote 2, which states that Sun City Boulevard has not been completed, has been deleted from Table 4.9-1.

Figure 4.9-1 on page 4.9-4 of the DEIR is corrected by replacing "Blue Oaks Road" with "Blue Oaks Boulevard". Also, Figure 4.9-1 is revised to show that State Route 65 is designed to freeway standards until immediately north of the Blue Oaks Boulevard interchange; it then begins transitioning to a four-lane, divided highway with an at-grade intersection at Washington Boulevard. North of the Washington Boulevard intersection, SR-65 transitions to a two-lane, undivided highway.

The second sentence of the third full paragraph on page 4.9-5 of the DEIR is revised to read:

Baseline Road is a two-lane road from the City limits to Woodcreek Oaks Boulevard and a three-lane road from Woodcreek Oaks to Foothills Boulevard (where Baseline becomes Main Street).

The last sentence in the fourth paragraph on page 4.9-19 of the DEIR is revised to read as follows:

~~The Pleasant Grove at-grade UPRR crossing of this spur is under construction is scheduled to be completed by summer of 1997.~~ at Pleasant Grove Boulevard is a grade-separated crossing which was completed in 1995.

Figure 4.9-6, on page 4.9-20 of the DEIR, the legend is revised to read "Union Pacific," not "Southern Pacific."

Figure 4.9-7 on page 4.9-29 of the DEIR is corrected by replacing “Blue Oaks Road” with “Blue Oaks Boulevard”.

The first sentence in the fourth paragraph on page 4.9-30 of the DEIR is revised as follows:

The analysis of the Del Webb, NEC, Hewlett Packard, and Highland Reserve North plans identified several impacts that would require roadway or intersection improvements as mitigations.

The second sentence of the first paragraph under Impact 4.9-1(A) on page 4.9-33 of the DEIR is revised to read:

These trips would distribute onto the roadway system via Blue Oaks Boulevard (east and west of the Project) and Woodcreek Oaks Boulevard (south of the Project); some trips would remain internal to the Proposed Project.

#### 4.11 Noise

The following text is added before **Sensitive Receptors** on page 4.11-8 of the DEIR:

##### Truck Traffic

Since Blue Oaks Boulevard is a designated truck route and major arterial, adjacent uses could be exposed to noise generated by both automobile and truck traffic.

The following sentence is added to the beginning of the third paragraph on page 4.11-16 of the DEIR:

All construction activities would be restricted to the hours specified in the Roseville Noise Ordinance (see page 4.11-13).

The following sentence is added before the first complete sentence on page 4.11-20 of the DEIR:

This is especially true on Blue Oaks Boulevard, which, as a designated truck route, would be expected to accommodate heavy truck and automobile traffic.

The second sentence in the last paragraph on page 4.11-23 of the DEIR is revised to read:

For Blue Oaks Boulevard, Mitigation Measure 4.11-3~~1~~ presents worst-case minimum setbacks for noise-sensitive land uses, with and without intervening sound barriers, to reduce noise exposure below the City's maximum standards.

The second paragraph on page 4.11-24 of the DEIR is revised to read:

Mitigation Measure 4.11-42 provides barrier and setback mitigation options that would reduce this impact to a less-than-significant level.

The following text is inserted in Mitigation Measure 4.11-1, before the last sentence in the second to last paragraph on page 4.11-24 of the DEIR:

Such project-specific acoustical studies shall assume an appropriate car/truck mix given the truck route designation on Blue Oaks Boulevard. The acoustical studies for Blue Oaks Boulevard shall evaluate both 6 and 8 lanes.

The following paragraph is added to Mitigation Measure 4.11-1, after the fourth full paragraph on page 4.11-25 of the DEIR:

When modeling to determine appropriate barriers and/or setbacks, consideration should be given to future traffic volumes and characteristics, including traffic mix (e.g., automobiles versus trucks).

#### **4.12 Public Services and Utilities**

The third sentence of the second paragraph on page 4.12-25 of the DEIR is revised to read:

The ~~utility~~ developer provides ~~one~~ two-inch conduit to each dwelling unit.

Figures 4.12-5, Proposed Water Lines, and 4.12-6, Proposed Wastewater Lines, are revised as shown on the following pages.

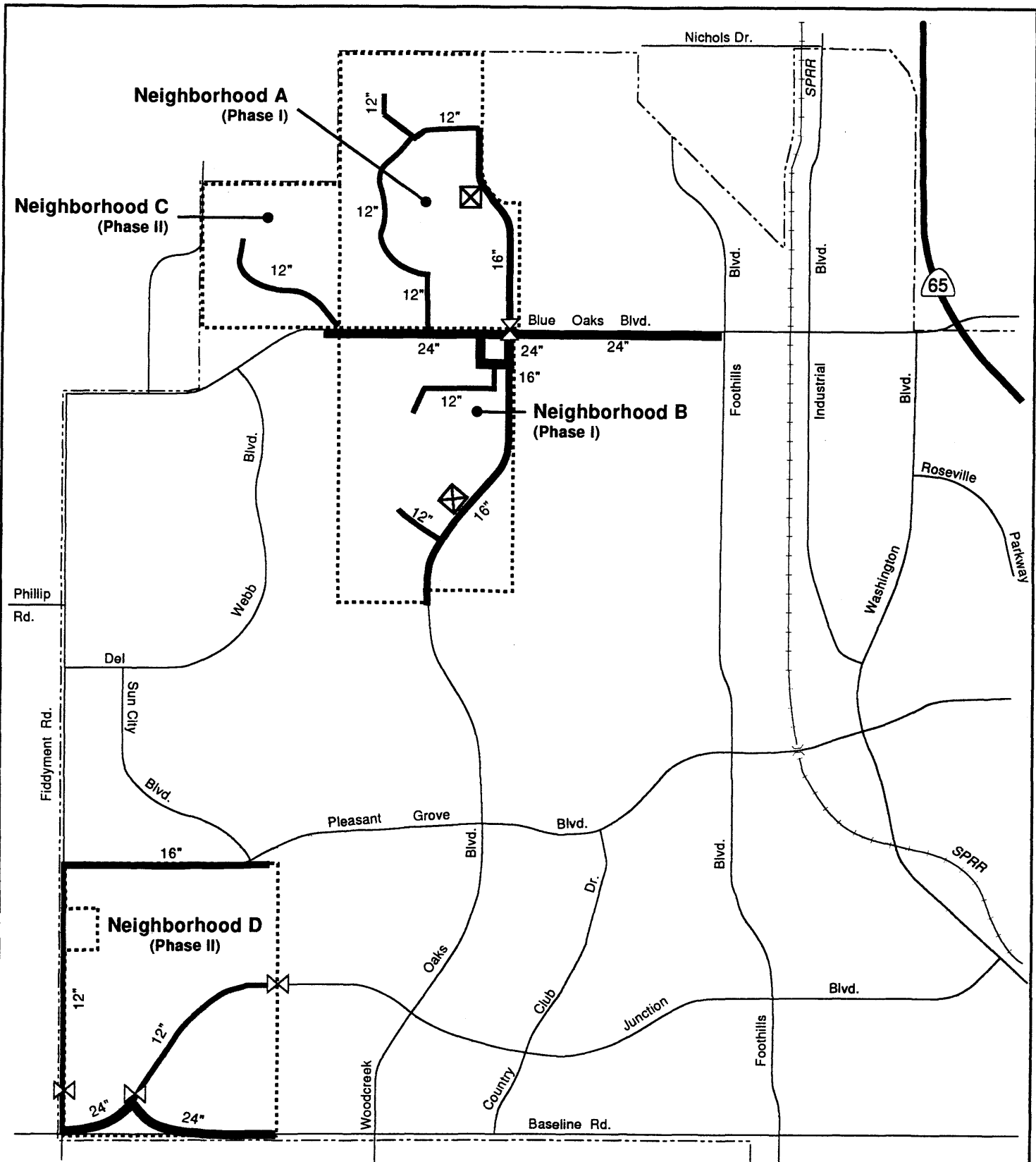
### **5. Other CEQA Considerations**

The first bullet on page 5-12 of the DEIR is revised to read:

As required for the 2010 Market/Specific Plan Buildout scenario in the General Plan Update EIR, the intersections of Roseville Parkway/Pleasant Grove Boulevard, Roseville Parkway/Taylor Road, and Pleasant Grove Boulevard/~~Washington~~ Foothills Boulevard would continue to require grade separation in order to operate at LOS "C" or better conditions under the revised assumptions.

The fourth bullet under the second bullet on page 5-12 of the DEIR is revised to read:

- ~~Riverside Drive~~ Avenue/I-80 westbound off-ramp (fourth bullet on page 5-12 and sixth bullet on page 5-13 of the DEIR)

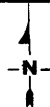
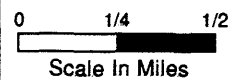


- ..... Neighborhood Boundary Within Specific Plan Area
- Roseville City Limits
- \_\_\_\_\_ Existing and Approved Roads

- Proposed Water Main
- ⊗ Pressure Reduction Valve
- ⊗ Wells

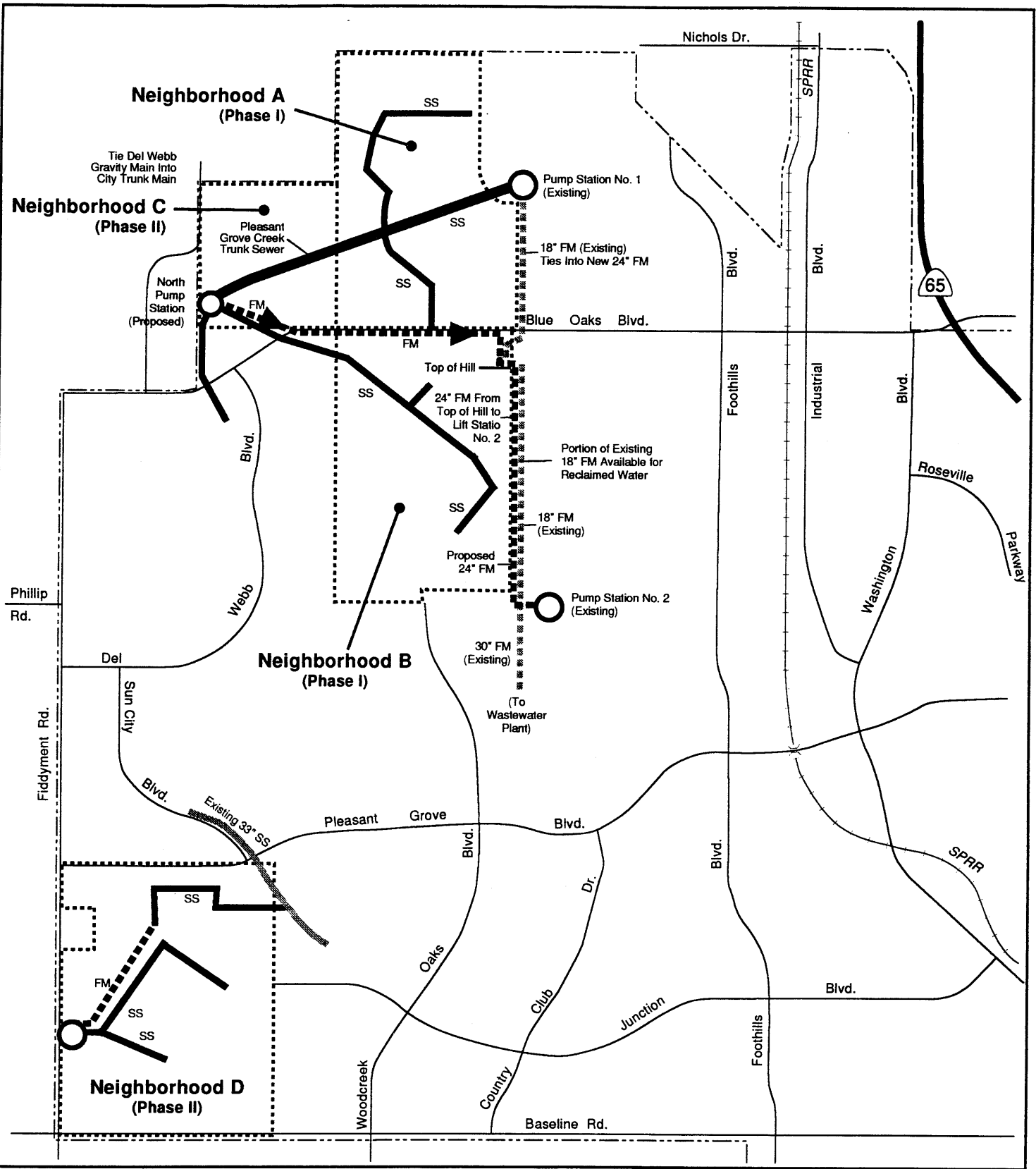
**REVISED Figure 4.12-5**  
**Proposed Water Lines**

SOURCE: Wade Associates, North Roseville Specific Plan, 1997;  
 EIP Associates, July 1997.



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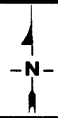
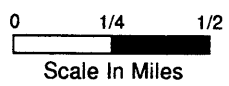




- ..... Neighborhood Boundary Within Specific Plan Area
- Roseville City Limits
- \_\_\_\_\_ Existing and Approved Roads
- Proposed Wastewater Line (Sanitary Sewer (SS))
- Force Main (FM)
- Pump Station

**REVISED Figure 4.12-6**  
**Proposed Wastewater Lines**

SOURCE: Wade Associates, *North Roseville Specific Plan*, 1997;  
 EIP Associates, July 1997.



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 Base



The sixth bullet on page 5-13 of the DEIR is revised to read:

- Riverside ~~Drive Avenue~~/I-80 westbound off-ramp (fourth bullet on page 5-12 and sixth bullet on page 5-13 of the DEIR)

The tenth bullet on page 5-13 of the DEIR is revised to read:

- Riverside ~~Drive Avenue~~/Cirby Way

The sixth and tenth intersections in Table 5.2-2 on page 5-15 of the DEIR are revised to read:

- Riverside ~~Drive Avenue~~/I-80 westbound off-ramp
- Riverside ~~Drive Avenue~~/Cirby Way

The third and seventh bullets on page 5-15 of the DEIR are revised to read:

- Riverside ~~Drive Avenue~~/I-80 westbound off-ramp (4th bullet on page 5-12 and 6th bullet on page 5-13 of the DEIR)
- Riverside ~~Drive Avenue~~/Cirby Way

The first sentence of the last paragraph on page 5-15 of the DEIR is revised to read:

Under the cumulative condition, the following roadway segments would operate ~~of~~ at LOS “D” or worse on the basis of p.m. peak hour traffic volume-to-capacity ratio (the total number of through lanes assumed for the segment is also shown):

The second bullet on page 5-16 of the DEIR is revised to read:

Eureka Road between Sunrise and I-80 (4 6 lanes)

## **6. Project Alternatives**

Figures 6-2 on page 6-16, 6-4 on page 6-28, 6-6 on page 6-39, and 6-9 on page 6-52 of the DEIR is corrected by replacing “Blue Oaks Road” with “Blue Oaks Boulevard”.

### **Appendix D. Existing Plus Project Analysis**

Figure D-1 of the DEIR is corrected by replacing “Blue Oaks Road” with “Blue Oaks Boulevard”.

**NORTH ROSEVILLE SPECIFIC PLAN**

**FINAL ENVIRONMENTAL IMPACT REPORT**

Prepared for:

City of Roseville  
Roseville, California

Prepared by:

EIP Associates  
Sacramento, California

July 1997

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## ***1. INTRODUCTION***

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## ***1. INTRODUCTION***

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This Final Environmental Impact Report (FEIR) for the North Roseville Specific Plan (NRSP) was prepared in order to respond to public comments received on the Draft EIR, which was circulated from May 15 to June 30, 1997.

### **Project Background**

The NRSP is intended to provide comprehensive planning for over 1,300 acres of remaining land in the northern and western portion of the incorporated City of Roseville. The Specific Plan provides for development in two phases. Phase I encompasses approximately 734 acres that are currently zoned Light Industrial and Urban Reserve. Phase II provides plans for approximately 653 acres that are currently designated Urban Reserve. The Specific Plan retains the Urban Reserve land use designation and zoning, and includes a conceptual land use plan is included for Phase II to facilitate comprehensive environmental review, allow for coordinated land use and infrastructure planning, and facilitate potential future consideration of entitlements. Land use and zoning entitlements to Phase II would require future approval of a General Plan Amendment (GPA), Specific Plan Amendment (SPA), Rezone, Design Guidelines, Development Agreement and other related entitlements by the Planning Commission and the City Council. The Specific Plan addresses all aspects of the Plan Area, including land use, circulation, infrastructure, public services, implementation, and design characteristics.

The Draft EIR evaluated the potential environmental effects that could result from implementation of the NRSP. The FEIR has been prepared in conformance with the California Environmental Quality Act (CEQA), pursuant to section 15132 of the CEQA Guidelines. The Draft EIR, completed in May 1997, is hereby incorporated into this FEIR by reference. This Final EIR describes substantive changes made to the Specific Plan since release of the DEIR, primarily as a result of ongoing negotiations between the City and the Applicant, or from public comments on the DEIR (see Chapter 2). This FEIR also presents substantive comments and recommendations received on the Draft EIR (see Chapters 3 and 4). It also provides responses to substantial environmental issues raised by those comments.

The FEIR includes both written and oral comments received during the 45 day public review period. The FEIR also includes a summary of verbal comments received during a public hearing held before the Roseville Planning Commission on June 26, 1997, and at meetings of the City Transportation, Public Utilities and Parks and Recreation Commissions. A summary of these verbal comments is included in this document.

## **Contents of the Final EIR**

Responses to all substantive comments were prepared by the lead agency and its consultant in accordance with the CEQA Guidelines. Comments and responses are grouped by letter and where appropriate, responses are cross-referenced between two letters. As the subject matter of one topic may overlap between letters, the reader must occasionally refer to more than one letter and response to collect all information on a given subject. Where this occurs, cross-references are provided.

These comments and responses, in conjunction with the Draft EIR and the text changes, constitute the FEIR, which will be considered for certification by the City of Roseville City Council. A copy of the Notice of Completion and availability of the Draft EIR is included in the FEIR as Appendix A. In addition, a separate Mitigation Monitoring Plan (MMP) has been prepared for the project pursuant to the California Public Resources Code (PRC) 21081.6, and appears in Appendix H of the Draft EIR.

The Final EIR is organized as follows:

### **Chapter 1 - Introduction**

**Chapter 2 - Changes to the Specific Plan and the Draft EIR:** This chapter lists the changes to the Specific Plan and the Draft EIR made either in response to comments or at the initiative of the lead agency.

**Chapter 3 - Written Comments and Responses:** This chapter contains the comment letters followed by responses to the comments. Each letter and each comment within a letter has been given a number. Responses are numbered so that they correspond to the appropriate comment. Where appropriate, responses are cross-referenced between letters.

**Chapter 4 - Public Hearing Comments and Responses:** This section includes comments made at the Planning Commission, as well as the Transportation, Parks and Recreation and Public Utilities Commissions, with responses made to those comments. The minutes from the Planning Commission have been included; however, no direct EIR comments were made at the public hearing.

It should be noted that none of the changes to the Specific Plan and Draft EIR, comments received, or responses provided result in a change to the substantive conclusions of the Draft EIR.

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***2. CHANGES TO THE SPECIFIC PLAN AND THE DRAFT EIR***

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## ***2. CHANGES TO THE SPECIFIC PLAN AND THE DRAFT EIR***

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### **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 specific minor inaccuracies in the Draft EIR text and/or figures, or provided updated information. The additional information provided in the comment letters and by speakers at public hearings is contained in Chapters 3 and 4, respectively, of this Final EIR. None of the information presented or the resulting revisions to the Draft EIR resulted in a change in the substantive conclusions of the Draft EIR (i.e., identification of new significant impacts).

This section describes changes to the Specific Plan and Draft EIR that have occurred as a result of refinements to the project since the Draft EIR was released, staff review and/or discussions with the applicants. These changes are in addition to those described in Chapters 3 and 4. None of these changes alters the substantive conclusions of the Draft EIR.

### **Changes Between the Specific Plan and the Draft EIR**

The Proposed Project described in the Draft EIR differs slightly from the North Roseville Specific Plan that was released for public review on June 11, 1997. Each of the changes is described below, along with additional changes to the June 11 version of the Specific Plan.

The land uses identified in Table 3-1 of the Draft EIR differ slightly from those proposed in the Specific Plan. The changes include:

- ◆ A 49 dwelling unit reduction, with a 3.7-acre reduction in residentially-designated areas.
- ◆ An increase in the Eskaton site from 50.8 acres to 52.1 acres to incorporate a small open space parcel on the eastern border of the Eskaton parcel, with a corresponding decrease in open space from 81.5 acres to 80.2 acres.
- ◆ A 4-acre increase in community commercial uses.
- ◆ A 2-acre reduction in the total Plan Area, due to the removal of a 2-acre public/quasi-public parcel.

- ◆ Redesignation of Parcels DC-30 and DC-33 in the Diamond Creek portion of the Plan Area from CC (community commercial) to CC/SA (community commercial/special area overlay district).

The changes are shown in Revised Table 3-1, which shows former and current land uses, and Revised Figure 3-7, which appear on the following pages. The former Figure 3-7 is shown as well, for comparison purposes.

The primary result of the above changes is to decrease the estimated population for the Plan Area by 125 residents (assuming 2.54 persons per household, as discussed in Chapter 4.2, Population, Employment and Housing, of the Draft EIR). There would be a corresponding decrease, although small, in demand for potable water, wastewater treatment capacity, and other utilities and services. This reduction in demand would not change any of the conclusions of the Draft EIR.

The change from CC to CC/SA is to identify specific uses permitted within the district. All of the permitted uses are allowed under the base designation, but the SA designation is more restrictive.

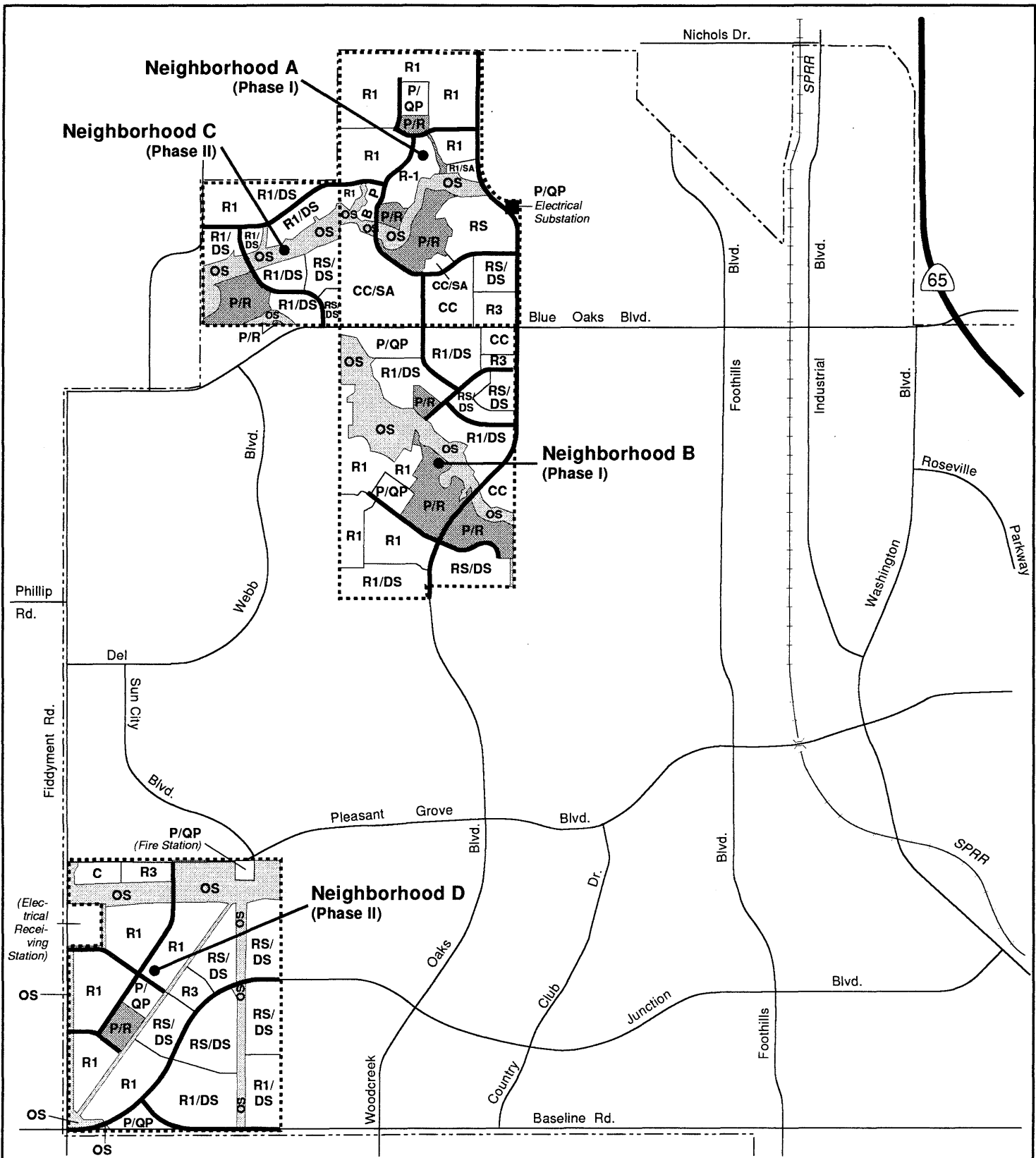
The 1.3-acre reduction in designated open space represents less than 1.6 percent of all open space in Phase I and less than 0.7 percent of all open space for the Full Project. The open space parcel that was incorporated into the Eskaton parcel was adjacent to a designated roadway, and was not contiguous to any other open space parcel. The eliminated open space parcel does not contain natural waterways, trees, riparian habitat or other valuable biological resources. For these reasons, the change in designation would not affect the conclusions reached in the Draft EIR regarding open space, land use, biological resources, or other environmental issues.

### **Additional Changes to the June 11 Specific Plan**

The primary change to the June 11th Specific Plan is that Parcel DC-9A is designated R1/SA rather than PD (planned development). The uses for Parcel DC-9A will continue to be those that are described in the Specific Plan, with the exception that “irrigated pastures” has been replaced “Gardens, planted fields, etc.” In addition, the following language has been added to clarify the intended use of Parcel DC-9A:

The Residential Recreational Facility is intended to be used for a private equestrian facility which includes:

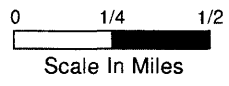
- Riding of horses by persons other than the occupants of the premises and their non-paying guests
- Boarding
- Riding arenas
- Riding schools & academies
- Horse exhibition facilities such as clinics and seminars but not competitive events such as horse racing or rodeos
- Other uses requiring a business license, including ranch office



- Neighborhood Boundary Within Specific Plan Area
- Roseville City Limits
- Open Space
- Parks
- Existing and Approved Roads
- Proposed Roads

- R1=Single Family (low and medium density)
- R3=Attached Housing (high density)
- RS=Single Family (medium density)
- BP=Business Professional
- CC=Community Commercial
- DS=Development Standard Overlay Zone
- OS=Open Space
- P/QP=School/Park/Fire Station
- P/R=Park
- SA=Special Area Overlay District

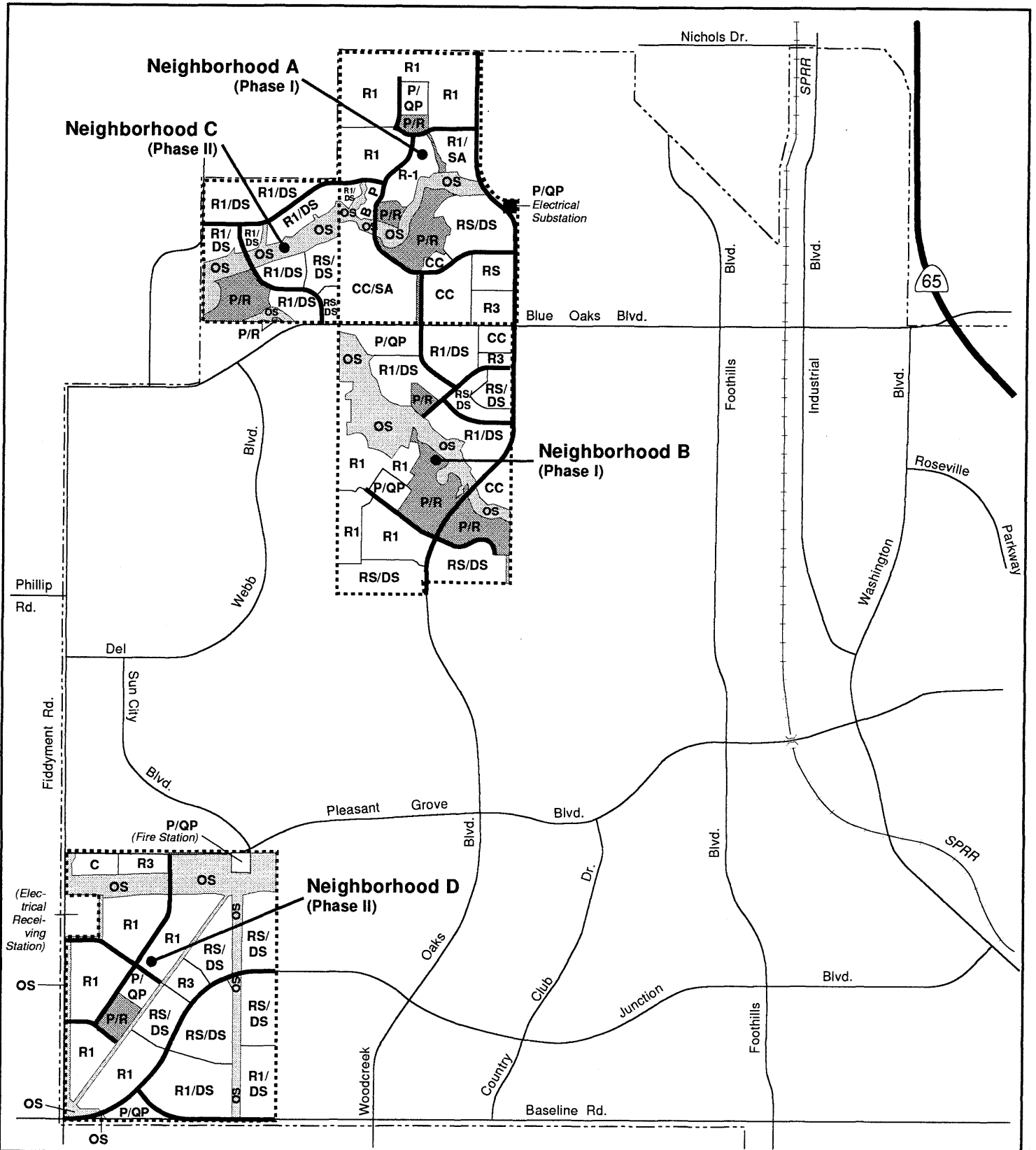
**REVISED Figure 3-7**  
**Zoning Designations**



96063 Base



SOURCE: Wade Associates, North Roseville Specific Plan, 1997; EIP Associates, July 1997.



<ul style="list-style-type: none"> <li>----- Neighborhood Boundary Within Specific Plan Area</li> <li>----- Roseville City Limits</li> <li>□ Open Space</li> <li>▒ Parks</li> <li>— Existing and Approved Roads</li> <li>— Proposed Roads</li> </ul>	<p><b>R1</b>=Single Family (low and medium density)  <b>R1/SA</b>=Single Family/Special Overlay  <b>R3</b>=Attached Housing (high density)  <b>R3/SA</b>=Attached Housing/Special Overlay  <b>BP</b>=Business Professional  <b>CC</b>=Community Commercial  <b>DS</b>=Development Standard/Overlay Zone  <b>OS</b>=Open Space  <b>P/QP</b>=School/Park/Fire Station  <b>P/R</b>=Park</p>
--	--

SOURCE: Wade Associates, North Roseville Specific Plan Draft, 1996; EIP Associates, July 1997.

**Former Figure 3-7**

**Zoning Designations**

0 1/4 1/2  
 Scale in Miles

↑ N ↓  
 96063 Base

<b>REVISED TABLE 3-1</b>								
<b>NORTH ROSEVILLE SPECIFIC PLAN LAND USE MODIFICATIONS TO DRAFT EIR</b>								
	Draft EIR				Current Proposal/Changes to Draft EIR			
	Phase I		Phase II		Phase I		Phase II <sup>1</sup>	
Land Use	Units	Acres	Units	Acres	Units	Acres	Units	Acres
Low Density Residential (R-1)	1,689	366.1	1,835	392.4	1,654	370.9	1,835	392.4
Medium Density Residential (R-1)	159	28.3	294	36.3	155	18.9	294	36.3
High Density Residential (R-1)	275	14.8	446	22.5	265	15.4	446	22.5
Eskaton Village Units <sup>2</sup> (Independent Living)	400	50.8	0	0.0	400	52.1	0	0.0
<b>Subtotal Residential</b>	<b>2,523</b>	<b>460.0</b>	<b>2,575</b>	<b>451.2</b>	<b>2,474</b>	<b>457.3</b>	<b>2,575</b>	<b>451.2</b>
Community Commercial (CC)		37.7		6.9		41.7		6.9
Business Professional (BP)		4.4		0.0		4.4		0.0
School K-6 (P/QP)		16.0		10.0		16.0		10.0
School 7-8 (P/QP)		22.3		0.0		22.3		0.0
School Administration (P/QP)		0.0		3.9		0.0		3.9
Park (P/R)		79.2		29.6		79.2		29.6
Open Space (OS)		81.5		111.7		80.2		111.7
Fire Station (P/QP)		0.0		1.5		0.0		1.5
Electric Substation (P/QP)		1.0		0.0		1.0		0.0
Other P/QP uses		2.3		0.0		0.3		0.0
Street Right-of-ways		31.9		38.8		31.9		38.8
<b>Total Plan Acreage</b>		<b>736.3</b>		<b>653.6</b>		<b>734.3</b>		<b>653.6</b>
<b>Total Units</b>		<b>2,523</b>		<b>2,575</b>		<b>2,474</b>		<b>2,575</b>

1. Phase II acreage amounts and number of units does not change from the Draft EIR.  
2. Eskaton also includes licensed care and associated services.

SOURCE: Wade and Associates, 1997.

The revisions also specify that the attendance at the equestrian facility is limited to 25 people at any one time, except that up to 75 people at one time are permitted a maximum of 4 times per year. Attendance exceeding 75 people, or exceeding more than four times per year, would be subject to a conditional use permit.

Additional clarifications and/or corrections to the June 11 Specific Plan are:

- Page 4-2 Figure 4-1 is corrected to accurately reflect circulation master plan.
- Page 4-3 Table 4-1 (Summary of Vehicle Lanes and Landscape Corridors) errors and footnotes are corrected.
- Page 4-4 Figure 4-2 cross section for Blue Oaks Boulevard is corrected.
- Page 6-18 Table 6-7 (School Facility Requirements) is updated to reflect revised plan numbers and student totals.
- Page 2-9 Footnote is added to Figure 2-6 (Typical Halfplex Schematic) to define lot area calculation for halfplex lots.
- Page 3-3 The phrase, “or other form as required by City” is added to the Affordable Housing Development Agreement.
- Page 4-9 A portion of the bike trail is added to Figure 4-11.
- Page 6-10 Text allowing a community garden is add to the park plan concept.
- Page 6-13 Park sequencing language is clarified.
- Page 6-14 and 6-15 Park area tables (Tables 6-2 and 6-3) are relocated within the text.

### **Other Changes to the Draft EIR**

The following corrections and clarifications are hereby incorporated into the Draft EIR. These changes are in addition to those revisions identified in Chapters 3 and 4 of this Final EIR.

### **3.0 Project Description**

The eighth bullet on page 3-12 is revised to read:

- ~~gardens, planted fields, greenhouse.~~ irrigated pasture.

The following text is inserted after the third paragraph on page 3-17:

Blue Oaks Boulevard will initially be constructed as a four (4) lane arterial, but is shown on the City's General Plan as ultimately a six (6) lane arterial. Blue Oaks Boulevard is also presently designated as a truck route. As a result, this boulevard is expected to accommodate a major flow of car and truck traffic. The right-of-way for Blue Oaks Boulevard is wide enough to accommodate eight (8) travel lanes and there have been recent discussions regarding the possibility of extending Blue Oaks Boulevard westerly to facilitate travel to Sacramento Metropolitan Airport and Interstate 5. However, a further widening (to eight (8) lanes) and/or a westerly extension of Blue Oaks Boulevard have not been approved by the City in any planning document and other options for a westerly extension have also been discussed. No formal application for either proposal has been submitted to any federal, state or local agency; and there is no indication that such an application will be filed or that there is any verifiable timetable for such filing. Therefore, while it is important to acknowledge the discussions which have taken place, this EIR has not attempted to analyze the impacts of either possibility, it being concluded that any such analysis at this point would be speculative in nature.

#### 4.1 Land Use

The second paragraph under Impact 4.1-3(A), beginning with the fourth sentence, is revised to read:

~~The HPMP provides for light industrial uses. in a campus-like setting, similar to the existing HP facility. Such light industrial development would have to comply with existing General Plan policies and City ordinances. While the Hewlett-Packard development would be expected to generate and nuisances that are sometimes attributed to industrial uses, such as noise, glare extensive lighting, or odors typical of other light industrial uses, these impacts would not be expected to constitute nuisances to adjacent uses in the North Roseville Specific Plan Area, due to setbacks, road rights-of-way, landscape corridors, soundwalls, and building orientations. would not be expected from the HP development. NRSP land uses proposed adjacent to the HPMP are MDR, BP and a very minor amount of LDR. These uses are considered to be compatible with the Light Industrial Campus style land uses pattern of the HPMP. In addition, With respect to other landuse issues, circulation interconnections appear complete; adjacent uses are similar or complimentary; important open space corridors remain continuous; and design themes would not be expected to conflict. Therefore, potential incompatibilities are considered a less-than-significant impact.~~

#### 4.5 Biological Resources

The third sentence of the last paragraph on page 4.5-13 is revised to read:

Fills of less than one-third acre ~~can~~ may be permitted without notification if they comply with the provisions of one or more general permits.

The first sentence of the first paragraph under Impact 4.5-3(A) on page 4.5-20 is revised to read:

Phase I of the Proposed Project would result in fill of up to approximately ~~5.77~~ 5.65 acres of vernal pools, seasonal wetlands, swales and intermittent drainages.

The fourth sentence of the first paragraph on page 4.5-22 is revised to read:

In addition to grasslands, approximately ~~5.77~~ 5.65 acres of vernal pools and other wetlands and 12.6 acres of oak woodland/riparian habitat would be affected by the Proposed Project.

The first sentence under Impact 4.5-3(B) is revised to read:

The Full Project could result in fill of up to approximately ~~10.08~~ 9.96 acres of vernal pools, seasonal wetlands, swales and intermittent drainages.

The second sentence under Impact 4.5-5(B) on page 4.5-28 is revised to read:

The Full Project could result in the loss of up to 1,129.3 acres of annual grassland, an important community for a variety of wildlife and used for foraging habitat for Swainson's hawks and other protected raptors, as well as 15.0 acres of oak woodland/riparian and ~~10.08~~ 9.96 acres of various wetland habitats.

#### 4.11 Noise

The following text is added before **Sensitive Receptors** on page 4.11-8:

##### Truck Traffic

Since Blue Oaks Boulevard is a designated truck route and major arterial, adjacent uses could be exposed to noise generated by both automobile and truck traffic.

The following sentence is added to the beginning of the third paragraph on page 4.11-16:

All construction activities would be restricted to the hours specified in the Roseville Noise Ordinance (see page 4.11-13).

The following sentence is added before the first complete sentence on page 4.11-20:

This is especially true on Blue Oaks Boulevard, which, as a designated truck route, would be expected to accommodate heavy truck and automobile traffic.

The second sentence in the last paragraph on page 4.11-23 is revised to read:

For Blue Oaks Boulevard, Mitigation Measure 4.11-~~31~~ presents worst-case minimum setbacks for noise-sensitive land uses, with and without intervening sound barriers, to reduce noise exposure below the City's maximum standards.

The second paragraph on page 4.11-24 is revised to read:

Mitigation Measure 4.11-~~42~~ provides barrier and setback mitigation options that would reduce this impact to a less-than-significant level.

The following text is inserted in Mitigation Measure 4.11-1, before the last sentence in the second to last paragraph on page 4.11-24:

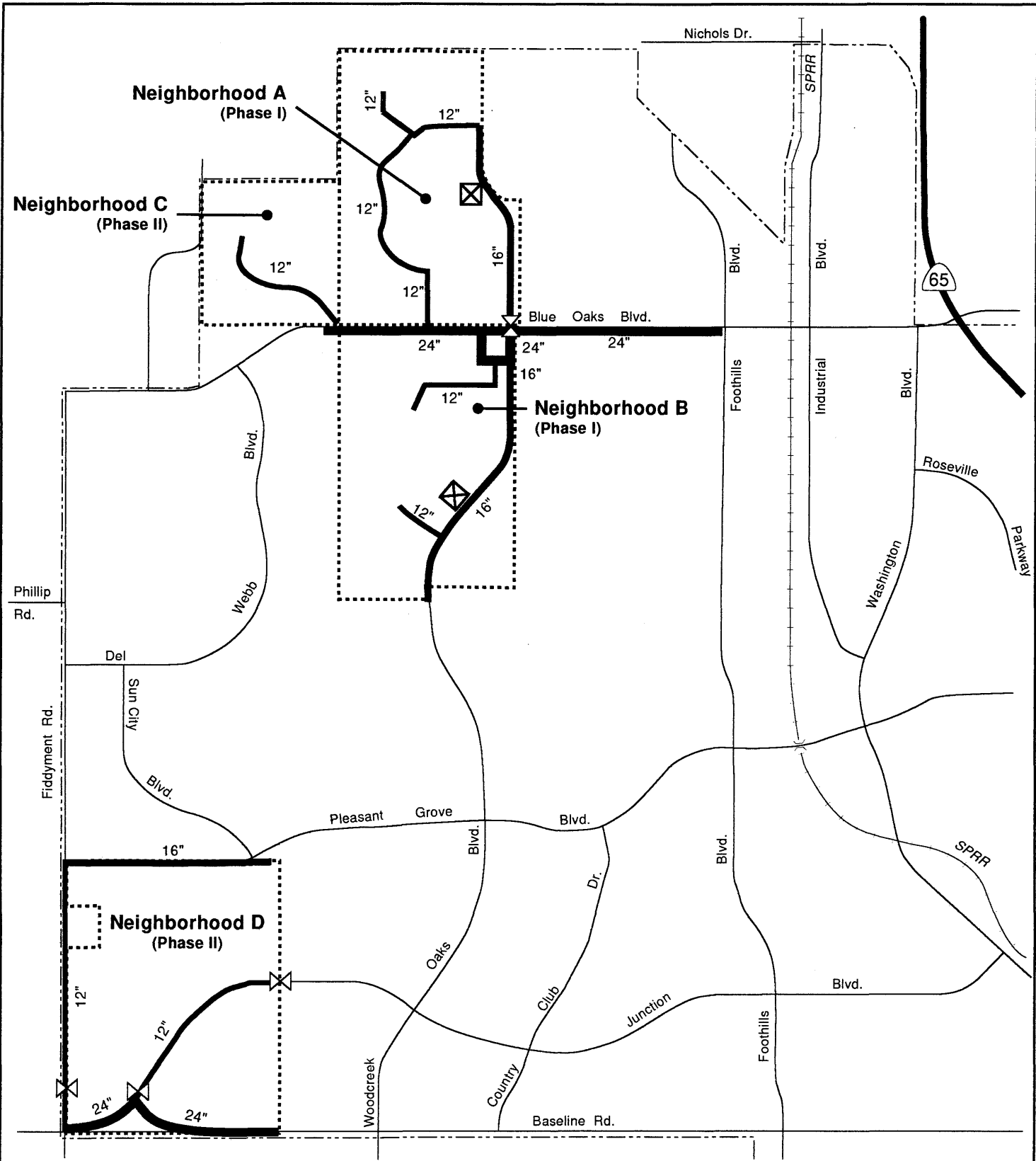
Such project-specific acoustical studies shall assume an appropriate car/truck mix given the truck route designation on Blue Oaks Boulevard. The acoustical studies for Blue Oaks Boulevard shall evaluate both 6 and 8 lanes.

The following paragraph is added to Mitigation Measure 4.11-1, after the fourth full paragraph on page 4.11-25:

When modeling to determine appropriate barriers and/or setbacks, consideration should be given to future traffic volumes and characteristics, including traffic mix (e.g., automobiles versus trucks).

#### **4.12 Public Services and Utilities**

Figures 4.12-5, Proposed Water Lines, and 4.12-6, Proposed Wastewater Lines, are revised as shown on the following pages. The former figures, which appear on pages 4.12-39 and 4.12-43 of the DEIR are shown as well.



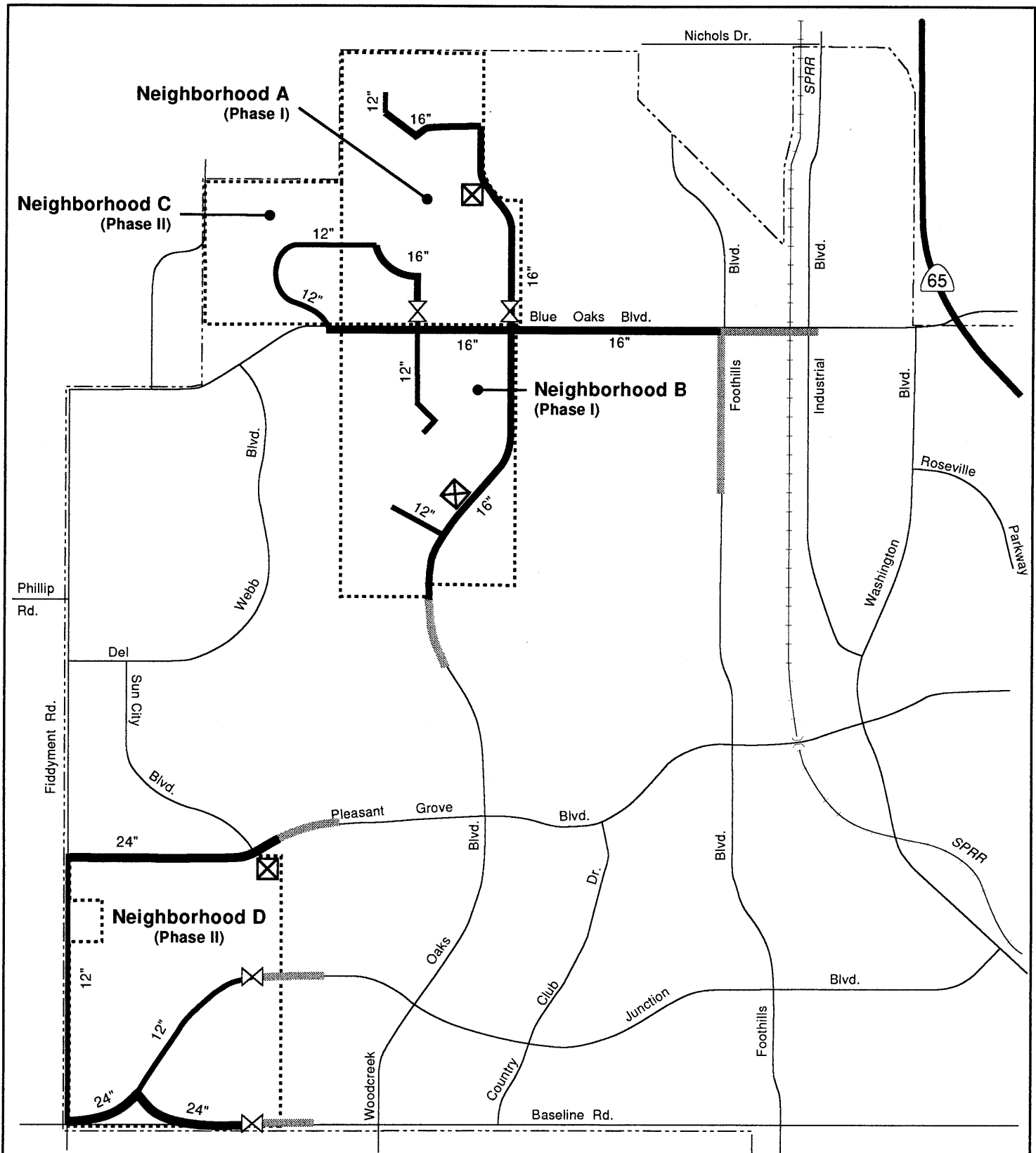
**REVISED Figure 4.12-5**  
**Proposed Water Lines**

- Neighborhood Boundary Within Specific Plan Area
- Roseville City Limits
- Existing and Approved Roads
- Proposed Water Main
- ⊗ Pressure Reduction Valve
- ⊠ Wells

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 Scale In Miles

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 96063  
 Base

SOURCE: Wade Associates, *North Roseville Specific Plan*, 1997;  
 EIP Associates, July 1997.

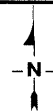
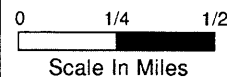


- |       |   |      |                        |
|-------|---|------|------------------------|
| ----- | Neighborhood Boundary Within Specific Plan Area | ———— | Proposed Water Main    |
| ----- | Roseville City Limits                           | ———— | Existing Water Main    |
| ————  | Existing and Approved Roads                     | ⊗    | Pressure Release Valve |
|       |   | ⊗    | Wells                  |

**Former Figure 4.12-5**

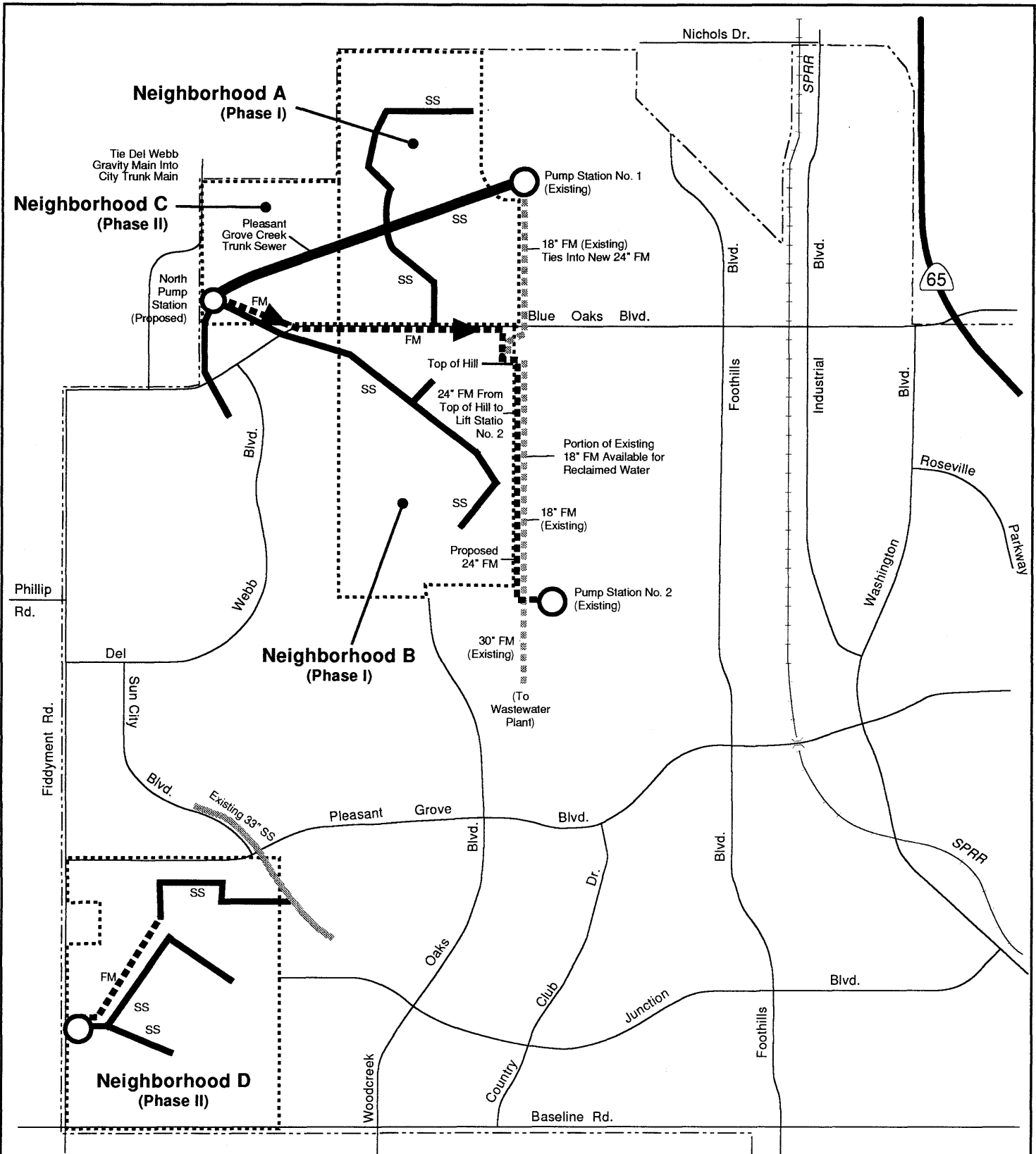
**Proposed Water Lines**

SOURCE: Wade Associates, *North Roseville Specific Plan Draft*, 1996; EIP Associates, July 1997.



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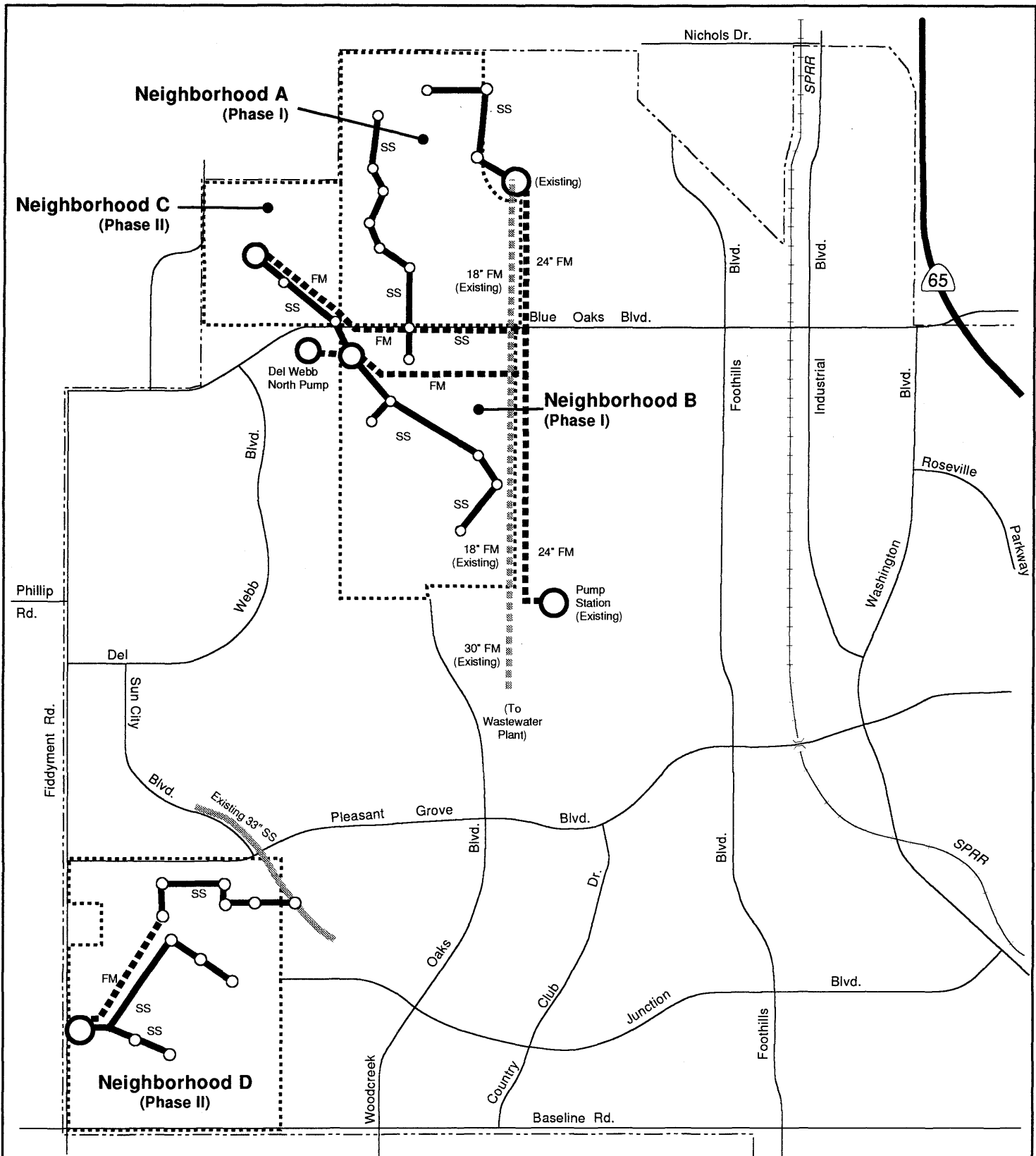
- Neighborhood Boundary Within Specific Plan Area
- Roseville City Limits
- Existing and Approved Roads
- Proposed Wastewater Line (Sanitary Sewer (SS))
- Force Main (FM)
- Pump Station

**REVISED Figure 4.12-6**  
**Proposed Wastewater Lines**

SOURCE: Wade Associates, North Roseville Specific Plan, 1997;  
 EIP Associates, July 1997.

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 Scale In Miles

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 96063 Base



-----	Neighborhood Boundary Within Specific Plan Area	————	Proposed Wastewater Line (Sanitary Sewer (SS))
-----	Roseville City Limits	-----	Force Main (FM)
————	Existing and Approved Roads	○	Pump Station

**Former Figure 4.12-6**

**Proposed Wastewater Lines**

SOURCE: Wade Associates, *North Roseville Specific Plan Draft*, 1996; EIP Associates, July 1997.

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Scale In Miles

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***3. WRITTEN COMMENTS AND RESPONSES***

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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:

PPN 2215

June 5, 1997

RECEIVED

JUN 09 1997

PLANNING DEPARTMENT

Planning Department  
City of Roseville  
316 Vernon Street, Suite 104  
Roseville, California 95678

Subject: Draft Environmental Impact Report for the North Roseville Specific Plan

Dear Ms. Luken:

The U.S. Fish and Wildlife Service (Service) has reviewed the Draft Environmental Impact Report for the Roseville Specific Plan (DEIR) dated May 15, 1997, regarding the Specific Plan for the development of approximately 1,389 acres north of Roseville. 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).

1-1

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.

1-2

GENERAL COMMENTS

The Phase I area covered by this Specific Plan consists almost entirely of development projects that the Service has previously commented on, as individual project proposals, to the Corps. The Phase II project areas contain many of the same habitats and similar species concerns found within Phase I. This DEIR outlined most of the Service's resource issues and concerns in the Phase I areas and those likely to arise in the Phase II areas.

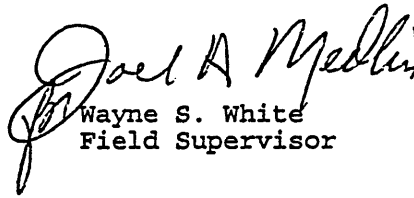
**SPECIFIC COMMENTS**

On page 4.5-29, the document states that the likelihood of special status vernal pool plants occurring in the Plan area is low. The basis for this determination is unclear, especially in light of the fact that surveys for all species have not been completed and suitable habitat occurs in the Plan area as stated on Pages 4.5-7 and 4.5-8. If the low possibility of occurrence is due to the inherent scarcity of threatened or endangered plants then this should be stated. The Service recommends that well-timed, adequate botanical surveys be conducted for all special status plants that could occur within the Plan area.

1-3

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

Sincerely,

  
Wayne S. White  
Field Supervisor

cc: AES, Portland, OR

**COMMENT LETTER 1: Wayne S. White, U.S. Fish and Wildlife Service**

**Response to Comment 1-1:**

Comment noted.

**Response to Comment 1-2:**

Comment noted.

**Response to Comment 1-3:**

As stated on page 4.5-24 of the DEIR, specific surveys were not completed for all plant species; however, the species discussed under Impacts 4.5-7(A) and (B) are not expected to occur in the Plan Area. The determination that special-status vernal pool plant species are unlikely to occur in the Plan Area is not based on inherent scarcity of threatened or endangered plants. Rather it is based on the habitat conditions present in the Plan Area, and on the observations of special status plant surveys implemented in April and May of 1994 (See page 4.5-7 of the Draft EIR). The results of these surveys were that no threatened or endangered vernal pool plant species were detected. Nonetheless, the possible occurrence and loss of these species is considered significant and unavoidable, and mitigation is proposed to incorporate soil and seedbank salvage into created vernal pools (see Mitigation Measure 4.5-3). As stated in the Mitigation Monitoring Plan (page 3-6 of Appendix H of the DEIR), implementation of Mitigation Measure 4.5-3 would include surveys of vernal pools that are to be filled or disturbed for special-status plant species, in order to determine whether soil and seedbank salvage is appropriate. If any special-status species are found, notification will occur according to the provisions of the California Fish and Game Code § 1900 et seq.

It should be noted that Mitigation Measure 4.5-3 applies only to created vernal pools. If the applicant purchases credit in a mitigation bank instead of creating vernal pools this measure would not apply.

DEPARTMENT OF FISH AND GAME

REGION 2  
1701 NIMBUS ROAD, SUITE A  
RANCHO CORDOVA, CALIFORNIA 95670  
Telephone (916) 358-2900



RECEIVED

JUL 09 1997

PLANNING DEPARTMENT

July 3, 1997

Ms. Nela Luken, Associate Planner  
Roseville Planning Department  
316 Vernon Street, #104  
Roseville, California 95678

Dear Ms. Luken:

The Department of Fish and Game (DFG) has reviewed the Draft Environmental Impact Report (EIR) for the North Roseville Specific Plan (SCH# 96112014). The North Roseville Specific Plan (NRSP) is a comprehensive plan for mixed use development on 1,389 remaining acres on the western boundary of the City of Roseville, Placer County.

The project is non-contiguous and is proposed to be developed in two phases. Phase I consists of 736 acres at the northwest corner of the city limits. Phase II consists of 653 acres in two non-contiguous parcels--a parcel adjacent to Phase I and immediately north of the Del Webb Specific Plan and a parcel immediately south of Del Webb. With this draft EIR, the applicant is also requesting general plan amendments and rezoning for Phase I to change the land use from light industrial and urban reserve to residential, commercial, business-professional, and open space uses.

2-1

Significant biological resources in the 1,389-acre project area include the South Branch of Pleasant Grove Creek and its associated riparian habitat, oak woodlands, seasonal wetlands including northern hardpan vernal pools, state-listed and federally-listed plants and animals associated with vernal pools, and, potentially, the nests of Swainson's hawks (Buteo swainsoni) and other legally-protected raptors.

The DFG has concerns with the following impacts. In each case, there are additional reasonable measures which could be taken to reduce the residual level of significance after mitigation. Namely:

1. **Impact 4.5-2 (A and B)--Loss of oak woodland and mixed riparian habitat.** This is a significant impact. No mitigation measures are proposed for 9.17 acres of potential losses of this resource due to creek crossings. Mitigation should be provided through on-site creation of riparian habitat at the ratio of 2:1 for acres impacted or through purchase

2-2

of credits in an approved wetlands mitigation bank. For on-site creation, a planting plan should be provided to DFG and the required mitigation monitored for five years with a minimum 80% survival rate at the end of this period.

2-2 Con

2. **Impact 4.5-6 (A and B)--Substantial interference with the movement of resident and migratory wildlife species.** No mitigation measures are proposed for this impact. However, oak woodland/riparian habitat is being preserved along creek corridors. Contiguous habitat such as this does facilitate some wildlife movement. The addition of upland/grassland habitat buffers on either side of these corridors would greatly improve conditions for wildlife movement. The DFG recommends the incorporation of minimum 50-foot nondevelopment setback buffers above the banks of intermittent drainages and 100-foot nondevelopment setback buffers above the banks of all perennial water courses.

2-3

3. **Impact 4.5-7 (A and B)--Loss of special-status plant species occurring in vernal pools.** The draft EIR indicates that special status plant surveys have not been completed for all parcels. Moving the seedbank of impacted vernal pools before the vernal pools have been surveyed is inadequate as a mitigation measure. Even if constructed vernal pools inoculated with the salvaged seedbank are surveyed for the presence of vernal pool species, there can be no baseline performance measure for the presence of special status plants. The applicant is also reminded to follow U.S. Fish and Wildlife Service protocols for transferring vernal pool fauna and evaluating the success of this mitigation measure.

2-4

4. **Impact 4.5-9 (A and B)--Potential disturbance of Swainson's hawk and other legally-protected raptor nests.** Enclosed are DFG guidelines for mitigating impacts to Swainson's hawks should a biologist verify the presence of an active nest prior to construction. The DFG will base its recommendations at that point on these guidelines.

2-5

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 draft EIR states that "the limit of DFG jurisdiction is, subject to the judgement of the Department, up to the 100-year flood level". This is incorrect. Jurisdiction is between the banks that contain flows under any flow regime.

2-6

Ms. Nela Luken  
July 3, 1997  
Page 3

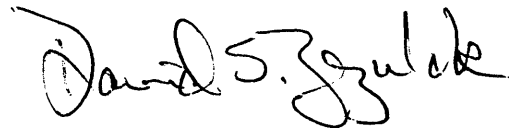
The notification (with fee), and subsequent agreement, must be completed prior to initiating any such work. Notification to the DFG should be made after the project is approved by the Lead Agency. The Lead Agency is reminded that the Streambed Alteration Agreement process is not a Certified Regulatory Program per CEQA Section 21080.5 and therefore cannot be used in lieu of specific mitigation measures in the environmental document.

In order to comply with Public Resources Code Section 21081.6, a detailed monitoring program must be developed for all required mitigation conditions. The monitoring program should include the following:

- a. Specific criteria to measure effectiveness of mitigation.
- b. Annual monitoring for a minimum of five years. Annual written reports submitted to the lead agency and the DFG.
- c. Corrective recommendations with each annual report to ensure that mitigation efforts are successful.

Thank you for the opportunity to review this project. If the DFG can be of further assistance, please contact Ms. Monica Parisi, Wildlife Biologist, at (916) 358-2882.

Sincerely,



David S. Zezulak  
Environmental Specialist IV, Supervisor

Enclosures

cc: Ms. Monica Parisi  
Department of Fish and Game  
Rancho Cordova, California

2-7

Staff Report regarding Mitigation  
for Impacts to Swainson's Hawks (*Buteo swainsoni*)  
in the Central Valley of California

INTRODUCTION

The Legislature and the Fish and Game Commission have developed the policies, standards and regulatory mandates which, if implemented, are intended to help stabilize and reverse dramatic population declines of threatened and endangered species. In order to determine how the Department of Fish and Game (Department) could judge the adequacy of mitigation measures designed to offset impacts to Swainson's hawks in the Central Valley, Staff (WMD, ESD and Regions) has prepared this report. To ensure compliance with legislative and Commission policy, mitigation requirements which are consistent with this report should be incorporated into: (1) Department comments to Lead Agencies and project sponsors pursuant to the California Environmental Quality Act (CEQA); (2) Fish and Game Code Section 2081 Management Authorizations (Management Authorizations); and (3) Fish and Game Code Section 2090 Consultations with State CEQA Lead Agencies.

The report is designed to provide the Department (including regional offices and divisions), CEQA Lead Agencies and project proponents the context in which the Environmental Services Division (ESD) will review proposed project specific mitigation measures. This report also includes "model" mitigation measures which have been judged to be consistent with policies, standards and legal mandates of the Legislature and Fish and Game Commission. Alternative mitigation measures, tailored to specific projects, may be developed if consistent with this report. Implementation of mitigation measures consistent with this report are intended to help achieve the conservation goals for the Swainson's hawk and should complement multi-species habitat conservation planning efforts currently underway.

The Department is preparing a recovery plan for the species and it is anticipated that this report will be revised to incorporate recovery plan goals. It is anticipated that the recovery plan will be completed by the end of 1995. The Swainson's hawk recovery plan will establish criteria for species recovery through preservation of existing habitat, population expansion into former habitat, recruitment of young into the population, and other specific recovery efforts.

During project review the Department should consider whether a proposed project will adversely affect suitable foraging habitat within a ten (10) mile radius of an active (used during one or more of the last 5 years) Swainson's hawk nest(s). Suitable Swainson's hawk foraging habitat will be those habitats and crops identified in Bechard (1983), Bloom (1980), and Estep (1989). The following vegetation types/agricultural crops are considered small mammal and insect foraging habitat

for Swainson's hawks:

- alfalfa
- fallow fields
- beet, tomato, and other low-growing row or field crops
- dry-land and irrigated pasture
- rice land (when not flooded)
- cereal grain crops (including corn after harvest)

The ten mile radius standard is the flight distance between active (and successful) nest sites and suitable foraging habitats, as documented in telemetry studies (Estep 1989, Babcock 1993). Based on the ten mile radius, new development projects which adversely modify nesting and/or foraging habitat should mitigate the project's impacts to the species. The ten mile foraging radius recognizes a need to strike a balance between the biological needs of reproducing pairs (including eggs and nestlings) and the economic benefit of development(s) consistent with Fish and Game Code Section 2053.

Since over 95% of Swainson's hawk nests occur on private land, the Department's mitigation program should include incentives that preserve agricultural lands used for the production of crops, which are compatible with Swainson's hawk foraging needs, while providing an opportunity for urban development and other changes in land use adjacent to existing urban areas.

## LEGAL STATUS

### Federal

The Swainson's hawk is a migratory bird species protected under the Migratory Bird Treaty Act (MBTA) of 1918 (16 U.S.C. 703-711). The MBTA makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed in Section 50 of the Code of Federal Regulations (C.F.R.) Part 10, including feathers or other parts, nests, eggs or products, except as allowed by implementing regulations (50 C.F.R. 21).

### State

The Swainson's hawk has been listed as a threatened species by the California Fish and Game Commission pursuant to the California Endangered Species Act (CESA), see Title 14, California Code of Regulations, Section 670.5(b)(5)(A).

## LEGISLATIVE AND COMMISSION POLICIES, LEGAL MANDATES AND STANDARDS

The FGC policy for threatened species is, in part, to: "Protect and preserve all native species...and their habitats...." This policy also directs the Department to work with all interested persons to protect and preserve sensitive resources and their habitats. Consistent with this policy and direction, the Department is enjoined to implement measures that assure protection for the Swainson's hawk.

The California State Legislature, when enacting the provisions of CESA, made the following findings and declarations in Fish and Game Code Section 2051:

- a) "Certain species of fish, wildlife, and plants have been rendered extinct as a consequence of man's activities, untempered by adequate concern and conservation";
- b) "Other species of fish, wildlife, and plants are in danger of, or threatened with, extinction because their habitats are threatened with destruction, adverse modification, or severe curtailment because of overexploitation, disease, predation, or other factors (emphasis added)";and
- c) "These species of fish, wildlife, and plants are of ecological, educational, historical, recreational, esthetic, economic, and scientific value to the people of this state, and the conservation, protection, and enhancement of these species and their habitat is of statewide concern" (emphasis added).

The Legislature also proclaimed that it "is the policy of the state to conserve, protect, restore, and enhance any endangered or threatened species and its habitat and that it is the intent of the Legislature, consistent with conserving the species, to acquire lands for habitat for these species" (emphasis added).

Section 2053 of the Fish and Game Code states, in part, "it is the policy of the state that state agencies should not approve projects as proposed which would jeopardize the continued existence of any endangered or threatened species or result in the destruction or adverse modification of habitat essential to the continued existence of those species, if there are reasonable and prudent alternatives available consistent with conserving the species and or its habitat which would prevent jeopardy" (emphasis added).

Section 2054 states "The Legislature further finds and declares that, in the event specific economic, social, and or other conditions make infeasible such alternatives, individual projects may be approved if appropriate mitigation and enhancement measures are provided" (emphasis added).

Loss or alteration of foraging habitat or nest site disturbance which results in:

(1) nest abandonment; (2) loss of young; (3) reduced health and vigor of eggs and/or nestlings (resulting in reduced survival rates), may ultimately result in the take (killing) of nestling or fledgling Swainson's hawks incidental to otherwise lawful activities. The taking of Swainson's hawks in this manner can be a violation of Section 2080 of the Fish and Game Code. This interpretation of take has been judicially affirmed by the landmark appellate court decision pertaining to CESA (DFG v. ACID, 8 CA App.4, 41554). The essence of the decision emphasized that the intent and purpose of CESA applies to all activities that take or kill endangered or threatened species, even when the taking is incidental to otherwise legal activities. To avoid potential violations of Fish and Game Code Section 2080, the Department recommends and encourages project sponsors to obtain 2081 Management Authorizations for their projects.

Although this report has been prepared to assist the Department in working with the development community, the prohibition against take (Fish and Game Code Section 2080) applies to all persons, including those engaged in agricultural activities and routine maintenance of facilities. In addition, sections 3503, 3503.5, and 3800 of the Fish and Game Code prohibit the take, possession, or destruction of birds, their nests or eggs.

To avoid potential violation of Fish and Game Code Section 2080 (i.e. killing of a listed species), project-related disturbance at active Swainson's hawk nesting sites should be reduced or eliminated during critical phases of the nesting cycle (March 1 - September 15 annually). Delineation of specific activities which could cause nest abandonment (take) of Swainson's hawk during the nesting period should be done on a case-by-case basis.

CEQA requires a mandatory findings of significance if a project's impacts to threatened or endangered species are likely to occur (Sections 21001 (c), 21083, Guidelines Sections 15380, 15064, 15065). Impacts must be avoided or mitigated to less than significant levels unless the CEQA Lead Agency makes and supports findings of Overriding Consideration. The CEQA Lead Agency's Findings of Overriding Consideration does not eliminate the project sponsor's obligation to comply with Fish and Game Code Section 2080.

## NATURAL HISTORY

The Swainson's hawk (*Buteo swainsoni*) is a large, broad winged buteo which frequents open country. They are about the same size as a red-tailed hawk (*Buteo jamaicensis*), but trimmer, weighing approximately 800-1100 grams (1.75 - 2 lbs). They have about a 125 cm. (4+foot) wingspan. The basic body plumage may be highly variable and is characterized by several color morphs - light, dark, and rufous. In dark phase birds, the entire body of the bird may be sooty black. Adult birds generally have dark backs. The ventral or underneath sections may be light with a characteristic dark, wide "bib" from the lower throat down to the upper

breast, light colored wing linings and pointed wing tips. The tail is gray ventrally with a subterminal dusky band, and narrow, less conspicuous barring proximally. The sexes are similar in appearance; females however, are slightly larger and heavier than males, as is the case in most sexually dimorphic raptors. There are no recognized subspecies (Palmer 1988).

The Swainson's hawk is a long distance migrator. The nesting grounds occur in northwestern Canada, the western U.S., and Mexico and most populations migrate to wintering grounds in the open pampas and agricultural areas of South America (Argentina, Uruguay, southern Brazil). The species is included among the group of birds known as "neotropical migrants". Some individuals or small groups (20-30 birds) may winter in the U.S., including California (Delta Islands). This round trip journey may exceed 14,000 miles. The birds return to the nesting grounds and establish nesting territories in early March.

Swainson's hawks are monogamous and remain so until the loss of a mate (Palmer 1988). Nest construction and courtship continues through April. The clutch (commonly 3-4 eggs) is generally laid in early April to early May, but may occur later. Incubation lasts 34-35 days, with both parents participating in the brooding of eggs and young. The young fledge (leave the nest) approximately 42-44 days after hatching and remain with their parents until they depart in the fall. Large groups (up to 100+ birds) may congregate in holding areas in the fall and may exhibit a delayed migration depending upon forage availability. The specific purpose of these congregation areas is as yet unknown, but is likely related to: increasing energy reserves for migration; the timing of migration; aggregation into larger migratory groups (including assisting the young in learning migration routes); and providing a pairing and courtship opportunity for unattached adults.

### Foraging Requirements

Swainson's hawk nests in the Central Valley of California are generally found in scattered trees or along riparian systems adjacent to agricultural fields or pastures. These open fields and pastures are the primary foraging areas. Major prey items for Central Valley birds include: California voles (*Microtus californicus*), valley pocket gophers (*Thomomys bottae*), deer mice (*Peromyscus maniculatus*), California ground squirrels (*Spermophilus beecheyi*), mourning doves (*Zenaida macroura*), ring-necked pheasants (*Phasianus colchicus*), meadowlarks (*Sturnella neglecta*), other passerines, grasshoppers (*Conocephalinae* sp.), crickets (*Gryllidae* sp.), and beetles (Estep 1989). Swainson's hawks generally search for prey by soaring in open country and agricultural fields similar to northern hawks (*Circus cyaneus*) and ferruginous hawks (*Buteo regalis*). Often several hawks may be seen foraging together following tractors or other farm equipment capturing prey escaping from farming operations. During the breeding season, Swainson's hawks eat mainly vertebrates (small rodents and reptiles), whereas during migration vast numbers of insects are consumed (Palmer 1988).

Department funded research has documented the importance of suitable foraging habitats (e.g., annual grasslands, pasture lands, alfalfa and other hay crops, and combinations of hay, grain and row crops) within an energetically efficient flight distance from active Swainson's hawk nests (Estep pers. comm.). Recent telemetry studies to determine foraging requirements have shown that birds may use in excess of 15,000 acres of habitat or range up to 18.0 miles from the nest in search of prey (Estep 1989, Babcock 1993). The prey base (availability and abundance) for the species is highly variable from year to year, with major prey population (small mammals and insects) fluctuations occurring based on rainfall patterns, natural cycles and agricultural cropping and harvesting patterns. Based on these variables, significant acreages of potential foraging habitat (primarily agricultural lands) should be preserved per nesting pair (or aggregation of nesting pairs) to avoid jeopardizing existing populations. Preserved foraging areas should be adequate to allow additional Swainson's hawk nesting pairs to successfully breed and use the foraging habitat during good prey production years.

Suitable foraging habitat is necessary to provide an adequate energy source for breeding adults, including support of nestlings and fledglings. Adults must achieve an energy balance between the needs of themselves and the demands of nestlings and fledglings, or the health and survival of both may be jeopardized. If prey resources are not sufficient, or if adults must hunt long distances from the nest site, the energetics of the foraging effort may result in reduced nestling vigor with an increased likelihood of disease and/or starvation. In more extreme cases, the breeding pair, in an effort to assure their own existence, may even abandon the nest and young (Woodbridge 1985).

Prey abundance and availability is determined by land and farming patterns including crop types, agricultural practices and harvesting regimes. Estep (1989) found that 73.4% of observed prey captures were in fields being harvested, disced, mowed, or irrigated. Preferred foraging habitats for Swainson's hawks include:

- alfalfa;
- fallow fields;
- beet, tomato, and other low-growing row or field crops;
- dry-land and irrigated pasture;
- rice land (during the non-flooded period); and
- cereal grain crops (including corn after harvest).

Unsuitable foraging habitat types include crops where prey species (even if present) are not available due to vegetation characteristics (e.g. vineyards, mature orchards, and cotton fields, dense vegetation).

## Nesting Requirements

Although the Swainson's hawk's current nesting habitat is fragmented and unevenly distributed, Swainson's hawks nest throughout most of the Central Valley floor. More than 85% of the known nests in the Central Valley are within riparian systems in Sacramento, Sutter, Yolo, and San Joaquin counties. Much of the potential nesting habitat remaining in this area is in riparian forests, although isolated and roadside trees are also used. Nest sites are generally adjacent to or within easy flying distance to alfalfa or hay fields or other habitats or agricultural crops which provide an abundant and available prey source. Department research has shown that valley oaks (*Quercus lobata*), Fremont's cottonwood (*Populus fremontii*), willows (*Salix* spp.), sycamores (*Platanus* spp.), and walnuts (*Juglans* spp.) are the preferred nest trees for Swainson's hawks (Bloom 1980, Schlorff and Bloom 1983, Estep 1989).

## Fall and Winter Migration Habitats

During their annual fall and winter migration periods, Swainson's hawks may congregate in large groups (up to 100+ birds). Some of these sites may be used during delayed migration periods lasting up to three months. Such sites have been identified in Yolo, Tulare, Kern and San Joaquin counties and protection is needed for these critical foraging areas which support birds during their long migration.

## Historical and Current Population Status

The Swainson's hawk was historically regarded as one of the most common and numerous raptor species in the state, so much so that they were often not given special mention in field notes. The breeding population has declined by an estimated 91% in California since the turn of the century (Bloom 1980). The historical Swainson's hawk population estimates are based on current densities and extrapolated based on the historical amount of available habitat. The historical population estimate is 4,284-17,136 pairs (Bloom 1980). In 1979, approximately 375 (+50) breeding pairs of Swainson's hawks were estimated in California, and 280 (75%) of those pairs were estimated to be in the Central Valley (Bloom 1980). In 1988, 241 active breeding pairs were found in the Central Valley, with an additional 78 active pairs known in northeastern California. The 1989 population estimate was 430 pairs for the Central Valley and 550 pairs statewide (Estep, 1989). This difference in population estimates is probably a result of increased survey effort rather than an actual population increase.

## Reasons for decline

The dramatic Swainson's hawk population decline has been attributed to loss of

native nesting and foraging habitat, and more recently to the loss of suitable nesting trees and the conversion of agricultural lands. Agricultural lands have been converted to urban land uses and incompatible crops. In addition, pesticides, shooting, disturbance at the nest site, and impacts on wintering areas may have contributed to their decline. Although losses on the wintering areas in South America may occur, they are not considered significant since breeding populations outside of California are stable. The loss of nesting habitat within riparian areas has been accelerated by flood control practices and bank stabilization programs. Smith (1977) estimated that in 1850 over 770,000 acres of riparian habitat were present in the Sacramento Valley. By the mid-1980s, Warner and Hendrix (1984) estimated that there was only 120,000 acres of riparian habitat remaining in the Central Valley (Sacramento and San Joaquin Valleys combined). Based on Warner and Hendrix's estimates approximately 93% of the San Joaquin Valley and 73% of the Sacramento Valley riparian habitat has been eliminated since 1850.

## MANAGEMENT STRATEGIES

Management and mitigation strategies for the Central Valley population of the Swainson's hawk should ensure that:

- suitable nesting habitat continues to be available (this can be accomplished by protecting existing nesting habitat from destruction or disturbance and by increasing the number of suitable nest trees); and
- foraging habitat is available during the period of the year when Swainson's hawks are present in the Central Valley (this should be accomplished by maintaining or creating adequate and suitable foraging habitat in areas of existing and potential nest sites and along migratory routes within the state).

A key to the ultimate success in meeting the Legislature's goal of maintaining habitat sufficient to preserve this species is the implementation of these management strategies in cooperation with project sponsors and local, state and federal agencies.

## DEPARTMENT'S ROLES AND RESPONSIBILITIES IN PROJECT CONSULTATION AND ADMINISTRATION OF CEQA AND THE FISH AND GAME CODE

The Department, through its administration of the Fish and Game Code and its trust responsibilities, should continue its efforts to minimize further habitat destruction and should seek mitigation to offset unavoidable losses by (1) including the mitigation measures in this document in CEQA comment letters and/or as

management conditions in Department issued Management Authorizations or (2) by developing project specific mitigation measures (consistent with the Commission's and the Legislature's mandates) and including them in CEQA comment letters and/or as management conditions in Fish and Game Code Section 2081 Management Authorizations issued by the Department and/or in Fish and Game Code Section 2090 Biological Opinions.

The Department should submit comments to CEQA Lead Agencies on all projects which adversely affect Swainson's hawks. CEQA requires a mandatory findings of significance if a project's impacts to threatened or endangered species are likely to occur (Sections 21001 (c), 21083. Guidelines 15380, 15064, 15065). Impacts must be: (1) avoided; or (2) appropriate mitigation must be provided to reduce impacts to less than significant levels; or (3) the lead agency must make and support findings of overriding consideration. If the CEQA Lead Agency makes a Finding of Overriding Consideration, it does not eliminate the project sponsor's obligation to comply with the take prohibitions of Fish and Game Code Section 2080. Activities which result in (1) nest abandonment; (2) starvation of young; and/or (3) reduced health and vigor of eggs and nestlings may result in the take (killing) of Swainson's hawks incidental to otherwise lawful activities (urban development, recreational activities, agricultural practices, levee maintenance and similar activities. The taking of Swainson's hawk in this manner may be a violation of Section 2080 of the Fish and Game Code. To avoid potential violations of Fish and Game Code Section 2080, the Department should recommend and encourage project sponsors to obtain 2081 Management Authorizations.

In aggregate, the mitigation measures incorporated into CEQA comment letters and/or 2081 Management Authorizations for a project should be consistent with Section 2053 and 2054 of the Fish and Game Code. Section 2053 states, in part, "it is the policy of the state that state agencies should not approve projects as proposed which would jeopardize the continued existence of any endangered or threatened species or result in the destruction or adverse modification of habitat essential to the continued existence of those species, if there are reasonable and prudent alternatives available consistent with conserving the species and or its habitat which would prevent jeopardy" . Section 2054 states: "The Legislature further finds and declares that, in the event specific economic, social, and or other conditions make infeasible such alternatives, individual projects may be approved if appropriate mitigation and enhancement measures are provided."

State lead agencies are required to consult with the Department pursuant to Fish and Game Code Section 2090 to ensure that any action authorized, funded, or carried out by that state agency will not jeopardize the continued existence of any threatened or endangered species. Comment letters to State Lead Agencies should also include a reminder that the State Lead Agency has the responsibility to consult with the Department pursuant to Fish and Game Code Section 2090 and obtain a written findings (Biological Opinion). Mitigation measures included in Biological Opinions issued to State Lead Agencies must be consistent with Fish and Game

## NEST SITE AND HABITAT LOCATION INFORMATION SOURCES

The Department's Natural Diversity Data Base (NDDB) is a continually updated, computerized inventory of location information on the State's rarest plants, animals, and natural communities. Department personnel should encourage project proponents and CEQA Lead Agencies, either directly or through CEQA comment letters, to purchase NDDB products for information on the locations of Swainson's hawk nesting areas as well as other sensitive species. The Department's Nongame Bird and Mammal Program also maintains information on Swainson's hawk nesting areas and may be contacted for additional information on the species.

Project applicants and CEQA Lead Agencies may also need to conduct site specific surveys (conducted by qualified biologists at the appropriate time of the year using approved protocols) to determine the status (location of nest sites, foraging areas, etc.) of listed species as part of the CEQA and 2081 Management Authorization process. Since these studies may require multiple years to complete, the Department shall identify any needed studies at the earliest possible time in the project review process. To facilitate project review and reduce the potential for costly project delays, the Department should make it a standard practice to advise developers or others planning projects that may impact one or more Swainson's hawk nesting or foraging areas to initiate communication with the Department as early as possible .

## MANAGEMENT CONDITIONS

Staff believes the following mitigation measures (nos. 1-4) are adequate to meet the Commission's and Legislature's policy regarding listed species and are considered as preapproved for incorporation into any Management Authorizations for the Swainson's hawk issued by the Department. The incorporation of measures 1-4 into a CEQA document should reduce a project's impact to a Swainson's hawk(s) to less than significant levels. Since these measures are Staff recommendations, a project sponsor or CEQA Lead agency may choose to negotiate project specific mitigation measures which differ. In such cases, the negotiated Management Conditions must be consistent with Commission and Legislative policy and be submitted to the ESD for review and approval prior to reaching agreement with the project sponsor or CEQA Lead Agency.

Staff recommended Management Conditions are:

1. No intensive new disturbances (e.g. heavy equipment operation associated with construction, use of cranes or draglines, new rock crushing

activities) or other project related activities which may cause nest abandonment or forced fledging, should be initiated within 1/4 mile (buffer zone) of an active nest between March 1 - September 15 or until August 15 if a Management Authorization or Biological Opinion is obtained for the project. The buffer zone should be increased to 1/2 mile in nesting areas away from urban development (i.e. in areas where disturbance [e.g. heavy equipment operation associated with construction, use of cranes or draglines, new rock crushing activities] is not a normal occurrence during the nesting season). Nest trees should not be removed unless there is no feasible way of avoiding it. If a nest tree must be removed, a Management Authorization (including conditions to off-set the loss of the nest tree) must be obtained with the tree removal period specified in the Management Authorization, generally between October 1- February 1. If construction or other project related activities which may cause nest abandonment or forced fledging are necessary within the buffer zone, monitoring of the nest site (funded by the project sponsor) by a qualified biologist (to determine if the nest is abandoned) should be required. If it is abandoned and if the nestlings are still alive, the project sponsor shall fund the recovery and hacking (controlled release of captive reared young) of the nestling(s). Routine disturbances such as agricultural activities, commuter traffic, and routine facility maintenance activities within 1/4 mile of an active nest should not be prohibited.

2. Hacking as a substitute for avoidance of impacts during the nesting period may be used in unusual circumstances after review and approval of a hacking plan by ESD and WMD. Proponents who propose using hacking will be required to fund the full costs of the effort, including any telemetry work specified by the Department.

3. To mitigate for the loss of foraging habitat (as specified in this document), the Management Authorization holder/project sponsor shall provide Habitat Management (HM) lands to the Department based on the following ratios:

(a) Projects within 1 mile of an active nest tree shall provide:

- one acre of HM land (at least 10% of the HM land requirements shall be met by fee title acquisition or a conservation easement allowing for the active management of the habitat, with the remaining 90% of the HM lands protected by a conservation easement [acceptable to the Department] on agricultural lands or other suitable habitats which provide foraging habitat for Swainson's hawk) for each acre of development authorized (1:1 ratio); or

- one-half acre of HM land (all of the HM land requirements shall be met by fee title acquisition or a conservation easement

[acceptable to the Department] which allows for the active management of the habitat for prey production on the HM lands) for each acre of development authorized (0.5:1 ratio).

(b) Projects within 5 miles of an active nest tree but greater than 1 mile from the nest tree shall provide 0.75 acres of HM land for each acre of urban development authorized (0.75:1 ratio). All HM lands protected under this requirement may be protected through fee title acquisition or conservation easement (acceptable to the Department) on agricultural lands or other suitable habitats which provide foraging habitat for Swainson's hawk.

(c) Projects within 10 miles of an active nest tree but greater than 5 miles from an active nest tree shall provide 0.5 acres of HM land for each acre of urban development authorized (0.5:1 ratio). All HM lands protected under this requirement may be protected through fee title acquisition or a conservation easement (acceptable to the Department) on agricultural lands or other suitable habitats which provide foraging habitat for Swainson's hawk.

4. Management Authorization holders/project sponsors shall provide for the long-term management of the HM lands by funding a management endowment (the interest on which shall be used for managing the HM lands) at the rate of \$400 per HM land acre (adjusted annually for inflation and varying interest rates).

Some project sponsors may desire to provide funds to the Department for HM land protection. This option is acceptable to the extent the proposal is consistent with Department policy regarding acceptance of funds for land acquisition. All HM lands should be located in areas which are consistent with a multi-species habitat conservation focus. Management Authorization holders/project sponsors who are willing to establish a significant mitigation bank (> 900 acres) should be given special consideration such as 1.1 acres of mitigation credit for each acre preserved.

## PROJECT SPECIFIC MITIGATION MEASURES

Although this report includes recommended Management Measures, the Department should encourage project proponents to propose alternative mitigation strategies that provide equal or greater protection of the species and which also expedite project environmental review or issuance of a CESA Management Authorization. The Department and sponsor may choose to conduct cooperative, multi-year field studies to assess the site's habitat value and determine its use by nesting and foraging Swainson's hawk. Study plans should include clearly defined criteria for judging the project's impacts on Swainson's hawks and the methodologies (days of monitoring, foraging effort/efficiency, etc.) that will be used.

The study plans should be submitted to the Wildlife Management Division and ESD for review. Mitigation measures developed as a result of the study must be reviewed by ESD (for consistency with the policies of the Legislature and Fish and Game Commission) and approved by the Director.

## EXCEPTIONS

Cities, counties and project sponsors should be encouraged to focus development on open lands within already urbanized areas. Since small disjunct parcels of habitat seldom provide foraging habitat needed to sustain the reproductive effort of a Swainson's hawk pair, Staff does not recommend requiring mitigation pursuant to CEQA nor a Management Authorization by the Department for infill (within an already urbanized area) projects in areas which have less than 5 acres of foraging habitat and are surrounded by existing urban development, unless the project area is within 1/4 mile of an active nest tree.

## REVIEW

Staff should revise this report at least annually to determine if the proposed mitigation strategies should be retained, modified or if additional mitigation strategies should be included as a result of new scientific information.

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**COMMENT LETTER 2: David S. Zezulak, California Department of Fish and Game**

**Response to Comment 2-1:**

Comment noted.

**Response to Comment 2-2:**

The loss of oak woodland and mixed riparian habitat is determined to be less than significant because (1) the area that would be lost would not exceed approximately 15% of the oak woodland and mixed riparian habitat occurring in the Plan Area, (2) the area lost would likely be substantially less than 9.17 acres, (3) the 85% of oak woodland and mixed riparian vegetation that would be preserved would allow for natural regeneration of additional riparian vegetation, and (4) loss of oak trees per se would be mitigated under the Tree Preservation Chapter of the Roseville Zoning Ordinance.

There are several factors that would offset the loss of oak and riparian habitat. Pedestrian trails represent the largest single potential loss of oak and riparian habitat (maximum 5.5 acres; see Table 4.5-4 on page 4.5-19). In practical terms, pedestrian trails would be routed to wind around trunks of oak trees, and would be designed to minimize removal of vegetation that has aesthetic value. The maximum removal therefore is not expected to be realized. Similarly, removal around each of the road crossings is indicated as a maximum removal, and it is anticipated that actual removals would be less.

The Proposed Project provides for preservation of 85% of the oak woodland and mixed riparian habitat, which is substantial preservation. These trees will have the opportunity to drop acorns and seed, and regenerate additional trees within the open space preserve areas. Over time, it is expected that management as open space preserve would restore and support more trees than an on or off-site planting program. Trees that are naturally generated are usually superior in health and survival to those planted artificially.

The oak woodland and mixed riparian habitat is predominantly oak trees in a riparian setting. The representation of tree species other than oaks is very low. Any oak tree removed would be replaced by planting according to the requirement of the Tree Preservation Chapter of the Roseville Zoning Ordinance. The impact on oak woodland would be adequately mitigated, and in a manner similar to the 2:1 ratio with 80% survival as suggested by CDFG. The applicant may choose to plant these additional trees within the areas designated for open space, which are predominantly the riparian corridor.

In summary, the loss of oak woodland and mixed riparian habitat would not be significant due to the relatively small percentage of habitat that would be removed, the preservation of open space for natural regeneration, and implementation of the Tree Preservation Ordinance.

### **Response to Comment 2-3:**

The incorporation of 50-foot and 100-foot setback buffers are not specifically described as a requirement for preserving wildlife movement corridors. However, the City of Roseville General Plan contains policies that restrict land uses and development within the 100-year floodplain to prevent exacerbating flooding conditions, and to limit exposure of residents and structures to potential harm and/or damage (see page 4.4-19 of the DEIR). In addition, the General Plan calls for preservation of contiguous areas in excess of the 100-year flood plain where natural resources or other conditions warrant it. As shown in Figure 4.4-2 (page 4.4-5) and Figure 3-4 (page 3-11), the 100-year floodplain and the area designated as Open Space are almost always greater than 100 feet across, and frequently much wider, depending on topography. The need to provide a buffer area above banks specifically for the purposes of wildlife movement is obviated by existing policies of the General Plan, and by the site design of the Proposed Project, including bridge crossings where arterial streets traverse open space. Implementation of existing policies and mitigation for hydrological impacts would provide the necessary area.

### **Response to Comment 2-4:**

Please see Response to Comment 1-3 for a discussion of vernal pool plant surveys and salvage procedures. In addition, where threatened or endangered species are potentially affected, the ACOE would consult with the US Fish and Wildlife Service in issuing the appropriate permit. The permit would contain conditions and stipulations from both the ACOE and USFWS which the applicant would follow. Implementation of the Section 404 permit process, and the appropriate consultation with the USFWS associated with that permit would reduce impacts on special status vernal pool plants; however, as noted on pages 4.5-23 and 4.5-29, the impact would remain potentially significant and unavoidable.

### **Response to Comment 2-5:**

Reconnaissance surveys of the Plan Area did not verify the presence of an active Swainson's hawk nest. This area is substantially north and east of the easternmost known sites in the region, and it is not anticipated that Swainson's hawks would be found nesting there. However, as stated on page 4.5-25, pre-construction surveys of the Plan Area would be made, and appropriate avoidance measures implemented should an active nest be found.

### **Response to Comment 2-6:**

Comment noted. The second sentence of the first full paragraph on page 4.5-15 of the DEIR is revised to read:

The limit of CDFG jurisdiction is, subject to the judgment of the Department, up to the ~~100-year flood level~~ banks that contain flows under any flow regime.

**Response to Comment 2-7:**

Comment noted.

DEPARTMENT OF TRANSPORTATION

DISTRICT 3, SACRAMENTO AREA OFFICE - MS 41  
P.O. BOX 942874  
SACRAMENTO, CA 94274-0001  
TDD Telephone (916) 741-4509  
FAX (916) 323-7669  
Telephone (916) 324-6642



**RECEIVED** June 30, 1997

**JUL 03 1997**

**PLANNING DEPARTMENT**

IPLA075  
03-PLA-65  
North Roseville Specific Plan  
DEIR  
SCH #96112014

Ms. Nela Luken  
City of Roseville  
Community Development Department  
316 Vernon Street, Room 104  
Roseville, CA 95678

Dear Ms. Luken:

Thank you for the opportunity to review and comment on the above referenced document. Although the Draft Environmental Impact Report (DEIR) intends to address Phase I and Phase II build out separately, Caltrans has the following concerns regarding both phased build out scenarios:

- The DEIR for the North Roseville Specific Plan must address the cumulative impacts of the Plan on the State Highway System (State Routes 65, Interstate 80, and Highway 99/70 in Sutter County), including needed actions to mitigate significant impacts to the State Highway System resulting from the development proposed in the Plan. Does this Plan change the original development proposal for this area, in great part, by adding substantial residential development to the industrial development, thereby changing the traffic patterns and impacts in terms of increased trip intensity and type of trips?
- We request a traffic analysis for the DEIR to determine the AM and PM peak hour impacts to State Route (SR) 65 and Interstate 80 mainlines and the Sunset Boulevard/SR65, Blue Oaks/SR65, Pleasant Grove/SR65, and Riego Road/SR99 Interchanges and intersections. The analysis should consider cumulative impacts with the development proposed in the Plan for a realistic planning horizon year. Updates of the Blue Oaks and Pleasant Grove Interchange traffic studies by Fehr and Peers and Omni-Means, with appropriate residential trip assumptions, could be used as part of the requested traffic study.
- Please incorporate the highway improvements that have been determined through the regional planning process, ie.; Placer County Transportation Planning Agency (PCTPA) Regional Transportation Plan, citing the proposed financing mechanisms. The Highway 65 Joint Powers Agreement may not provide all future needed highway improvements in the cumulative impact area. Interchange construction at Blue Oaks Boulevard, Pleasant Grove, Sunset Boulevard and Eight Mile Drive will aid future traffic conditions, but future State Route 65 mainline impacts and other unknown intersection impacts must also be addressed. It is our understanding that PCTPA is considering the expansion of SR65 capacity from two to four lanes between Blue Oaks Boulevard and Industrial Avenue as a strong candidate for the 1998 State Transportation Improvement Program.

3-1

3-2

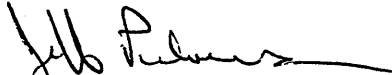
3-3

Ms. Nela Luken  
June 30, 1997  
Page 2

Please provide our office with copies of the updated traffic study and any further action regarding this project. If you have any questions regarding these comments, please contact Ken Champion at (916) 324-6642.

3-4

Sincerely,

  
JEFFREY PULVERMAN, Chief  
Office of Transportation  
Planning - Metropolitan

c: Larry Pagel, City of Roseville Public Works  
Rod Jensen, City of Roseville Public Works

**COMMENT LETTER 3: Jeffrey Pulverman, California Department of Transportation**

**Response to Comment 3-1:**

The Proposed Project is substantially different than originally planned in the City’s General Plan. Under the General Plan, the majority of the Phase I Plan Area was planned for light industrial uses, while the remainder of the Plan Area was left as urban reserve; this scenario was analyzed as the No Project scenario. The primarily residential nature of the Proposed Project would result in significantly different trip generation and distribution characteristics compared to the No Project scenario (the existing General Plan).

Table 1 compares projected daily traffic volumes on state highways (I-80 and SR-65), under 2010 Market conditions, with and without the Proposed Project. Analysis of these volumes was conducted using the same methodology employed for the Congestion Management Plan (CMP). The analysis indicates that while SR-65 would experience significant increases in daily traffic volumes, it has adequate capacity to continue to provide an acceptable level of service.

<b>Table 1 North Roseville Specific Plan EIR Projected Daily Traffic Volumes on State Highways Under 2010 Market Conditions</b>				
State Highway/Segment	2010 Market No Project		2010 Market Proposed Project	
	ADT	LOS	ADT	LOS
<b>Interstate 80</b>				
Riverside/Auburn to Douglas	115,500	D	115,500	D
Douglas to Eureka/Atlantic	119,000	F	119,100	F
Eureka/Atlantic to Taylor	121,000	F	121,100	F
Taylor to SR-65	102,000	E	102,200	E
SR-65 to Rocklin	111,200	F	111,500	F
<b>State Route 65</b>				
I-80 to Harding/Stanford Ranch	42,000	B	44,000	C
Harding/Stanford Ranch to Pleasant Grove	49,100	C	53,000	C
Pleasant Grove to Blue Oaks	34,000	B	39,000	B
Blue Oaks to Sunset	33,000	B	38,000	B
Source: DKS Associates, 1997.				

Analysis of p.m. peak hour intersection level of service at the signalized intersections of highway ramps with City roadways indicates that the additional traffic generated by the Proposed Project would not cause any of these intersections to operate at LOS “D” or worse.

Analysis of SR-99/70 was not conducted. With a projected increase of only 200 daily vehicle trips on Riego Road at the county line, it is assumed that the effect on SR-99/70 would be negligible.

The cumulative analysis is discussed in section 5.2 of the DEIR. It is based on a condition that assumes buildout of all specific plan areas in the City of Roseville as well as the Hewlett-Packard Master Plan and NEC Electronics campus. This represents a “post-2010” condition that is similar to the forecast employed by Omni-Means and Fehr and Peers for their analysis of the Highway 65 JPA. The cumulative analysis indicates that the Proposed Project would not create significant and unavoidable impacts on state highway facilities.

**Response to Comment 3-2:**

The Proposed Project included an analysis of p.m. peak hour levels of service at signalized intersections of highway ramps with City roadways in the vicinity of the Proposed Project. The analysis indicated that the Proposed Project would not cause any of these intersections to operate at LOS “D” or worse, as shown in Table 2 below. The analysis did not include the Riego Road/SR-99 interchange; however, it was determined that the Proposed Project would only contribute 200 vehicles per day to traffic on Riego Road and would not result in LOS “D” or worse conditions. Therefore the impact was determined to be less than significant.

The City of Roseville bases analysis of future conditions on a 2010 planning horizon; by the year 2010, residential land uses within the City of Roseville are anticipated to be built out. By analyzing buildout of the Proposed Project, the EIR actually has evaluated a post-2010 scenario. Based on a comparison of daily traffic volumes (see Table 1) and p.m. peak hour level of service (see Table 2), the Proposed Project would not create additional traffic volumes that would be sufficient to warrant further analysis beyond a 2010 horizon.

<b>Table 2</b>				
<b>North Roseville Specific Plan</b>				
<b>P.M. Peak Hour LOS at Intersections with State Highways</b>				
Intersection	No Project		Proposed Project	
	LOS	V/C	LOS	V/C
Riverside at WB I-80 Off-ramp	C	0.78	C	0.79
Atlantic at WB-I-80 On-ramp	A	0.31	A	0.30
Eureka at Taylor/EB I-80 Off-ramp	C	0.76	C	0.72
Harding/Stanford Ranch at NB SR-65 On-ramp	C	0.70	C	0.71
Harding/Stanford Ranch at SB SR-65 On-ramp	C	0.77	C	0.76
Pleasant Grove at NB SR-65 Off-ramp	B	0.60	B	0.61
Pleasant Grove at SB SR-65 Off-ramp	A	0.47	A	0.49
Blue Oaks at SR-NB SR-65 Off-ramp	A	0.38	A	0.40
Sunset at NB SR-65 Off-ramp	A	0.24	A	0.24
Sunset at SB SR-65 Off-ramp	A	0.18	A	0.19

### **Response to Comment 3-3:**

The circulation system assumptions used by the City of Roseville in the analysis of 2010 market conditions with an without the Proposed Project include the following state highway projects:

- Construction of the SR-65/Pleasant Grove interchange
- Modifications to the existing SR-65/Blue Oaks Boulevard interchange
- Construction of the SR-65/Sunset Boulevard interchange
- Construction of the SR-65/Eight Mile Drive interchange
- The widening of SR-65 to a four-lane freeway between Blue Oaks Boulevard and Eight Mile Drive
- The SR-65 Lincoln Bypass

Each of these projects is included in PCTPA's Regional Transportation Plan and SACOG's Metropolitan Transportation Plan. The 1996 MTP lists the SR-65 widening project as being funded for completion in the year 1998. The widening is a candidate for State Transportation Improvement Program (STIP) funding. Interchange construction and/or modification at Pleasant Grove Boulevard, Blue Oaks Boulevard and Eight Mile Drive are also identified in the MTP as being funded for completion by 1998. The Pleasant Grove and Blue Oaks interchanges are funded by the JPA, including funds from developers that will be reimbursed. The funding mechanism for Eight Mile Drive has not been finalized. Both the Sunset Boulevard interchange and the Lincoln Bypass are anticipated to be funded and constructed by the year 2005.

### **Response to Comment 3-4:**

Comment noted. Please see Responses to Comments 3-1 through 3-3. No further analysis is warranted.

# State of California

GOVERNOR'S OFFICE OF PLANNING AND RESEARCH

1400 TENTH STREET  
SACRAMENTO 95814



LEE GRISSOM  
DIRECTOR



PETE WILSON  
GOVERNOR

**RECEIVED**

JUL 03 1997

PLANNING DEPARTMENT

July 1, 1997

NELA LUKEN  
CITY OF ROSEVILLE  
316 VERNON STREET, SUITE 104  
ROSEVILLE, CA 95678

Subject: ROSEVILLE SPECIFIC PLAN SCH #: 96112014

Dear NELA LUKEN:

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.

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

State of California  
Office of Planning and Research  
1400 Tenth Street  
Sacramento, California 95814

North Roseville Specific Plan EIR  
Project Title

Northeast Roseville  
Project Location - Specific

Roseville Placer  
Project Location - City Project Location - County

**Description of Nature, Purpose, and Beneficiaries of Project:**

The Proposed Project evaluated in this DEIR consists of two phases of development. Phase I includes approximately 736 acres located west of Foothills Boulevard and Phase II consists of approximately 654 acres on two discontinuous parcels located west of Phase I. The DEIR analyzes the development of Phase I only and development of the Full Project (Phases I and II combined).

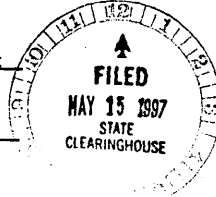
The total Plan Area encompasses approximately 1,390 acres. The primary planned land uses include detached single-family residential, multi-family residential, commercial, business professional, schools, parks and open space areas. The Phase I development scenario includes 2,523 dwelling units consisting of: 1,848 low and medium-density residential units, 275 high-density residential units and 400 attached dwelling units on an approximately fifty-acre retirement community offering a range of supportive and health services, 37.7 acres of commercial uses and 4.4 acres devoted to business-professional development, three school sites for a total of 38.3 acres, 79.2 acres of parks, and 81.5 acres dedicated for open space. The Full Project includes a total of 3,977 low- and medium-density residential units, 1,121 high-density residential units (including the 400-unit retirement community), 44.6 acres of commercial, 4.4 acres of business-commercial, 48.3 acres for four school sites, 108.8 acres of parks, and 193.2 acres of open space.

City of Roseville Planning Department  
Lead Agency Division

316 Vernon Street, #104, Roseville, CA  
Address Where Copy of EIR is Available

May 15 - June 30, 1997  
Review Period

Nela Luken, Associate Planner (916) 774-5276  
Contact Person Area Code/Phone



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

**Project Sent to the following State Agencies**

State Review Began: 5/15/97  
Dept. Review to Agency 6/23  
Agency Rev to SCH 6/27  
SCH COMPLIANCE 6/30

- |  |  |
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| <input checked="" type="checkbox"/> Resources              | <input type="checkbox"/> State/Consumer Svcs             |
| <input type="checkbox"/> Boating                           | <input type="checkbox"/> General Services                |
| <input type="checkbox"/> Coastal Comm                      | <input type="checkbox"/> Cal/EPA                         |
| <input type="checkbox"/> Coastal Consv                     | <input type="checkbox"/> ARB                             |
| <input type="checkbox"/> Colorado Rvr Bd                   | <input type="checkbox"/> CA Waste Mgmt Bd                |
| <input checked="" type="checkbox"/> Conservation           | <input type="checkbox"/> SWRCB: Grants                   |
| <input checked="" type="checkbox"/> Fish & Game # <u>2</u> | <input type="checkbox"/> SWRCB: Delta                    |
| <input type="checkbox"/> Delta Protection Commission       | <input checked="" type="checkbox"/> SWRCB: Wtr Quality   |
| <input type="checkbox"/> Forestry                          | <input type="checkbox"/> SWRCB: Wtr Rights               |
| <input checked="" type="checkbox"/> Parks & Rec/OHP        | <input checked="" type="checkbox"/> Reg. WQCB # <u>5</u> |
| <input type="checkbox"/> Reclamation                       | <input type="checkbox"/> DTSC/CTC <u>Sac</u>             |
| <input type="checkbox"/> BCDC                              |  |
| <input checked="" type="checkbox"/> DWR                    |  |
| <input type="checkbox"/> OES                               | <input type="checkbox"/> Yth/Adlt Corrections            |
| <input type="checkbox"/> Bus Transp Hous                   | <input type="checkbox"/> Corrections                     |
| <input type="checkbox"/> Aeronautics                       | <input type="checkbox"/> Independent Comm                |
| <input type="checkbox"/> CHP                               | <input type="checkbox"/> Energy Comm                     |
| <input checked="" type="checkbox"/> Caltrans # <u>3</u>    | <input type="checkbox"/> NAHC                            |
| <input type="checkbox"/> Trans Planning                    | <input type="checkbox"/> PUC                             |
| <input type="checkbox"/> Housing & Devel                   | <input type="checkbox"/> Santa Mn Mtns                   |
| <input type="checkbox"/> Health & Welfare                  | <input checked="" type="checkbox"/> State Lands Comm     |
| <input type="checkbox"/> Dept. of Health                   | <input type="checkbox"/> Tahoe Rgl Plan                  |
| <input type="checkbox"/> Medical Waste                     | <input checked="" type="checkbox"/> Other: <u>OLA</u>    |

Please note SCH Number on all Comments  
**96112014**  
Please forward late comments directly to the  
Lead Agency

AQMD/APCD (Resources: 5/17)  
**96112014**

**COMMENT LETTER 4: Antero A. Rivasplata, Governor's Office of Planning and Research**

**Response to Comment 4-1:**

Comment noted.

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

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

**LETTER 5**

June 30, 1997

Nela Luken, Associate Planner  
Roseville Planning Department  
316 Vernon Street, #104  
Roseville, CA 95678

**SUBJECT: North Roseville Specific Plan DEIR, SCH#96112014**

Dear Nela,

We reviewed the hydrologic analysis by CH2M Hill for the North Roseville Specific Plan dated February 4, 1997. In general, our policy generally recommends detention to mitigate increases in downstream peak flows in this watershed. We have concluded, however, that this project is so located in the Pleasant Grove Creek watershed that detention for this project would more likely add to downstream peak flows than not under reasonably foreseeable conditions, and, further, the project would have little impact on localized flooding. The EIR needs to make this distinction because:

- a) the offsite rate of runoff will increase for most development projects in the Pleasant Grove Creek watershed, including this one, without mitigation.
- b) the resulting increase from a particular project may be perceived as small in relationship to total watershed flow, but the cumulative impact of all developments is likely to be significant.

Page 4.4-19 indicates the General Plan Floodplain Development Regulations allow development within the future floodway or floodway fringe on a case-by-case basis if it can be demonstrated that development would only be limited to the floodway fringe and would not result in any increase in off-site water surface elevations. It is our Board of Director's general policy that no development should occur within the 100-year floodplain. A similar policy has also been adopted for this particular watershed. Developing in the 100-year floodplain places structures directly at risk and, especially on a cumulative basis, results in a loss of floodplain storage which, in turn, increases downstream peak flows. This is true even if an individual project would result in no perceptible increase.

In addition, the statement cited in the subject document is confusing and may be in error in referring to development in the floodway. National Flood Insurance Policy (NFIP) regulations in effect in Roseville prohibit development in the floodway without but allow development in the floodplain fringe. The remaining of the statement is consistent with this concept.

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

5-1

5-2

5-3

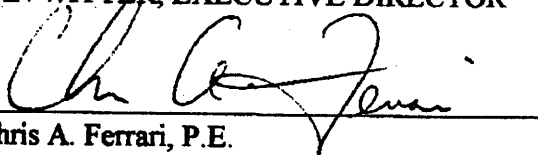
Nela Luken

**Subject: NRSP DEIR**

6/30/97

Page 2

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

A handwritten signature in black ink, appearing to read "Chris A. Ferrari", is written over a horizontal line.

Chris A. Ferrari, P.E.  
Development Coordinator

cc: Dennis Huff  
Randy Graham

DH:CF:DR

c:\cfproj\letters\cn97-57.wp

**COMMENT LETTER 5: Chris A. Ferrari, Placer County Flood Control and Water Conservation District**

**Response to Comment 5-1:**

Consistent with the comment, the Draft EIR states that the rate of stormwater runoff would increase (see page 4.4-19) due to the Proposed Project. However, as noted by the comment, detention of project flows could exacerbate downstream peak flows, so onsite detention facilities are not required of the Proposed Project. The Draft EIR also discusses cumulative increase in the rate (and volume) of stormwater runoff in Pleasant Grove Creek and its tributaries (see pages 5-7 and 5-8 of the DEIR). While the Proposed Project would not contribute to a significant increase in peak flows of stormwater runoff, the increase in the volume of stormwater runoff was found to be a significant and unavoidable impact.

**Response to Comment 5-2:**

As stated on page 4.4-19 of the DEIR, the Roseville General Plan Floodplain Development Regulations allow “development” in the floodway fringe only if it can be demonstrated that no increase would occur in offsite water elevation. Development would be limited to park-type facilities with no residential or commercial development or roads. Mitigation Measure 4.4-1 further requires that any structures in the park and open space designations (which include all of the floodway and floodway fringe in the Plan Area) be designed to prevent the obstruction of flows. The types of structures that are anticipated are picnic tables, backstops, fences, and an open-fence horse arena. Softball and soccer fields and paths are also planned. As stated on page 4.4-29 of the DEIR, recreational facilities such as picnic tables and backstops are to be designed, placed and secured to allow for water to easily flow through or around them, and to prevent their becoming dislodged during flood events. Because the Proposed Project would not be allowed to interfere with flows or increase offsite water elevation due to such structures, it would not contribute to cumulative increases in rate or volume of stormwater.

**Response to Comment 5-3:**

In order to clarify the City’s policy, the first sentence of the first full paragraph on page 4.4-19 is revised to read:

In addition, General Plan Floodplain Development Regulations allows development within the future ~~floodway~~ or floodway fringe on a case-by-case basis if it can be demonstrated that development would only be limited to the floodway fringe and would not result in any increase in off-site water surface elevation.



**PLACER COUNTY  
DEPARTMENT OF PUBLIC WORKS**

Jan Witter, Director  
Tim Hackworth, Asst. Director  
Wes Zicker, Deputy Director

June 30, 1997

Ms. Nela Luken  
City of Roseville  
Planning Department  
316 Vernon Street, #104  
Roseville, CA 95678

**RECEIVED**

**JUN 30 1997**

**PLANNING DEPARTMENT**

**Subject: North Roseville Specific Plan DEIR**

Dear Ms. Luken:

The Transportation Planning Division of the Public Works Department has reviewed the DEIR for the North Roseville Specific Plan, and have the following comments. We are providing both general and specific comments as indicated below.

**General Comments**

Local/Regional Circulation

- The Transportation & Circulation section of the DEIR does not clearly identify the internal circulation and roadways within the proposed project, nor does it identify how the project's circulation system connects with the regional system. Placer County is very concerned with the ability to provide for north/south connections between the City of Roseville and the Sunset Industrial Area of Placer County. These connections are essential to providing adequate regional circulation. Logical connections between the City and Placer County include northern extensions of both Foothills Boulevard and Woodcreek Oaks. The North Roseville Specific Plan should identify Woodcreek Oaks Boulevard as a future connection with Placer County. If this connection is not identified now, the ability to make a connection in the future may be impossible and would affect the ability to provide an adequate circulation to the area. We remain available to work with City staff in planning for these future connections. We request that the Woodcreek Oaks connection to the County's Sunset Industrial Area be studied as an alternate in the EIR so that it can be considered during project approval.

6-1

**Ms. Nela Luken**

**City of Roseville**

June 30, 1997

Page 2

- No mention is made of a future east/west connection between State Route 65 and State Route 70/99. The City and the County Public Work's staff have had preliminary discussions regarding the need to provide an additional east-west connection to serve the future needs of the region. Western extensions of Blue Oaks Boulevard and Sunset Boulevard are potential routes that are being considered at this point. As future development in the North Roseville Specific Plan contributes to the need for this connection and will directly benefit from its construction, they should participate in the planning and construction of this connection. To keep Blue Oaks Boulevard as an option, the EIR should consider impacts along Blue Oaks Boulevard assuming the future connector is an extension of Blue Oaks Boulevard. 6-2
- Approval of this Plan will provide for urbanized land uses up to the eastern boundary of Fiddymment Road. As part of this Specific Plan, it would be appropriate for the City of Roseville to annex all of Fiddymment Road north of Baseline Road to project's northern limits. 6-3
- We are pleased that the DEIR considered a circulation alternative with Junction Boulevard aligned to intersect with Fiddymment as "T" intersection. This is the County's preferred alignment, as this would allow Junction Boulevard to extend west of Fiddymment Road before swinging to the south to connect with Baseline Road. This alignment has been shown to lessen congestion along Baseline Road between the City limits and Watt Avenue. We suggest that any project approval allow for the modified alignment of Junction Boulevard in order to provide greater regional traffic benefits. 6-4

Cumulative Analysis

- The land use assumptions for areas outside of the City of Roseville under cumulative conditions is not apparent. As we requested in our NOP comments, the cumulative analysis should include the proposed West Placer Specific Plan and the Sunset Industrial Area Plan. It does not appear that proposed land use within these projects were included in the cumulative analysis. We believe they should be included, as they are proposed development plans adjacent to the North Roseville Specific Plan. The affect of all potential development within the area is critical to determine cumulative impacts. If only City of Roseville projects are considered, the cumulative impacts will be understated. 6-4

**Specific Comments**

Page 4.9-4 - Figure 4.9-1

- Blue Oaks Boulevard in incorrectly labeled as "Blue Oaks Rd." This applies to all subsequent figures as well. 6-4

- State Route 65 is incorrectly identified as a Freeway north of Blue Oaks. It is not currently to freeway standards. 6-7
- It would seem appropriate to depict the continuation of roadways into Placer County. It appears that most roads stop at the Roseville City limits. Fiddymment Road and Cook Riolo Road are key linkages within Unincorporated Placer County that will serve project traffic and should be depicted on this figure. 6-8

Page 4.9-6

- The description of Fiddymment Road should indicate that Fiddymment Road is within the jurisdiction of Placer County north of Blue Oaks Boulevard and between Baseline Road and Pleasant Grove Boulevard. Between Pleasant Grove Boulevard and Blue Oaks Boulevard, Fiddymment Road is within the jurisdiction of the City of Roseville. An indication of the volume on Fiddymment Road north of Blue Oaks Boulevard should be provided. 6-9

Page 4.9-9 - Figure 4.9-2

- Existing traffic volumes should be included on Cook Riolo Road and on Fiddymment Road north and south of Blue Oaks Boulevard. 6-10

Page 4.9-12 - Table 4.9-3

- It is unclear how the unsignalized intersections were analyzed. The text presents an analysis methodology for signalized intersections, but not unsignalized intersections. It should be clear if the LOS designation represents the most difficult movement or an average of all movements. 6-11

Page 4.9-19

- The last sentence of the 4th paragraph of the "rail" discussion states that the Pleasant Grove at-grade crossing is currently under construction. I am not aware of any at-grade crossings under construction. 6-12

Page 4.9-20 - Figure 4.9-6

- The legend should be corrected to identify Union Pacific rather than Southern Pacific. 6-13

Page 4.9-25 - Table 4.9-4

- The dates for each of the 2010 Market Scenarios are unclear. If they represent final adoption of the respective plans they do not appear to be correct. 6-14

- The requirement to widen Blue Oaks Boulevard to 5 lanes between Industrial and Foothills is triggered under two scenarios. The correct scenario should be identified. 6-15

Page 4.9-29

- Blue Oaks Boulevard is labeled incorrectly as Blue Oaks Rd. 6-16
- The lane requirements for Blue Oaks Boulevard just west of Foothills Boulevard is not indicated.
- The lane requirements of Junction Boulevard within Phase 2 are not identified.

Page 4.9-30

- The word "that" appears to be omitted in the first sentence of the 4th paragraph between "impacts" and "would." 6-17
- The last sentence of this page states that the current CIP identifies the realignment of Fiddymment Road north of Blue Oaks Boulevard. This segment is located within Placer County, and is not proposed to be realigned within the County's CIP. However, as this project will front on Fiddymment Road, it would be appropriate for the City to annex the portion of Fiddymment Road fronting the project. 6-18

Page 4.9-34 - Figure 4.9-8

- Volumes should be identified on the following facilities: 6-19
  - Fiddymment Road north of Blue Oaks Boulevard;
  - Cook Riolo Road, south of Baseline Road; and
  - State Route 65, north and south of Blue Oaks Boulevard.

Page 4.9-37 - Table 4.9-7

- The table should include volumes and LOS for Cook Riolo Road (south of Baseline Rd.) and Walerga Road (south of Baseline Rd.).
- The changes in volumes on Placer County facilities presented in Table 4.9-7 do not appear consistent with changes in trip generation of the three scenarios (No Project, Phase I and Phase II). For example volumes on Baseline Road and Fiddymment Road decrease under both Phase I and Phase II compared with the No Project scenario. The other scenarios result in very negligible increases on the other roadways compared with the No Project scenario. Considering Phase I would result in a net addition of nearly 21,000 daily trip ends and Phase II would result in a net addition of approximately 37,000 trip ends, the changes in daily traffic volumes on the surrounding system do not appear consistent, even after considering internalization and redistribution of trips. 6-20

Ms. Nela Luken  
City of Roseville  
June 30, 1997  
Page 5

Project Alternatives

- All figures presented for project alternatives should show volumes on Walerga Road (south of Baseline Road) and on Baseline Road (west of Fiddyment Road).
- The figures displaying daily traffic volumes for Project Alternatives 1,2 and 3 compare daily traffic volumes with Phase I of the proposed project. Comparing the alternatives with only Phase I of the proposed project does not provide a true comparison of relative differences in traffic impacts. These figures should compare each alternative's traffic volumes with Phase I and II of the proposed project.

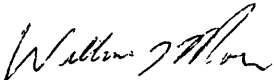
6-2

As mentioned above we request that the Woodcreek Oaks Boulevard connection be identified and studied as an alternative; consider impacts of a regional connection which extends Blue Oaks Boulevard to SR 70/99, and strongly recommend that any project approval include the alignment alternative of Junction Boulevard to connect with Fiddyment Road.

6-1

Thank you for the opportunity to review and comment on the DEIR. 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

**COMMENT LETTER 6: William J. Moore, Placer County Department of Public Works**

**Response to Comment 6-1:**

The circulation master plan of the Proposed Project is shown in Figure 3-6 of the DEIR; these roadways also appear in Figure 4.9-8, including all connections to the planned transportation systems of the City of Roseville and Placer County. Phase I of the Proposed Project includes several connections to Blue Oaks Boulevard and Woodcreek Oaks Boulevard; it also includes an extension of Woodcreek Oaks Boulevard to the north city limits. Phase II of the Proposed Project includes connections to Blue Oaks Boulevard, Fiddymment Road and Junction Boulevard. The Proposed Project does not assume that Woodcreek Oaks Boulevard would be extended into the Sunset Industrial Area; however, it also does not preclude this option. The extension of Foothills Boulevard into the Sunset Industrial Area is not related to the Proposed Project and is not included in the City's 2010 CIP.

The comments related to the County's desire to provide connections between the City of Roseville and the Sunset Industrial Area are noted. The City and County have discussed possible connections through the on-going Development Issues Committee, and the City will continue to work with the County on the issue.

**Response to Comment 6-2:**

The potential east/west connection is not anticipated within a reasonably foreseeable time frame and is not included in either the City's or the County's CIPs. It also does not appear in the 1996 Metropolitan Transportation Plan, which was prepared by PCTPA and includes all funded improvements through the year 2015. Blue Oaks Boulevard has been designed to provide sufficient right-of-way for an eight-lane configuration in order to provide capacity for potential development along that corridor. In addition a reference to this possible connection has been added to the EIR (page 3-12) and City General Plan (111-17). The City intends to continue to work with the County and other South Placer jurisdictions in exploring possible east/west connection options.

**Response to Comment 6-3:**

Comment noted. The area referenced is in Phase II. No entitlements for Phase II are being considered as part of current City Council action. The annexation boundary would be addressed if and when City grants entitlements to Phase II.

**Response to Comment 6-4:**

Comment noted. Please also see Response to Comment 6-3.

**Response to Comment 6-5:**

The cumulative condition is based upon the 2010 Market/Specific Plan Buildout scenario in the City's General Plan EIR. It assumes levels of development in surrounding communities that are generally analogous to year 2010 conditions.

The West Placer Specific Plan is currently in the preliminary planning process; therefore it is not included in the EIR analysis. The City's land use assumptions for 2010 already assume growth in the Sunset Industrial Area, although not the same as described in the Sunset Industrial Area Plan, which was also in the preliminary planning process at the time the traffic analysis was conducted. An analysis of impacts to Placer County roadways was conducted using the County's land use assumptions (see Impact No. 4.9-4(A)).

**Response to Comment 6-6:**

The comment is noted. Figures 4.9-1 through 4.9-7, 6-2, 6-4, 6-6, 6-9 and D-1 of the DEIR are corrected by replacing "Blue Oaks Road" with "Blue Oaks Boulevard".

**Response to Comment 6-7:**

Figure 4.9-1 is revised to show that State Route 65 is designed to freeway standards until immediately north of the Blue Oaks Boulevard interchange; it then begins transitioning to a four-lane, divided highway with an at-grade intersection at Washington Boulevard. North of the Washington Boulevard intersection, SR-65 transitions to a two-lane, undivided highway.

**Response to Comment 6-8:**

The comment is noted. Other figures in this section (Figures 4.9-7 and 4.9-8) depict county roadways in the general vicinity of the Proposed Project, including projected daily traffic volumes (see page 4.9-34 of the DEIR). Existing conditions on these roadways are discussed in the text.

**Response to Comment 6-9:**

Fiddymment Road is within the jurisdiction of Placer County between Baseline Road and Pleasant Grove Boulevard, and north of Blue Oaks Boulevard. Between Pleasant Grove Boulevard and Blue Oaks Boulevard, Fiddymment Road is within the City of Roseville's jurisdiction. There is no recent traffic count data available for the section of Fiddymment Road north of Blue Oaks Boulevard. A count collected in 1991 indicated a daily traffic volume of approximately 800 vehicles (per day).

**Response to Comment 6-10:**

Existing traffic volumes were included for locations where recent count data was available. No recent count data were available for the specified sections of Cook-Riolo Road and Fiddymment Road.

**Response to Comment 6-11:**

Analysis of level of service at unsignalized intersections is based upon the methodology found in the Transportation Research Board's Highway Capacity Manual (1985). This method determines level of service based on "reserve capacity," which is the number of vehicles per hour for a given turning movement that may experience delay and still achieve a given level of service. This is different from the analysis used for signalized intersections, which is based on "critical movements". Because this method calculates level of service for several movements at the intersection, the overall level of service of the intersection is assumed to be the level of service of the worst movement at the intersection. Various ranges of reserve capacities correspond to the various levels of service, as shown in Table 3 below.

<b>Level of Service (LOS)</b>	<b>Expected Delay</b>	<b>Reserve Capacity (Vehicles/Hour)</b>
A	Little or no delay	$\geq 400$
B	Short traffic delay	300-399
C	Average traffic delay	200-299
D	Long traffic delay	100-199
E	Very long traffic delay	$\leq 0-99$
F	Extreme delays potentially affecting other traffic movements at the intersection	0

Source: Transportation Research Board, 1985.

**Response to Comment 6-12:**

The last sentence in the fourth paragraph on page 4.9-19 is revised to read as follows:

~~The Pleasant Grove at-grade UPRR crossing of this spur is under construction is scheduled to be completed by summer of 1997. at Pleasant Grove Boulevard is a grade-separated crossing which was completed in 1995.~~

**Response to Comment 6-13:**

The comment is noted. The legend is revised to read "Union Pacific," not "Southern Pacific."

**Response to Comment 6-14:**

The dates shown in Table 4.9-4 indicate the year in which each environmental impact report (EIR) was completed, not the final adoption of the various plans included in the table.

**Response to Comment 6-15:**

The need to widen Blue Oaks Boulevard between Industrial Avenue and Foothills Boulevard was first identified in the Del Webb Specific Plan EIR; the Hewlett-Packard Master Plan EIR also identified this need.

**Response to Comment 6-16:**

Figure 4.9-7 incorrectly identifies Blue Oaks Boulevard as Blue Oaks Road and has been corrected. Per the Hewlett-Packard Master Plan, Blue Oaks Boulevard is required to be four lanes wide between H.P.'s Collector "B" and Foothills Boulevard. Junction Boulevard is required to be two lanes wide between Woodcreek Oaks Boulevard and Baseline Road and four lanes wide between Baseline Road and Fiddymment Road.

**Response to Comment 6-17:**

Comment noted. The first sentence in the fourth paragraph on page 4.9-30 is revised as follows:

The analysis of the Del Webb, NEC, Hewlett Packard, and Highland Reserve North plans identified several impacts that would require roadway or intersection improvements as mitigations.

**Response to Comment 6-18:**

The comment is noted. As stated on page 1-2 of the DEIR, annexation of Fiddymment Road adjacent to Woodcreek West is anticipated for Phase II of the Proposed Project. Annexation would not occur for the portion of Fiddymment Road that is not adjacent to Phase II of the Plan Area. Realignment of Fiddymment Road north of Blue Oaks Boulevard and adjacent to the Walaire 160 property (Neighborhood C), would be required with Phase II.

**Response to Comment 6-19:**

Traffic volumes on county roadways were analyzed using different assumptions than the Proposed Project (see discussion under Impact 4.9-4(A)), and therefore were not included on this figure. If the City's land use and circulation assumptions were applied to county roadways, then Fiddymment Road north of Blue Oaks Boulevard would carry 3,400 under 2010 Market conditions with the full, Proposed Project (compared to 2,200 with Phase I only and 2,000 under No Project conditions). Cook-Riolo Road south of Baseline Road would carry 3,500 under 2010 Market conditions with the full, Proposed Project (compared to 3,200 with Phase I only and 2,900 under the No Project scenario).

SR-65 north of Blue Oaks Boulevard would carry 38,000 daily vehicles under 2010 Market with the full, Proposed Project (compared to 33,000 under the No Project scenario). South of Blue Oaks Boulevard, SR-65 would carry 39,000 vehicles per day under full, Proposed Project (compared to 34,000 under the No Project scenario).

**Response to Comment 6-20:**

Traffic volumes on county roadways were analyzed using the County's land use and circulation system assumptions; these same assumptions were used to develop the County's General Plan. The County General Plan was used as the No Project scenario, since it represented the County's version of what land use and circulation system would be in place in the year 2010 if the Proposed Project were not developed. The County General Plan included significant development within the urban reserve portions of the City of Roseville, including those portions that comprise the Proposed Project.

To analyze the Proposed Project, the land use assumptions in the General Plan (for the North Roseville plan area) were replaced with the assumptions of the Proposed Project, which actually assumes less development than the General Plan. As a result, some roadways in the general vicinity of the Proposed Project would have somewhat lower volumes than under the General Plan. This also explains why the change in volumes is not directly correlated to the trip generation of the project.

Daily traffic volumes on Cook-Riolo Road and Walerga Road, south of Baseline Road, would be 9,300 and 10,800, respectively, under 2010 conditions with the Proposed Project. Under No Project conditions (the County General Plan), the volumes on these roadways would be 9,300 and 13,200, respectively.

Analysis of impacts and traffic volumes on Placer County roadways was conducted using the land use and circulation system assumptions employed by Placer County. Per the Memorandum of Understanding, the City is required to use these assumptions to analyze the Proposed Project and, if requested, one additional scenario. The scenario the County requested was connection of Junction to Baseline West of Fiddymont Road. Daily traffic volumes on Walerga Road south of Baseline Road and Baseline Road west of Fiddymont Road are summarized in Table 4. These volumes are based on the City's land use and circulation system assumptions.

**Response to Comment 6-21:**

A comparison of the No Project Alternative versus Full Project traffic volumes can be found in the DEIR in Figure 4.9-8, page 4.9-34. Alternatives 2 and 3 represent conditions in which only the Phase I portion of the Proposed Project would experience growth; Phase II would remain urban reserve and would experience no development. Therefore, a comparison of these alternatives to the Full Project scenario are not valid comparisons.

<b>Table 4</b> <b>North Roseville Specific Plan EIR</b> <b>Daily Traffic Volumes Under Project Alternatives</b>		
<b>Project Alternative</b> <b>(2010 Market scenarios)</b>	<b>Walerga Road South</b> <b>of Baseline Road</b>	<b>Baseline Road West</b> <b>of Fiddymont Road</b>
Proposed Project (Phase I only)	7,200	21,900
Proposed Project (Full Project)	8,800	23,200
Alt. 1: No Project	7,000	21,000
Alt. 2: Existing Zoning Only	7,500	21,000
Alt. 3: Existing Zoning w/Urban Res.	7,400	22,300
Alt. 4: Lower Density (Phase I only)	7,200	22,300
Alt. 4: Lower Density (Full Project)	8,800	22,800
Alt. 5: Off-Site	n/a <sup>1</sup>	n/a <sup>1</sup>
Alt. 6: Junction Bl. Realignment	8,600	23,100
Notes: 1 Off-site alternative was analyzed qualitatively; traffic volumes on roadway segments listed above are likely similar to No Project Alternative.		
Source: DKS Associates, 1997.		

**Response to Comment 6-22:**

Comment noted. Please also see Responses to Comments 6-1 and 6-2.

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

**RECEIVED**

JUL 01 1997

**PLANNING DEPARTMENT**

June 30, 1997

City of Roseville  
Planning Department  
Attn: Nela Luken  
316 Vernon Street #104  
Roseville, CA 95678

Re: North Roseville Specific Plan Draft Environmental Impact Report; SCH# 96112014

Dear Ms. Luken:

Sutter County appreciates the opportunity to comment on the North Roseville Specific Plan Draft Environmental Impact Report. The County's response to the Notice of Preparation included comments regarding the significant drainage impacts and specifically stated that,

"The mitigation measures should not include a deferred hydrologic study as has been done in previous EIR's prepared by the City. Nor should there be a non-mandatory recommendation to participate in a regional solution to flood management. A hydrologic study should be completed as part of the impact analysis in order to determine the degree of protection that can be feasibly incorporated into the project."

7-1

Unfortunately, Mitigation Measure 4.4-2 does in fact defer the study that will determine whether the proposed regional facility can adequately accommodate the net increase in runoff. This deferral puts off a key study relating to the feasibility of this mitigation and subsequently the entire project. Sutter County does not believe that this type of deferral satisfies CEQA's purpose of providing full disclosure of impacts and requiring feasible mitigation.

Additionally on page 4.9-41, the discussion under Impact 4.9-6(B) correctly identifies the increase in traffic volumes that would occur in Sutter County as a result of the project. The report then fails to address the impact and instead mentions a Placer County CIP that only addresses impacts to Placer County roadways. This section therefore appears legally inadequate for not addressing the specifically identified impact of "Increased traffic volumes on Sutter County roadways."

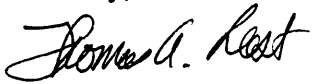
7-2

Ms. Nela Luken  
June 30, 1997  
Page 2

These unresolved issues should be addressed completely prior to consideration of the project for approval by your decision making bodies. Sutter County continues to have serious concerns regarding the City of Roseville's approach to these issues. Please provide Sutter County the planned response and any additional studies and/or data as soon as they become available. Please also provide Sutter County a copy of all notices regarding this project including those for the hearings and Notice of Determination as soon as they are available.

7-3

Sincerely,



Thomas A. Last, Principal Planner  
Community Services Department

TAL:JF:rlb

cc: Larry T. Combs, County Administrative Officer  
Darrell Larsen, County Counsel  
Bob Barrett, Director, Public Works Department

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**COMMENT LETTER 7: Thomas A. Last, Sutter County Community Services Department**

**Response to Comment 7-1:**

The DEIR does not defer impact analysis by requiring additional information at a later date. The potential for the Proposed Project to increase stormwater runoff is evaluated on pages 4.4-19-20 and 4.4-27 of the DEIR. As discussed on page 4.4-27 of the DEIR, the Proposed Project would contribute only a portion of the total runoff anticipated from new development in south Placer County, which is expected to increase flows in the Pleasant Grove and Dry Creek watersheds by less than 0.3 feet. The flows from the Phase I portion of the Proposed Project have been assumed in the of the proposed regional facility, because Phase I has land use designations. That is, the amount of runoff generated by Phase I for the Diamond Creek, Eskaton, Woodcreek North and Mourier 140 properties combined would be less than the amount generated by the light industrial development that would occur under the existing zoning on the Diamond Creek, Eskaton and Mourier 140 properties combined (no runoff was assumed for Woodcreek North under existing zoning because it is urban reserve), as discussed on page 4.4-20. As stated on page 4.4-29 of the DEIR, Mitigation Measure 4.4-2 requires that the applicant demonstrate that storm runoff from the second phase of the Proposed Project would not exceed the capacity of the planned regional retention facility. If the applicant can not demonstrate that the regional facility is adequate, the second phase of the Proposed Project could not be constructed without additional environmental analysis in accordance with CEQA. (Land owners have only requested entitlements for Phase I of the Proposed Project; Phase II would retain its existing land use designation.)

**Response to Comment 7-2:**

As discussed in Impact 4.9-6(A) on page 4.9-38 of the DEIR, the additional traffic volumes generated by the Proposed Project would result in no more than 200 vehicles per day (at most a five percent increase) in daily traffic volumes on roadways on Riego Road entering Sutter County from Placer County. Traffic volume increases on Howsley Road and East Catlett are much lower. Such insubstantial increases do not in themselves trigger the need to provide any roadway improvements to provide additional capacity.

Placer County has included the widening of Baseline Road to four lanes between the City of Roseville and the Placer/Sutter County line in their CIP. This would provide adequate capacity to provide level of service "C" or better operating conditions up to the County line. The 1996 Metropolitan Transportation Plan does not include the widening of Riego Road between the County line and SR-99. It is assumed that no funding source has been identified for such an improvement. Should Riego Road remain a two-lane roadway in the year 2010, it would operate at an unacceptable level of service (LOS F) under 2010 conditions with or without the project; therefore, the Proposed Project would contribute to an existing unacceptable level of service, but would not, by itself, cause the situation.

**Response to Comment 7-3:**

Comment noted. The City of Roseville will provide the requested items to Sutter County as they become available.

# MEMORANDUM

Date: June 3, 1997  
 To: Nela Luken, Associate Planner  
 Cc: Rob Jensen, Senior Civil Engineer  
 From: Scott Gandler, Associate Engineer *SG*  
 Subject: North Roseville Specific Plan Draft EIR

I have reviewed the traffic analysis for the North Roseville Specific Plan Draft Environmental Impact Report dated May, 1997. I have the following comments.

- |  |   |     |
|--|---|-----|
| 1. Transportation and Circulation section, page 4.9-5, fourth paragraph, second sentence should read, "... to Woodcreek Oaks Boulevard <i>and a three lane road</i> from Woodcreek Oaks to ..."                              | } | 8-1 |
| 2. Transportation and Circulation section, page 4.9-30, fourth paragraph, first sentence should read, "... several impacts <i>that</i> would require roadway ..."  | } | 8-2 |
| 3. Transportation and Circulation section, page 4.9-33, Impact 4.9-1(A), second sentence has a typographical error, "... roadway system via Blue Oaks Boulevard ..."   | } | 8-3 |
| 4. CEQA Considerations section, page 5-12, first bullet item should list Pleasant Grove Boulevard/ Foothills Boulevard, rather than Pleasant Grove Boulevard/Washington Boulevard as continuing to require grade separation. | } | 8-4 |
| 5. CEQA Considerations section, pages 5-12 and 5-13, there are 3 bullet items that list Riverside Drive which should list Riverside Avenue.  | } | 8-5 |
| 6. CEQA Considerations section, page 5-15, Table 5.2-2 has two intersections that list Riverside Drive which should list Riverside Avenue.   | } | 8-6 |
| 7. CEQA Considerations section, page 5-15, there is one bullet item that list Riverside Drive which should list Riverside Avenue.  | } | 8-7 |
| 8. CEQA Considerations section, page 5-15, last sentence should read, "segments would operate <i>of</i> <u>at</u> LOS "D" or worse ..."  | } | 8-8 |
| 9. CEQA Considerations section, page 5-16, second bullet item should read, "Eureka Road between Sunrise and I-80 ( <u>6</u> lanes).  | } | 8-9 |

sg/sg/nrspmemo.doc

**COMMENT LETTER 8: Scott Gandler, City of Roseville Department of Public Works**

**Response to Comment 8-1:**

Comment noted. The second sentence of the third full paragraph on page 4.9-5 of the DEIR is revised to read:

Baseline Road is a two-lane road from the City limits to Woodcreek Oaks Boulevard and a three-lane road from Woodcreek Oaks to Foothills Boulevard (where Baseline becomes Main Street).

**Response to Comment 8-2:**

Comment noted. The first sentence of the third full paragraph on page 4.9-30 of the DEIR is revised to read:

The analysis of the Del Webb, NEC, Hewlett Packard, and Highland Reserve North plans identified several impacts that would require roadway or intersection improvements as mitigations.

**Response to Comment 8-3:**

Comment noted. The second sentence of the first paragraph under Impact 4.9-1(A) on page 4.9-33 of the DEIR is revised to read:

These trips would distribute onto the roadway system via Blue Oaks Boulevard (east and west of the Project) and Woodcreek Oaks Boulevard (south of the Project); some trips would remain internal to the Proposed Project.

**Response to Comment 8-4:**

Comment noted. The first bullet on page 5-12 is revised to read:

As required for the 2010 Market/Specific Plan Buildout scenario in the General Plan Update EIR, the intersections of Roseville Parkway/Pleasant Grove Boulevard, Roseville Parkway/Taylor Road, and Pleasant Grove Boulevard/~~Washington~~ Foothills Boulevard would continue to require grade separation in order to operate at LOS "C" or better conditions under the revised assumptions.

**Response to Comment 8-5:**

Comment noted. The fourth bullet under the second bullet on page 5-12 and the sixth and tenth bullets on page 5-13 are revised to read:

- Riverside ~~Drive Avenue~~/I-80 westbound off-ramp (fourth bullet on page 5-12 and sixth bullet on page 5-13)
- Riverside ~~Drive Avenue~~/Cirby Way

**Response to Comment 8-6:**

Comment noted. The sixth and tenth intersections in Table 5.2-2 are revised to read:

- Riverside ~~Drive Avenue~~/I-80 westbound off-ramp (4th bullet on page 5-12 and 6th bullet on page 5-13)
- Riverside ~~Drive Avenue~~/Cirby Way

**Response to Comment 8-7:**

Comment noted. The third and seventh bullets on page 5-15 are revised to read:

- Riverside ~~Drive Avenue~~/I-80 westbound off-ramp (4th bullet on page 5-12 and 6th bullet on page 5-13)
- Riverside ~~Drive Avenue~~/Cirby Way

**Response to Comment 8-8:**

Comment noted. The first sentence of the last paragraph on page 5-15 is revised to read:

Under the cumulative condition, the following roadway segments would operate ~~of~~ at LOS “D” or worse on the basis of p.m. peak hour traffic volume-to-capacity ratio (the total number of through lanes assumed for the segment is also shown):

**Response to Comment 8-9:**

Comment noted. The second bullet on page 5-16 of the DEIR is revised to read:

Eureka Road between Sunrise and I-80 (~~4~~ 6 lanes)

Del Webb California Corp.

RECEIVED

JUN 27 1997

PLANNING DEPARTMENT

June 27, 1997

Roseville Planning Department
Attn: Nela Luken, Associate Planner
316 Vernon Street, #104
Roseville, CA 95678

SUBJECT: Comments on the North Roseville Specific Plan Draft Environmental Impact Report

Dear Mrs. Luken:

Del Webb appreciates the opportunity to review and comment on the Draft Environmental Impact Report (DEIR) for the North Roseville Specific Plan (NRSP). The proposed Specific Plan directly abuts our project on three common property lines. Phase I of the project is located directly to the east and north of our project, and Phase II of the project is located directly to the south. Due to the proposed plan's proximity to the Del Webb Specific Plan, there are a number of issues that we would request further clarification on, and we offer the following comments for your consideration:

Project Description:

Project Description, page 3-11. The land use designation is unclear for the area marked "Eskaton Village" in Neighborhood C.

9-1

Land Use:

a) Land Use, page 4.1.1. In section 4.1.1, the DEIR indicates that both Phase I and the Full Project (Phases I and II combined) are evaluated using existing conditions as the baseline against which impacts are assessed. Does this condition reflect the existing plus project scenario?

9-2

b) Land Use, page 4.1-3 figure 4.1-1. Highland Reserve North is now an approved specific plan.

9-3

c) Land Use, page 4.1-4. The Del Webb Specific Plan has been modified eliminating the northern commercial site. The acreage is now 12.1 acres of commercial.

9-4

d) Land Use, page 4.1-6. The proposal to locate an amphitheater in the Sunset

9-5

Industrial area has been postponed. The EIR should reflect the status of the amphitheater project.

9-5 Cor

- e) *Land Use, pages 4.1-15 & 4.1-16, figures 4.1-4 & 4.1-5.* The maps need to be revised to eliminate drainages that no longer exist and the commercial site in the north end of the project is now residential.

9-6

**Population, Employment and Housing:**

- a) *Population, Employment and Housing, page 4.2-12.* At the end of the second paragraph, the DEIR indicates that “it is likely that at least a portion of the units in the NRSP will not be “new units” but transferred [sic] from elsewhere in the City. This would reduce the effect of Proposed Project.” The EIR should include data to support the assumption. If units are being transferred what is the amount and how does this impact the various impact sections within the EIR? Is the General Plan consistent with the worst case scenario of amending the City’s population cap? If the population cap is adjusted as part of this project, impacts related to growth inducement should be evaluated.

9-7

- b) *Population, Employment and Housing, page 4.2-14.* In the third paragraph of Impact 4.2-2(B). The request for entitlements includes a General Plan Amendment to increase the population cap from 39,200 units to accommodate units within the NRSP. The proposed population cap should be quantified.

9-8

**Transportation and Circulation:**

- a) *Transportation and Circulation, page 4.9-3, Table 4.9-1.* Sun City Boulevard has been completed, so the footnote in this table should be removed.

9-9

- b) *Transportation and Circulation, page 4.9-9, Figure 4.9-2, Existing Daily Traffic Volumes.* This exhibit should include traffic volumes for Blue Oaks Boulevard west of Foothill Boulevard and for Fiddymment Road.

9-10

- c) *Transportation and Circulation, page 4.9-12, Table 4.9-3.* This table should include the Blue Oaks Boulevard/Fiddymment Road, Blue Oaks Boulevard/Foothills Boulevard, Blue Oaks/Del Webb Boulevard and Del Webb/Fiddymment Road intersections.

9-11

- d) *Transportation and Circulation, page 4.9-17.* In the list of truck routes, Blue Oaks Boulevard between Fiddymment Road and State Route 65 is listed as a truck route. This route will direct trucks on Fiddymment Road as well, unless all trucks

9-12

are staying on Blue Oaks Boulevard and Baseline Road, with no travel between the two. Fiddymment Road is not designated as a truck route, and should be signed accordingly.

9-12  
Cont.

e) *Transportation and Circulation, page 4.9-24, last paragraph on page.* The City of Rocklin's traffic model uses 2020 forecasts, not 2010 forecasts.

9-13

f) *Transportation and Circulation, page 4.25, Table 4.9-4.* The table should include the extension of Pleasant Grove to Fiddymment Road.

9-14

g) *Transportation and Circulation, page 4.25, Table 4.9-4.* The EIR should acknowledge the obligation and timing of the plan area to contribute to roadway improvements, including Blue Oaks Boulevard from Foothills Boulevard to Fiddymment Road.

9-15

h) *Transportation and Circulation, page 4.9-31.* In Table 4.9-6, daily trip rates are used for Eskaton Village that are disparate with those listed for single and multi-family residential land uses. It is understood that Eskaton Village will generate fewer trips than multi-family uses. However, the methodology for calculating trips is inconsistent since some trips are calculated using trips per acre for land use category (residential, commercial, business professional, etc.) and Eskaton's trips are calculated based on the ultimate user of the parcel (Eskaton). The EIR should consistently project trips based on land use categories so that projects are consistent and so that they accurately project trip generation for the land use, independent of the ultimate user.

9-16

I) *Transportation and Circulation, page 4.9-37, Table 4.9-7.* The volumes shown on Fiddymment Road north of Baseline decrease with the development of Phase I and Phase II of the proposed project. With an increase in development surrounding our project, please explain how these volumes decrease.

9-17

**Noise:**

a) *Noise, page 4.11-22, Impact 4.11-1(b).* The EIR indicates that there is no mitigation available to lessen the noise impact of earthmoving and general construction equipment. Limiting the hours of construction is a suggested mitigation, especially in areas that are adjacent to sensitive noise receptors.

9-18

**Public Services and Utilities:**

a) *Public Services and Utilities, page 4.12-12, fourth paragraph.* The EIR should

9-19

discuss the extent to which NRSP residents will rely on the interim fire station in Mahany Park.

9-19  
Cont.

b) *Public Services and Utilities, page 4.12-36, third paragraph.* The final sentence in the analysis for Impact 4.12.2(A) states that the City's conveyance capacity will be adequate to serve the Proposed Project before Phase I is occupied. Please provide rationale for this assumption and describe the impact if conveyance capacity is unavailable for Phase I.

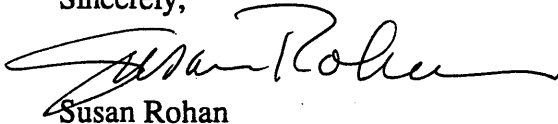
9-20

c) *Public Services and Utilities, page 4.12-39, Figure 4.12-5.* Our project was responsible for installing a 24" waterline within Blue Oaks Boulevard that is referenced in the document as part of the conveyance system, but is not shown in this figure.

9-21

Once again, thank you for the opportunity to comment on this document. If you have any questions regarding any of my comments, please call me at 774-3400.

Sincerely,



Susan Rohan

V.P. Governmental and Environmental Affairs

CC: George Phillips

u:/docs/nrsp.cor

**COMMENT LETTER 9: Susan Rohen, Del Webb California Corp.**

**Response to Comment 9-1:**

Eskaton Village, which is in Neighborhood A, is designated community commercial. The zoning for Eskaton Village is CC/SA, as shown in Figure 3-7.

**Response to Comment 9-2:**

Existing conditions (rather than future planned land uses) are the baseline against which impacts of the Proposed Project are assessed. That is, the Proposed Project is compared to existing conditions to determine what land use impacts would occur.

**Response to Comment 9-3:**

The comment is correct, and the Highland Reserve North portion of Figure 4.1-1 on page 4.1-3 of the DEIR has been shaded to indicate that it is an approved specific/master plan area.

**Response to Comment 9-4:**

Comment noted. The last sentence in the paragraph under Del Webb Specific Plan is revised to read:

At full buildout the development will include 3,500 dwelling units and ~~23~~ 12.1 acres of commercial property

**Response to Comment 9-5:**

Comment noted. The following sentence is added to the end of the first full paragraph on page 4.1-6 of the DEIR:

A Draft EIR was circulated for the amphitheatre project. The proposal for the amphitheatre is being amended. Assuming a revised application is submitted, the County expects to recirculate the Draft EIR before acting on the project.

**Response to Comment 9-6:**

Comment noted. Figures 4.1-4 and 4.1-5 have been revised to indicate that the parcel in the northwest corner of the Del Webb Specific Plan area is residential, rather than community commercial.

**Response to Comment 9-7:**

On May 28, 1997, the City Council provided policy direction that allowed the transfer of units that had been previously allocated for development within the General Plan unit allocation, but not used. Under this policy, 600 units may be transferred from the City Pool, senior congregate care units are

discounted by two-thirds, and second and non-conforming residential units are discounted. Under this policy direction, Phase I of the North Roseville Specific Plan would require 2,194 units, of which 2,051 would be transfer units. The total allocation of residential units would be increased by 143 units, from 39,200 units to 39,343 units.

As stated on page 1-2 of the DEIR, the EIR analysis assumed that all of the Proposed Project units would be in addition to the 39,200 units identified in the General Plan. The EIR analysis is extremely conservative, because it assumes 5,098 units (which, as stated in Chapter 2 of this FEIR, has been reduced to 5,049) would be required in addition to the General Plan's 39,200.

The growth-inducing impacts of the Proposed Project, including the population increase assumed for the Proposed Project, are evaluated on pages 5-22 and 5-23 of the DEIR.

**Response to Comment 9-8:**

Please see Response to Comment 9-7.

**Response to Comment 9-9:**

Comment noted. At the time the traffic analysis was conducted, Sun City Boulevard had not yet been completed. Footnote 2, which states that Sun City Boulevard has not been completed, has been deleted from Table 4.9-1 on page 4.9-3 of the DEIR.

**Response to Comment 9-10:**

Comment noted. The Blue Oaks Boulevard extension had not been completed at the time the traffic analysis was conducted. According to the City's Public Works Department, existing traffic count data are not available for either the Blue Oaks Boulevard extension or Fiddymment Road.

**Response to Comment 9-11:**

Table 4.9-3 already includes existing, p.m. peak hour intersection analysis at the intersections of Blue Oaks/Foothills and Del Webb/Fiddymment. At the time the traffic analysis was conducted, the Blue Oaks Boulevard extension had not yet been completed; therefore, intersection analysis at Blue Oaks/Fiddymment and Blue Oaks/Del Webb was not possible.

**Response to Comment 9-12:**

The existing travel lanes on Fiddymment Road between Pleasant Grove Boulevard and Blue Oaks Boulevard fall within the jurisdiction of the City of Roseville. The City has not specified Fiddymment Road as a truck route; however, trucks are permitted to use non-designated routes in order to access a specific destination, but not as a through route. Blue Oaks Boulevard has been designated as a truck route in order to allow trucks with a destination in the North Industrial Area (such as Hewlett-Packard and NEC) access from SR 99. Blue Oaks Boulevard is also a possible candidate for a future direct or indirect connection to SR 99. Such an extension of Blue Oaks Boulevard, if it is

constructed, would most likely be designated a truck route if this extension is realized. It should be noted that the Proposed Project would not generate substantial truck traffic; therefore, it would not result in an impact on Fiddymment Road due to truck traffic.

**Response to Comment 9-13:**

The commentor is correct in stating that the City of Rocklin has based its Circulation Element on a 2020 planning horizon. However, the City of Rocklin also developed 2010 forecasts, which have been employed in this study in order to provide a consistent and accurate interpretation of year 2010 conditions.

**Response to Comment 9-14:**

The required roadway improvements listed in Table 4.9-4 are intended to reflect identified improvements that have not yet been fully implemented. The extension of Pleasant Grove Boulevard to Fiddymment Road has already been constructed.

**Response to Comment 9-15:**

Phase I of the Proposed Project is responsible for constructing frontage improvements within the Plan Area on both the north south sides of Blue Oaks Boulevard. The City will provide an additional travel lane on the north side of Blue Oaks Boulevard. The Proposed Project will include four travel lanes along Blue Oaks Boulevard within the project boundaries. The Proposed Project will pay a fee in Phase I for off-site improvements and reimbursement for a portion of existing improvements to Blue Oaks Boulevard. The timing of these improvements will be based on capacity needs.

**Response to Comment 9-16:**

It is a standard practice to develop specific trip generation characteristics for significant projects with unique travel patterns. Past environmental impact studies in the City of Roseville have employed this practice, including the Del Webb Specific Plan EIR, the Hewlett-Packard Master Plan EIR, and the NEC M-2 Line Expansion EIR. In each instance there was a specific land use that had trip generation and/or distribution characteristics that made it significantly different than standard trip rates. In cases like this, it is necessary to develop a unique trip rate that will most accurately reflect the characteristics of the specific land use in question. This trip rate is developed based on available data, whether acreage, traffic volumes or comparison to a similar facility. This practice is widely accepted and provides the most accurate results possible when employed properly. Standard trip generation rates, such as those used for single-family or multi-family residential uses, are employed when a “typical” development is proposed, or when there is insufficient detail to provide a more accurate representation of trip generation.

**Response to Comment 9-17:**

Fiddymment Road falls within the jurisdiction of Placer County, not the City of Roseville. Per the Settlement Agreement and Memorandum of Understanding between the County and the City,

impacts on Placer County roadways must be analyzed based on the land use and circulation system assumptions employed by Placer County. The land use assumptions used by Placer County vary substantially from those used by the City of Roseville in that the County already assumes a substantial amount of growth in the City's urban reserve under 2010 conditions without the Proposed Project. These assumptions, which were used to develop the Placer County General Plan, result in the daily traffic volumes listed in Table 4.9-7 under the heading "No Project." To analyze the Proposed Project, the specific land use assumptions of the North Roseville Specific Plan were substituted in place of the General Plan assumptions (within the urban reserve portions of the City) and the resulting traffic volumes were for the most part lower than the County General Plan.

If the City's 2010 market assumptions had been employed, the volumes shown in Figure 4.9-8 would have been used to analyze impacts to Fiddymment Road.

**Response to Comment 9-18:**

As stated on page 4.11-13 of the DEIR, the Roseville Noise Ordinance limits construction activity to from 7:00am to 7:00pm weekdays and from 8:00am to 8:00pm on weekends. Because these hours of operation are mandated by ordinance, they do not need to be imposed as mitigation. Even with the limitation of operating hours, however, noise impacts could be significant. At times, construction of the Proposed Project may exceed the absolute limit on construction noise (regardless the time of day when it occurs) of 86 dBA outside of the property lines, due to construction activities in close proximity to the property line (see page 4.11-16 of the DEIR). Such violations would occur for short periods of time, and, in most cases, would not affect sensitive receptors, because most of the Plan Area is surrounded by undeveloped land.

**Response to Comment 9-19:**

Phase II of the Proposed Project would be served by the interim Mahany Park Fire Station until the station on Woodcreek West is constructed. As stated on page 4.12-73 of the DEIR, construction of a new station will be timed with the issuance of building permits.

**Response to Comment 9-20:**

As with other infrastructure improvements (e.g., traffic), the EIR assumes that those water-related improvements that are approved and/or programmed will be constructed, according to the timing identified by the City for the specific improvement. As stated on page 4.12-36, planning for improvements to water conveyance facilities is underway and the new conveyance is expected to be operational before the year 2000. The Proposed Project could begin construction in the next year, but buildout of Phase I of the Proposed Project is not expected to occur prior to the year 2000, when the improved water conveyance facilities are in place. The City has some capacity (approximately 3 million gallons per day) to accommodate those units, if any, that are constructed before the conveyance facilities have been improved.

**Response to Comment 9-21:**

Figure 4.12-5 has been revised; please see Chapter 2 of this FEIR.



May 19, 1997

RECEIVED

MAY 22 1997

Roseville Planning Department
Attn: Nela Luken, Associate Planner
316 Vernon Street, #104
Roseville, CA 95678

PLANNING DEPARTMENT

Re: Environmental Impact Report - North Roseville Specific Plan

Correction to Draft EIR

On Page 4.12-25, the second paragraph, third sentence is as follows: "The utility provides one-inch conduit to each dwelling unit." This sentence should read: "The developer provides two-inch conduit to each dwelling unit." Please make this correction. The remainder of this letter should also be included in the EIR.

10-1

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.

10-2

Public utility easements will be required to serve new development projects. 30' x 60' rights-of-way may also be required for controlled environment vault 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.

10-3

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.

10-4

Impacts

Although no unusual problems are anticipated in providing telephone service, Roseville Telephone requires approved plans to determine the exact routes to access 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. The

10-5

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

10-5  
Cont

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 obstruction that would hinder access to these locations.

10-6

Any temporary facilities placed for the developer's 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 construction of a project, the developer will bear the cost.

10-7

If I can be of any further assistance to you regarding this plan, please feel free to contact me at 786-1212.

Sincerely,



Judee Jensen  
Outside Plant Engineer

jej:wsd

**COMMENT LETTER 10: Judee Jensen, Roseville Telephone Company**

**Response to Comment 10-1:**

Comment noted. The third sentence of the second paragraph on page 4.12-25 is revised to read:

The ~~utility~~ developer provides ~~one~~ two-inch conduit to each dwelling unit.

**Response to Comment 10-2:**

Comment noted.

**Response to Comment 10-3:**

Comment noted.

**Response to Comment 10-4:**

Comment noted.

**Response to Comment 10-5:**

Comment noted. The applicant will work with Roseville Telephone Company to identify appropriate utility routes.

**Response to Comment 10-6:**

Comment noted.

**Response to Comment 10-7:**

Comment noted.

June 30, 1997

Ms. Nela Lukan  
Planning Department  
City of Roseville  
316 Vernon Street  
Roseville, California 95678

**RECEIVED**

**JUL 01 1997**

**PLANNING DEPARTMENT**

**NORTH ROSEVILLE SPECIFIC PLAN  
DRAFT EIR COMMENTS**

Dear Ms. Lukan:

I have reviewed the traffic and circulation section of the Draft EIR for the North Roseville Specific Plan. Nowhere in the analysis are the impacts on the Placer County roadway system identified. Impacts to Baseline Road will be substantial and highly significant.

The preliminary analysis which we have prepared for the Placer Vineyards Specific Plan identifies traffic growth on Baseline Road from development in Roseville to be substantial.

In order for this document to identify significant impacts, impacts to the Placer County roadway system need to be identified. Also, this is consistent with the Placer County/City of Roseville settlement agreement.

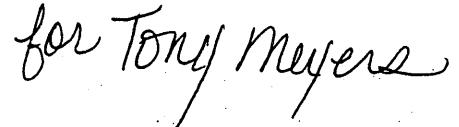
Please revise the transportation and circulation section to incorporate impacts in Placer County.

11-1

Respectfully,



Tony Meyers  
Principal



TM:lb

c: Rick Dondro, Placer County  
West Placer Property Owners Group

9403\_001el.tm13

## **COMMENT LETTER 11: Tony Meyers, Spink**

### **Response to Comment 11-1:**

Impacts 4.9-4(A) and 4.9-4 (B) on pages 4.9-37 and 4.9-41 of the DEIR, respectively, specifically address impacts of increased traffic volumes on Placer County roadways. The analysis of impacts to roadways in unincorporated Placer County was conducted using the land use and circulation system assumptions adopted by the County for the General Plan Update in 1993. These assumptions vary somewhat from assumptions used by the City of Roseville. One critical difference is that the Placer County model already assumed land use in the urban reserve areas of the City of Roseville. This land use was replaced with the Proposed Project and the resulting impacts to roadways throughout south Placer County were analyzed.

Table 4.9-7 on page 4.9-37 of the DEIR summarizes the changes in daily traffic volumes that would result under 2010 conditions with and without (the County General Plan) the Proposed Project. This table includes projected daily traffic volumes on Baseline Road west of Fiddymont Road; the resultant daily traffic volumes under the Proposed Project would be slightly less than under the County's General Plan and would continue to require that Baseline Road be widened to four lanes between Fiddymont Road and the Sutter County line (an improvement already included in the County's Capital Improvement Program).

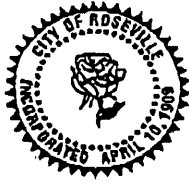
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***4. PUBLIC HEARING COMMENTS AND RESPONSES***

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**NORTH ROSEVILLE DRAFT ENVIRONMENTAL IMPACT REPORT  
TRANSPORTATION COMMISSION MEETING NOTES  
Tuesday, May 20, 1997**

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**SUBJECT: DRAFT EIR FOR NRSP: TRANSPORTATION AND CIRCULATION IMPACTS**

**ATTENDEES**

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

STAFF: Dan Dameron, Rob Jensen, Nela Luken

NOTES BY: Nela Luken

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At their meeting of May 20, 1997, the Transportation Commission reviewed the North Roseville Specific Plan (NRSP) 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 Chun:

- **Isn't the need for funding an environmental impact as it relates to the increased demand for public transit?**

Response: The need for additional funding is not an "Environmental Impact" under CEQA, it is a fiscal impact which is not technically an environmental impact. As part of the update of the City's Long Range Transit Master Plan, funding options will be identified and analyzed. This update is tentatively funded in the Fiscal Year 97-98 budget.

- **The Plan proposes bicycle and pedestrian paths. Are there connections and crossings of streets to insure connectivity of the trail system both internal to the plan and City-wide?**

Response: Yes, the path system includes creek crossings with bridges, underpasses at Woodcreek Oaks Blvd. and Blue Oaks Blvd., and at grade street crossings.

Commissioner Folsom:

- **Questions that this project would have a significant impact on the City's Transit system. Section 3, page 17, paragraph 5 for the DEIR states that "...Roseville Transit would be expanded as demand occurs and funds become available." Commissioner Folsom doesn't agree that the impact to the Transit system is significant.**

**Commissioner Hipkins:**

- Expressed concern that the middle school fronts onto Blue Oaks Boulevard, a major arterial.

Response: The Roseville City School District has reviewed and approved this school site. The district is not planning to access the site off of Blue Oaks Boulevard. The district has indicated that they would design the site so that their access would be off of a collector street either along the east or south sides of the property. This arrangement is similar to Buljan Middle School on Washington Boulevard where the school is oriented so that access is off of a collector and not on Washington Blvd.

**Commissioner Chun:**

- Wanted to make sure that the Transportation Commission doesn't down play the importance of public transit with earlier comments and should encourage people to use public transit.

**Commissioner Folsom:**

- Phase 1 of the plan shows a street that stubs to the west which would eventually be extended through Phase 2 (shown on the map as Mourier 160) to Fiddymont Road. Shouldn't this road be extended to Fiddymont with the development of Phase 1?

Response: The extension of this road won't serve to relieve traffic on Blue Oaks Boulevard because it wouldn't carry that much traffic. In addition, the improvements that will be constructed with the NRSP for Blue Oaks Boulevard can accommodate the additional traffic created by the Plan. There is very little cost benefit to the extension of the interior road when Blue Oaks Blvd. can handle the traffic volumes.



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**NORTH ROSEVILLE DRAFT ENVIRONMENTAL IMPACT REPORT  
PUBLIC UTILITIES COMMISSION MEETING NOTES  
Tuesday, May 27, 1997**

**SUBJECT: DRAFT EIR FOR NRSP: PUBLIC SERVICES AND UTILITIES IMPACTS**

**ATTENDEES**

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

**STAFF:** Dave Dockham, Larry Buckle, Dan Dameron, Nela Luken

**NOTES BY:** Nela Luken

At their meeting of May 27, 1997, the Public Utilities Commission reviewed the North Roseville Specific Plan (NRSP) 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 Services and Utilities 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 Anderson:**

- **Why is it important to loop the water system?**

Response: If there is a failure somewhere in the water delivery system, the City can still provide water with a looped system. Looping the water system provides increased reliability.

**Commissioner Hess:**

- **Does the City feel comfortable about using an old sewer line for reclaimed water?**

Response: Yes, absolutely. The line gets scoured and rehabilitated and the line can confidently be converted to reclaimed use. Water quality tests run on converted sewer lines show that they exceed the standards for reclaimed water. The reclaim lines won't be used for potable water, just reclaimed water for irrigation.

- **Who will pay for the construction of the 1 acre electric substation shown in the NRSP?**

Response: The funding will come from rates, as all substation construction in the City does. The substation will be constructed when the electric demand requires the need for it.

- It looks like pump station 1A is going out of operation. Is that the case?

Response: No, it is pump station 1 that will be decommissioned because it will gravity flow to the Pleasant Grove treatment plant instead. Pump station 1A would not need to be constructed. Pump Station 1A was a planned station if all sewage flow was to go to Dry Creek. With the Pleasant Grove treatment plant, 1A won't be needed.

- 4.12-14: Is the DEIR reference to the lowest cost source, referring to WAPA power? If the document is referring to WAPA power, hasn't the City purchased cheaper power on the open market before?

Response: From an available - year around resource standpoint, WAPA is typically the lowest cost. At times, the City is able to make spot purchases of power that can beat the WAPA price, but these other sources are not firm resources. They are acquired on an "as available basis" on the spot market.

- The DEIR states that the City is "entitled" to 187 megawatts. Is that the right term?

Response: Yes, that term works. It refers to the amount of power that the City has an entitlement to or under contract.

- 4.12-24: The DEIR states that Roseville Telephone, AT&T and other service providers will provide phone service. I thought that Roseville Telephone has jurisdiction in the City?

Response: Other phone service providers provide long distance service and cellular service within the City.

- 4.12-32: The DEIR states that there will be one phone connection and one cable connection per dwelling unit. I think that this is very conservative, most people have more than one connection for phone and cable.

Response: That may be right, Roseville Telephone made a similar comment in their commenting letter on the DEIR. The final EIR will include clarification on this issue.

- 4.12-36: The DEIR states that under the City's current contract with USBR, the maximum water conveyed is 42 mgd. Don't we have limitations on the amount of water we can deliver? The maximum capability is 36 but the document says the City can provide 39.

Response: Much of the treatment plant is designed for 48 mgd. The capacity limitations are in the clarification process. Without the tube settler's in the clarification process, the plant capacity at certain times of the year is 36 mgd. When the tube settlers are installed, capacity will increase to 48 mgd. The City doesn't have the need for all the clarification capabilities in the summer when water is very clear, it's only a limitation in the spring and fall when the water is more turbid.

- 4.12-37: The DEIR states that the City plant has been expanded and can supply 48 mgd of potable water. This should be corrected.

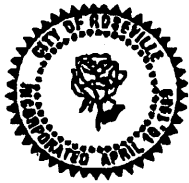
Response: Yes, that should be corrected to, "under normal conditions the City can deliver 42 mgd but under turbid conditions the amount is 38 mgd."

- **5-3 & 5-4: The DEIR states that HP and NEC are located "west" of the NRSP project. Aren't HP and NEC "east" of the project?**

**Response:** Yes, HP and NEC are both located to the east of the project.

- **Shouldn't the DEIR reference the Sunset Industrial Plan for Placer County someplace in the document?**

**Response:** Yes. The Sunset Plan is referenced in the Land Use Section of the DEIR, Section 4.1, beginning on Page 4.1-5.



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**NORTH ROSEVILLE DRAFT ENVIRONMENTAL IMPACT REPORT  
PARKS AND RECREATION COMMISSION MEETING NOTES  
Monday, June 2, 1997**

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**SUBJECT: DRAFT EIR FOR NRSP: PARKS AND RECREATION IMPACTS**

**ATTENDEES**

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

**STAFF:** Mike Shellito, Paula Finley, Dan Dameron, Nela Luken

**NOTES BY:** Nela Luken

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At their meeting of June 2, 1997, the Parks and Recreation Commission reviewed the North Roseville Specific Plan (NRSP) Draft Environmental Impact Report (EIR). Although no formal action on the EIR 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 portion 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 Alexander:**

- **How much of the North School Park is intended for joint use?**

Response: The City park will supplement the elementary school. The school will be self contained in terms of the amount of facilities.

**Commissioner Tapia:**

- **The parks are all located along creeks, are we going to have a problem with flooded facilities similar to Dry Creek and Royer Park?**

Response: While much of the NRSP parks are located along creeks, they are not like Royer Park at all. There are areas within some of the parks that could receive water from time to time but the flood analysis concluded that there would not be swift moving water, just some occasional inundation with no significant velocity. The City doesn't want to give the impression that there will be no flooding but the parks have been designed to keep structures out of any areas subject to flooding and only ball fields would be affected.

- **Commissioner Tapia asked about the possibility of lighting the Adult Soccer Field in the Diamond Creek Park and requested that the EIR address potential impacts associated with lighting that field.**

**Response:** Lighting is proposed for the Diamond Creek Park softball field and this impact is addressed in the Draft EIR but the City could pursue the suggestion of lighting the adult soccer field instead. The City would prefer to light the adult soccer field because there would be less impact to adjacent single-family residential units.

**Commissioner McIntyre:**

- **Commissioner McIntyre was concerned that there was a lot of park acreage in the Plan but not a sufficient amount of active facilities.**

**Response:** The NRSP park plan meets the City's standards for active facilities for the number of residents within the plan area. While the plan meets the City's standards, an effort was made not to force a lot of active facilities into this park plan because of its unique character along the creeks and its heavily wooded nature. This land is clearly not the typical park acreage that lends itself to an abundance of ballfields and other facilities, and is quite different from other parks in the City. The park acreage is perhaps more similar to Maidu with a lot of passive recreational opportunities. The NRSP park plan has tried to blend the active facilities in with the more natural open space character of the property without trying to force a lot of active parks into it.

- **The Commission unanimously recommended to approve the park plan in concept for the NRSP Phase 1 with lighting of the adult soccer field in Diamond Creek Park.**

CITY OF ROSEVILLE  
PLANNING COMMISSION  
JUNE 26, 1997  
MINUTES

Planning Commissioners Present: Patricia Efseaff, Audrey Huisking, Dan Goodhall, Jim Gray, Kevin Joy, Earl Rush  
Planning Commissioners Absent: Doug Selby, excused

Staff Present: Patty Dunn, Planning Director  
Dan Dameron, Principal Planner  
Chris Burrows, Senior Planner  
Rob Jensen, Senior Engineer  
Laura Conti, Associate Planner  
Nela Luken, Associate Planner  
Rich Glenn, Deputy City Attorney  
Virginia Eldred, Recording Secretary

MINUTES OF June 12, 1997

MOTION

Commissioner Rush made the motion, which was seconded by Commissioner Goodhall, to approve the minutes as submitted. Commissioners Efseaff and Joy abstained as they were not present at the June 12 meeting. The motion passed unanimously.

ORAL COMMUNICATIONS - None

CONSENT CALENDAR

- A. CONDITIONAL USE PERMIT MODIFICATION - 2015 FERNWOOD CIRCLE (BRAZEAL RESIDENCE) - FILE# CUP 97-05: The applicant requested approval of a Conditional Use Permit Modification to permit construction of a 135 square foot enclosed garden room outside of the defined building envelope established for the Hampton Village development. Applicant - Gary Lee, Sierra Sunscreens, Inc. This project was approved with 3 Findings of Fact and subject to 7 Conditions of Approval.

MOTION

Commissioner Gray made the motion, which was seconded by Commissioner Efseaff, to approve the Consent Calendar as submitted. The motion passed unanimously.

NEW BUSINESS

- A. TENTATIVE SUBDIVISION MAP AND TREE PERMIT - 900 CIRBY WAY (REUTER RANCH SUBDIVISION) - FILES# SUBD 97-02 AND TP 97-25: The applicant requested approval of a Tentative Subdivision Map to create sixty-six (66) single family lots and one (1) common area lot on 24.25 acres and a Tree Permit to remove five (5) native oak trees and to encroach into the protected zone radius (PZR) of several other native oak trees. Applicant - Richard Morton, Morton & Pitalo, Inc.

Associate Planner, Laura Conti presented the staff report and responded to questions from the Commission. The Commission viewed a video of the site.

There was discussion on Conditions 18 and 19 regulating flow to the hydrant when combustibles are on site.

Chair Huisking opened the public hearing and invited comments from the audience and/or applicant(s).

The applicant, Richard Morton, Morton and Pitalo, 1788 Tribute Road, Sacramento, CA., addressed the Commission and responded to questions. He stated he had received a copy of the staff report and was in agreement with Staff's recommendations.

Resident, Gene Endicott, 1015 Tanzania Dr., Roseville, CA, addressed the commission to express his concern regarding traffic in the thoroughfare and the need to slow down traffic in the neighborhood.

Chair Huisking temporarily closed the public hearing.

Agreement was reached to change Condition 17 to read as follows:

Prior to combustible materials being brought on the site, a water supply adequate for fire suppression as determined by the Fire Marshall and emergency vehicle access roads shall be provided to within 150 feet of all structures and combustible storage piles. Access roads shall be completed to a minimum unobstructed twenty (20) feet in width and fourteen (14) feet vertical clearance. Access roads shall be capable of supporting (in all weather conditions), the imposed loads of emergency vehicles (32 tons). Said access shall be provided prior to any construction or storage of combustible materials on site.

Chair Huisiking closed the public hearing.

#### MOTION

Commissioner Rush, made the motion, which was seconded by Commissioner Gray, to adopt the Negative Declaration, adopt the three (3) Findings of Fact for the Tentative Subdivision Map, approve the Tentative Subdivision Map subject to the fifty-six (56) Conditions of Approval, as amended, adopt the two (2) Findings of Fact for the Tree Permit and approve the Tree Permit subject to the four (4) Conditions of Approval as submitted in the staff report.

The motion passed unanimously.

Chair Huisiking expressed condolences to the John Mourier family in the recent loss of a family member.

- A. GENERAL PLAN AMENDMENT, SPECIFIC PLAN, REZONE, DEVELOPMENT AGREEMENT, AND A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE NORTH ROSEVILLE SPECIFIC PLAN, AND TO AMEND THE CITY'S GENERAL PLAN DWELLING UNIT ALLOCATION AND MODIFY THE ZONING ORDINANCE DEVELOPMENT STANDARD OVERLAY PROVISIONS - FILE# GPA 94-10, SPA 94-11, RZ 94-14, DA 94-09, SUBD 94-10:** The applicant requests Planning Commission approval of a General Plan Amendment, Specific Plan, Rezone, Development Agreement and certification of a Draft Environmental Impact Report (EIR). The requested entitlements are for the proposed North Roseville Specific Plan (NRSP) Phase 1 located north of the existing Northwest Roseville Specific Plan and east of Del Webb. Phase 1 of the NRSP will be a mixed-use community that consists of 2,474 dwelling units (400 of which are for Eskaton Village), 94 acres of community commercial, 4 acres of business professional, two 8 acre elementary school sites, one 22 acre intermediate school site, 79 acres of park, 80 acres of open space, and a 1 acre electric substation site. The request also includes: an amendment to increase the General Plan unit allocation of 39,200 dwelling units by 143 units (or other number as determined by the Planning Commission); and a zoning ordinance amendment to modify the Design Review Permit for Residential Subdivisions (DRRS) entitlement so that it may also be used to establish Development Standards within the Development Standard Overlay district concurrent with a tentative map where none were established with a new specific plan. The Specific Plan includes a conceptual land use plan for future Phase 2 of the project. All Phase 2 properties will retain their current urban reserve land use and no entitlements are requested for Phase 2 of the NRSP at this time. The project area is located in the north western boundaries of Roseville, north of the existing Northwest Roseville Specific Plan and east of Del Webb and encompasses approximately 736 acres. Applicant - Stephen DesJardins, Diamond Creek Partners; Connie Batterson, Eskaton; Randy Collins, Sammis Roseville Associates; and John Mourier, John Mourier Construction.

Associate Planner, Nela Luken, presented an overview of the proposed project, discussed the anticipated review process and responded to questions. She stated that the presentation would be broken down into several sections and that discussion was anticipated to cover at least 2 Planning Commission meetings. Staff presentation of each section will be followed by Commission and public comments and opportunity will be provided to respond to all questions. All Planning Commission recommendations will be forwarded to City Council and all EIR comments will be responded to in the final EIR.

#### OVERVIEW OF PLAN

- Seventh Specific Plan processed by the City of Roseville;
- Phase 1 NRSP entitlements;
- Phase 1 development of approximately 734 acres;
- EIR review period to close June 30; and
- Large lot tentative map to be brought back to Commission after Council approval of the Specific Plan.

Chair Huisiking presented a letter in support of approval for Eskaton Village signed by 23 residents of Sun City.

Chair Huisiking opened the public hearing and invited comments from the applicant and/or audience.

Tim Taron, with Hefner, Stark and Marois, 2710 Gateway Oaks Dr., Suite 300 S., Sacramento, CA addressed the Commission and spoke on behalf of the NRSP owners/applicants. He stated that Stephen desJardin, representing Diamond Creek Partners; Connie Batterson, representing Eskaton; John Mourier, representing John Mourier Construction; and Randy Collins representing Sammis Roseville Associates were present.

Applicant/Owner, John Mourier, 109 Bermuda CT, Roseville, CA, owner of John Mourier Construction, Inc. (JMC) addressed the Commission and introduced a large contingency of JMC employees supporting the project.

Bill Santucci, County Supervisor representing District 1, 228 Evelyn Ave, Roseville addressed the Commission to state he had visited the Eskaton facility in Fair Oaks and gave his enthusiastic endorsement of the facility's efforts to locate in Roseville.

The following residents addressed the Commission to express their support of the project:

- Joel Kirstenstein, 29800 Lagora Hills, Lagora Hills, CA, spoke on behalf of Dry Creek School District and urged the implementation of Phase 2 as soon as possible; and
- Isabel Stazar, 216 Grace Glen CT, Sun City resident, spoke in support of Eskaton Village.

## **SECTION 1.1 - LAND USE**

Staff provided an overview of the Land Use section from the Specific Plan and EIR.

There was discussion on the following:

- Clarification of proposed equestrian uses of parcels DC9 A & B, P 2-10 allowing the construction of a private ranch with a horse barn, corral and an open arena area and public events allowed for up to 75 attendees once per year without use permit;
- Horse arena proposed in open space/floodplain;
- Concern for rezone of light industrial areas limiting ability to meet future industrial needs and
- Staff response on inventory of industrial land within City and ability of Sunset Blvd. area to meet industrial needs of South Placer county for the next 100 years.

Applicant, Tim Taron returned to the podium to respond to questions/comments.

There was further discussion on the following:

- Draft EIR assumes all new units and all new impacts; therefore, the DEIR evaluates a worst case scenario;
- Open space component of plan dedicating 87 acres credited parkland and 80 acres open space;
- February 1998 absorption study determined current residential supply to be consumed by 2005; and
- Greater need appears to be housing instead of light industrial at this time.

Mark Nelson, with Hewlett Packard, 7001 Foothills Blvd., Roseville, CA addressed the Commission and spoke in support of the project with the following comments:

- Infrastructure of project to be a benefit to Hewlett Packard;
- Appreciation to staff and developers for attentiveness to Hewlett Packard's needs;
- Desire to see improved public transit and alternative transportation; and
- Lack of a scheduled bus route to Hewlett Packard and NEC due to low density of development in the vicinity of HP.

Noe Fierros, Placer County Planning Commissioner, 4002 Kenwood Way, Roseville, CA addressed the Commission and expressed the following concerns regarding the project:

- Roseville's position regarding the Sunset development area;
- Placer County's concern with the reduction of light industrial, commercial areas;
- Input from Placer County Planning Department; and
- Staff response on letter from Placer County Planning on NOP for DEIR.

Chair Huisking closed the public hearing on Specific Plan Section 1.1.

## **SECTION 1.2 AFFORDABLE HOUSING**

Staff provided an overview of the Housing section from the Specific Plan and EIR.

Chair Huisking opened the public hearing on Section 1.2 and invited comments from the applicant and/or audience.

Applicant, Tim Taron addressed the Commission and responded to questions.

There was discussion on the following:

- Purchase housing to be available to both middle and low income without City subsidies;
- Eskaton to provide 10 % of units available to low and middle income residents; and
- Clarification of locations of affordable units scattered throughout the plan so low income units cannot be identified from medium income units when driving down the streets.

Chair Huisiking closed the public hearing on Section 1.2.

Chair Huisiking called for a recess at 8:15 PM. The meeting reconvened at 8:25 PM.

### **SECTION 1.3 CIRCULATION**

Staff provided an overview of the Circulation section from the Specific Plan and EIR.

There was discussion on the following:

- Need to update Long-Range Transit Master Plan and the Bikeway Master Plans to include the NRSP Development Agreement;
- Discussion of Specific Plan page 4-10 regarding Eskaton contribution toward public transportation;
- Availability of Dial-a-Ride services;
- Transportation services provided by Eskaton to its residents;
- Fixed route service funded through general fund when it becomes economically feasible;
- Commissioners' request of staff to provide further information on factors determining public transportation feasibility;
- Interpretation of Table 5.2-2 depicting the Levels of Service in the year 2010; and
- \$1 million to be advanced by developers for construction of the Pleasant Grove interchange.

Chair Huisiking opened the public hearing on Section 1.3 and invited comments from the applicant and/or audience.

Noe Fierros, returned to address the Commission to express his concerns regarding traffic impacts.

There was discussion on the following:

- Traffic and noise impacts;
- 160 letters received from Sun City in opposition to the Bill Graham Amphitheater project due to traffic concerns;
- Minor traffic contribution of amphitheater project in comparison to major traffic provided by this project; and
- Staff presentation made to Del Webb Community Association providing overview of the NRSP project with no resident opposition.

George Brown, 3355 Almond Blossom Lane, Roseville, CA, and Wayne Robinson, 1815 Via Invierno, Roseville, CA addressed the Commission to express their concerns on the following:

- Needs for greater bikeway accessibility to encourage the use of bikeways without having to use major roadways;
- Accessibility of open space areas from residential streets;
- Class 1 bikeway trail designed to cross under bridges without crossing major roadways; and
- Time frame for the widening Woodcreek Oaks Blvd. when capacity needs require it.

Chair Huisiking closed the public hearing on Section 1.3.

### **SECTION 1.4 RESOURCE MANAGEMENT**

Staff provided an overview of the Resource Management section from the Specific Plan and EIR.

There was discussion on the following:

- Viability of recreated wetlands areas; and
- Interpretation of Table 5.1, 47% total area woodland avoided means 53% impacted.

Chair Huisiking opened the public hearing on Section 1.4 Resource Management and invited comments from the applicant and/or audience.

George Brown, 3355 Almond Blossom Lane, Roseville, CA, returned to address the Commission on the following:

- Concern for enough parklands and wetlands in phase 2;
- Requirements for parks and open space are based on number of residents in each phase; and
- Factors in determining park credit for open space.

Chair Huisiking closed the public hearing on Section 1.4.

### **SECTION 1.5 PUBLIC FACILITIES AND SERVICES**

Staff provided an overview of Public Facilities and Services from the Specific Plan and EIR.

There was discussion on the following:

- Request by Commissioners to replace miscopied Transportation and PUC Commission meeting notes; and
- Phase 1 is not located in Dry Creek School District, it is entirely within Roseville City School District.

Chair Huisking opened the public hearing on Section 1.5 and invited comments from the applicant and/or audience.

Bill Fastigi, 220 Chili Ct., Roseville, CA addressed the Commission and expressed his concerns regarding the need for adequate facilities to house elementary students and the potential impacts on the Dry Creek School District.

Chair Huisking closed the public hearing on Section 1.5.

## **SECTION 1.7 IMPLEMENTATION OF SPECIFIC PLAN AND 1.8 MISCELLANEOUS EIR SECTIONS**

Staff presented an overview of the Implementation section of the Specific Plan and remaining EIR sections.

Chair Huisking opened the public hearing on Sections 1.7 and 1.8 and invited comments from the applicant and/or audience.

Bill Fastigi, 220 Chili Ct., Roseville, CA, returned to address the Commission to express his concerns regarding truck traffic in the Woodcreek buildout area and the infrastructure construction timetable.

- Infrastructure (including roads) installed at the same time enabling truck traffic to enter NRSP from Blue Oaks Blvd. also.

Chair Huisking closed the public hearing on Sections 1.7 and 1.8.

Dan Dameron, Principal Planner stated that staff would provide the Commission with additional information regarding the following topics at the July 10 meeting:

- Equestrian use area;
- Placer County input;
- Clarification of transit factors needed to establish routes; and
- New copies of Attachments 1, 2, and 3.

## **MOTION**

Commissioner Goodhall made the motion, with a second by Commissioner Gray, to continue the discussion on the North Roseville Specific Plan to the Commission meeting of July 10, 1997.

The motion passed unanimously.

The Commissioners thanked Nela Luken for the well-organized comprehensive presentation.

## **REPORTS/COMMENTS/COMMISSION/STAFF**

There was discussion on the following:

- Commission request for staff follow-up on the lack of progress regarding Carvers landscaping;
- Continued accidents at the corner of Rocky Ridge and Professional;
- Activities in the Bel Air parking lot at Sunrise and Cirby which block the exit and create traffic hazards;
- Implementation of nuisance abatement ordinances when buildings are vacated;
- Appointment of new Council Members and Commissioners on July 9 and status of Commissioners for the July 10 Planning Commission meeting; and
- Acknowledgment of Kevin Joy's last meeting and appreciation of his contribution to the Commission.

## **ADJOURNMENT**

### **MOTION**

Commissioner Efseaff made the motion, which was seconded by Commissioner Goodhall, to adjourn to the meeting of July 10, 1997.

The motion passed unanimously. The meeting was adjourned at 9:28 PM.

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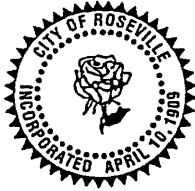
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***APPENDIX A***

***NOTICE OF COMPLETION***

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PLANNING  
**CITY OF ROSEVILLE**  
TRADITION • PRIDE • PROGRESS

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

**NOTICE OF COMPLETION**  
**May 15, 1997**  
**DRAFT ENVIRONMENTAL IMPACT REPORT**  
**FOR THE**  
**NORTH ROSEVILLE SPECIFIC PLAN**  
**SCH# 96112014**

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

**Project Name:** North Roseville Specific Plan

**Name of Proponents:**

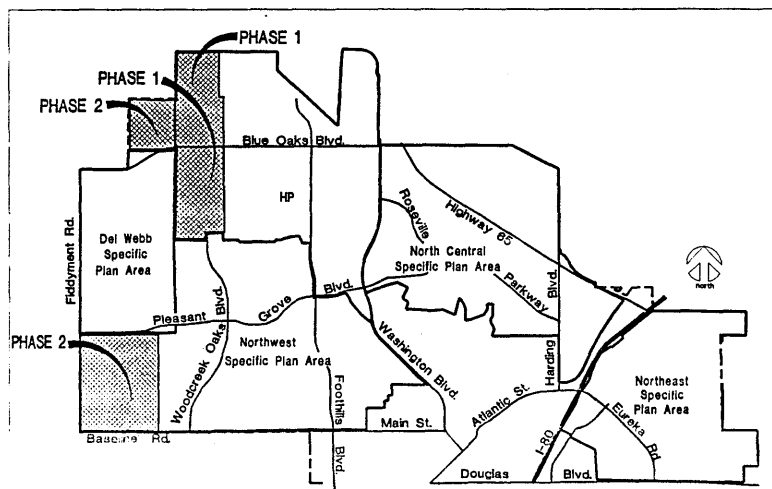
Diamond Creek Partners  
Stephen DesJardins  
191 Diamond Oaks Blvd.  
Roseville, Ca. 95678

Eskaton  
Connie Batterson  
5105 Manzanita Ave  
Carmichael, Ca. 95608

Sammis Roseville Associates  
Randy Collins  
1425 River Park Dr., Ste. 530  
Sacramento, Ca. 95815

John Mourier Construction  
John Mourier  
1830 Vernon St., Ste. 9  
Roseville, Ca. 95678

**Project Location:** The plan area is located in the northwestern boundaries of Roseville, and encompasses approximately 1,370 acres.



**Lead Agency:** City of Roseville: Contact: Nela Luken, 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 properties located in the northwestern portions of the City currently designated for Light Industrial and Urban Reserve. The North Roseville Specific Plan anticipates a mixed use community to be developed in two phases. The specific plan covers approximately 1,389 acres; however, the applicants are only requesting entitlements for Phase 1 at this time. Phase 1 consists of 736 acres and includes 2,474 residential units (of which 400 units are for Eskaton Village), 38 acres of commercial land, 8 acres of business professional, 79 acres of park, 81 acres of open space, two 8 acre elementary school sites, one 22 acre middle school site, and a 1 acre electrical substation site. Phase 2 consists of 653 acres and includes 2,575 residential units, 7 acres of commercial land, 27 acres of park, 111 acres of 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 analyzes the environmental impacts of the Specific Plan for Phase 1 and Full Project (Phase 1 + Phase 2) separately, as well as other actions and documents associated with the proposed plan. These include a General Plan and Specific Plan Amendment, Rezone, Development Agreement, and Large Lot Tentative Subdivision Map.

**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:**

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. June 30, 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 June 9, 1997. Please call the Planning Department to confirm the public hearing schedule.

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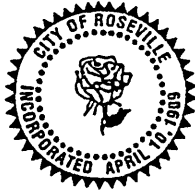
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Stephen DesJardins  
191 Diamond Oaks Blvd.  
Roseville, Ca. 95678

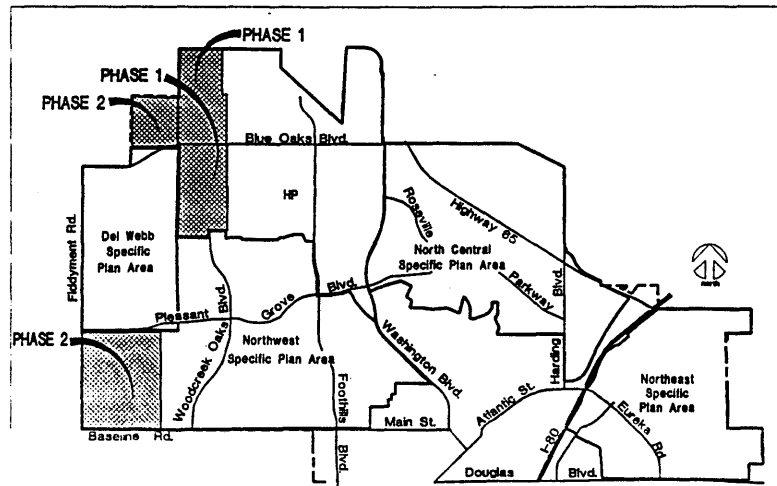
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**Response:** Lighting is proposed for the Diamond Creek Park softball field and this impact is addressed in the Draft EIR but the City could pursue the suggestion of lighting the adult soccer field instead. The City would prefer to light the adult soccer field because there would be less impact to adjacent single-family residential units.

**Commissioner McIntyre:**

- **Commissioner McIntyre was concerned that there was a lot of park acreage in the Plan but not a sufficient amount of active facilities.**

**Response:** The NRSP park plan meets the City's standards for active facilities for the number of residents within the plan area. While the plan meets the City's standards, an effort was made not to force a lot of active facilities into this park plan because of its unique character along the creeks and its heavily wooded nature. This land is clearly not the typical park acreage that lends itself to an abundance of ballfields and other facilities, and is quite different from other parks in the City. The park acreage is perhaps more similar to Maidu with a lot of passive recreational opportunities. The NRSP park plan has tried to blend the active facilities in with the more natural open space character of the property without trying to force a lot of active parks into it.

- **The Commission unanimously recommended to approve the park plan in concept for the NRSP Phase 1 with lighting of the adult soccer field in Diamond Creek Park.**

**CITY OF ROSEVILLE  
PLANNING COMMISSION  
JUNE 26, 1997  
MINUTES**

Planning Commissioners Present: Patricia Efseaff, Audrey Huisking, Dan Goodhall, Jim Gray, Kevin Joy, Earl Rush  
Planning Commissioners Absent: Doug Selby, excused

Staff Present: Patty Dunn, Planning Director  
Dan Dameron, Principal Planner  
Chris Burrows, Senior Planner  
Rob Jensen, Senior Engineer  
Laura Conti, Associate Planner  
Nela Luken, Associate Planner  
Rich Glenn, Deputy City Attorney  
Virginia Eldred, Recording Secretary

**MINUTES OF June 12, 1997**

**MOTION**

Commissioner Rush made the motion, which was seconded by Commissioner Goodhall, to approve the minutes as submitted. Commissioners Efseaff and Joy abstained as they were not present at the June 12 meeting. The motion passed unanimously.

**ORAL COMMUNICATIONS - None**

**CONSENT CALENDAR**

- A. CONDITIONAL USE PERMIT MODIFICATION - 2015 FERNWOOD CIRCLE (BRAZEAL RESIDENCE) - FILE# CUP 97-05:** The applicant requested approval of a Conditional Use Permit Modification to permit construction of a 135 square foot enclosed garden room outside of the defined building envelope established for the Hampton Village development. Applicant - Gary Lee, Sierra Sunscreens, Inc. This project was approved with 3 Findings of Fact and subject to 7 Conditions of Approval.

**MOTION**

Commissioner Gray made the motion, which was seconded by Commissioner Efseaff, to approve the Consent Calendar as submitted. The motion passed unanimously.

**NEW BUSINESS**

- A. TENTATIVE SUBDIVISION MAP AND TREE PERMIT - 900 CIRBY WAY (REUTER RANCH SUBDIVISION) - FILES# SUBD 97-02 AND TP 97-25:** The applicant requested approval of a Tentative Subdivision Map to create sixty-six (66) single family lots and one (1) common area lot on 24.25 acres and a Tree Permit to remove five (5) native oak trees and to encroach into the protected zone radius (PZR) of several other native oak trees. Applicant - Richard Morton, Morton & Pitalo, Inc.

Associate Planner, Laura Conti presented the staff report and responded to questions from the Commission. The Commission viewed a video of the site.

There was discussion on Conditions 18 and 19 regulating flow to the hydrant when combustibles are on site.

Chair Huisking opened the public hearing and invited comments from the audience and/or applicant(s).

The applicant, Richard Morton, Morton and Pitalo, 1788 Tribute Road, Sacramento, CA., addressed the Commission and responded to questions. He stated he had received a copy of the staff report and was in agreement with Staff's recommendations.

Resident, Gene Endicott, 1015 Tanzania Dr., Roseville, CA, addressed the commission to express his concern regarding traffic in the thoroughfare and the need to slow down traffic in the neighborhood.

Chair Huisking temporarily closed the public hearing.

Agreement was reached to change Condition 17 to read as follows:

Prior to combustible materials being brought on the site, a water supply adequate for fire suppression as determined by the Fire Marshall and emergency vehicle access roads shall be provided to within 150 feet of all structures and combustible storage piles. Access roads shall be completed to a minimum unobstructed twenty (20) feet in width and fourteen (14) feet vertical clearance. Access roads shall be capable of supporting (in all weather conditions), the imposed loads of emergency vehicles (32 tons). Said access shall be provided prior to any construction or storage of combustible materials on site.

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The motion passed unanimously.

Chair Huisiking expressed condolences to the John Mourier family in the recent loss of a family member.

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- Horse arena proposed in open space/floodplain;
- Concern for rezoning of light industrial areas limiting ability to meet future industrial needs and
- Staff response on inventory of industrial land within City and ability of Sunset Blvd. area to meet industrial needs of South Placer county for the next 100 years.

Applicant, Tim Taron returned to the podium to respond to questions/comments.

There was further discussion on the following:

- Draft EIR assumes all new units and all new impacts; therefore, the DEIR evaluates a worst case scenario;
- Open space component of plan dedicating 87 acres credited parkland and 80 acres open space;
- February 1998 absorption study determined current residential supply to be consumed by 2005; and
- Greater need appears to be housing instead of light industrial at this time.

Mark Nelson, with Hewlett Packard, 7001 Foothills Blvd., Roseville, CA addressed the Commission and spoke in support of the project with the following comments:

- Infrastructure of project to be a benefit to Hewlett Packard;
- Appreciation to staff and developers for attentiveness to Hewlett Packard's needs;
- Desire to see improved public transit and alternative transportation; and
- Lack of a scheduled bus route to Hewlett Packard and NEC due to low density of development in the vicinity of HP.

Noe Fierros, Placer County Planning Commissioner, 4002 Kenwood Way, Roseville, CA addressed the Commission and expressed the following concerns regarding the project:

- Roseville's position regarding the Sunset development area;
- Placer County's concern with the reduction of light industrial, commercial areas;
- Input from Placer County Planning Department; and
- Staff response on letter from Placer County Planning on NOP for DEIR.

Chair Huisking closed the public hearing on Specific Plan Section 1.1.

## **SECTION 1.2 AFFORDABLE HOUSING**

Staff provided an overview of the Housing section from the Specific Plan and EIR.

Chair Huisking opened the public hearing on Section 1.2 and invited comments from the applicant and/or audience.

Applicant, Tim Taron addressed the Commission and responded to questions.

There was discussion on the following:

- Purchase housing to be available to both middle and low income without City subsidies;
- Eskaton to provide 10 % of units available to low and middle income residents; and
- Clarification of locations of affordable units scattered throughout the plan so low income units cannot be identified from medium income units when driving down the streets.

Chair Huisking closed the public hearing on Section 1.2.

Chair Huisking called for a recess at 8:15 PM. The meeting reconvened at 8:25 PM.

### **SECTION 1.3 CIRCULATION**

Staff provided an overview of the Circulation section from the Specific Plan and EIR.

There was discussion on the following:

- Need to update Long-Range Transit Master Plan and the Bikeway Master Plans to include the NRSP Development Agreement;
- Discussion of Specific Plan page 4-10 regarding Eskaton contribution toward public transportation;
- Availability of Dial-a-Ride services;
- Transportation services provided by Eskaton to its residents;
- Fixed route service funded through general fund when it becomes economically feasible;
- Commissioners' request of staff to provide further information on factors determining public transportation feasibility;
- Interpretation of Table 5.2-2 depicting the Levels of Service in the year 2010; and
- \$1 million to be advanced by developers for construction of the Pleasant Grove interchange.

Chair Huisking opened the public hearing on Section 1.3 and invited comments from the applicant and/or audience.

Noe Fierros, returned to address the Commission to express his concerns regarding traffic impacts.

There was discussion on the following:

- Traffic and noise impacts;
- 160 letters received from Sun City in opposition to the Bill Graham Amphitheater project due to traffic concerns;
- Minor traffic contribution of amphitheater project in comparison to major traffic provided by this project; and
- Staff presentation made to Del Webb Community Association providing overview of the NRSP project with no resident opposition.

George Brown, 3355 Almond Blossom Lane, Roseville, CA, and Wayne Robinson, 1815 Via Invierno, Roseville, CA addressed the Commission to express their concerns on the following:

- Needs for greater bikeway accessibility to encourage the use of bikeways without having to use major roadways;
- Accessibility of open space areas from residential streets;
- Class 1 bikeway trail designed to cross under bridges without crossing major roadways; and
- Time frame for the widening Woodcreek Oaks Blvd. when capacity needs require it.

Chair Huisking closed the public hearing on Section 1.3.

### **SECTION 1.4 RESOURCE MANAGEMENT**

Staff provided an overview of the Resource Management section from the Specific Plan and EIR.

There was discussion on the following:

- Viability of recreated wetlands areas; and
- Interpretation of Table 5.1, 47% total area woodland avoided means 53% impacted.

Chair Huisking opened the public hearing on Section 1.4 Resource Management and invited comments from the applicant and/or audience.

George Brown, 3355 Almond Blossom Lane, Roseville, CA, returned to address the Commission on the following:

- Concern for enough parklands and wetlands in phase 2;
- Requirements for parks and open space are based on number of residents in each phase; and
- Factors in determining park credit for open space.

Chair Huisking closed the public hearing on Section 1.4.

### **SECTION 1.5 PUBLIC FACILITIES AND SERVICES**

Staff provided an overview of Public Facilities and Services from the Specific Plan and EIR.

There was discussion on the following:

- Request by Commissioners to replace miscopied Transportation and PUC Commission meeting notes; and
- Phase 1 is not located in Dry Creek School District, it is entirely within Roseville City School District.

Chair Huisking opened the public hearing on Section 1.5 and invited comments from the applicant and/or audience.

Bill Fastigi, 220 Chill CT., Roseville, CA addressed the Commission and expressed his concerns regarding the need for adequate facilities to house elementary students and the potential impacts on the Dry Creek School District.

Chair Huisking closed the public hearing on Section 1.5.

## **SECTION 1.7 IMPLEMENTATION OF SPECIFIC PLAN AND 1.8 MISCELLANEOUS EIR SECTIONS**

Staff presented an overview of the Implementation section of the Specific Plan and remaining EIR sections.

Chair Huisking opened the public hearing on Sections 1.7 and 1.8 and invited comments from the applicant and/or audience.

Bill Fastigi, 220 Chill Ct., Roseville, CA, returned to address the Commission to express his concerns regarding truck traffic in the Woodcreek buildout area and the infrastructure construction timetable.

- Infrastructure (including roads) installed at the same time enabling truck traffic to enter NRSP from Blue Oaks Blvd. also.

Chair Huisking closed the public hearing on Sections 1.7 and 1.8.

Dan Dameron, Principal Planner stated that staff would provide the Commission with additional information regarding the following topics at the July 10 meeting:

- Equestrian use area;
- Placer County input;
- Clarification of transit factors needed to establish routes; and
- New copies of Attachments 1, 2, and 3.

## **MOTION**

Commissioner Goodhall made the motion, with a second by Commissioner Gray, to continue the discussion on the North Roseville Specific Plan to the Commission meeting of July 10, 1997.

The motion passed unanimously.

The Commissioners thanked Nela Luken for the well-organized comprehensive presentation.

## **REPORTS/COMMENTS/COMMISSION/STAFF**

There was discussion on the following:

- Commission request for staff follow-up on the lack of progress regarding Carvers landscaping;
- Continued accidents at the corner of Rocky Ridge and Professional;
- Activities in the Bel Air parking lot at Sunrise and Cirby which block the exit and create traffic hazards;
- Implementation of nuisance abatement ordinances when buildings are vacated;
- Appointment of new Council Members and Commissioners on July 9 and status of Commissioners for the July 10 Planning Commission meeting; and
- Acknowledgment of Kevin Joy's last meeting and appreciation of his contribution to the Commission.

## **ADJOURNMENT**

### **MOTION**

Commissioner Efseaff made the motion, which was seconded by Commissioner Goodhall, to adjourn to the meeting of July 10, 1997.

The motion passed unanimously. The meeting was adjourned at 9:28 PM.